

City Council

Council Chambers, City Hall 6911 No. 3 Road

Monday, September 10, 2018 7:00 p.m.

Pg. # ITEM

MINUTES

- 1. Motion to:
 - (1) adopt the minutes of the Regular Council meeting held on July 23, 2018 (distributed previously);
- CNCL-14
- (2) adopt the minutes of the Regular Council meeting for Public Hearings held on September 4, 2018; and
- CNCL-39
- (3) receive for information the Metro Vancouver 'Board in Brief' dated July 27, 2018.

AGENDA ADDITIONS & DELETIONS

PRESENTATION

Kim Somerville, Manager, Community Social Development, to present the Canadian Institute of Planners' award for Planning Excellence in recognition of the Storeys Project.

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. 21.

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
- BC Clean Growth Intentions Papers
- Application for a Permanent Change to Food Primary Liquor Licence No.170609 Requesting Patron Participation Entertainment Endorsement

 Earls Restaurant (Lansdowne) Ltd. - 304-5300 No. 3 Rd., Richmond,
 BC
- Council Term Goals 2014-2018: Achievement Highlights
- Housing Agreement Bylaw No. 9896 to Permit the City of Richmond to Secure Affordable Housing Units Located at 6340 No. 3 Road (Keltic (Brighouse) Development)
- Housing Agreement Bylaw No. 9913 to Permit the City of Richmond to Secure Affordable Housing Units Located at 8620 Railway Avenue (1037533 BC Ltd.)

- Land use applications for first reading (to be further considered at the Public Hearing on October 15, 2018):
 - 10320 Lassam Road Rezone from Single Detached (RS1/E) to Single Detached (RS2/B) (Enrich Custom Homes Ltd. applicant)
 - 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the Surplus Portion of the Spires Road Road Allowance Rezone from Single Detached (RS1/E) to Parking Structure Townhouses (RTP4), and Proposed Zoning Text Amendment to the Parking Structure Townhouses (RTP4) Zone (Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd. applicant)
 - 11480 and 11482 King Road Rezone from Single Detached (RS1/E) To Two-Unit Dwellings (RD1) (1105061 BC LTD. applicant)
 - 2980 No. 3 Road Temporary Commercial Use Permit (IBI Group Architects Inc. – applicant)
- Application by Classico Development Ltd. for a Strata-Title Conversion at 10531 and 10551 Anahim Drive
- Richmond Response: Metro Vancouver Proposed Regional Growth Strategy Amendment Bylaw No. 1266, 2018, As Requested By The Township Of Langley For The Williams Neighbourhood Plan

	5.	Motion to ad	lopt Items No.	6 through No. 17	y by general	consent.
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Consent Agenda Item 6. COMMITTEE MINUTES

That the minutes of:

CNCL-47 (1) the General Purposes Committee meeting held on September 4, 2018;

CNCL-56 (2) the Finance Committee meeting held on September 4, 2018; and

CNCL-59 (3) the Planning Committee meeting held on September 5, 2018;

be received for information.

Consent Agenda Item

7. BC CLEAN GROWTH INTENTIONS PAPERS

(File Ref. No. 10-6125-07-02) (REDMS No. 5941101 v.4)

CNCL-65

See Page CNCL-65 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) That City comments, excluding item 12 regarding a proposed tax on the sale of gasoline, on the Provincial Clean Efficient Buildings and Clean Transportation "Intentions Papers", as outlined in the staff report titled "BC Clean Growth Intentions Papers" from the Senior Manager, Sustainability and District Energy, dated August 10, 2018, be forwarded to the Province;
- (2) That staff evaluate the City's medium-term GHG reduction targets in light of the new provincial targets, and bring back options for consideration; and
- (3) That staff consider the on table document titled, "Living Green Roofs or Solar Panels Now 'Law of the Land' in France" and provide an analysis and recommendations for low carbon options.

Consent Agenda Item 8. APPLICATION FOR A PERMANENT CHANGE TO FOOD PRIMARY LIQUOR LICENCE # 170609 REQUESTING PATRON PARTICIPATION ENTERTAINMENT ENDORSEMENT – EARLS RESTAURANT (LANSDOWNE) LTD – 304-5300 NO. 3 RD., RICHMOND, B.C.

(File Ref. No. 12-8275-30-001) (REDMS No. 5924711)

CNCL-76

See Page CNCL-76 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) That the application from Earls Restaurant (Lansdowne) Ltd, operating at 304 5300 No. 3 Road, requesting a Food-Primary Entertainment Endorsement for Patron Participation to Food-Primary Liquor Licence # 170609, to enable patrons to dance at the establishment, be supported; and
- (2) That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
 - (a) Council supports the amendment for a Patron Participation Entertainment Endorsement on Food-Primary Liquor Licence # 170609 as the endorsement will not have a significant impact on the community;

- (b) The hours of liquor sales will remain the same at:
 - (i) 9:00 AM to 1:30 AM, Monday to Saturday
 - (ii) 9:00 AM to Midnight, Sunday;
- (c) There is no change to the seating capacity for the food primary licence, indoors and patio;
- (3) Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licensing Regulations) are as follows:
 - (a) The potential for additional noise and traffic in the area was considered;
 - (b) The impact on the community was assessed through a community consultation process; and
 - (c) Given that there has been no history of non-compliance with the operation, the amendment to permit patron participation entertainment endorsement under the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to its primary purpose;
 - (d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the impact assessment was conducted through the City's community consultation process as follows:
 - (i) Residents, businesses and property owners within a 50 meter radius of the subject property were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - (ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how comments or concerns could be submitted.
 - (e) Council's comments and recommendations respecting the view of the residents, businesses and property owners are as follows:
 - (i) The community consultation process was completed as part of the application process; and
 - (ii) The community consultation process resulted in only one comment or view submitted from residents, businesses and property owners.

(f) Council recommends the approval of the permanent change to add patron participation entertainment endorsement to the Food Primary Licence for the reasons that the addition of the endorsement proposed is acceptable to the majority of the residents, businesses and property owners in the area and the community.

Consent Agenda Item 9. COUNCIL TERM GOALS 2014-2018: ACHIEVEMENT HIGHLIGHTS (File Ref. No. 01-0005-01) (REDMS No. 5902441 v.3)

CNCL-83

See Page CNCL-83 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) That the attached report titled "Council Term Goals 2014-2018: Achievement Highlights" from the Director, Corporate Programs Management Group outlining achievement highlights towards Council Term Goals 2014-2018, be received for information; and
- (2) That the attached reports be made available for download on the City of Richmond website.

Consent Agenda Item 10. HOUSING AGREEMENT BYLAW NO. 9896 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 6340 NO. 3 ROAD (KELTIC (BRIGHOUSE) DEVELOPMENT)

(File Ref. No. 08-4057-05) (REDMS No. 5875608 v. 3)

CNCL-171

See Page **CNCL-171** for full report

PLANNING COMMITTEE RECOMMENDATION

That Housing Agreement (6340 No. 3 Road) Bylaw No. 9896 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 17-773703.

Consent Agenda Item 11. HOUSING AGREEMENT BYLAW NO. 9913 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 8620 RAILWAY AVENUE (1037533 BC LTD.)

(File Ref. No. 08-4057-05) (REDMS No. 5932120 v. 5)

CNCL-196

See Page CNCL-196 for full report

PLANNING COMMITTEE RECOMMENDATION

That Housing Agreement (8620 Railway Avenue) Bylaw No. 9913 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement with 1037533 BC Ltd. substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-709884.

Consent Agenda Item 12. APPLICATION BY ENRICH CUSTOM HOMES LTD. FOR REZONING AT 10320 LASSAM ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009905; RZ 18-810261) (REDMS No. 5885457)

CNCL-220

See Page CNCL-220 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, for the rezoning of 10320 Lassam Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Consent Agenda Item 13. APPLICATION BY **ALABASTER AEQUIN** LIMITED PARTNERSHIP / PLLR 228 HOLDINGS LTD. FOR REZONING AT 8820, 8840, 8860, 8880, 8900, 8911 AND 8931 SPIRES ROAD AND THE SURPLUS PORTION OF THE SPIRES ROAD ROAD ALLOWANCE FROM SINGLE DETACHED (RS1/E) TO PARKING STRUCTURE (RTP4), AND **PROPOSED ZONING** TOWNHOUSES TEXT AMENDMENT TO THE PARKING STRUCTURE TOWNHOUSES (RTP4) ZONE

(File Ref. No. 12-8060-20-009915; RZ 17-766525) (REDMS No. 5886910 v. 5)

CNCL-237

See Page CNCL-237 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9915, for a Zoning Text Amendment to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given first reading; and
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, for the rezoning of 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road from "Single Detached (RS1/E)" to "Parking Structure Townhouses (RTP4)", be introduced and given first reading.

Consent Agenda Item 14. APPLICATION BY 1105061 B.C. LTD. FOR REZONING AT 11480 AND 11482 KING ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)

(File Ref. No. 12-8060-20-009918; RZ 17-785443; SC 17-775125) (REDMS No. 5868634)

CNCL-287

See Page CNCL-287 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, for the rezoning of 11480 and 11482 King Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading;
- (2) That the application for a Strata Title Conversion by 1105061 B.C. Ltd. for the property located at 11480 and 11482 King Road be approved on fulfillment of the following conditions:
 - (a) adoption of Bylaw No. 9918, rezoning the subject property from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)";
 - (b) payment of all City utility charges and property taxes up to and including the year 2018; and
 - (c) submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and
- (3) That the City, as the Approving Authority, delegate 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 2 have been satisfied.

Consent Agenda Item 15. APPLICATION BY CLASSICO DEVELOPMENT LTD. FOR A STRATA-TITLE CONVERSION AT 10531 AND 10551 ANAHIM DRIVE

(File Ref. No. SC 17-792263) (REDMS No. 5872980)

CNCL-306

See Page CNCL-306 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) That the application for a strata-title conversion by Classico Development Ltd. be approved on fulfillment of the following conditions:
 - (a) registration of a flood indemnity covenant on title;
 - (b) payment of all City utility charges and property taxes up to and including the year 2018;
 - (c) submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and
 - (d) final inspection approval of Building Permits (B7 18-822793 and B7 18-828874) for previous construction without a permit at 10531 and 10551 Anahim Drive; and
- (2) That the City, as the Approving Authority, delegate 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.

Consent Agenda Item 16. APPLICATION BY IBI GROUP ARCHITECTS INC. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 2980 NO. 3 ROAD (File Ref. No. TU 18-830948) (REDMS No. 5940049)

CNCL-320

See Page CNCL-320 for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That the application by IBI Group Architects Inc. for a Temporary Commercial Use Permit (TCUP) for the property at 2980 No. 3 Road be considered at the Public Hearing to be held October 15, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall; and

(2) That the following recommendation be forwarded to that meeting for consideration:

"That a Temporary Commercial Use Permit be issued to IBI Group Architects Inc. for the property at 2980 No. 3 Road to allow 'Office' as a permitted use for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road for a period of three years."

Consent Agenda Item 17. RICHMOND RESPONSE: METRO VANCOUVER PROPOSED REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018, AS REQUESTED BY THE TOWNSHIP OF LANGLEY FOR THE WILLIAMS NEIGHBOURHOOD PLAN

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 5932114)

CNCL-350

See Page CNCL-350 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Metro Vancouver Board be advised that the City of Richmond has no concerns with Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, which proposes to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's Regional Growth Strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

18. **REGULATION ON THE PERSONAL CULTIVATION OF CANNABIS** (File Ref. No.:) (REDMS No.)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllrs. Loo, McNulty, McPhail, and Steves

- (1) That staff be directed to seek clarification from the Province on the enabling legislations for local governments to regulate cannabis cultivation for personal use permitted under the Cannabis Act;
- (2) That staff be directed to seek clarification from the Province on how regulations in the Cannabis Act related to personal cultivation will be monitored, inspected, and enforced; and
- (3) That a letter be written to the Premier, Solicitor General, Minister of Agriculture, and local MLAs to advocate for the Province to develop, administer, and enforce a provincial wide registration/permitting system for cannabis cultivation for personal use permitted under the Cannabis Act.

PUBLIC DELEGATION ON NON-AGENDA ITEMS

19.	Motion	to	resolve	into	Committee	of	the	Whole	to	hear	delegations	on
	non-age	nd	a items.									

Nancy Trant to speak on Climate Change.

20. Motion to rise and report.

RATIFICATION OF COMMITTEE ACTION

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-475 City Centre District Energy Utility **Bylaw No. 9895** Opposed at 1st/2nd/3rd Readings – None.

CNCL-515 Garden City Lands Soils Deposit Fees **Bylaw No. 9900** Opposed at 1st/2nd/3rd Readings – Cllrs. Day and Steves

CNCL-518 Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9903 Opposed at 1st/2nd/3rd Readings – Cllrs. Day and Steves

CNCL-520 Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8714 (7540 Ash Street, RZ 09-500671)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

DEVELOPMENT PERMIT PANEL

21. RECOMMENDATION

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

CNCL-552

(1) That the minutes of the Development Permit Panel meeting held on July 25, 2018 and August 29, 2018 and the Chairs' reports for the Development Permit Panel meetings held on August 29, 2018, and September 27, 2017 and July 25, 2018, be received for information; and

Pg. #	ITEM		
CNCL-56	6	(2)	That the recommendations of the Panel to authorize the issuance of:
			(a) a Development Permit (DP 17-787403) for the property at 8555 Capstan Way and 3400 No. 3 Road (formerly 8511 Capstan Way and 3360 No. 3 Road); and
			(b) a Development Permit (DP 16-726865) for the property at 8631 Alexandra Road;
			be endorsed, and the Permits so issued; and
CNCL-570	0	(3)	That the recommendation of the Panel to authorize the approval of changes to the design of the Development Permit (DP 11-566011) issued for the property at 15111 Williams Road and Richmond Key 195105 be endorsed, and the changes so deemed to be in General Compliance with the Permit.
		ADJ	OURNMENT





Regular Council meeting for Public Hearings Tuesday, September 4, 2018

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

Claudia Jesson, Acting Corporate Officer

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

HOUSEKEEPING MATTERS: SEPTEMBER 4, 2018 PUBLIC HEARING – RESCINDING OF THIRD READING TO ZONING

BYLAW 8500, AMENDMENT BYLAWS 9901 AND 9902

PH18/8-1 It was moved and seconded

That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw

9901 be rescinded.

CARRIED

PH18/8-2 It was moved and seconded

That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw

9902 be rescinded.

CARRIED





Regular Council meeting for Public Hearings Tuesday, September 4, 2018

1. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9834

(Location: 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road; Applicant: 1082009 BC Ltd.)

In accordance with Section 100 of the *Community Charter*, Cllrs. Dang and Johnston declared to be in a conflict of interest as they had an interest in the subject site, and Cllrs. Dang and Johnston left the meeting – 7:05 p.m.

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/8-3

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9834 be given second and third readings.

The question on the motion was not called as discussion took place on road improvements along Bridgeport Road and Shell Road and in response Wayne Craig, Director, Development, advised that as other properties in the area are redeveloped, improvements to the intersection will be made.

The question on the motion was then called and it was **CARRIED** with Cllr. Day opposed.

Cllrs. Dang and Johnston returned to the meeting -7:12 p.m.

2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9860

(Location: 5591, 5631, 5651 and 5671 No. 3 Road; Applicant: Townline Ventures Inc.)

Applicant's Comments:

John O'Donnell, Vice-President, Development, Townline Ventures, expressed gratitude to City Staff for their help with this application and noted that he is looking forward to revitalizing the Lansdowne Village Area with the proposed development.

Richmond

Regular Council meeting for Public Hearings Tuesday, September 4, 2018

Written Submissions:

Sadru Ramji, 7951 Bennett Road (Schedule 1)

Submissions from the floor:

None.

City of

PH18/8-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9860 be given second and third readings.

The question on the motion was not called as discussion took place on increasing the number of affordable housing units in the proposed development and the energy efficiency of the building. In response to queries from Council, Mr. Craig advised that the proposed project is consistent with the City's affordable housing policy and that more information can be provided to Council regarding the energy efficiency of the proposed development.

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

3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9871

(Location: All Riparian Management Area properties; Applicant: City of Richmond)

Applicant's Comments:

Staff was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/8-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9871 be given second and third readings.

CARRIED

PH18/8-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9871 be adopted.

CARRIED



Regular Council meeting for Public Hearings Tuesday, September 4, 2018

PH18/8-7 It was moved and seconded

That Watercourse Protection and Crossing Bylaw No. 8441, Amendment

Bylaw No. 9882 be adopted.

CARRIED

PH18/8-8 It was moved and seconded

That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9883 be

adopted.

CARRIED

PH18/8-9 It was moved and seconded

That Municipal Ticket Information Authorization Bylaw No. 7321,

Amendment Bylaw No. 9884 be adopted.

CARRIED

PH18/8-10 It was moved and seconded

That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,

Amendment Bylaw No. 9885 be adopted.

CARRIED

PH18/8-11 It was moved and seconded

That Boulevard Maintenance Regulation Bylaw No. 7174, Amendment

Bylaw No. 9881 be adopted.

CARRIED

4. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9880

(Location: 9091 and 9111 No. 2 Road; Applicant: Bismark Consulting Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

Kiki Liu, 5793 Maple Road (Schedule 2)

Submissions from the floor:

None.



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PH18/8-12 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9880 be given second and third readings.

The question on the motion was not called as discussion took place on access to the proposed complex and in reply to queries from Council, Mr. Craig noted that there are no turning restrictions associated with the proposed development and the complex will have its own driveway access from No. 2 Road.

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

5. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9901

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

Applicant's Comments:

Staff was available to respond to queries.

Written Submissions:

Tom Corsie, Port of Vancouver (Schedule 3)

Submissions from the floor:

None.

PH18/8-13 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9901 be given third reading.

CARRIED

Opposed: Cllr. Loo

PH18/8-14 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9901 be adopted.

CARRIED

Opposed: Cllr. Loo





Regular Council meeting for Public Hearings Tuesday, September 4, 2018

6. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9902

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

Applicant's Comments:

Staff was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

Vince Miele, Director, Richmond Centre for Disability, spoke in favour of the proposed bylaw, and expressed his gratitude to City Staff for implementing a progressive and much needed policy. He wishes to see other municipalities adopt and endorse a similar bylaw in their cities.

PH18/8-15 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902 be given third reading.

CARRIED

PH18/8-16 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902 be adopted.

CARRIED

7. RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9879, RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9889, AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9886

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

Applicant's Comments:

Staff was available to respond to queries.

Written Submissions:

- (a) Niti Sharma, Richmond resident (Schedule 4)
- (b) David Hutniak, CEO, LandlordBC (Schedule 5)
- (c) Rachel Selinger, Housing Strategist, Metro Vancouver (Schedule 6)
- (d) Deirdre Whalen, 1331 Blundell Road (Schedule 7)



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Submissions from the floor:

John Roston, 12262 Ewen Avenue, spoke on the proposed policy, and suggested that the proposed mix of family-friendly units in market rental housing be increased from the proposed 40%. He was of the opinion that families with children are not the only demographic that require multibedroom units and that once the building is built it will be difficult to convert units into multi-bedrooms. Mr. Roston urged Council to take action now.

Niti Sharma, Kingfisher Drive, spoke on the proposed policy, and suggested that the mix of family-friendly units in market rental housing be increased from the proposed 40% and was of the opinion that should Council wait six months to conduct a review there will be a further shortage of affordable housing.

De Whalen, 1331 Blundell Road, spoke in support of the proposed policy and read from her submission (attached to and forming part of these minutes as Schedule7).

McGregor Wark, Headwater Projects, expressed his gratitude to City Staff for creating a policy for a much needed amenity. He noted that the density could be expanded on; however there are other aspects of the policy that are beneficial to the community and would provide many incentives for developers to build in Richmond.

Discussion took place with regard to increasing incentives for builders, increasing the number of multi-bedroom units, more information regarding the consultant's calculations, and commencing on future work suggested through the Draft Market Rental Housing Policy consultation process.

In reply to queries from Council, staff advised that Richmond is comparable if not better with regard to the proposed policy and to increase the number of multi-bedroom units in the policy would require an additional bylaw amendment and more consultation would need to be conducted.

PH18/8-17 It was moved and seconded

That Official Community Plan Bylaw 9000, Amendment Bylaw 9879 be given second and third readings.

CARRIED



Regular Council meeting for Public Hearings Tuesday, September 4, 2018

PH18/8-18 It was moved and seconded

That Official Community Plan Bylaw 7100, Amendment Bylaw 9889 be

given second and third readings.

CARRIED

PH18/8-19 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9886 be given

second and third readings.

CARRIED

PH18/8-20 It was moved and seconded

That Official Community Plan Bylaw 9000, Amendment Bylaw 9879 be

adopted.

CARRIED

PH18/8-21 It was moved and seconded

That Official Community Plan Bylaw 7100, Amendment Bylaw 9889 be

adopted.

CARRIED

PH18/8-22 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9886 be adopted.

CARRIED



Regular Council meeting for Public Hearings Tuesday, September 4, 2018

PH18/8-23

It was moved and seconded

That staff examine and report back within six months on the following:

- (i) the potential to increase incentives for market rental supply;
- (ii) areas in Richmond that are affected and in need of Market Rental Housing;
- (iii) ratio of 1:1 replacement of low-end market rental (LEMR) units;
- (iv) where the City may have land and funding to incorporate co-op housing; and
- (v) the additional items noted as "future work" in the staff report.

CARRIED

PH18/8-24

It was moved and seconded

That staff investigate the means of encouraging vacant housing and shortterm rental housing to be converted into rental housing with longer term leases and report back accordingly.

CARRIED

PH18/8-25

It was moved and seconded

That the meeting adjourn (8:03 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Tuesday, September 4, 2018.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Claudia Jesson)

Schedule 1 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 4, 2018.

ON TABLE ITEM

Date: <u>Sept. 4, 2018</u> Meeting: <u>Public Hearing</u>

Item: 半こ

SADRU RAMJI

7951 Bennett Road, Richmond.

Tel.604 244 1416 email: sramji@telus.net

The Director, City Clerk's Office.

Dear Sir.

Re:Zoning Bylaw ammendment Bylaw 9860 (RZ 17-779262) City Hearing on Sept 4th.

Please present my submission to the Council as below:

I tried to download e mail form on line to submit my comments, but it would not download the form, hence I am expressing my concern in writing. This impediment may have prevented a lot of public members to express their comment on the above application.

This location has an existing office building, replacing it with three residential units and one office building it is not a good trade off and you are choking the area with housing units. I noticed that there are fewer rental units being built in the City.

The most rational approach will be two office blocks and two residential rental units. There is a demand for medical tower in the City and being near Canada Line this site is most suitable for it.

There are too many condo units in construction within 1km of this area, it does not serve any purpose on adding any more.

I am disappointed the City has really created a very high density area on No.3 Road and surrounding the area. In future we will pay for it. Does the City have the records of housing units approved annually every year for the last three years. Please publish these figures and please define high density in future for our understanding.

We have given in to the speculators demand.

Sadru Ramji.

SEP 0 4 2018

Jesson, Claudia

Schedule 2 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 4, 2018.

To Public Hearing Date: Sept. 4,208	
Itom # 4 But Bulaw 9880	

Kiki <mkiki@vip.sina.com>

From: Sent:

Wednesday, 22 August 2018 23:19

To:

CityClerk

Subject:

Regarding the 9091 & 9111 No. 2 Road Rezoning Issue

From Yang Liu

5793 Maple Rd. No. 2 Road.

We strongly against the rezoning, because of 2 reasons:

- 1, The entrance/exit of that townhouse will both be in No. 2 road, which will highly affect the safety driving of current No.2 road vehicles, and may cause more traffic accidents.
- 2, It will highly affect the privacy of existing owners, since it may remove part of the current trees, and built higher/similar buildings overlooking our house. In addition, that will cause future devaluation of our houses.

Please kindly consider our concerns and reject this rezoning proposal.

Best Regards,

Kiki Liu



Schedule 3 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 4, 2018.

ON TABLE ITEM

Date: Sept. 4, 2018
Meeting: Public Hearing

Item: #5

Jesson, Claudia

From: Ellis, Mandy < Mandy. Ellis@portvancouver.com>

Sent: Tuesday, 4 September 2018 15:00

To: CityClerk

Subject: Public Hearing Submission - Attachment: 2018-09-04 Response Ltr - Richmond OCP

Bylaw 9000 Amendment Bylaw 9901

Attachments: 2018-09-04 Response Ltr - Richmond OCP Bylaw 9000 Amendment Bylaw 9901.pdf

Good afternoon,

Attached please find a letter addressed to Mayor and Council, which forms the Vancouver Fraser Port Authority's comments for Public Hearing regarding Official Community Plan Bylaw 9000, Amendment Bylaw 9901.

Sincerely,

Mandy Ellis Public Affairs Specialist



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

P: 604.665.9625 | CELL: 604.354.1060 portvancouver.com





Vancouver Fraser Port Authority 100 The Pointe, 999 Canada Place Vancouver, B.C. Canada V6C 3T4 portvancouver.com

September 4, 2018

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

Dear Mayor and Council:

RE: Richmond OCP Plan Bylaw 9000, Amendment Bylaw 9901

Thank you for providing the Vancouver Fraser Port Authority with an opportunity to comment on the City of Richmond's proposed Amendment Bylaw 9901, which seeks to remove reference from the City of Richmond Official Community Plan to a new interchange at Highway 99 and Blundell Road and the extension of Blundell Road west of Savage Road.

In preparing these comments, we have reviewed your letter to the chair of the Vancouver Fraser Port Authority board of directors, dated July 25, 2018, and the report that was presented to Council on July 23, 2018.

We first want to reiterate our appreciation for the letters of support the City of Richmond provided for our federal funding application for the Portside Blundell Overpass and Upgrade Project, which was submitted to the National Trade Corridors Fund last fall. As you will know from recent announcements, the port authority was successful in securing more than \$200 million from the federal government for projects in the Greater Vancouver area. While the Portside Blundell Overpass and Upgrade Project did not receive a federal funding commitment, it remains a priority for us and we are exploring other options to move it forward, including applying again during the next funding intake round, anticipated for late 2019 or 2020.

With respect to proposed Amendment Bylaw 9901, we acknowledge your request for the port authority to make short-term improvements within the Fraser Richmond Port Lands in East Richmond. We are committed to working with the City of Richmond, the Blundell Road Business Consortium and other industry stakeholders to determine how best to proceed with these improvements, including discussions regarding cost sharing.

However, we consider a decision to remove reference to a new interchange from the Official Community Plan to be premature, given existing and planned development within the industrial-zoned area located south of Westminster Highway, west of No. 9 Road and east of

... /2

City of Richmond Page 2 September 4, 2018

Steveston Highway/Highway 99 interchange. Should Council choose to adopt Amendment Bylaw 9901, we believe it would be prudent to consider transferring the capital dollars identified to support construction of the Blundell Interchange to the East Richmond industrial area where it is desperately needed.

As you will know, the port authority owns several hundred acres of industrial property within East Richmond, most of which was acquired from the City of Richmond through a land exchange, but which represents only a portion of the approximately 1,200 acres of industrial-zoned land and water in the area. As shown in the map below, the City of Richmond has jurisdiction over a significant amount of privately held industrial property in the area.



Within the port authority's East Richmond lands, we do not directly operate any of the industrial or marine terminal properties. Rather, all buildings and businesses are owned by our tenants. Many of these businesses provide services in support of international trade, and all pay taxes to the City of Richmond and sustain jobs for the region. It is estimated that port tenants and the port authority (by way of Payments in Lieu of Taxes) pay a total of approximately \$7 million per year in property tax to the City of Richmond.

City of Richmond Page 3 September 4, 2018

Further, as detailed in the Fraser Richmond Port Lands Freight Profile and Gateway Significance memo prepared by Colledge Transportation Consulting Inc. in 2014, port-related businesses operating in the Fraser Richmond Port Lands generated:

- 4,700 person-years of direct employment;
- \$260 million a year in direct wages;
- \$400 million a year in direct gross domestic product (GDP); and
- \$870 million a year in output.

The existing road network, including associated servicing utilities, in the East Richmond industrial area has been built with significant funding from the Vancouver Fraser Port Authority (over \$70 million), the City of Richmond, private industry and other levels of government. These investments were made to support the large-scale development in the area, which has been constructed with some reliance that the Blundell interchange would ultimately materialize as it has been in the City's Official Community Plan for many years.

We understand that Ecowaste is in the process of developing another 170 acres of industrial land to the west of port authority properties that will include several large distribution and logistics warehouse buildings, complete with staging areas and loading docks.

In a traffic study prepared for Ecowaste in 2013, several key municipal road intersections were identified as requiring upgrades, namely:

- Westminster Highway and Nelson Road
- Westminster Highway and No. 8 Road
- Westminster Highway and No. 6 Road
- Nelson Road and Blundell Road
- No. 8 Road and Blundell Road

The Ecowaste study assumed the above intersections were operating at an acceptable Level of Service "D", while not accounting for the unique dynamics of commercial vehicle operation and rail blockage. Our tenants are currently experiencing unacceptable congestion that is negatively impacting their businesses during the day, particularly on Blundell Road. The Ecowaste study assumed a number of intersection upgrades would be made prior to the site being developed; however, some of those upgrades have still not been done. The study also recommends a series of intersection upgrades in both the 2021 and 2026 time horizons when the above intersections are forecast to operate at Level of Service "E" and "F". We also believe there will be other transportation infrastructure upgrades required to replace the anticipated Blundell Interchange, such as additional upgrades to Nelson Road and the widening of Highway 91.

All this combined, a plan to improve the capacity and efficiency of this area is critically necessary. We reiterate our commitment to work collaboratively with you to deliver on transportation needs that would benefit the local economy while also facilitating trade for Canada. To that end, we are requesting Council direct staff to further engage with us to identify and pursue how funding for this needed infrastructure will be shared between government entities, and the timeframe for implementation of these improvements. We would welcome this engagement through the established City of Richmond-Vancouver

... /4

City of Richmond Page 4 September 4, 2018

Fraser Port Authority staff liaison committee or another avenue. In the interim, we recommend that Council not approve proposed Amendment Bylaw 9901 so that the long-envisioned interchange at Highway 99 and Blundell Road continues to be considered as part of the City's long-range transportation planning.

Thank you again for the opportunity to provide our comments on this matter. If you wish to discuss further, please do not hesitate to contact me.

Yours truly,

VANCOUVER FRASER PORT AUTHORITY

Tom Corsie, PPM

Vice President, Real Estate

MayorandCouncillors

Schedule 4 to the Minutes of the Public Hearing meeting Richmond City Council held on Tuesday, September 4, 2018.

To Public Hearing Date: Scpt. 4.2018 Item #
Market Rental Housing

From:

MayorandCouncillors

Sent:

Tuesday, 10 July 2018 09:49

To:

'niti sharma'

Subject:

RE: Market rental hosing policy: 9th July, 2018

Hello Ms. Sharma,

This is to acknowledge and thank you for your email. Please be advised that copies of your email will be forwarded to the Mayor and each Councillor, and will be included as part of the September 4, 2018 Public Hearing Agenda materials. In addition, your email has been forwarded to staff in the Planning and Development Division.

Thank you again for taking the time to share your views with Richmond City Council.

Hanieh Berg | Acting Manager, Legislative Services City Clerk's Office | City of Richmond 6911 No. 3 Road, Richmond, BC V6Y 2C1

OF RICHMO JUL 1 0 2018

From: niti sharma [mailto:niti.tana@gmail.com]

Sent: Monday, 9 July 2018 18:17

To: MayorandCouncillors; CityClerk; Steves, Harold; McPhail, Linda; Day, Carol; Au, Chak; Johnston, Ken; Dang, Derek;

Loo, Alexa; Brodie, Malcolm; McNulty, Bill

Subject: Market rental hosing policy: 9th July, 2018

Honorable Mayor and Council,

Thank you for taking the time to consult with all stakeholders (residents, developers, landlords, non-profit providers) to draft new policy directions and mechanisms for the market rental policy.

The three positive features that stood out for me as I tried to understand the staff report were:

- 1. Strengthening the 1:1 rental replacement policy by requiring like for like market rental units with the same number of bedrooms and accessibility features. Staff recommendation that all replacement market rental units be provided as affordable LEMR units will help ensure that residents' needs for housing are met and displacement of existing residents does not become the new norm in Richmond.
- 2. The other positive that stood out was the "requirement for tenant relocation plans and assistance in providing alternative accommodation that meets the tenant's needs in Richmond or another municipality (at the tenant's discretion)." (PLN 144) However, there is no mention of the tenure/length of time for which this relocation needs to be provided and I think it may be wise to define a tenure. This is especially important as the only affordable accommodation that seems available today is from the older housing stock and this is true for all kinds of dwelling types.
- Creating a new objective under the OCP for protecting and enhancing the existing stock of rental market housing will ensure older buildings continue to be in a state of good repair and role of housing as shelter is not usurped by rampant speculation in real estate.

The one thing I was not very clear about as I read the report is how this policy will encourage new market rental stock to not get diverted into short tem rentals?

At Richmond's low rental vacancy rate there need to be dis-incentives for directing rental options into short term rentals because short term rentals are often in direct competition with long term rental options .

I hope your incentives based approach for encouraging the development of new market rental housing will encourage more mindful development practices and make both residents and developers realize that they are on the same team:

A team that will support and build a city not just for tourists and visitors but also for those who live and work here.

Sincerely,

Niti Sharma

Schedule 5 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 4, 2018.

ON TABLE ITEM

Meeting: Public Hearing

Item: #7

MayorandCouncillors

From:

David Hutniak <davidh@landlordbc.ca>

Sent:

Tuesday, 4 September 2018 08:14

To:

MayorandCouncillors

Subject:

Richmond Market Rental Housing Policy – Support with Strong Recommendation

Attachments:

City of Richmond PBR Sept 2018.pdf

Dear Mayor and Council. I respectfully direct you to the attached letter in regard to the City of Richmond's Market Rental Housing Policy. Thank you for your serious consideration.

David Hutniak

Chief Executive Officer

LandlordBC - BC's top resource for owners and managers of rental housing Phone: 604.733.9440 ext. 202 Fax: 604.733.9420 | Mobile: 604.644.6838

Email: davidh@landlordbc.ca Website: www.landlordbc.ca



#areyouregistered Go To Landlordregistry.ca

LANDLORDBC

BC's top resource for owners and managers of rental housing

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Vancouver

1210 - 1095 West Pender Vancquiver BC V&E 2M6 Phone: 604,733,9440 Fax: 604,733,9420

Toll free in BC: 1-888-330-6707

Victoria

830B Pembroke Street Victoria BC V8T 1H9 Phone: 250.382.6324 Fax: 250,382,6006

Tall free in BC: 1-888-330-6707

September 4, 2018

Mayor and Council, City of Richmond

Sent via email: mayorandcouncillors@richmond.ca



RE: Market Rental Housing Policy - Support with Strong Recommendation

Dear Mayor and Council,

LandlordBC is the industry association representing owners and managers of rental housing in British Columbia. We have a membership of over 3000 landlords throughout British Columbia, who own and manage over 125,000 units of rental housing. Our mandate is to support a balanced and healthy rental housing market with an emphasis on private sector solutions.

Housing costs have reached a crisis point in many communities throughout British Columbia and the City of Richmond is certainly no exception. As a result, British Columbia families are increasingly seeking rental housing and are renting for longer periods of time. This is not to suggest that home ownership versus renting is the more desirable option. For many British Columbians, renting one's home is the more prudent option due to lower cost, lower financial risk and, increased mobility. There is no stigma attached to renting and it is our responsibility as a community to ensure that we have suitable rental options and, most notably, secure purpose-built rental housing.

Secure purpose-built rental housing is designed and built expressly as long-term accommodation. It is different from other types of rentals, such as condominiums or secondary suites, which may be available in the rental pool one year and not the next. There is a dearth of secure purpose-built rental housing throughout Metro Vancouver and this is evident in the City of Richmond too with its chronically and persistently low vacancy rate. There is a clear need to accelerate the construction of secure, purpose-built rental housing — enough to regain a healthy vacancy rate of at least 3%.

The City of Richmond proposed Market Rental Housing Policy is an important step in the right direction, particularly in implementing clear guidelines for tenant relocation and parking relaxations. However, we recognize, as included in the policy report, "that the proposed density bonus that would be available is too small and is not a sufficient incentive" (page 13).

Across the region we have seen the need and opportunity for significant policy shifts to open untapped housing potential, making room — as the City of Vancouver has done recently — for more vibrant and dense communities.



Vancouver

1210 - 1095 West Pender Vancouver BC V6E 2M6 Phone: 604.733.9440 Fax: 604,733,9420

Toll free in EC: 1-888-330-6707

Victoria

830B Pembroke Street Victoria BC V8T 1H9 Phone: 250.382.6324 Fax: 250,382,6006

Toll free in BC: 1-888-330-6707

We strongly recommend that the City of Richmond take this opportunity to increase the 0.20-0.25 allotted density bonus for secure purpose built rental. One option is to raise the allowable density city-wide to at least 1.0 Floor Area Ratio (FAR) or higher. A second option is to increase density for specific locations, as many municipalities in Metro Vancouver have done. For example:

- Coquitlam allows for "a maximum additional density of: 1.0 Floor Area Ratio (FAR) for high-density projects that utilize [select zones]; and 10% of the applicable FAR for medium-density projects that utilize [select zones]", as well as opportunity for additional 0.5 FAR if a percentage of the units are affordable (Bylaw No. 4818, 2017, Item 2h).
- Vancouver allows between 4 14 additional storeys in certain areas (Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available incentives, Item 3g).

This will not only incentivize the much-needed construction of secure purpose-built rental housing in the City of Richmond, it will also allow for more homes for more families who need them.

Sincerely,

David Hutniak

Chief Executive Officer

D. Kutnink

LandlordBC

Schedule 6 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday September 4 2018

ON TABLE ITEM

Date: Sept-4, 2018
Meeting: Public Heaving
Item: #7

Jesson, Claudia Tuesday, September 4, 2018.

From: Rachel Selinger <rachel@gensqueeze.ca>
Sent: Tuesday, 4 September 2018 11:09

To: CityClerk
Cc: Kershaw, Paul

Subject: Support with Recommendation: Item 7 Market Rental Housing Policy

Attachments: GenSqueeze Support Letter - Item 7.pdf

Good Morning,

Please find attached our letter of support with strong recommendation for item 7 at tonight's public hearing.

Thank you and regards,

Rachel Selinger

Rachel Selinger, M.Arch

Housing Strategist Metro Vancouver Generation Squeeze rachel@gensqueeze.ca



GENERATION Squeeze

September 4, 2018

RE: Market Rental Housing Policy - Support with strong recommendation

Dear Mayor and Council,

Generation Squeeze is a voice for younger Canadians in politics and the market, backed by cutting-edge research. Our research shows that Canadians in our 20s, 30s, 40s and our children are being squeezed by higher costs, lower earnings, less time, and a deteriorating environment, even as the economy grows more prosperity than in the past.

Housing costs, in particular, have reached a generational tipping point, as home prices have left behind young people's earnings. Whereas it used to take 5 years of full-time work to save a 20% down payment on average priced homes, it now takes 19 years on average in BC, and 27 years in Metro Vancouver. As a result, younger British Columbians are renting for longer periods of our lives, if not indefinitely, whether out of necessity or by choice.

Unfortunately, those turning to the rental market in both the private and community sectors often find few suitable options. This is evident in Richmond as a result of its chronically low vacancy rate and "critical" rating on the Canadian Rental Housing Index ("CRHI").

There is a clear need to accelerate the construction of secure, purpose-built rental housing — enough to regain a healthy vacancy rate of at least 3% and to improve the city's ranking on the CRHI.

The proposed Market Rental Housing Policy is a significant step in the right direction, particularly in implementing clear guidelines for tenant relocation and parking relaxations. However, we recognize, as included in the policy report, "that the proposed density bonus that would be available is too small and is not a sufficient incentive" (page 13).

Across the region we have seen the need and opportunity for significant policy shifts to open untapped housing potential, making room — as the City of Vancouver has done recently — for more vibrant and dense communities.

We strongly encourage the city of Richmond take this opportunity to increase the 0.20-0.25 allotted density bonus for purpose built rental. One option is to raise the allowable density city-wide to 1.0 or higher. A second option is to increase density for specific locations, as many municipalities in Metro Vancouver have done. For example:

- Coquitlam allows for "a maximum additional density of 1.0 Floor Area Ratio (FAR) for high-density projects that utilize [select zones]; and 10% of the applicable FAR for medium-density projects that utilize [select zones]", as well as opportunity for additional 0.5 FAR if a percentage of the units are affordable (Bylaw No. 4818, 2017, Item 2h).
- Vancouver allows between 4 14 additional storeys in certain areas (Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available incentives, Item 3g).

This will not only incentivize the much-needed construction of purpose built rental buildings in the city, but will also allow for more homes for more people who need them.

Thank you and regards,

Rachel Selinger

Housing Strategist - Metro Vancouver

Rachel Selinger

gensqueeze.ca

Schedule 7 to the Minutes of the meeting Public Hearing Richmond City Council held on

Tuesday, September 4, 2018.

ON TABLE ITEM

Date: <u>Sept. 4</u> 2018 Meeting: Public Hearing

Item: #7

De Whalen <de whalen@hotmail.com> From: Tuesday, 4 September 2018 16:24 Sent:

CityClerk To:

CityClerk

Delegation to September 4, 2018 Richmond City Council Public Hearing Subject:

Sept 4 PH_Market Rental Policy.docx Attachments:

Greetings City Clerks Office: Please see below and attached a delegation from the Richmond PRC for tonight's public hearing. Thanks! De Whalen

September 4, 2018 Richmond City Council Public Hearing

My name is Deirdre Whalen and I live at 1331 Blundell Road Richmond. I would like to speak to item 7 on behalf of the Richmond Poverty Response Committee (PRC). Item 7 refers to changes to the OCP and the adoption of a Citywide market rental policy.

Thank you for inviting the Richmond PRC to stakeholder meetings to hear our members ideas for an acceptable market rental policy. We are pleased to see many of our proposals reflected in the policy.

As the staff report states, "Market rental housing, along with affordable housing units, are important components of the City's housing continuum." This policy recognizes that a significant number of our residents are renters, and the number will only increase as housing purchase prices continue to rise. This policy recognizes that we must start building supply for the real need, not supply for financial assets.

We note the policy includes:

- inclusion of family-friendly units,
- universal design,
- density bonusing,
- reduced parking requirements,
- fast-tracking proposals,
- pre-zoning in some areas, and
- building close to transit

In concert with the City's 1:1 Replacement policy and the Standards of Maintenance Bylaw, we hope this new policy will fill the gaps and increase the supply of purpose-built rental developments substantially.

This policy is well timed. The BC government recently amended the Local Government Act to allow Cities to rezone areas to residential rental only. The Federal government also announced that the National Housing Strategy will include a plan to renew and repair existing rental units. The City of Richmond should be ready for any housing opportunities that senior levels of government can offer.

Finally I would ask that you review a report, "An Affordable BC is Possible," written by the BCGEU and CUPE BC. This plan that tackles the affordability crisis by curbing speculation and making investments into housing and infrastructure that benefits all British Columbians. They posit that speculative housing built close to public amenities such as transit, community centres, schools and hospitals should have additional taxes in proportion to the community benefits they receive. **CNCL** - **37**



If Council accepts and endorse the market rental policy, the Richmond PRC will await its rollout and observe its impact. Let's hope it takes a big bite out of the vacancy rate and provides safe, affordable and accessible housing for those who need it.

Thank you.

De Whalen 604.230.3158

"Small acts, when multiplied by millions of people, can quietly become a power no government can suppress, a power that can transform the world." Howard Zinn

"You can't undo the past. You don't have to feel guilty about the past. You don't even have to apologize for the past. All you have to do is say YES. Yes, this happened. We can start there." Richard Wagamese on Reconciliation.



4730 Kingsway, Burnaby, BC, Canada V5H 0C6 604-432-6200

metrovancouver.org

For Metro Vancouver meetings on Friday, July 27, 2018

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

Metro Vancouver Regional District

MAXguide.org and Survivor 101 Updates

RECEIVED

The Board received for information a report on the MAXguide.org and the Survivor 101 workshop series that continue to be strong vehicles to inform and engage on cultural and artistic events and to build capacity across arts and culture organizations in the Metro Vancouver region.

Results of Consultation on Regulating Indoor Residential Wood Burning Emissions

RECEIVED APPROVED

The Board received a report on the results of the consultation on regulating indoor residential wood burning emissions and directed staff to draft a bylaw to regulate emissions of wood smoke from indoor residential wood smoke from indoor residential wood burning.

Consultation Update on an Expanded Regulatory Approach to Managing Odour in **Metro Vancouver**

RECEIVED

The Board received a report that summarized the feedback received by Metro Vancouver during the preliminary consultation on improvements to the Odour Management Framework. The Board then endorsed an Odour Management Policy Development Plan and directed staff to develop proposals to enhance the management of emissions of odorous air contaminants as outlined in the development plan.

Metro Vancouver's Climate Actions and Carbon Neutral Progress in 2017

RECEIVED

The Board received the Metro Vancouver Climate Actions 2017 report submitted to the Province each year under the Climate Action Revenue Incentive Program (CARIP), and highlight links to the Climate 2050 Strategy currently under development. The program requires Charter signatories to annually report their energy-related corporate greenhouse gas (GHG) emissions, implement and report on actions to reduce those emissions, and work towards carbon neutrality in their corporate operations. Local governments that fulfill these requirements are eligible to receive a refund of their carbon taxes paid on direct fuel purchases.



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metrovancouver.org

Fleet Planning and Acquisition Policy: 2018 Update

RECEIVED

The Board received a report on the implementation of the Fleet Planning and Acquisition Policy in 2017 and 2018 that supports reductions in corporate greenhouse gas emissions and provides clear direction and guidance for the planning and acquisition of fleet assets. To implement this policy, staff have developed Low Emissions Vehicle Standards each year that identify low-emission technologies available within each vehicle category.

Commercial Cannabis Production on Agriculture Land

RECEIVED **APPROVED**

The Board received an update from Gary MacIsaac, UBCM Executive Director and Councillor Kerry Jang, Co-Chair, UBCM Joint Provincial-Local Government Committee on Cannabis Regulation (JCCR), on the work of the JCCR. They also received a report on commercial cannabis production on agricultural land and directed the Board to write to Premier Horgan, of British Columbia, the BC Agriculture Minister and other ministries, BC Environment Office, The Agricultural Land Commission, Canadian Environment Assessment Agency and Local MLAs and Councils requesting:

- that all government agencies protect farmland and preserve the productive capacity of land in the Agricultural Land Reserve for uses related to growth of agriculture and food production;
- strengthen the governance of the Agricultural Land Commission and the Agricultural Land Reserve to increase public transparency and public confidence to ensure that land use regulations and land use decisions are preserving agricultural land and encouraging food production and ranching; and
- to send a letter to the Prime Minister of Canada, and requesting that cannabis production be prohibited on agricultural land within Metro Vancouver.

Report on the Metro Vancouver Community Entity Fiscal Year Four Investments

RECEIVED

The Board received an update on fiscal year four investments of the Metro Vancouver Community Entity Homelessness Partnering Strategy in the Metro Vancouver region.

Redesign of the Federal Homelessness Partnering Strategy

RECEIVED

The Board received a report on the highlights from the announcement of "Reaching Home," the redesigned federal homelessness funding program, and summaries of the Final Report of the Advisory Committee on Homelessness and Homelessness Partnering Strategy Engagement What We Heard Report 2018.



4730 Kingsway, Burnaby, BC, Canada V5H 0C6 604-432-6200

metrovancouver.org

Homelessness Partnering Strategy – Year Five of Community Entity Agreement

RECEIVED

The Broad received a report on the Homelessness Partnering Strategy (HPS) and the planned work for the last year of the five-year agreement for Metro Vancouver to administer the HPS program. The current 5year agreement ends March 31, 2019 with the conclusion of the current funding program.

Kanaka Education and Environmental Partnership Society Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Kanaka Education and Environmental Partnership Society for a three-year term in the amount of \$15,000 per year, commencing January 1, 2019 and ending December 31, 2021. Proposed funding supports the Kanaka Education and Environmental Partnership Society's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

Minnekhada Park Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Minnekhada Park Association for a one-year term in the amount of \$13,000, commencing January 1, 2019 and ending December 31, 2019. Proposed funding supports the Minnekhada Park Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

Pacific Spirit Park Society Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Pacific Spirit Park Society for a three-year term in the amount of \$15,000 per year, commencing January 1, 2019 and ending December 31, 2021. Proposed funding supports the Pacific Spirit Park Society's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

Burnaby Lake Park Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Burnaby Lake Park Association for a one-year term in the amount of \$13,000, commencing January 1, 2019 and ending December 31, 2019. Proposed funding supports the Burnaby Lake Park Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.



4730 Kingsway, Burnaby, BC, Canada V5H 0C6 604-432-6200 metrovancouver.org

Boundary Bay Park Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Boundary Bay Park Association for a one-year term in the amount of \$10,000, commencing January 1, 2019 and ending December 31, 2019. Proposed funding supports the Boundary Bay Park Association capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

Colony Farm Park Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Colony Farm Park Association for a one-year term in the amount of \$5,000, commencing January 1, 2019 and ending December 31, 2019. Proposed funding supports the Colony Farm Park Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

Derby Reach Brae Island Parks Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Derby Reach Brae Island Parks Association for a one-year term in the amount of \$10,000, commencing January 1, 2019 and ending December 31, 2019. Proposed funding supports the Derby Reach Brae Island Parks Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

Brunette Fraser Regional Greenway – Update

RECEIVED

The Board received a report providing an update on the development of three projects currently under construction or soon to be underway related to the Brunette Fraser Regional Greenway: Braid Street pedestrian upgrades, Spruce Street to Cumberland Street trail connection, and Sapperton Pump Station park development.

FCM's Special Advocacy Fund - Seizing the Moment, Securing Our - Funding Request

APPROVED

The Board approved a voluntary contribution to Federation of Canadian Municipalities (FCM) of \$500 per year for 2018 and 2019 for the 2-year FCM Special Advocacy Fund.



4730 Kingsway, Burnaby, BC, Canada V5H 0C6 604-432-6200

metrovancouver.org

City of Port Moody – Metro Vancouver Regional District Security Issuing Bylaw No.1267, 2018

APPROVED

The Board consented to the request for financing from the City of Port Moody in the amount of \$10,500,000 for the Fall 2018 MFA long term debt issue, for Civic, Recreation and Arts Centre Repairs as well as Bridge Repairs. The Board also adopted the Metro Vancouver Regional District Security Issuing Bylaw No. 1267, 2018 forward Metro Vancouver Regional District Security Issuing Bylaw No. 1267, 2018 to the Inspector of Municipalities for Certificate of Approval.

Bowen Island Municipality - Metro Vancouver Regional District Security Issuing Bylaw No. 1268, 2018

APPROVED

The Board approved the adoption of a Security Issuing Bylaw to authorize a borrowing request from Bowen Island Municipality in the amount of \$2,000,000 for the Fall 2018 MFA long term debt issue, for GVRD Non-Parks Land Acquisition costs.

MVRD Electoral Area A Official Community Plan Bylaw No. 1250

APPROVED

The Board received a report on the results of the public hearing regarding the proposed Electoral Area A Official Community Plan (OCP), and adopted the Metro Vancouver Regional District Electoral Area A Official Community Plan Bylaw No. 1250, 2017.

Election of the MVRD Representative on the 2018-2019 Union of British Columbia **Municipalities Executive**

REFERRED

Referred the election of a Metro Vancouver representative to the Union of British Columbia Municipalities (UBCM) Executive Board for 2018-2019, to first meeting of Metro Vancouver Board after the General Election.

Board Remuneration Independent Review Panel Terms of Reference

APPROVED

The Board endorsed the Remuneration Independent Review Panel Terms of Reference as presented in the report dated July 17, 2018, and requested that the Board Chair appoint the members to the Select Committee, which will appoint members to the independent review panel.

Notice of Motion

A Notice of Motion was given by Director Lois Jackson of the City of Delta, regarding E-Comm and BC Emergency Health Services to be considered at the September 28 Board meeting.



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Greater Vancouver Sewage and Drainage District

Award of Contract Resulting from RFP No. 18-042: Construction of Douglas Trunk Sewer

APPROVED

The GVS&DD Board awarded a contract for an amount of up to \$13,919,884 (exclusive of taxes) to Ward and Burke Microtunnelling Ltd. for the Construction of Douglas Trunk Sewer. The DTS is a new sewer facility that services a catchment area in the City of Burnaby and is contained within the Vancouver Sewerage Area. Once built, the DTS will provide additional conveyance capacity in the area experiencing rapid population growth presently served by the Hastings Trunk Sewer, which will remain in service.

2017 GVS&DD Environmental Management & Quality Control Annual Report

RECEIVED

The GVS&DD Board received a summary of the 2017 GVS&DD Environmental Management & Quality Control Annual Report, which showed Metro Vancouver's wastewater treatment plants consistently met the Operational Certificate requirements. The plants continue to meet performance expectations with respect to reduction of contaminant loadings to the receiving environment and are consistently providing ongoing benefits to the region.

Annual reporting of GVS&DD Environmental Management & Quality Control is a regulatory requirement under the Integrated Liquid Waste and Resource Management Plan.

Award of Phase C1, Engineering Construction Services: RFP No. 14-230 for Installation of Gilbert Trunk Sewer No. 2 - North Section

APPROVED

The GVS&DD Board awarded Phase C1, Engineering Construction Services, for an amount of up to \$1,323,390 (exclusive of taxes) to the Phase A and B consultant, AECOM Canada Ltd, for the Installation of Gilbert Trunk Sewer No. 2 - North Section.

The 10 km-long Gilbert Trunk Sewer (GTS) that services the City of Richmond was found to be in a state of corrosion and in need of rehabilitation. A high level of maintenance is also required to address significant build-up of grease and dirt, which reduces the pipe capacity. In order to facilitate future rehabilitation and more efficient maintenance of the existing sewer, and meet the long-term capacity need in the City of Richmond, it is necessary to construct GTS2.



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Greater Vancouver Water District

Award of Contract Resulting from Tender No. 18-039: Construction of Mackay **Creek and Grouse Creek Debris Flow Mitigation Works**

APPROVED

The GVWD Board awarded a contract in the amount of up to \$5,092,679 (exclusive of taxes) to BEL Contracting resulting for the construction of Mackay Creek and Grouse Creek Debris Flow Mitigation Works. Due to the potential for debris flows from these creeks, there is a risk to people and structures at the base of Grouse Mountain. The project intends to mitigate this risk through the construction of flexible debris flow barriers, enlarging and armouring an existing catchment basin.

Award of Contract Resulting from RFP No. 18-134: Supply and Delivery of Steel **Pipe for 2019 Water Services Construction Contracts**

APPROVED

The GVWD Board awarded a contract in the amount of up to \$19,501,320 (exclusive of taxes) to Northwest Pipe Company for the Supply and Delivery of Steel Pipe for 2019 Water Services Construction Contracts. The projects include:

- Douglas Road Main No. 2 (Vancouver Heights Section)
- Port Mann Main No. 2 (South); and Whalley Main.
- Whalley Main.

Award of Contract Resulting from RFP No. 18-132: South Delta Main No. 1 **Replacement - Phase 3**

APPROVED

The GVWD Board awarded a contract in an amount of up to \$11,236,298.46 (exclusive of taxes) to Graham Infrastructure LP resulting from Request for Proposal No. 18-132: South Delta Main No. 1 Replacement – Phase 3, excluding the work associated with the Railway Crossing, to proceed to completion.

Award of Phase B, Construction Engineering Services for the Second Narrows **Water Supply Tunnel**

APPROVED

The GVWD Board awarded Phase B, Construction Engineering Services in the amount of up to \$15,424,430 (exclusive of taxes) to the Phase A consultant, McMillen Jacobs Canada Corporation, for the Second Narrows Water Supply Tunnel. Construction engineering services are required by the Corporation to oversee and monitor this technically challenging project to ensure it is completed in conformance with design drawings and in conformance with all applicable codes and standards.



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Award of Phases 2 and 3, Construction Management Services for the Second **Narrows Water Supply Tunnel**

APPROVED

The GVWD Board awarded Phases 2 and 3, Construction Management Services in the amount of up to \$10,660,920 (exclusive of taxes) to the Phase 1 consultant, Mott MacDonald Canada Ltd., for the Second Narrows Water Supply Tunnel.

Metro Vancouver Housing Corporation

Mortgage Renewal for Pinewood Place

APPROVED

The Metro Vancouver Housing Corporation Board authorized BCHMC to act on MVHC's behalf to renew the mortgage presently held by Canada Mortgage Housing Corporation (the "Mortgage") for the Pinewood Place project located at 850 West 17th Street, North Vancouver. The mortgage on Pinewood Place project is subject for renewal on December 1, 2018 and has a total balance of \$453,330 with expected maturity date of October 1, 2020. This mortgage will be renewed to maturity.

The current interest rate for the existing loan with CMHC is 3.68%. Having BCHMC act on MVHC's behalf, the mortgage will be renewed with a competitive interest rate with no constraints on Metro Vancouver resources. The estimated renewal rate is 2.78% which is more attractive than rates offered by the major banks.





General Purposes Committee

Date:

Tuesday, September 4, 2018

Place:

Anderson Room

Richmond City Hall

Present:

Mayor Malcolm D. Brodie, Chair

Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Call to Order:

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on

July 16, 2018, be adopted as circulated.

CARRIED

AGENDA ADDITION

It was moved and seconded

That "Regulation on the Personal Cultivation of Cannabis" be added to the

agenda as Item 4.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. BC CLEAN GROWTH INTENTIONS PAPERS

(File Ref. No. 10-6125-07-02) (REDMS No. 5941101 v.4)

It was moved and seconded

- (1) That City comments on the Provincial Clean Efficient Buildings and Clean Transportation "Intentions Papers", as outlined in the staff report titled "BC Clean Growth Intentions Papers" from the Senior Manager, Sustainability and District Energy, dated August 10, 2018, be forwarded to the Province; and
- (2) That staff evaluate the City's medium-term GHG reduction targets in light of the new provincial targets, and bring back options for consideration.

The question on the motion was not called as a document was distributed to Committee on table regarding the use of living green roofs and solar panels in France and the Moncton development in Steveston (attached to and forming part of these minutes as Schedule 1.)

Discussion took place on emphasizing the use of solar panels and the potential financial impact of a tax on gasoline.

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

It was moved and seconded

That Part (1) of the motion be amended to read as follows:

(1) That City comments, excluding item 12 regarding a proposed tax on the sale of gasoline, on the Provincial Clean Efficient Buildings and Clean Transportation "Intentions Papers", as outlined in the staff report titled "BC Clean Growth Intentions Papers" from the Senior Manager, Sustainability and District Energy, dated August 10, 2018, be forwarded to the Province.

CARRIED

Opposed: Mayor Brodie Cllrs. Day Johnston Steves

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

- (1) That City comments, excluding item 12 regarding a proposed tax on the sale of gasoline, on the Provincial Clean Efficient Buildings and Clean Transportation "Intentions Papers", as outlined in the staff report titled "BC Clean Growth Intentions Papers" from the Senior Manager, Sustainability and District Energy, dated August 10, 2018, be forwarded to the Province; and
- (2) That staff evaluate the City's medium-term GHG reduction targets in light of the new provincial targets, and bring back options for consideration.

was then called and it was CARRIED.

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

That staff consider the on table document titled, "Living Green Roofs or Solar Panels Now 'Law of the Land' in France" and provide an analysis and recommendations for low carbon options.

CARRIED

COMMUNITY SAFETY DIVISION

2. APPLICATION FOR A PERMANENT CHANGE TO FOOD PRIMARY LIQUOR LICENCE # 170609 REQUESTING PATRON PARTICIPATION ENTERTAINMENT ENDORSEMENT – EARLS RESTAURANT (LANSDOWNE) LTD – 304-5300 NO. 3 RD., RICHMOND, B.C.

(File Ref. No. 12-8275-30-001) (REDMS No. 5924711)

It was moved and seconded

- (1) That the application from Earls Restaurant (Lansdowne) Ltd, operating at 304 5300 No. 3 Road, requesting a Food-Primary Entertainment Endorsement for Patron Participation to Food-Primary Liquor Licence # 170609, to enable patrons to dance at the establishment, be supported; and
- (2) That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
 - (a) Council supports the amendment for a Patron Participation Entertainment Endorsement on Food-Primary Liquor Licence # 170609 as the endorsement will not have a significant impact on the community;
 - (b) The hours of liquor sales will remain the same at:
 - (i) 9:00 AM to 1:30 AM, Monday to Saturday

- (ii) 9:00 AM to Midnight, Sunday;
- (c) There is no change to the seating capacity for the food primary licence, indoors and patio;
- (3) Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licensing Regulations) are as follows:
 - (a) The potential for additional noise and traffic in the area was considered;
 - (b) The impact on the community was assessed through a community consultation process; and
 - (c) Given that there has been no history of non-compliance with the operation, the amendment to permit patron participation entertainment endorsement under the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to its primary purpose;
 - (d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the impact assessment was conducted through the City's community consultation process as follows:
 - (i) Residents, businesses and property owners within a 50 meter radius of the subject property were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - (ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how comments or concerns could be submitted.
 - (e) Council's comments and recommendations respecting the view of the residents, businesses and property owners are as follows:
 - (i) The community consultation process was completed as part of the application process; and
 - (ii) The community consultation process resulted in only one comment or view submitted from residents, businesses and property owners.

(f) Council recommends the approval of the permanent change to add patron participation entertainment endorsement to the Food Primary Licence for the reasons that the addition of the endorsement proposed is acceptable to the majority of the residents, businesses and property owners in the area and the community.

CARRIED

CHIEF ADMINISTRATIVE OFFICER'S OFFICE

3. COUNCIL TERM GOALS 2014-2018: ACHIEVEMENT HIGHLIGHTS (File Ref. No. 01-0005-01) (REDMS No. 5902441 v.3)

It was moved and seconded

- (1) That the attached report titled "Council Term Goals 2014-2018: Achievement Highlights" from the Director, Corporate Programs Management Group outlining achievement highlights towards Council Term Goals 2014-2018, be received for information; and
- (2) That the attached reports be made available for download on the City of Richmond website.

The question on the motion was not called as direction was given to staff to provide a brief overview in the report of achievements of Richmond residents and how the City recognizes their successes.

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

4. **REGULATION ON THE PERSONAL CULTIVATION OF CANNABIS** (File Ref. No.:) (REDMS No.)

A document regarding a proposed motion on the regulation of personal cannabis cultivation was distributed to Committee (attached to and forming part of these minutes as Schedule 2) and as a result, the following **motion** was introduced:

It was moved and seconded

- (1) That staff be directed to seek clarification from the Province on the enabling legislations for local governments to regulate cannabis cultivation for personal use permitted under the Cannabis Act;
- (2) That staff be directed to seek clarification from the Province on how regulations in the Cannabis Act related to personal cultivation will be monitored, inspected, and enforced; and

(3) That a letter be written to the Premier, Solicitor General, Minister of Agriculture, and local MLAs to advocate for the Province to develop, administer, and enforce a provincial wide registration/permitting system for cannabis cultivation for personal use permitted under the Cannabis Act.

The question on the motion was not called as discussion ensued in regards to (i) the impact of cannabis growth and consumption on neighbours especially in multi-family dwellings, and (ii) seeking clarification on the regulatory powers of municipalities in relation to the personal cultivation and licencing of cannabis from the Provincial government.

In response to questions from Committee, Cecilia Achiam, General Manager, Community Safety, advised that there is currently no enabling legislation for municipalities to regulate personal cultivation and that the Province has not indicated what authority will be granted to municipalities. Barry Konkin, Manager, Policy Planning noted further that strata corporations could set further bylaws restricting personal cultivation in strata units.

Discussion further ensued regarding the creation of a registration system for cannabis cultivation for personal use.

The question on the motion was then called and it was **CARRIED** with Cllrs. Loo, McNulty, McPhail, and Steves opposed.

Direction was then given to staff to provide a memorandum prior to the next Council meeting regarding matters that have not been addressed by the *Cannabis Act* or the *Cannabis Control and Licensing Act* relating to municipal regulatory authority.

ADJOURNMENT

It was moved and seconded That the meeting adjourn (4:28 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 Tuesday, September 4, 2018.

Mayor Malcolm D. Brodie
Chair

Amanda Welby
Legislative Services Coordinator

6.

Living Green Roofs or Solar Panels Now 'Law of The Land' in France

By Eric

Schedule 1 to the Minutes of the General Purposes Committee meeting of Richmond City Council held on Tuesday, September 4, 2018.



It's now required by law in France for any new buildings to have green living roofs or solar panels installed. This is a huge step forward in sustainable living and will effect future architecture and building. It brings with it a new outlook on the future of our planet. By requiring new buildings to grow plants on a living green roof, or install solar panels, it turns buildings into part of a living, breathing city. It also shows the world what can be done when you require new construction to think of the environment. It contributes to the economy, the power grid, and helps clean the air in the city.

"GREEN ROOFTOPS ALSO SIGNIFICANTLY REDUCE THE URBAN "HEAT ISLAND"

EFFECT IN WHICH URBAN AREAS ARE NOTICEABLY WARMER THAN THEIR

SURROUNDINGS. THE HEAT ISLAND EFFECT CAN CAUSE LARGE CITIES TO GET

1 8°F TO 5.4°F WARMER THAN SURROUNDING AREAS IN THE DAY, AND 22°F

WARMER AT NIGHT, ACCORDING TO THE EPA. THIS EFFECT HAPPENS WHEN

BUILDINGS, ROADS, AND OTHER DEVELOPMENTS REPLACE FORMERLY OPEN

LAND AND GREENERY, CAUSING SURFACES TO BECOME MOIST AND

IMPERMEABLE, AND TO WARM UP.

APPROVED BY FRENCH PARLIAMENT, THE LAW WAS SCALED BACK FROM INITIAL PROPOSALS BY ENVIRONMENTAL GROUPS ASKING FOR GREEN ROOFS

TO COVER THE ENTIRE ROOFTOP SURFACE OF ALL NEW BUILDINGS. THE
COMPROMISE GAVE BUSINESSES A CHOICE TO INSTALL SOLAR PANELS
INSTEAD OR TO ONLY COVER PART OF THE ROOF IN FOLIAGE, VIA:
THINKPROGRESS – FRANCE SAYS NEW ROOFS MUST BE COVERED IN PLANTS
OR SOLAR PANELS



A UNIQUE COMMUNITY

- Located in iconic Steveston Village, one of the Metro Vancouver's most sought-after neighbourhoods
- Just steps from your front door are urban amenities, green spaces, reputable schools, convenient connections and stunning West Coast scenery
- Homes designed by Richmond's renowned Lynde Designs
- The only large scale, 30 single-family freehold subdivision currently available for sale in Richmond with double side-by-side garages in all homes

ARTISTIC DESIGN FEATURES

- 6 exterior colour schemes, 3 interior colour schemes and 2 design approaches (contemporary and traditional-style) allow for many different combinations in the subdivision
- Welcoming entry foyer featuring engineered hardwood flooring that extends into the main living area
- . Bright and airy nine-foot ceilings throughout main floor living area
- · Panelled interior doors enhanced with premium handles and hardware
- · Painted wood baseboards and door casings throughout

CHEF-INSPIRED KITCHENS

- Premium Jenn-Air appliance package includes a refrigerator, wall oven, speed oven, hoodfan, gas range top, dishwasher and wine cooler
- Custom-crafted flat panelled wood veneer cabinetry
- · Convenient cabinet features including roll-out pot drawers
- Sleek recessed pot lighting throughout
- Stainless steel double sink with single-lever faucet and chrome side spray
- · Large island for entertaining
- · Premium quartz countertops throughout

BEAUTIFUL BATHROOMS

- Premium wood veneer cabinetry and stylish ceramic tile flooring throughout
- Luxurious ensuite bathrooms feature a spa-inspired freestanding deep soaker tub, freestanding tub filler and large rain shower
- Full bathroom on main floor with extra large shower enclosure

PEACE OF MIND

- Ring video doorbell for added convenience and security (viewable on your smart phone)
- Multi-camera monitoring system with remote access available on your smart phone
- Built-in alarm system and premium Hide-A-Hose Central Vacuum Retractable Hose System
- Advanced rain screen protection for durability in our West Coast weather
- Hard-wired smoke detector
- Comprehensive WBI Home Warranty Program: 2-year materials and labour, 5-year building envelope, 10-year structural defects

MASTERFUL CONVENIENCES

- 12-foot Westeck Windows Grandview Slider in all homes allows for indoor-outdoor entertaining with access to courtyards/backyards
- · Whirlpool side-by-side washer and dryer
- Storage space and mud room in all homes
- · Two hose bibs
- · Built-in closet shelving
- Radiant in-floor heating, HVAC System and Air Conditioning in all homes
- Den on main floor can be used as a fourth bedroom with a full bath on the same level (in most homes)

AM-PRI GREEN

- BC's first solar-powered sub-division, with state-of-the-art rooftop solar photovoltaic energy panels and in home energy generation monitoring on all homes
- All homes built with the capability to support energy storage please visit the Moncton showhome for demonstration unit
- Low Emittance (Low-E) windows with aluminum locks and 20 year warranty
- Advanced sealing package around windows and all exterior wall penetrations to minimize air leakage
- All exterior doors manufactured from fibreglass, for a longer lifespan
- Individually controlled climate zones enable homeowners to reduce energy use

In the continuing effort to improve our homes, the developer reserves the right to modify plans and specifications without notice. All sizes are approximate. E.&O.E.

Schedule 2 to the Minutes of the General Purposes Committee meeting of Richmond City Council held on Tuesday, September 4, 2018.

September 4, 2018

Given the legislation on legalization of cannabis will be in effect on October 17, 2018 and there is a great concern about the regulation on home cultivation of cannabis, I would like to move the following motion for Council's consideration.

Motion: Regulations on home cultivation of cannabis

That Council directs

- 1. Staff to seek clarification from the Province on the enabling legislations for local governments to regulate cannabis cultivation for personal use permitted under the Cannabis Act;
- 2. Staff to seek clarification from the Province on how regulations in the Cannabis Act related to personal cultivation will be monitored, inspected and enforced; and
- 3. The City to advocate for the Province to develop, administer and enforce a provincial wide registration/permitting system for cannabis cultivation for personal use permitted under the Cannabis Act.

Chak Au





Finance Committee

Date:

Tuesday, September 4, 2018

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 4:29 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on

June 4, 2018, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

 FINANCIAL INFORMATION – 2ND QUARTER JUNE 30, 2018 (File Ref. No. 03-0970-09-01) (REDMS No. 5938515 v. 4)

Finance Committee Tuesday, September 4, 2018

It was moved and seconded

That the staff report titled, "Financial Information -2^{nd} Quarter June 30, 2018", dated August 10, 2018 from the Director, Finance be received for information.

The question on the motion was not called as Cindy Gilfillan, Manager, Financial Reporting, responded to a query from Committee and advised that some of the staff vacancies in Planning and Development noted in the staff report are in the recruitment process.

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

2. ACTIVE CAPITAL PROJECTS INFORMATION - 2ND QUARTER JUNE 30, 2018

(File Ref. No. 03-1200-05) (REDMS No. 5890653 v. 4)

It was moved and seconded

That the staff report titled, "Active Capital Projects Information -2^{nd} Quarter June 30, 2018", dated July 17, 2018 from the Director, Finance be received for information.

The question on the motion was not called as direction was given to staff to provide a memorandum on the status of the installation of intersection cameras.

In response to Committee questions, Melissa Shiau, Manager, Financial Planning and Analysis offered clarification regarding the building program totals and noted that the 2014 remaining balance is from projects still under construction. Ms. Shiau, in further response to queries from Committee, commented that the variance noted under the No. 6 Road Widening project from Table 6 of the staff report was from the unutilized remaining budget.

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

RICHMOND OLYMPIC OVAL CORPORATION

3. RICHMOND OLYMPIC OVAL CORPORATION – 2ND QUARTER 2018 FINANCIAL INFORMATION

(File Ref. No.) (REDMS No. 5938904)

It was moved and seconded

That the report on Financial Information for the Richmond Olympic Oval Corporation for the second quarter ended June 30, 2018 from the Controller of the Richmond Olympic Oval Corporation be received for information.

CARRIED

Finance Committee Tuesday, September 4, 2018

LULU ISLAND ENERGY COMPANY

4. LULU ISLAND ENERGY COMPANY – 2018 OPERATING BUDGET AMENDMENT AND 2ND QUARTER FINANCIAL INFORMATION (File Ref. No. 10-6600-10-01) (REDMS No. 5912386 v. 3)

It was moved and seconded

That the Lulu Island Energy Company report titled "Lulu Island Energy Company – 2018 Operating Budget Amendment and 2nd Quarter Financial Information" dated July 20, 2018 from the Chief Executive Officer and Chief Financial Officer, Lulu Island Energy Company be received for information.

CARRIED

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (4:37 p.m.).*

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Tuesday, September 4, 2018.

Mayor Malcolm D. Brodie	Amanda Welby
Chair	Legislative Services Coordinator



Minutes

Planning Committee

Date: Wednesday, September 5, 2018

Place: Anderson Room

Richmond City Hall

Present: Councillor Linda McPhail, Chair

> Councillor Bill McNulty Councillor Chak Au Councillor Alexa Loo Councillor Harold Steves

Also Present: Councillor Carol Day (entered at 4:07 p.m.)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on July 17,

2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

September 18, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

HOUSING AGREEMENT BYLAW NO. 9896 TO PERMIT THE CITY 1. OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 6340 NO. 3 ROAD (KELTIC (BRIGHOUSE) **DEVELOPMENT**)

(File Ref. No. 08-4057-05) (REDMS No. 5875608 v. 3)

Monica Bennington, Planner 1, noted that the proposed unit mix is consistent with the City's Affordable Housing Strategy and that staff can discuss increasing the number of family-friendly affordable housing rental units in the development with the applicant.

It was moved and seconded

That Housing Agreement (6340 No. 3 Road) Bylaw No. 9896 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 17-773703.

CARRIED

2. HOUSING AGREEMENT BYLAW NO. 9913 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 8620 RAILWAY AVENUE (1037533 BC LTD.)

(File Ref. No. 08-4057-05) (REDMS No. 5932120 v. 5)

It was moved and seconded

That Housing Agreement (8620 Railway Avenue) Bylaw No. 9913 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement with 1037533 BC Ltd. substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-709884.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. APPLICATION BY ENRICH CUSTOM HOMES LTD. FOR REZONING AT 10320 LASSAM ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009905; RZ 18-810261) (REDMS No. 5885457)

Jordan Rockerbie, Planning Technician, reviewed the application, highlighting that the proposed development will include one secondary suite and a cash contribution to the City's Affordable Housing Reserve Fund and that several large trees on-site will be retained.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, for the rezoning of 10320 Lassam Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

APPLICATION BY ALABASTER AEQUIN LIMITED PARTNERSHIP 4. / PLLR 228 HOLDINGS LTD. FOR REZONING AT 8820, 8840, 8860, 8880, 8900, 8911 AND 8931 SPIRES ROAD AND THE SURPLUS PORTION OF THE SPIRES ROAD ROAD ALLOWANCE FROM (RS1/E) DETACHED TO **PARKING STRUCTURE** SINGLE AND **PROPOSED ZONING** TOWNHOUSES (RTP4), AMENDMENT TO THE PARKING STRUCTURE TOWNHOUSES (RTP4) ZONE

(File Ref. No. 12-8060-20-009915; RZ 17-766525) (REDMS No. 5886910 v. 5)

Edwin Lee, Planner 1, reviewed the application, highlighting that the proposed townhouse development will include basic universal housing units and convertible units. He added that a servicing agreement will be included for frontage improvements and sewer and sanitary upgrades.

It was moved and seconded

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9915, for a Zoning Text Amendment to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given first reading; and
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, for the rezoning of 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road from "Single Detached (RS1/E)" to "Parking Structure Townhouses (RTP4)", be introduced and given first reading.

CARRIED

5. APPLICATION BY 1105061 B.C. LTD. FOR REZONING AT 11480 AND 11482 KING ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)

(File Ref. No. 12-8060-20-009918; RZ 17-785443; SC 17-775125) (REDMS No. 5868634)

Cllr. Day entered the meeting (4:07 p.m.).

It was moved and seconded

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, for the rezoning of 11480 and 11482 King Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading;
- (2) That the application for a Strata Title Conversion by 1105061 B.C. Ltd. for the property located at 11480 and 11482 King Road be approved on fulfillment of the following conditions:
 - (a) adoption of Bylaw No. 9918, rezoning the subject property from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)";
 - (b) payment of all City utility charges and property taxes up to and including the year 2018; and

- (c) submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and
- (3) That the City, as the Approving Authority, delegate 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 2 have been satisfied.

CARRIED

6. APPLICATION BY CLASSICO DEVELOPMENT LTD. FOR A STRATA-TITLE CONVERSION AT 10531 AND 10551 ANAHIM DRIVE

(File Ref. No. SC 17-792263) (REDMS No. 5872980)

It was moved and seconded

- (1) That the application for a strata-title conversion by Classico Development Ltd. be approved on fulfillment of the following conditions:
 - (a) registration of a flood indemnity covenant on title;
 - (b) payment of all City utility charges and property taxes up to and including the year 2018;
 - (c) submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and
 - (d) final inspection approval of Building Permits (B7 18-822793 and B7 18-828874) for previous construction without a permit at 10531 and 10551 Anahim Drive; and
- (2) That the City, as the Approving Authority, delegate 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

7. APPLICATION BY IBI GROUP ARCHITECTS INC. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 2980 NO. 3 ROAD (File Ref. No. TU 18-830948) (REDMS No. 5940049)

In reply to queries from Committee, Wayne Craig, Director, Development, noted that the proposed Temporary Commercial Use Permit will be valid for three years and the applicants will have the option to renew the permit.

It was moved and seconded

- (1) That the application by IBI Group Architects Inc. for a Temporary Commercial Use Permit (TCUP) for the property at 2980 No. 3 Road be considered at the Public Hearing to be held October 15, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall; and
- (2) That the following recommendation be forwarded to that meeting for consideration:

"That a Temporary Commercial Use Permit be issued to IBI Group Architects Inc. for the property at 2980 No. 3 Road to allow 'Office' as a permitted use for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road for a period of three years."

CARRIED

8. RICHMOND RESPONSE: METRO VANCOUVER PROPOSED REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018, AS REQUESTED BY THE TOWNSHIP OF LANGLEY FOR THE WILLIAMS NEIGHBOURHOOD PLAN

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 5932114)

It was moved and seconded

That the Metro Vancouver Board be advised that the City of Richmond has no concerns with Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, which proposes to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's Regional Growth Strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

CARRIED

9. MANAGER'S REPORT

House Moving and Salvage Program Update

James Cooper, Director, Building Approvals, spoke on the City's House Moving and Salvage Program, noting that staff are requesting that the update be provided one year following implementation of the program in February 2019. He added that aspects of the program will be discussed with community partners and more analysis can be conducted during the one year period.

Discussion ensued regarding (i) the moving or demolition process of a house, (ii) options to encourage recycling of demolition materials, (iii) options to adjust the fees related to demolition permits, and (iv) the economic feasibility of moving a house.

ADJOURNMENT

It was moved and seconded That the meeting adjourn (4:26 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 Wednesday, September 5, 2018.

Councillor Linda McPhail Chair Evangel Biason Legislative Services Coordinator



Report to Committee

To:

General Purposes Committee

Date:

August 10, 2018

From:

Peter Russell

File:

10-6125-07-02/2018-

Vol 01

Senior Manager, Sustainability and District

Re:

BC Clean Growth Intentions Papers

Staff Recommendation

- 1. That City comments on the Provincial *Clean Efficient Buildings* and *Clean Transportation* "Intentions Papers", as outlined in the staff report titled "BC Clean Growth Intentions Papers" from the Senior Manager, Sustainability and District Energy, dated August 10, 2018, be forwarded to the Province.
- 2. That staff evaluate the City's medium-term GHG reduction targets in light of the new provincial targets, and bring back options for consideration.

Peter Russell Senior Manager, Sustainability and District Energy (604-276-4130)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Fleet Building Approvals	<u>d</u>	Theling
Transportation	Ø	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO

Staff Report

Origin

On July 20th, 2018, the Province released three editorials collectively referred to as the "Clean Growth Intentions Papers" publicly for stakeholder review. The framework outlined in each Intentions Paper is intended to support and inform the government's strategy to build a clean growth future for B.C. Stakeholder comments were due August 24, 2018 and the final versions of the Intention Papers are scheduled for release this fall. Staff have confirmed that the City's comments will be accepted when submitted after this date.

This report summarizes the City's review of two Intentions Papers (*Clean, Efficient Buildings* and *Clean Transportation*) in relation to the City's *Community Energy and Emissions Plan* (*CEEP*) and associated policies adopted by Council, and presents staff recommendations for Council's endorsement. Staff did not conduct a detailed review of *Clean Growth for Industry*, as this paper focuses on emissions from large industrial operations, largely outside of the scope of municipal government mandates.

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.
- 4.2. Innovative projects and initiatives to advance sustainability.

Background

In 2007, the Province adopted two long-term GHG emissions reductions targets for BC. The reductions targeted reducing emissions by 33% below 2007 levels by 2020, and 80% below 2007 by 2050. In 2008, the Province released the *Climate Action Plan*, the first provincial strategy to achieve deep GHG reductions from British Columbia as a whole.

The City signed the *Climate Action Charter* in 2008, and on April 26, 2010 adopted the same aggressive long-term GHG reduction targets as the Province. Empowered by supportive provincial policies and programs, and city targets, the City of Richmond has become a leading local government on climate change and energy efficiency in BC through the implementation of the *Community Energy and Emissions Plan (CEEP)* adopted in 2014, which defines strategies and actions to reduce GHG emissions and energy consumption in Richmond. The City has published two CEEP updates since then, highlighting the City's actions in numerous areas.

In 2016 the Province released the *Climate Leadership Plan*, which committed to "taking incremental steps to make buildings ready to be net zero by 2032." While the plan did not identify actions sufficient to achieve BC's GHG reduction targets, it did lead to provincial adoption of the BC Energy Step Code within the BC Building Code in 2017. Council adopted the

Energy Step Code for most new Building Permit applications in July 2018, with entry into force on September 1, 2018.

On May 31, 2018, the provincial government adopted revised GHG reduction targets for BC. The target of reducing GHG emissions by 33% below 2007 levels was replaced by two new targets to:

- Reduce GHGs by 40% below 2007 levels by 2030; and
- Reduce GHG emissions 60% below 2007 levels by 2040.

The original target of reducing GHG emissions by 80% by 2050 remains in place. The new targets are consistent with the 2050 target, and have a comparable level of ambition as the previous 2020 target (at the time this target was set), but allow more time for their achievement.

Over the past decade, the Province has enacted a number of important climate initiatives including the BC Carbon Tax, the Renewable and Low Carbon Fuel Requirements Regulation, and the BC Energy Step Code, but the measures currently in place will not be sufficient to achieve the deep reduction targets set by the Province and by the City of Richmond. In some emission sectors (e.g. existing buildings, automobiles), effective policy measures are now well characterized but have yet to be implemented. In other emission sectors where action is already underway (e.g. new development), there is a need to schedule increased stringency in requirements over time,

Analysis

Staff reviewed the *Clean, Efficient Buildings*, and *Clean Transportation* Intentions Papers. An overview of each paper including a summary of staff feedback is provided below. An expanded set of staff comments is contained in Appendix 1.

Clean, Efficient Buildings Intentions Paper

This document outlines a strategy to "transform the building market by making energy efficiency and low-carbon building solutions more available, accepted and affordable – creating more clean economy jobs in the process." This paper sets out a series of high-level "potential actions," stating that the Province shall:

- Consider a mandatory energy efficiency labelling requirement, to be disclosed when the property is listed for sale or rent;
- Develop new financial incentives for energy efficiency;
- Implement changes to energy efficiency requirements in the BC Building Code;
 - o Require new homes to be 20% more efficient by 2022, and 40% more efficient by 2024;
 - Adopt energy efficiency requirements for alterations to existing buildings by 2024;
 - o Increase energy efficiency standards for equipment;
 - o Consider the development and implementation of GHG intensity metrics;
 - o Consider measures to encourage the development of EV charging stations.
- Consider a low-carbon building innovation program; and
- Implement additional training for energy efficient retrofits and the Energy Step Code.

Staff Review

The potential actions identified in this Intentions Paper have a strong potential to achieve GHG emissions reductions. If implemented, any of these intentions would directly benefit City efforts to implement climate action at the local level in terms of new policy tools, expanded regulatory mandates for action and/or additional resources for implementation.

The following comments summarize staff feedback and policy directions in the Intentions Paper:

- **Building Labelling:** Establish annual energy benchmarking requirements for large existing buildings, per Council recommendations of March 27, 2017. Staff are working with other local governments and Metro Vancouver to advance a building benchmarking program, which could support home energy labelling. Richmond has already piloted building energy benchmarking with the Building Energy Challenge program and staff have worked with utilities to streamline uploading of building energy consumption data;
- **Incentives:** Prioritize incentives that shift new construction towards low-carbon options (e.g. heat pumps);
- PACE: "Property assessed clean energy" (PACE) tools enable energy efficiency improvements on a given property to be amortized over an extended period by means of a property tax surcharge levied on that property. Enable local governments to use this tool to deploy low-interest financing for energy efficiency projects;
- BC Building Code (BCBC) and Energy Step Code: Implement scheduled improvements in BC Building Code (BCBC) minimum requirements for energy efficiency and include new energy efficiency requirements in the BCBC for renovations to existing buildings by 2024. Develop GHG intensity targets, in collaboration with stakeholders, as part of the Energy Step Code.
- Electric Vehicles: Broaden EV charging requirements to encourage EV adoption. Richmond is Canada's first municipality requiring that all residential parking spaces in new developments (excluding visitor parking) feature an energized electrical outlet capable of providing "Level 2" charging.
- Low Carbon Innovation Fund: Consider a low-carbon building innovation program for manufacturers, developers and builders, focusing on the research and development, commercialization and demonstration of new building solutions;
- **Training:** Broaden training opportunities to build capacity in the construction of high performance buildings similar to the City funded Airtightness Training Program that covers airtightness techniques courses and pre-drywall blower door tests for buildings under construction.

Clean Transportation Intentions Paper

Cleaner vehicles, cleaner fuels and clean transportation systems are the key focus areas for the transportation sector in British Columbia, which accounts for 39% of greenhouse gas emissions or 25 million tonnes annually.

This paper states that the Province intends to:

• Encourage the use of cleaner vehicles through:

- o Incentives and new supply requirements for zero emission vehicles,
- Support for charging and fuel stations for zero emission vehicles including preferred parking and access, and encouraging charging stations in buildings.
- Encourage the use of cleaner fuels by means of:
 - o A strengthened low carbon fuel standard,
 - o Tax exemptions for renewable blends,
 - o Support for commercial production,
 - o Programs to promote investment in fuelling infrastructure,
 - o Centre of excellence for biofuels.
- Support increased carpooling, vehicle co-ops and the like,
- Continue to invest in transit,
- Integrate transportation and land use planning for interconnected infrastructure, transit and cycling,
- Provide support for electric and/or electric hybrid ferries,
- Increase use of clean electricity and technologies in our ports,
- Encourage cleaner and more efficient shipping corridors (e.g. shift to railways, LNG in larger marine vessels).

Staff Review

The potential actions identified are principally sound and appropriately focused on emissions reduction. Additional issues or areas that should be considered as part of clean transportation include:

- Emissions Reduction Measures: Implement emission reduction measures for commercial fleets, including incentives, and a shift to nighttime operations;
- Electric Vehicles: Use gasoline taxes to fund EV incentives until cost or price parity is reached, allocating incentives to maximise the number of additional EVs purchased (or electrically-powered kilometres travelled). Allocate provincial funding for charging stations based on data on new sales and existing populations of EVs. Enhance access to charging infrastructure in existing developments, e.g. Right to Charge rule within Strata Act, and adopt aggressive ZEV sales targets (e.g. a 30% target for EV's by 2030).
- Specific Targets and Programs: Implement specific emission reduction targets for personal, commercial, transit, rail, marine, etc.
- Low Carbon Fuels: Support legislation further reducing the carbon intensity of transportation fuel.
- **Data:** Direct ICBC to collect odometer readings annually from drivers renewing their vehicle insurance, per Council's recommendation in October 2016.

GHG Emission Reduction Targets

As noted above, the City's own 2020 GHG reduction target is no longer consistent with that of the provincial government. In 2015, the Province stated that the 2020 GHG reduction target was beyond reach, and in December 2017 released data indicating BC's GHG emissions in 2015 were only 2.1 percent below 2007 levels, having risen since 2010.

Richmond's most recent GHG emission inventory is for 2012. When increased transit ridership on the Canada Line is factored in, this data is consistent with a 6% reduction in GHG emissions between 2007 and 2012, but also shows a small increase in emissions after 2010. Provincial-level trends showing increased GHG emissions from road transportation and manufacturing exceeding reductions from electricity, buildings and waste management since 2010, may well have occurred in Richmond as well.

The Province's new GHG reduction targets remain in line with the long-term deep reduction target of 80% below 2007 levels by 2050, but allow more time for emission reduction measures to take effect. A recommendation is included in this report to direct staff to evaluate changes to the City's own medium-term GHG reduction targets in light of the new provincial targets. This analysis can be completed once the Province has released their final plan.

Financial Impact

None.

Conclusion

Overall, the directions outlined in the *Intentions Papers* prioritize a number of policy areas where Richmond has already begun to take action. New Provincial policies and resources could greatly assist the City's efforts to improve energy efficiency and reduce GHG emissions on a city-wide basis.

As noted above, staff have identified a number of supportive recommendations for the Province, and note that the new plan would be made even stronger by the consideration of several policies which Council has already endorsed or implemented. Staff also recommend that the City consider changing the GHG reduction targets in the OCP to maintain consistency with the Province's new targets once the final plan is released.

If implemented, the Province's third climate change plan could provide Richmond with critical additional policy support and resources, enabling the City to be even more effective in achieving its long-term energy efficiency and GHG reduction goals.

Nicholas Heap

Sustainability Project Manager

(604-276-4267)

NH:nh

Att. 1: Expanded comments on the Intentions Papers

Attachment 1: Expanded comments on the Intentions Papers

Clean, Efficient Buildings Intentions Paper

The following comments, note parallel initiatives already underway at the local level and additional issues or areas that should be considered by the Province in developing the new clean growth plan:

- 1. Richmond is already working with other local governments and Metro Vancouver to advance home energy labelling. A similar measure for use with large buildings is building energy benchmarking, which is associated with energy efficiency gains of 7% to 14% in implementing jurisdictions in the United States. Richmond has already piloted energy benchmarking in large office, commercial and residential apartment buildings in 2015-2016 though the Richmond Building Energy Challenge program. Working with utilities, Richmond staff have also streamlined procedures for uploading building energy consumption, greatly easing implementation of this measure. Per recommendations adopted by Council on March 27, 2017, the Province should additionally establish requirements for the annual energy benchmarking (i.e. the reporting of actual energy use) for large existing buildings.
- 2. Additional resourcing for conventional incentive programs is welcome. Prioritize incentives that shift new construction towards low-carbon options (e.g. heat pumps).
- 3. Low-interest financing options leverage the owner's own long-term energy savings to finance significant investments in energy efficiency, greatly increasing the reductions achievable through government or utility investments. While "on-bill financing" is a utility-led approach, a second option for low-interest financing called PACE ("property assessed clean energy") is particularly suited to implementation by local governments. PACE enables energy efficiency improvements on a given property to be amortized over an extended period by means of a property tax surcharge levied on that property. Originally conceptualized in BC¹, PACE has been used by local governments across North America to efficiently leverage billions of dollars in homeowner equity for energy efficiency and renewable energy improvements. Include PACE when assessing options for low-interest financing.
- 4. Comparing the Province's proposed timetable for increasing energy efficiency requirements in the BC Building Code against the City's proposed Energy Step Code timeline for Part 9 buildings suggests that while Richmond and other leading municipalities will continue to "break trail" for more efficient building practices, other local governments will soon be obliged to follow along (see Attachment 1). Announcing this schedule of code changes in advance reinforces the message that leadership on energy efficiency isn't just about builders doing good; it also helps ensure that local builders gain expertise in energy efficient-building critical to their future competitiveness.

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¹ As "Energy Efficiency Local Improvement Charges": http://www.pembina.org/reports/LICProgramFinal-ReportMay27042.pdf

Richmond supports the Province's intention to increase energy efficiency requirements in the BC Building Code.

- 5. Richmond's Community Energy and Emissions Plan (CEEP), adopted in January 2014, identified three "Big Breakthrough" priorities identified in the CEEP; sectors with great potential for GHG emission reductions but beyond the scope of municipal climate action in 2014. Through the BC Building Act and the Energy Step Code, Council has since taken significant action on two of these three priorities,2 and with an energy efficiency code for existing buildings, Richmond will be able to address the last of these "Big Breakthrough" areas. Richmond supports the Province's intention to implement BC Building Code requirements for energy efficiency in existing buildings.
- 6. As noted in staff's report to Council on June 27, 2018, regarding Energy Step Code adoption Council on March 27, 2017, "the Energy Step Code alone is unlikely to achieve widespread adoption of very low / zero GHG emissions new buildings which will be necessary to achieve the City's emissions targets ... [because] the Energy Step Code does not directly measure GHG emissions from buildings." In the absence of a GHG intensity target, the City's Energy Step Code implementation framework incents GHG reductions by providing developers of residential high-rises with the option of building to Step 3, or to the less-stringent Step 2 in combination with a "low carbon building energy system." The Province should collaboratively develop GHG intensity targets as part of the Energy Step Code, or as a parallel set of targets that could be adopted in combination with the Energy Step Code.
- 7. Richmond has taken a decisive lead with regarding to EV charging policy. In December 2017, Richmond became the first municipality in Canada to require that all residential parking spaces in new developments, excluding visitor parking, feature an energized electrical outlet capable of providing "Level 2" charging. This policy, or a variant of it, has since been adopted by several other BC municipalities including Vancouver, West Vancouver, and Burnaby. On November 28th 2016, Council directed "that staff report back regarding the potential installation of community Level 3 charge stations," and in June 2018, Council directed staff to install publicly accessible EV charging infrastructure at City Hall and Olympic Oval. The Province should consider Richmond's EV charging requirements as an option for encouraging the development of EV charging stations.
- 8. Richmond implemented the Smart Thermostat Pilot in 2016-2017, assessing the local cost-effectiveness of the new smart-phone linked programmable thermostat technology that had recently become available. As part of BC Energy Step Code implementation, the City has also signalled its willingness to work with developers in coming up with incentives that would support the development of showcase buildings achieving the highest steps of Energy Step Code. Richmond supports the Province's intention to implement of a low-carbon building innovation program.
- 9. Richmond has provided outreach and training as a core component of the City's Energy Step Code implementation strategy. Even prior to formal adoption of the Energy Step

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² By adopting the City's own EV charging policy in December 2017, and the BC Energy Step Code in July 2018.

Code, the City had paid for more than 50 builders to attend a one-day airtightness techniques course, and made funding available for more than 60 pre-drywall blower door tests for buildings under construction. The City also hosted builder engagement workshops attended by more than 200 local builders, and held a workshop regarding air tightness testing for larger Part 3 developments. Richmond supports the Province's intention to provide additional training to build capacity.

10. Staff note that under the Energy Step Code, the Province is relying on Energy Advisors to take on important new responsibilities, influencing building design and verifying the energy performance of Part 9 buildings under construction. While Energy Advisors are accredited by Natural Resources Canada (NRCan) and are accountable to NRCanlicenced Service Organizations, there is a recognized need for improved quality assurance, standards of practice and liability protection. The Province has an important role to play in working with NRCan to ensure that Energy Advisors provide consistent and quality work. The Province should prioritize the professionalization of Energy Advisors.

Clean Transportation Intentions Paper

The potential actions identified are principally sound and appropriately focused on emissions reduction. Additional issues or areas that should be considered as part of clean transportation include:

11. The intentions paper focuses heavily on personal transportation; however, commercial fleet vehicle emissions are also substantial. This is particularly important as traditional brick-and-mortar stores become less prevalent, and on-line/shipping becomes more widespread as preferred methods of acquiring goods.

It is suggested that there be greater focus in this area, including incentives for commercial fleets to adopt zero emission units or other cleaner fuel technologies. Policies which support more creative use of existing infrastructure (i.e. moving goods/trucking during the nighttime vs. daytime hours) are other ideas for addressing commercial fleets.

A complementary approach may be to include specific reduction targets in the strategy for the various transportation sectors (personal, commercial, transit, rail, marine, etc.). This would help to level the playing field for performance within each of these sectors as well as provide a basis for measuring against actual performance.

12. Financial incentives will be a key aspect of any momentum to promote alternatives. Proceeds from a tax on the sale of gasoline vehicles (in line with their expected lifetime GHG emissions relative to EVs) could be used to fund greater incentives for ZEV's until they reach price parity. Incentives should not be limited to EVs alone. While incentives for EV's should not be phased out until they reach cost parity with their gasoline-engine equivalents, the Province should also be mindful of regularly adjusting the incentive amount as the cost gap diminishes over time. Similarly, while a PST exemption is a promising option for ZEV's, care should be taken to ensure that the funds allocated to

incentives are deployed so as to maximise the number of additional EVs purchased (or electrically-powered kilometres travelled). Linking the allocation of provincial funding for charging stations to regional data on new sales and existing populations of EVs by region should also support/ensure efficient use of available resources.

- 13. Emphasis should be placed on linking this strategy to research and development in the education sector in all areas of alternative fuels to incent continuous improvement, as well as ensure life cycle impacts of the various energy alternatives are adequately researched. This will also help to ensure actions which may have positive benefits in one environmental arena do not unknowingly create negative impacts in others.
- 14. In relation to electric vehicle infrastructure, amendments to the B.C. Utility Act for the reselling of power should be a priority consideration in support of clean transportation, such that private industry can realize a financial return through investments in EV charging infrastructure. Assisting the rapid build-out of charging infrastructure will help to provide confidence that to potential EV buyers in relation to greater charging options.
- 15. Provincial action to support retrofitting of EV charging stations in existing developments is another potential target area. Amendments to the Strata Act (such as a Right to Charge rule for condo residents), could help support the retrofitting of older buildings to support charging infrastructure. As cities densify, more and more people are moving into multi residential units. Efforts to enhance access to charging infrastructure in these developments will help to incent EV purchases.
- 16. While the long-term emission reduction benefits EVs will be profound, it will take several decades for BC's automobile fleet to be substantially replaced. As such, there is a need to increase sales of EVs as quickly and efficiently as available resources will allow if we are to achieve the 2050 GHG reduction target. The Province should implement aggressive targets for the percentage of ZEVs sold.
- 17. Assuming effective implementation, changes in the low-carbon fuel standard should deliver a comparable reduction in fleet-wide GHG emissions almost immediately, and for as long as the standard is maintained. The Province should implement additional reductions in the legislated carbon intensity of transportation fuel as an effective short to medium term emission reduction measure for the transportation sector.
- 18. Many important aspects of clean transportation policies are not referred to within the Clean Transportation Intentions Paper. Sustainable land use policies in the OCP that minimize transportation needs, promote efficient use of the existing transportation infrastructure; and create more sustainable transportation options (i.e. public transit, etc.) can be very effective in reducing energy use and GHGs over the medium to long term, especially in combination. Similarly, active transportation modes like walking and cycling are only referred to briefly, despite their increasing role within the urban transportation mix.

Other Comments:

- 19. The Clean Transportation paper does not reference the total lack of accurate vehicle emissions data since the shutdown of the AirCare vehicle emissions testing program at the end of 2014. Because the transportation sector accounts for almost half of community-wide GHG emissions than 40% of Richmond's total GHG emissions, the lack of locally-attributed transportation sector data has prevented most municipalities from tracking their overall GHG emissions in recent years. Per Council's direction on this issue in October 2016, the Province should direct ICBC to collect odometer readings annually from drivers renewing their vehicle insurance.
- 20. The Community Energy and Emissions Inventory (CEEI) initiative of the Climate Action Secretariat, previously achieved huge efficiencies in simultaneously preparing approximately 200 GHG emission inventories on behalf of all local governments and regional districts in BC. Given the now well-demonstrated effectiveness of local governments in implementing real climate action measures, the CEEI is one of the most practical measures that the Province can take to free up climate action resources at the local level, and ensure that accurate information regarding the effectiveness of actions taken is provided to local governments. The Province should restore adequate resources to the CEEI initiative.
- 21. As a final comment, staff requested an extension in the deadline for feedback until mid-September to allow input from local elected officials. The Province declined this request, keeping the public comment period to 35 days in July and August, although staff have been assured that the City's comments will be accepted when submitted. Ensure that local governments are provided with effective opportunities to comment on the development of the Province's clean growth plan.



Report to Committee

To:

General Purposes Committee

Manager, Community Bylaws and Licencing

Date: July 31, 2018

From:

Carli Edwards, P.Eng.

File:

12-8275-30-001/2018-

Vol 01

Re:

Application For a Permanent Change to Food Primary Liquor Licence # 170609 Requesting Patron Participation Entertainment Endorsement – Earls

Restaurant (Lansdowne) Ltd - 304-5300 No. 3 Rd., Richmond, B.C.

Staff Recommendation

- 1) That the application from Earls Restaurant (Lansdowne) Ltd, operating at 304 5300 No. 3 Road, requesting a Food-Primary Entertainment Endorsement for Patron Participation to Food-Primary Liquor Licence # 170609, to enable patrons to dance at the establishment, be supported; and,
- 2) That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
 - a) Council supports the amendment for a Patron Participation Entertainment Endorsement on Food-Primary Liquor Licence # 170609 as the endorsement will not have a significant impact on the community;
 - b) The hours of liquor sales will remain the same at:
 - i) 9:00 AM to 1:30 AM, Monday to Saturday;
 - ii) 9:00 AM to Midnight, Sunday;
 - c) There is no change to the seating capacity for the food primary licence, indoors and patio;
- 3) Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licensing Regulations) are as follows:
 - a) The potential for additional noise and traffic in the area was considered;
 - b) The impact on the community was assessed through a community consultation process; and
 - c) Given that there has been no history of non-compliance with the operation, the amendment to permit patron participation entertainment endorsement under the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to its primary purpose;
 - d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the impact assessment was conducted through the City's community consultation process as follows:

- i) Residents, businesses and property owners within a 50 meter radius of the subject property were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
- ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how comments or concerns could be submitted.
- e) Council's comments and recommendations respecting the view of the residents, businesses and property owners are as follows:
 - i) The community consultation process was completed as part of the application process; and
 - ii) The community consultation process resulted in only one comment or view submitted from residents, businesses and property owners.
- f) Council recommends the approval of the permanent change to add patron participation entertainment endorsement to the Food Primary Licence for the reasons that the addition of the endorsement proposed is acceptable to the majority of the residents, businesses and property owners in the area and the community.

Carli Edwards, P.Eng.

Manager, Community Bylaws and Licencing

(604-276-4136)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO IN EVELY	

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act.

This report deals with an application to the LCRB and the City of Richmond by, Earls Restaurant (Lansdowne) Ltd., to add patron participation entertainment endorsement, which must end by midnight, to the Food Primary Liquor Licence No. 170609

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

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

Analysis

Earls Restaurant (Lansdowne) Ltd. has operated this establishment since 1996, at 304 – 5300 No. 3 Road with a Food Primary Liquor Licence. The intent of this application is to request a patron participation entertainment endorsement. The applicant's proposed permanent changes to add patron participation to the Food Primary Liquor Licence, initiates a process to seek local government approval.

The current Food Primary Liquor Licence for Earls Restaurant (Lansdowne) Ltd., allows for 247 indoor seats and 76 patio seats, which will not change as a result of this application.

The property is zoned Auto-Oriented Commercial (CA) and the use of a Restaurant with food and beverage services are consistent with the permitted uses in this zoning district. Earls Restaurant (Lansdowne) Ltd. is situated at Lansdowne Mall which currently has 127 licenced businesses in the City Centre area.

The applicant's request for a patron participation entertainment endorsement for the food primary licence is to enable patrons to dance at the establishment. This would add greater flexibility to the venue and provide a more entertaining venue for patrons.

Impact of Noise on the Community

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

Impact on the Community

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw No. 8951 which under Section 1.8.1 calls for:

- 1.8.1 Every **applicant** seeking approval from the **City** in connection with:
 - (a) a licence to serve liquor under the *Liquor Control and Licensing Act* and *Regulations*; must proceed in accordance with subsection 1.8.2.
- 1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:
 - (a) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;
 - (ii) proposed person capacity;
 - (iii)type of entertainment (if application is for patron participation entertainment); and
 - (iv)proposed hours of liquor service; and
 - (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage was posted on June 25, 2018 and three advertisements were published in the local newspaper on June 28, 2018, July 5, 2018 and July 12, 2018.

In addition to the advertised signage and public notice requirements, staff sent letters to businesses, residents and property owners within a 50 meter radius of the establishment. On June 25, 2018, 2178 letters were sent to residents, businesses and property owners. The letter provided information on the proposed liquor licence application and contained instructions to comment on the application. The period for commenting for all public notifications ended July 28, 2018.

As a result of the community consultative process described, the City has received only one response opposed to this application. The concern of the resident notes noise between 11PM and 7AM when people are required to sleep. The patron participation entertainment must end by midnight and the establishment should not operate contrary to it primary purpose as a food primary establishment which should not impact the community. Further the building where response was received is approximately 248 metres away from the applicant's location. Staff do not feel noise will be a concern at this distance.

Other Agency Comments

As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond R.C.M.P., Richmond Fire-Rescue, Building Approvals and the Business Licence Department. These agencies and departments generally provide comments on

the compliance history of the applicant's operations and premises. No concerns were raised by these agencies.

Financial Impact

None

Conclusion

The results of the community consultation process of Earls Restaurant (Lansdowne) Ltd. application for patron participation entertainment endorsement, was reviewed based on the LCRB criteria. The analysis concluded there would be no noticeable potential impact from noise, no significant impact to the community and no concerns raised by City departments, other agencies and only one letter received from the public. Earls Restaurant (Lansdowne) Ltd. has operated in the community for over 22 years with no noted negative community impact. Staff recommend approval of the application to permit a patron participation entertainment endorsement.

Victor M. Duarte

Supervisor, Business Licences

(604-276-4389)

VMD:vmd

Att. 1: Complaint Letter

2: Arial map with 50 metre buffer area

City of Richmond.

Business Licenses,

Liquor License Applications,

6911 No.3 Road,

Richmond BC V6Y 2C1

24 July 2018

Hi Liquor Licensing manager,

Re: Notice of a New Liquor Primary Liquor License Application in The Neighborhood

Earls is in Richmond downtown and is surrounded by thousands of residences living on surrounding high-rise apartments. The noise disturbance in the city of Richmond is from 11.00 pm to 7.00 am has a good reason. Everyone needs a good night sleep. Some may have to work for the weekends and their right of quietness to sleep should not be infringe. Moreover, there will be many high rises coming up on the Lansdowne mall itself. Will the majority residences have to bear the late night noises? Will you like to live in a late night residence?

We will really appreciate it if you can consider the thousands of residences around Lansdowne mall!

Yours sincerely,

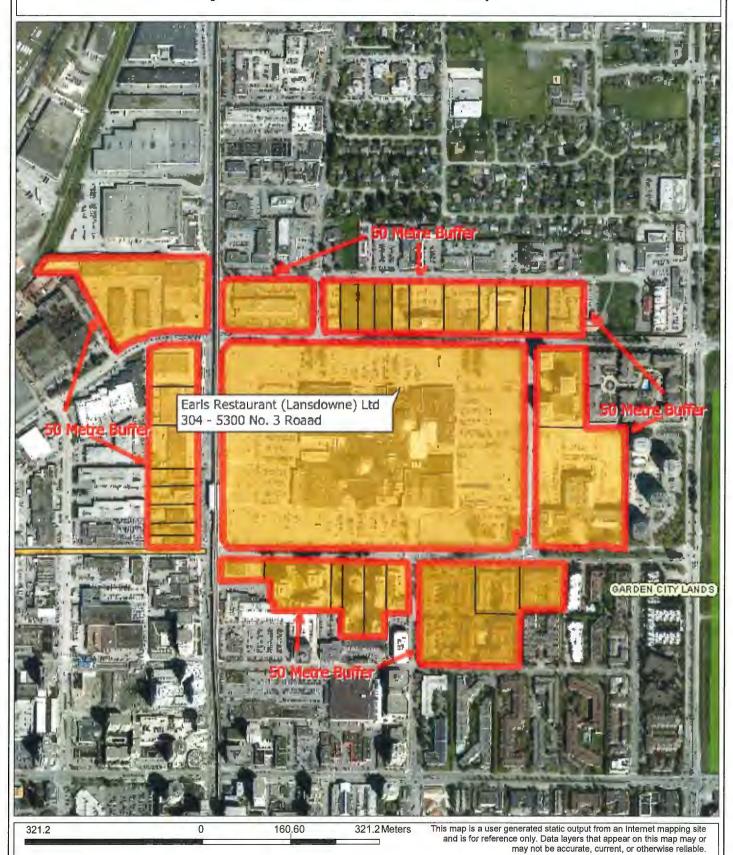
Pat Cheng

901-5088 Kwantlen Street

Contact No.604-816-8227

ALCHER

City of Richmond Interactive Map



THIS MAP IS NOT TO BE USED FOR NAVIGATION

© City of Richmond



Report to Committee

To:

Re:

General Purposes Committee

Date:

August 9, 2018

From:

Jason Kita

File:

01-0005-01/2018-Vol

01

Director, Corporate Programs Management Group

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Council Term Goals 2014-2018: Achievement Highlights

Staff Recommendation

1. That the attached report titled "Council Term Goals 2014-2018: Achievement Highlights" from the Director, Corporate Programs Management Group outlining achievement highlights towards Council Term Goals 2014-2018, be received for information.

2. That the attached reports be made available for download on the City of Richmond website.

Jason Kita

Director, Corporate Programs Management Group (604-276-4091)

Att. 2

PC: SMT

REPORT CONCURRENCE			
ROUTED To:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Communications Intergovernmental Relations & Protocol Administration & Compliance Economic Development Finance Department Information Technology Law Real Estate Services Arts, Culture & Heritage Community Social Development Parks Services Recreation Services Engineering Fleet Project Development Roads & Construction Sustainability Community Safety Administration Fire Rescue Building Approvals Development Applications Policy Planning Transportation	তি বি	Chaling.	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO	

Staff Report

Origin

At the start of the 2014-2018 term of office, City Council adopted a set of Term Goals that outlined Council's shared priorities for the four-year term. Council's goals and decisions guide and influence the City's social and physical landscape, the relative safety and protection of residents and businesses, and the role the City plays within the region. The setting of Term Goals is an integral process to establish the strategic vision for Council. Once established, City work plans align with these goals in order to achieve a productive and successful term of office. The Council Term Goals are reviewed on an annual basis for progress and to ensure they continue to remain current and relevant to community need.

Analysis

Council Term Goals 2014-2018

On May 25, 2015, Council approved the following nine overarching 2014-2018 Term Goals, each with a set of related priorities:

- Goal 1: A Safe Community Maintain emphasis on community safety to ensure Richmond continues to be a safe community.
- 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.
- 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.
- 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.
- Goal 5: Partnerships and Collaboration Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.
- 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.
- 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.

- Goal 8: Supportive Economic Development Environment Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.
- Goal 9: A Well-Informed Citizenry Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

Achievement Highlights 2014-2018

Much work was completed under the direction of Council throughout this four-year term that furthered each of the nine Council Term Goals and related priorities. The attached reports present the highlights of these achievements.

Financial Impact

None.

Conclusion

The Council Term Goals 2014-2018 aligned with a robust City work program that resulted in record breaking years across multiple lines of business, reinforcing Richmond's reputation as a leader in municipal government. The attached reports provide achievement highlights from the 2014-2018 Term of Council.

Claire Adamson

Chefun

Manager, Corporate Strategic Initiatives

(604-247-4482)

CA:ca

Att. 1: Council Term Goals 2014-2018: Achievement Highlights

2: Council Term Goals 2014-2018: Achievement Highlights Overview



Council Term Goals 2014–2018: Achievement Highlights





Richmond City Council

Front Row (Left to Right):

Councillor Carol Day, Councillor Bill McNulty, Mayor Malcolm Brodie, Councillor Linda McPhail, Councillor Harold Steves

Back Row (Left to Right):

Constable Adam Carmichael (Richmond RCMP), Councillor Chak Au, Councillor Derek Dang, Councillor Ken Johnston, Councillor Alexa Loo, Captain Jack Beetstra (Richmond Fire-Rescue)

City of Richmond Council Term Goals 2014–2018

At the start of the 2014–2018 term of office, Council came together to establish a set of Term Goals to set a visionary direction for the City for the next four years. Council's decisions guide and influence the City's social and physical landscape, the relative safety and protection of residents and businesses, and the role the City plays within the region. The Term Goals articulate Council's focus and provide a set of common priorities for the four-year term. Aligning City work plans with Council Term Goals helps to ensure a focused and productive workforce that makes the most effective use of public resources. Council adopted nine broad Term Goals for the 2014–2018 term with additional priorities identified for each goal. The nine Term Goals are as follows:

Goal 1: A Safe Community

Goal 2: A Vibrant, Active and Connected City

Goal 3: A Well-Planned Community

Goal 4: Leadership in Sustainability

Goal 5: Partnerships and Collaboration

Goal 6: Quality Infrastructure Networks

Goal 7: Strong Financial Stewardship

Goal 8: Supportive Economic Development Environment

Goal 9: A Well-Informed Citizenry

The 2014–2018 Term Goals align with a robust City work program that resulted in record breaking years across multiple lines of business, reinforcing Richmond's reputation locally and globally as a leader in municipal government. Under Council's guidance and direction, the City of Richmond was recognized for its achievements through receiving over 40 awards and formal titles of recognition. The following pages present the highlights of the 2014–2018 Council Term Goal achievements, organized by Council goal and priority.

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Goal 1: A Safe Community



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

Background

Richmond is a safe community to live, work, and play as Council recognizes community safety is the foundation to the City's livability and prosperity. Council believes in the importance of continuing to enhance community safety programs and initiatives to provide the most responsive services to residents and businesses. Through policy reviews, Council ensures that the community safety operation models are specifically tailored to Richmond's needs; and through continuous improvements, Council ensures that deployment models are efficient and effective in responding to emergencies in the City.

Council's Priorities for A Safe Community include:

- 1.1 Policy and service models that reflect Richmond-specific needs.
- 1.2 Program and service enhancements that improve community safety services in the City.
- 1.3 Improved perception of Richmond as a safe community.
- 1.4 Effective interagency relationships and partnerships.

Goal 1: A Safe Community

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

During the 2014–2018 Term of Council, Richmond's community safety buildings, equipment and service models underwent major upgrades and changes to ensure they continue to meet the needs of a rapidly growing City. New fire halls were constructed, many operational enhancements were introduced, and significant changes to bylaws and legislation were completed to protect the continued safety of our community. The following presents highlights for this priority of Council for the 2014–2018 term of office.

Reinforcing community safety as one of Council's top priorities, 39 RCMP officers and 14 municipal employees have been added in support of policing this term.

Construction of the Cambie Fire Hall No. 3 and BC Ambulance Station was completed and built to LEED Gold standards, marking the first time that Fire and Ambulance Services have been collocated in an urban setting.

Construction of a new and highly upgraded Brighouse Fire Hall No. 1, located in Minoru Park was completed in July, with an official opening scheduled for September 2018. Fire Hall No. 1, also built to LEED Gold standards, serves as the City's primary fire hall for the rapidly growing City Centre.

The Sign Regulation Bylaw No. 9700 was adopted in 2017 to help promote intercultural harmony through public educational and outreach initiatives while addressing resident concerns about the appearance of signs on private businesses.

Council adopted regulations on short term rentals to ensure affordable housing stock isn't being displaced. Priority attention was given to allow residents to supplement income and to address housing issues.

In partnership with local business Lafarge, the City completed phase I of a new Richmond Fire Response Training site. The site provides improved facilities for training our first responders, including for simulations such as car extractions, forcible entry and realistic live fire suppression and rescue.

Along with new facilities, the City added four fire engines, a 75 and a 105 foot Rescue Ladder truck to the operations fleet.

Enhancements to the City Centre Community Police Office (CPO) were endorsed by Council, which when completed in 2019 will result in increased police presence and reduced response time in the City Centre. RCMP Officers from the Bike Unit and General Duty (patrol unit) will be stationed and deployed from the CPO when completed.

A thorough and in-depth Police Services Review was completed as part of Council's due diligence in ensuring the most effective police services delivery model for the City. Upon completion of the review, Council reaffirmed that contracting with the RCMP continues to provide the best value for police services for Richmond.

Council approved a new Emergency Management Information System that automates the current paper-based operational model. The system aims to enhance timeliness, quality



Traffic safety fun at the Public Works Open House

and accessibility of vital information for the Emergency Operations Centre.

Council actively opposed the legalization of non-medical cannabis during this term of office, and continues to emphasize that municipalities must maintain authority over the sale and cultivation of cannabis related activities, particularly with regard to zoning regulations and land use. During this term of office, Council enacted new bylaws to strengthen the zoning and Official Community Plan (OCP) regulatory framework for cannabis production and retail sales in the City. Council intends to continue to ensure current and new legislation related to this matter will focus on the protection of youth and public health.

Priority 1.2: Program and service enhancements that improve community safety services in the City.

A rapidly growing, and changing City requires programs and services to adapt and adjust concurrently in order to remain relevant and effective. During the 2014-2018 Term of Council, community safety programs and services saw many enhancements including enhanced education and awareness programs, improved equipment and training programs that respond to the changing built form of our community, and new programs and services that better respond to our diversified community.

As a first for fire departments in BC, new automatic CPR machines were introduced for front-line responders to help when responding to patients suffering cardiac arrest.

Richmond Fire-Rescue staff received training to safely administer Naloxone to patients experiencing respiratory arrest, in response to the increasing calls of opioid overdoses.

Richmond Fire-Rescue, Richmond RCMP, Vancouver Coastal Health, the School District, Richmond Addiction Services, and BC Emergency Health Services jointly presented at a public forum at Richmond Secondary School to promote drug awareness and provide additional support services on fentanyl contaminated drugs.

In response to the high rise construction activities in the City, and working with WorkSafe BC, Richmond Fire-Rescue facilitated a Technical High Angle Rope Rescue program, to improve service delivery capabilities for workers performing activities at high altitudes.

The multi-agency Richmond Resilient Communities Program held training workshops in each community in Richmond to customize neighbourhood emergency plans. In addition, multilanguage emergency preparedness presentations were hosted throughout the city.



RCMP Raise the Flag

Several educational campaigns were implemented to increase the safety and wellbeing of the community, including a door-to-door campaign to over 2,000 homes to increase awareness related to pet ownership and pesticide use. A new smoke detector recycling program was also implemented this term to highlight public awareness of the importance of replacing old smoke alarms.

The RCMP placed a strong emphasis on reducing commercial and residential break and enters. There have been notable reductions in the areas of robberies, theft from autos, shoplifting and arson since implementing this initiative.

The RCMP focused on pedestrian safety through regular pedestrian safety campaigns, during which reflective arm bands are distributed. A Pedestrian Safety Subcommittee was also formed, with membership from Richmond Fire-Rescue, RCMP, ICBC, the School District, and the City's Transportation and Bylaws Departments.

E-Comm and its emergency service partners including Richmond RCMP and Richmond Fire-Rescue implemented the Next Generation Radio Program (NGRP) for emergency services. The NGRP is the most complex and technologically advanced system available for public safety agencies and features greater reliability, radio monitoring for improved responder safety, increased coverage, transmission security and radio location tracking.

Priority 1.3: Improved perception of Richmond as a safe community.

The RCMP continued the foot patrol initiative in the City Centre and added a new "Pop-up" Detachment program, with the involvement of volunteers, the RCMP Youth Section and patrol members. These initiatives allow for greater face-to-face contact with the public and continue to receive very positive feedback.

Richmond Fire-Rescue conducted research to better understand the needs of the community and the perceptions of the fire service in the City. The community consultation and feedback was considered in the development of the Fire-Rescue Community Outreach and Public Education Plan 2018-2023.

In response to an evolving economy, a series of community safety bylaws were amended targeting vacant properties in order to increase safety and decrease potential fire and security risks. There were also changes made to increase fine amounts for offences related to business and land use bylaws such as: illegal businesses, illegal taxicabs, short term rentals and businesses operating without a licence or in buildings with health and safety violations.

The Insurance Underwriters Association conducted a study of Richmond Fire-Rescue services in 2017. The study's rating system ranges from level one (highest level of protection) to level ten (lowest protection). The rating system takes into account many factors such as water supplies and distribution, fire department operations and communication and fire safety controls within the community. Through this study, the City of Richmond achieved its targets of increasing its rating system from level three to level two for commercial properties; and maintained the level one rating for residential properties. This study is generally conducted every ten years.

Priority 1.4: Effective interagency relationships and partnerships.

Community safety relies on cooperative and effective interagency partnerships. The City has an ongoing collaboration with Protrans for Canada Line (Translink) for emergency preparedness on the Canada Line. This partnership was established to enhance response time and various live-training exercises to provide hands-on joint operations between Richmond Fire-Rescue and Protrans staff. This multiagency partnership provides greater understanding of roles between various parties, as well as offering valuable lessons to better prepare for an actual emergency.

The Positive Ticket Program is an ongoing partnership between the City of Richmond, the RCMP and Richmond Pitch & Putt, Arenas and Aquatic Centres. This program allows RCMP and other youth service agencies to "ticket" youth caught engaging in positive activities. Receiving a "positive ticket" entitles youth to a free single admission to the City's swimming pools, arenas and pitch and putt course. The positive ticket card also lists important crisis information and contact telephone numbers relevant to youth. In 2017, 1,925 tickets were distributed to youth in our community.

The Richmond RCMP Youth Services continues to work with Touchstone Restorative Justice Program for at-risk youth. The goal of the program is to divert these youth from the criminal justice system by working with them to reduce reoffending through personal accountability and problem-solving strategies.

The City partnered with several government agencies including the Canadian Border Services Agency (CBSA) to enhance response protocols regarding hazardous material at Canada Post's main depot. The City continues to foster positive relationships with the RCMP "E" Division, in the coordination of police services for the City.

The City continues to work with Vancouver Coastal Health (Richmond) to ensure water quality meets the conditions of the City's operating permits. 100% compliance with the Canadian Drinking Water Quality guidelines was achieved.

Several joint City and School District programs were conducted, aimed at enhancing community safety through education. Examples include:

• The Richmond RCMP Drug Abuse Resistance Education program (D.A.R.E.), which provides grade five and six students various strategies for responding to real-life situations that will help them choose to lead drug-free lives.

- The RCMP Youth Section school liaison program has members assigned to every secondary school in Richmond to promote safety measures around crime prevention, internet use and to provide early intervention for at-risk youth.
- The "Adopt-a-School" program helps to build positive relationships between elementary school children and police officer liaisons. Through both formal and informal interactions with youth and school staff, this program brings enhanced awareness of public safety issues and to increase Developmental Assets with youth.
- The Fire and Life Safety program and demonstration trailer, fully implemented in 2016, provides local elementary students with an available interactive learning tool while assisting schools in meeting the Ministry of Education learning outcomes.



Brighouse Fire Hall No. 1



Goal 2: A Vibrant, Active, and Connected City



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

Background

Council is committed to weaving together a strong community fabric of programs, services and infrastructure that result in a healthy, vibrant, and sustainable city. To this end, Council has sought to nurture a thriving and engaged citizenry; neighbourhoods where there is a sense of belonging and connectedness; a culture of inclusiveness, diversity and social cohesion; and programs, facilities and services that are accessible and meet the needs of the demographics of the community for today and in the future. Council seeks a city that is full of opportunities for recreation, boasts a variety of outdoor green space, reflects our rich arts and cultural communities, celebrates Richmond's unique heritage and waterfront roots, and provides meaningful opportunities for volunteerism and engagement. In addition, Council has been committed to looking for ways to best address changing social service needs within its limited mandate and resources, while effectively managing the downloading of services and funding from senior levels of government. This goal focuses on creating a balanced system of programs, services and infrastructure that results in an active, caring, connected and engaged community where people belong and thrive.

Council's priorities for A Vibrant, Active and Connected City include:

- 2.1 Strong neighbourhoods.
- 2.2 Effective social service networks.
- 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. **CNCL 99**

Goal 2: A Vibrant, Active and Connected City

Priority 2.1: Strong neighbourhoods

Richmond's community facilities continue to act as neighbourhood hubs, fostering connection while facilitating active living and access to services to meet residents' needs. Throughout this term of office, the City delivered on award winning programs and special events, while also supporting neighbourhoods in developing their own unique events and programs through access to grants.

Canada 150 was celebrated widely across Richmond in 2017, with neighbourhoods embracing the celebrations throughout the year. Richmond's signature events such as Children's Arts Festival, Canada Day in Steveston, the Richmond Maritime Festival and Richmond World Festival were enhanced while several additional events were hosted in honour of the year. Events added in 2017 included a Pioneer Luncheon, celebrating the contributions of Richmond's long-time residents; the Kaiwo Maru Ships to Shore—King of the Sea Festival; a Spirit of Cherry Blossom celebration; a film and discussion series; outdoor music; art talks and much more.

Recognizing the importance of community conversations, particularly amongst a rapidly growing population, the City worked with community partners to host the first Annual Diversity Symposium in 2015. This event allowed community leaders and professionals to share best practices in strengthening neighbourhoods and further building community. In 2016, the City hosted the second Diversity Symposium, "Living Together," which explored strategies to increase crosscultural communication and intercultural harmony in Richmond. In 2017, the third Diversity Symposium, with a theme of "fostering intercultural curiosity and community connections", drew over 100 participants.

A harmonious space initiative, provided by City Centre Community Centre and led by urban Aboriginal artists, connected the newcomer community and long-standing Richmond residents through a series of cultural exchanges and artistic expressions. This included a greeting from Elders, traditional and contemporary First Nations drumming, singing, storytelling, dancing and a community engaged art project led by Terry Point, Cultural Educator from the Musqueam First Nation Band.

Working with the Richmond Intercultural Advisory Committee (RIAC) and other agencies such as the Canadian Race Relations Foundation (CRRF), Council has placed a priority this term on emphasizing the importance of intercultural perspectives and the need for an intentional focus on community connection in the development of City service plans and strategies. The development of a Cultural Harmony and Social Inclusion Strategy was initiated this year and will help to ensure a

strong, connected community founded in best practices research as well as community and expert consultation as the city continues to grow.

The City facilitated a coordinated approach to settlement support in 2016 ensuring the approximately 100 Government Assisted Refugees that came to Richmond had access to the community programs and supports they needed.

In 2017, Council adopted an updated and more inclusive Recreation Fee Subsidy Program to encourage participation in recreation activities by those experiencing financial hardship. The revised fee structure will be implemented in the Fall of 2018. The Richmond Community Centres continued to provide outreach initiatives such as Concerts in the Park, outdoor movie nights, and free park programming for children and families.

The City's Youth Services Program reinstated the Youth Street Team, a group of bright, leadership-oriented youth that attended local events to spread the word about the positive contributions youth make to our community.

Richmond Public Library supported outreach initiatives through the Pop Up Library Program initiated in 2015, which interacts with over 10,000 community members of all ages at elementary and secondary schools, faith centres, seniors' residences and City facilities, bringing the library to groups and individuals who may not be close to a library branch or familiar with library services.

Strengthening the unique physical character of Richmond's neighbourhoods, the Council endorsed Richmond Public Art Program has grown its collection to a total of 188 works of public art, with 137 works currently on display around Richmond. These works include several Utility Kiosks that recently received art wraps, including outside Steveston Museum and at Garry Point Park.

Council responded to concerns expressed by residents regarding the impact the visual landscape of neighbourhoods has on community livability. Issues of clutter on storefront signs and of unsightly properties, including those with graffiti, those that are abandoned or with excessive overgrowth of shrubbery or accumulations of refuse, were addressed through dedicated staff. This resulted in over 1,200 files of unsightly signs and 450 files on residential properties being resolved in 2017 alone.

Priority 2.2: Effective social service networks.

Through continued implementation of the Social Development Strategy, Council focused attention on ensuring the social service needs of Richmond residents were at the forefront of development decisions and community planning and service delivery.

In 2018, Council approved an updated Affordable Housing Strategy and Implementation Framework that will guide the City's actions regarding Affordable Housing to 2027.

The update to the City's 2002 Homelessness Needs Assessment and Strategy commenced in 2017 and will be completed in early 2019. This Strategy will guide the community's response to homelessness needs in Richmond.

Council demonstrated support for the needs of Richmond residents without homes this year with the approval of the temporary modular supportive housing on Elmbridge Way that will provide 40 new homes with supportive services.

The Storeys Development opened in 2017, providing 129 affordable rental units, programming space for supportive services, and a social-enterprise café. This unique collaboration with a consortium of service providers sets the Storey's facility apart and has earned the City the 2018 Canadian Institute of Planners Award for Planning Excellence in Social Planning.

The Kiwanis Towers seniors' housing project was also developed and opened in 2015, providing 296 units of subsidized seniors' rental housing. This project won the Union of BC Municipalities (UBCM) Community Excellence Award for Partnerships with non-profit, private and public sectors.

Council adopted a newly updated Seniors Service Plan: 2015– 2020 this term, providing the City with a blueprint for seniors' service and program needs. An Age-friendly Assessment and Action Plan was also endorsed by Council in 2015, designed to increase the age-friendly features, programs and policies throughout Richmond. In 2017, a UBCM grant was received to prepare a Dementia-friendly Richmond Community Action Plan.

Responding to an identified need, Council approved an adult day care program, the S.U.C.C.E.S.S. Jackson Lam Adult Day Centre, which is now open at an existing care facility in Steveston.



After school floor hockey

Council adopted the 2017–2022 Richmond Child Care Needs Assessment and Strategy in July 2017, following a comprehensive review and analysis of Richmond's child care needs. Subsequently, the Cranberry Children's Centre opened in Hamilton; the Willow Early Care and Learning Centre opened in the Oval Village; the Gardens Children's Centre opened in East Richmond and Seasong Child Care Centre opened in Blundell/Steveston. Two early childhood development hubs were also secured in the City Centre. These centres combined will provide between 292–312 new child care spaces in Richmond.

The Youth Service Plan, completed in 2015, will guide a strategic approach to youth service provision throughout the City until 2020.

In 2017, Council forwarded the Richmond Community Services Advisory Committee Report (RCSAC) "Municipal Responses to Child and Youth Poverty", to the Premier of BC, urging the Province to adopt a BC Poverty Reduction Plan. In 2018, the RCSAC, supported by a City grant, initiated an annual Let's Talk Richmond survey to document the space needs of non-profit agencies serving Richmond residents.

This year marked the 20th anniversary of the Richmond Outstanding Community (U-ROC) Awards, which filled the Gateway Theatre to celebrate the impact that Outstanding Youth, Asset Champions, and Youth Groups have on our community.

From 2014–2018, Council awarded a total of nearly \$3M in grants to non-profit health, social and safety organizations in Richmond.

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

The World Leisure Organization (WLO) announced a unanimous decision to recognize and designate the City as a World Leisure Community of Excellence for 2017. In its announcement, the WLO stated, "the City of Richmond receives this award for its substantive contributions as a community to promoting leisure as a means to enhance the human condition. Richmond serves as an exemplar of how broad-based citizen involvement can effectively promote leisure as integral to the social, cultural, economic, and sustainable environmental development of the community." The contribution of Richmond's many partners in the delivery of community services was particularly recognized in the awarding of the designation.

The Richmond Olympic Oval was honoured with the All Time Award from the International Association of Sports and Leisure Facilities (IAKS) and the International Olympic Committee (IOC), which is reserved for landmark sports facilities and only awarded every 50 years.

The new Minoru Centre for Active Living (MCAL) is set to open this year providing increased health and fitness, aquatic, seniors and sport services to the City Centre neighbourhood and residents City-wide. Major stakeholders including the Minoru Seniors Society, the Richmond Fitness and Wellness Association, the Aquatic Services Board and Richmond Sports Council have all come together to provide expertise and guidance to ensure the design meets current needs and is "best in class". At 110,000 sq. ft. this will be an iconic and efficient facility to serve our community over the next several decades.

The Minoru Park Vision Plan Guiding Principles were approved by Council in 2017 followed by community consultation and engagement to guide the design of Minoru Park into the future.

The new City Centre Community Centre opened in 2015. The 28,000 sq. ft. facility received gold certification through the Leadership in Energy and Environmental Design (LEED) program and provides a welcoming and inclusive place for residents of the City Centre neighbourhood to visit and access programs and services offered by the City Centre Community Association.

Design of a 33,430 sq. ft. City Centre North Community Centre commenced in 2017. Secured as a voluntary developer contribution in 2016, and targeted for completion in 2021, the new community centre will serve the Capstan Village, Alexandra, and Sea Island communities.

Another major milestone this term has been the beginning of construction on the Garden City Lands. The unique 136.5 acre site will feature bog conservation and agriculture within the City Centre. Construction to-date has focused on the major infrastructure required to protect the bog ecosystem while allowing 40% of the site to be used for farming. The perimeter trail, farm access roads, and several landscape features have been developed. The Garden City Lands was officially opened in 2017 with the Richmond Harvest Fest.

Aberdeen Park, a new downtown neighbourhood park opened in July 2018. This 4 acre park's first phase features walkways with lighting, a plaza, a dog park as well as a lawn area and a rain garden.

The Railway Greenway, a 5 km continuous greenway for pedestrians and cyclists that connects between the Middle Arm Dyke Trail and the Steveston Greenways was completed.

The retrofit of Lang Park has been completed in 2017 and is open to the public. The park features an interactive water spray feature, a small children's play area, new seating and public art in addition to the existing trees and landscaped areas. The City Centre Community Centre now offers programming using the new park elements and provides the washrooms required for the spray park operation at Lang Centre.

Council furthered initiatives to support belonging and inclusion in City-owned facilities through projects such as the Rick Hansen Foundation Accessibility Certification Program which assessed Richmond City Hall, Richmond Olympic Oval, Richmond Cultural Centre, City Centre Community Centre and South Arm Community Centre to provide improved accessibility. The City was one of three communities across Canada to receive the Rick Hansen Foundation Accessible Cities Award. The Foundation also inducted the Richmond Olympic Oval into the Accessible Cities' Circle of Excellence as a "best in class" example of an accessible and inclusive community space.

Council issued a proclamation recognizing Pride Week 2017. Eighteen of the City's facilities participated in celebrations to acknowledge LGBTQ2S communities in the city and to promote a welcoming and inclusive environment in civic facilities.

The Olympic Experience at the Richmond Olympic Oval (the ROX) opened its doors in 2015 celebrating memories of the

2010 Olympic and Paralympic Winter Games. As the only official International Olympic Committee (IOC) Olympic Museum in North America, the ROX provides a unique museum experience, using state-of-the-art sport simulators and many engaging interactive activities. The ROX offers a range of community programming including Education ROX (a curriculum-based field trip program), films and sport event screenings, and Olympic athlete appearances and presentations.

The ROX Shop retail store opened in 2015, providing sport and wellness apparel and equipment as well as ROX merchandise. The Richmond Sports Wall of Fame also opened in 2015, and celebrates Richmond's rich sporting history. To date, 42 honorees, including four teams have been inducted to the Sports Wall of Fame.

Priority 2.4: Vibrant arts, culture and heritage opportunities.

The Richmond Canada 150 Program featured a year-long celebration of Canada's 150th anniversary of confederation. Celebrations included over 70 multi-faceted programs and activities from small community-led events to major festivals that embraced our city's cultural diversity and maritime and agricultural heritage. Richmond Canada 150 was one of the country's biggest Canada 150 celebrations with over 300,000 people attending the various events throughout the year.



Aquatic programs for all ages

July 1, 2017 was celebrated at Richmond Canada Day in Steveston, alongside the 72nd Annual Steveston Salmon Festival.

In 2016, Richmond was recognized at the Annual Convention of the National Trust with the prestigious Prince of Wales Prize in Municipal Heritage Leadership. The award recognizes the commitment to heritage preservation, conservation and restoration through policies and programs that celebrate and protect our community heritage.

Fusing modern technology with history, interactive tours of the Britannia Shipyards National Historic Site and a new film exhibit were developed. The Nikkei Stories project was also launched using iBeacon technology on street signs, providing smart phone users with access to short stories about the historical significance of location around Steveston Village, as told by members of the Japanese Canadian Community.

The restoration of the Interurban 1220 Tram Car also continued this term with many components completed including the electrical system, interior wood work and the exterior roof.

The restoration project has followed heritage best practices and utilized the skills of specialized trades, City staff and a core group of dedicated volunteers.

Several new programs were launched to support and celebrate Richmond's vibrant arts community. Highlights include:

- the Pianos on the Street Program, which provides free access to pianos decorated by high school students and community groups in unexpected locations for the public to enjoy
- the 2017 Engaging Community and Public Art Pilot Program, creating opportunities to support artists working in communities and to enhance the public's engagement with the arts while also recognizing Richmond's heritage

Community public art projects approved in 2017 included SP'ART, by Pierre Leichner and *Looking Back, Looking Forward* by Artist Catrina Megumi Longmuir, together with seniors at the Minoru Place Activity Centre. This senior's centre legacy piece included gathering stories, and creating collages, art and digital



Erase Bullying Day

media/film pieces and will be unveiled as part of the opening of the new Minoru Centre for Active Living. *A History of Richmond Exhibit* was installed in City Hall in 2017, the display told the story of Richmond in objects from pioneer days to now.

The 10th Annual Children's Arts Festival welcomed over 7,000 participants this year through a variety of classes, performances and experiences. The Minoru Plaza area was transformed into a festive community-gathering place.

Also in its 10th year, the Annual Richmond Arts Awards, created in partnership with the Richmond Arts Coalition, recognized artistic achievements and contributions to the cultural community by residents, artists, educators, organizations and business leaders.

The Annual Doors Open Richmond series provided free opportunities to explore 42 of Richmond's unique heritage,

arts and cultural sites. In 2017, 16,765 site visits were recorded and 1,150 people attended the opening celebration at the Richmond Cultural Centre.

The Richmond Museum launched a new website and an online database of the City's artefact collection in 2016. This provides access to historical information about Richmond in an engaging format for public use.

Gateway Theatre presented a number of diverse productions including wistful and wise dramas, captivating musicals, provocative comedies, social commentaries, and timeless classics. Over 270 youth participated in the Gateway Academy for the Performing Arts for theatre skills training. Rentals continued to be in demand as well with over 38 community user groups and rentals hosting performances at the Gateway Theatre for audiences in excess of 20,000 people per year.



Richmond Harvest Fest



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 that the results match the intentions of our policies and bylaws.

Background

Richmond is changing and growing at a rapid rate, in line with the rest of the lower mainland. A significant priority for Council during this term has been preparing for and managing this change by continuing to implement the Official Community Plan (OCP) and making decisions around growth and development with the community in mind. Council is sensitive to the community's perception of the City's growth rate and has been working to ensure communication regarding the OCP and its implementation is clear and ongoing with the community. Council placed keen attention this term on enhancing the physical design of Richmond to build an attractive physical landscape, with ample visible green space, particularly in the urban core. An integral part of increasing livability is addressing congestion issues through a transportation plan. In addition, Council has placed priority on looking at housing options in Richmond through diversifying housing stock to increase accessibility for all housing needs. Planning our communities takes careful consideration of current and future needs and remained a top priority for Council over this term of office.

Council's priorities related to A Well-Planned Community include:

- 3.1 Growth and development that reflects the OCP, and related policies and bylaws.
- 3.2 A strong emphasis on physical and urban design.
- 3.3 Effective transportation and mobility networks.
- 3.4 Diversity of housing stock.

Goal 3: A Well-Planned Community

Priority 3.1: Growth and development that reflects the OCP, and related policies and bylaws.

Managing the rapid growth in Richmond through careful planning to ensure the City's community changes are well coordinated, has remained a top priority for Council. By planning for growth and development through the implementation of the City's Official Community Plan (OCP) and related policies and bylaws, Council ensured strategic opportunities were implemented while the long-term vision for the City is being realized. The City's 2041 OCP is comprised of a city-wide plan and 17 Area and Sub-Area Plans (e.g., City Centre, West Cambie, Hamilton, etc.). Together, these plans capture the vision of Richmond and establish policies to maintain strong and unique neighbourhoods. Several updates to the OCP were initiated or implemented so that the needs and aspirations of Richmond's residents and businesses could be met.

As part of this process, the City continued to work with a number of advisory committees throughout the term to ensure community input and expertise were effectively utilized in considering plans and applications. The Advisory Committee on the Environment (ACE), the Agricultural Advisory Committee (AAC), the Richmond Heritage Commission (RHC), and the Advisory Design Panel (ADP) all provided valuable input to Council.

In 2015, Council initiated a process to discharge all Single Family Residential Land Use Contracts (LUCs) in the City due to concerns over the form of redevelopment that was occurring on single family LUCs. In November 2015, Council adopted numerous bylaws that terminated all Single Family LUCs in November 2016. The City is now going through a process of introducing underlying zoning on all remaining LUCs in the City (which include multi-family residential, commercial, and industrial properties) to ensure that these properties are governed by the City's Zoning bylaw when all Land Use Contracts through the Province are terminated on June 30, 2024.

Over this term, Council has approved a number of rezoning applications that have already provided and will continue to provide a number of significant community amenities. These amenities include multiple day care centres, two Early Childhood Development Hubs, various facilities for the arts, a new City Centre North Community Centre, and numerous Affordable Housing Units. A number of new parks have also been secured through development including a new waterfront park along with multiple City-owned parks and publicly accessible open spaces in Capstan Village.

After public consultation, Council approved amendments to the No. 5 Road Backlands Policy contained in the Official Community Plan (OCP). The policy allows community



Canada Line at Aberdeen

institutional uses on the front 110 m of properties located on the east side of No. 5 Road, if the remaining portions, (the "Backlands") are farmed.

Council adopted a number of bylaws related to residential development on properties located within the Agricultural Land Reserve (ALR). These regulations establish limitations on the size and location of residential improvements to ensure that all properties within the ALR preserve land for agricultural purposes.

Priority 3.2: A strong emphasis on physical and urban design.

The City continued to seek input from the Advisory Design Panel to ensure new projects meet design objectives for key areas in the City. Council's focus on attractive development and increased urban green space is particularly visible within the urban villages in the City Centre area such as Capstan Village, Brighouse Village and Oval Village.

The City has been working on the development of a draft Master Land Use Plan for the Lansdowne Shopping Centre site. The proposed land use plan supports Transit Oriented Development (TOD) principles and includes the creation of a vibrant mixed-use village centre, new roads and public pathways, 10 acres of new parkland, a variety of housing typologies, along with identifying opportunities for future City amenity spaces to be secured through the redevelopment process.

The City has also been working on the development of a Master Land Use Plan for the south end of the Richmond Centre Mall. Similar to the Lansdowne Master Plan, the proposed land use plan supports TOD principles and includes the creation of a vibrant mixed-use development that will provide new roads and public pathways, publicly accessible gathering spaces and a variety of residential and non-residential buildings.

After a public consultation process with a variety of stakeholder groups, Council adopted two phases of Single-Family Building Massing Amendments. These amendments to the City's Zoning Bylaw address overall building form, height and massing of new single-family dwellings. Better control on building massing allows the City to ensure continuous attractive development of Richmond neighbourhoods.

Priority 3.3: Effective transportation and mobility networks.

Council's priority for effective transportation and mobility networks centres on strategic design with convenient access in mind, particularly through newly densified areas. To this end, the Lansdowne Road Extension between Minoru Boulevard and Alderbridge Way was completed in 2017. This project received \$1.5M in funding from the Federal Government and allows traffic to travel along Lansdowne Road from Garden City Road to Hollybridge Way, completely bisecting Richmond's City Centre. Additional new City Centre street improvements include Ackroyd Road extension and Gilbert Road widening.

Traffic management initiatives included the installation of new crosswalks with Accessible Pedestrian Signals (APS), power supply back ups, video cameras, and illuminated, overhead street signs to many intersections around the City.

The City has received sufficient volunteer developer amenity contributions to meet the \$28.4M (2018 \$) construction cost for the new Capstan Canada Line Station. The City has released preliminary funding to TransLink and is working collaboratively to advance the station design. Construction for this new Canada Line station serving the Capstan Village is expected to begin in the near future.

Upgrades to transit and street furniture resulted in 75% of the City's 725 active bus stops now being fully accessible. Seventy-four (74) new transit shelters and 366 new benches were installed, providing a more comfortable and desirable environment to wait for a bus.

Furthering bike infrastructure, Phases 1 and 2 of the new east-west Crosstown Neighbourhood Bike Route connecting Railway Avenue to Gilbert Road between Francis Road and Blundell Road were complete. New multi-use pathways include Westminster Highway (No. 8 Road to Nelson Road) and Great Canadian Way (Charles Street to Bridgeport Road). Richmond now has an expanded on and off-street cycling network of over 72 km (excluding dike trails).



Walk Richmond program on new multi-modal pathway

Priority 3.4: Diversity of housing stock.

Council demonstrated a strong commitment to increasing the diversity of housing stock this term through a number of initiatives to protect the character and form of single-family neighbourhoods, to increase the number of market and below-market rental housing units, and provide additional housing options for those with support needs.

Council endorsed the Affordable Housing Strategy 2017–2027 to ensure Richmond takes an active role in remaining a livable, sustainable community through affordable housing choices for current and future residents. A new Market Rental Housing Policy will be considered by Council in the fall. This Policy seeks to protect Richmond's existing market rental housing stock and tenants, as well as encourage new units to be built.

Council endorsed notable amendments to the West Cambie Area Plan to allow a mix of 30% employment and 70% residential uses along the east side of Garden City Road. With this move, Council designates 15% of the residential space to be built with a mix of affordable, modest market and market rental housing.

Council endorsed new projects to fill a priority gap in the housing continuum for Richmond. The development of the Temporary Modular Supportive Housing Project on Elmbridge Way was approved—this partnership with BC Housing and RainCity Housing will provide 40 non-market rental homes with supportive services to Richmond residents that are not adequately housed.

In 2017, the City announced the purchase of 12040 Horseshoe Way for the use of an emergency shelter. This is a joint partnership between the City, BC Housing and the Salvation Army with expected opening in 2019.

In 2016, Council adopted an update to the Arterial Road Land Use Policy to support densification along arterial roads. This provides clear guidance on where townhouses, row houses, duplexes and triplexes may be considered appropriate land uses.



Rooftop gardens in Richmond's City Centre



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, practice and innovations.

Background

Celebrating and building on leading practices in sustainability, Council continues to view leadership in this area as a high priority. Sustainability is considered an overall approach to business within the City, not just a term goal area. Advancing green and sustainable initiatives is very important to Council, who also has a keen interest in combating and preparing for climate change. Continuing to build on the City's sustainability framework, Richmond aims to be a climate prepared City with sustainable resource use, a green-built and natural environment, local agriculture and food, and a leader in sustainable businesses and municipal government.

Council's priorities for Leadership in Sustainability include:

- 4.1 Continued implementation of the sustainability framework.
- 4.2 Innovative projects and initiatives to advance sustainability.

Goal 4: Leadership in Sustainability

Priority 4.1: Continued implementation of the sustainability framework

Throughout this term, Council continued to place priority emphasis on furthering Richmond's reputation of leadership in sustainability. Many of the awards and accolades the City has received this term relate to innovative and strategic sustainability initiatives that were developed through the continued implementation of the City's sustainability framework. Included in this was the adoption of the Ecological Network Management Strategy (ENMS), Richmond's first comprehensive environmental plan. The ENMS subsequently received the Planning Institute of BC Silver Award for Excellence in Policy Planning. Continuing to plan for environmental sustainability, the City's first Invasive Species Action Plan was adopted this term.

The Lulu Island Energy Company (LIEC) continued to further district energy initiatives within Richmond. The Alexandra District Energy Utility (ADEU) Phase 3 and Phase 4 Expansions were completed on time and on budget, including an additional geothermal field, a major energy plant expansion, a satellite energy plant with a low carbon air source heat pump to service WalMart, Marshalls and other tenants at the Central at Garden City complex. The new joint Cambie Fire Hall No. 3 and BC Ambulance Services building was the first civic building connected to the Lulu Island Energy Company's Alexandra District Energy Utility.

The ADEU was recognized with several awards this term including:

- the UBCM Community Excellence Award for Best Practices: Excellence in Action
- the System of the Year Award from the International District Energy Association
- the Canadian Consulting Engineering Award of Excellence for ADEU Phase 4
- the Canada Region Institutional Energy Management Award from the Association of Energy Engineers for District Energy Implementation
- the UBCM Community Recognition Award from Canadian Wood Council for ADEU energy centre building

Two additional interim energy plants were successfully delivered this term as part of the Oval Village District Energy Utility (OVDEU), providing service to over 1,700 residential units.

The City continues to implement the Council approved Green Fleet Action Plan which identifies concurrent strategies to ensure the City's fleet is managed and maintained to achieve operational efficiency while on balance with environmental responsibility. As a result, Richmond became the first and only government organization to achieve Platinum status under the Fraser Basin Council's E3 program, which recognizes the City



Alexandra District Energy Utility (ADEU) Phase 4 Expansion

for its efforts in promoting sustainability, green transportation and sound management of the City's fleet.

The Richmond Sustainable Event: 7 Step Quick Guide and Toolkit, were launched in 2015 in partnership between the City of Richmond, the Richmond Olympic Oval and the International Academy of Sport Science Technology/Academie Internationale des Sciences et Techniques du Sport (AISTS) in Lausanne, Switzerland. The Sustainable Event Toolkit is a new tool that helps make it easier for small to medium-sized event organizers to adopt sustainable practices. Over 100 events in Richmond committed to taking sustainable action such as waste diversion, promoting alternate transportation, making smart food choices and engaging community volunteers as a result of the Toolkit. Aquatics facilities followed suit, implementing a green ware program in 2017 for all events at Watermania and all birthday parties at Minoru Aquatic Centre requiring all events to have compostable or biodegradable materials and no plastic.

Priority 4.2: Innovative projects and initiatives to advance sustainability.

The 2.6 acre Pollinator Pasture, implemented as part of the Bath Slough Revitalization in partnership with Emily Carr University opened in 2015, enhancing Richmond's natural ecology. Subsequently, the Pasture won the 2017 Pollinator Advocate Award for Canada.

The City's High Performance Building Policy goals and targets guided development and replacement of City facilities including the new Fire Hall No. 1. Once complete, the new facility will result in approximately 50% less energy use overall while providing 35% more floor area. The facility will include the installation of solar photovoltaic renewable energy system, making it a near zero carbon facility.

Richmond adopted the BC Energy Step Code in July 2018 as a first step towards achieving near net zero private buildings by 2025. Richmond's stakeholder consultation program and visual aids were emulated by other cities and identified provincially as a best practice for step code implementation.

Richmond adopted a new requirement in 2018 that all residential parking spaces in private developments feature an electrical outlet capable of providing Level 2 charging; Richmond was the first in North America to do so.

The City implemented by-weekly garbage collection. This initiative, along with the provision of carts to residents with subscription-based pricing, helped to increase recycling and diversion of waste.

Council endorsed policies and bylaws help to ensure the sustainability initiatives led by the City are adhered to and applied consistently. One significant area of focus this term was on diverting waste from construction sites. An example of this is Policy 2308: Management of Waste and Recyclable Materials from City Facility Demolition and Construction Activities, which establishes an 80% waste diversion target. This policy applies to waste generated from the construction and demolition of all City facilities and sets a leadership example for City facilities ahead of other demolition land clearing recycling policies. The City also introduced the Demolition Waste and Recyclable Materials Bylaw No. 9516, which mandates that 70% of waste from single-family home demolitions be recycled.

The implementation of organics recycling for over 30,000 residents in multi-family buildings took place this term. This program expands waste diversion and helps residents in multi-family buildings comply with the regional disposal ban, which prohibits organic materials from being disposed of in the garbage.

The continued expansion and improvement of the Water Pressure Management Program this term resulted in reduced water pressure by 10 PSI during non-peak hours, reduced leakage and substantially reduced incidences of water pipeline breaks and service disruptions.

The implementation of the Universal Water Metering Program improved water conservation and provided residents with control over their water and sewer utility usage and charges through installing water meters on all single-family homes.

The City launched the Business Energy and Water Savings Program in 2016, providing water fixtures and sustainability assessments to businesses in Richmond.

The COOL 2016 RICHMOND Event was held at the Richmond Olympic Oval in 2016. This event provided solutions to organizations for effectively running sustainable events and featured sustainable event solution providers from portable water and bike stations, to pyrotechnics and craft breweries.

Richmond continued to demonstrate leadership in BC with regard to management of Parrot's Feather and Brazilian Elodea due to ongoing control trials and development of best management practices. In the past year, the City has presented as part of the Invasive Species Council of British Columbia's webinar series, regional site tours on active trials, and through local news coverage.

The City continued to reduce pesticide use in Richmond through ongoing community engagement. Since 2016, the City has delivered 49 free workshops engaging 733 Richmond residents. Workshops cover topics ranging from organic gardening, to bee identification, to local food initiatives, to fruit tree management.



Goal 5: Partnerships and Collaboration



Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

Background

Council understands the important role that strategic partnerships and intergovernmental relationships play in delivering effective City services and achieving our goals. City business is increasingly impacted by changes to legislation, downloading of services and from other levels of government and competing interests of other intergovernmental agencies and business partners. Richmond believes that working with partners and other organizations through collaboration and strengthened relationships helps us to better deliver services, improve our City's livability and raise economic value in Richmond most effectively.

Council's priorities related to Partnerships and Collaboration include:

- 5.1 Advancement of City priorities through strong intergovernmental relationships.
- 5.2 Strengthened strategic partnerships that help advance City priorities.

Goal 5: Partnerships and Collaboration

Priority 5.1: Advancement of City priorities through strong intergovernmental relationships

The City received over \$42M of funding from other levels of government this term to advance Council priorities.

The Federal Government invested over \$22M in Richmond for initiatives related to community safety and sustainability such as:

- Steveston Harbour, with \$14M in funding announced by the Honourable Gail Shea, Minister of Fisheries and Oceans, and the Honourable Kerry-Lynne Findlay, Minister of National Revenue.
- The No. 6 Road and Nelson Road Widening project, with \$5.4M announced by the Honourable Lisa Raitt, Minister of Transport, and the Honourable Kerry Lynne Findlay.
- The Lansdowne Road Extension and the No. 2 Road Upgrade, with \$4.95M from Transport Canada.

Richmond also received \$1.2M in Canada 150 Infrastructure Funding for the following projects:

- Richmond Olympic Oval: LED Energy Efficient Lighting
- Richmond Olympic Oval: Merging Enhanced Accessibility
- Garrett Wellness Centre Upgrade
- Richmond Public Library Digital Services Launch Pad
- Railway Greenway Trail Upgrade
- South Arm Fitness Centre Upgrade

Provincial/Federal cost shared funding for Richmond projects included in initial \$1.7M in National Disaster Mitigation Funding to support two feasibility studies: the Steveston Island Flood Mitigation Planning Project, and the Flood Mitigation Strategy Update.

The Provincial Government invested \$16.6M in Disaster Mitigation Funding for dike upgrades and the reconstruction of four pump stations.



Walk Richmond group on Steveston Boardwalk



Steveston Harbour

In 2015, Richmond hosted the Honourable Peter Fassbender, Minister of Municipal Affairs and Housing, MP Joe Peschisolido, the Honourable Dr. Alice Wong, and Richmond MLAs to help celebrate the opening of the Olympic Experience at the Richmond Oval (the ROX). The Minister of Canadian Heritage, the Honourable Shelly Glover, visited the ROX to announce \$500,000 in funding support. The Province of BC and BC Wheelchair Sports invested \$250,000 in the ROX. The Province of BC and BC Wheelchair Sports contributed \$250,000 to the ROX.

Minister Catherine McKenna Minister of Environment and Climate change announced three Richmond Projects that received a combined \$327,000 of funding from the Federation of Canadian Municipalities (FCM) Green Municipal Fund:

- the River Parkway and Middle Arm Waterfront Park Brownfield Remediation Project;
- 2. a Solar Energy Feasibility Study for the new Minoru Centre for Active Living; and
- 3. a Micro Sewer Heat Recovery District Energy Utility feasibility study.

The City also received \$750,000 from the FCM Municipal Capital Infrastructure Program (MCIP) for the energy retrofit of the Library Cultural Centre.

External grant funding support totaling over \$2.5M towards transportation-related projects included:

- \$586,250 towards the construction of a 2-way multi-use pathway on River Drive from MoTI (BikeBC)
- \$472,000 for various improvements related to traffic safety such as special crosswalks, traffic and pedestrian signals, left-turn lanes, pedestrian walkways and multi-use pathway from ICBC (in 2016 and 2017 combined)
- \$125,000 for the upgrade of bus stops to become accessible from TransLink
- \$1.6M towards the construction of active transportation infrastructure such as sidewalks, multi-use pathways from Translink

The Prime Minister announced Richmond as one of 20 finalists for the Canada-Wide Smart Cities Challenge announced in June 2018. The City received \$250,000 to build a business case to compete through submission for \$10M. Richmond developed numerous partnerships to prepare the initial submission including Emergency Management BC, Ministry of Forests Lands and Natural Resource Operations and Rural Development, Infrastructure Canada, Kwantlen Polytechnic University, local tech businesses, TELUS, TIBCO and the Port of Vancouver.

Priority 5.2: Strengthened strategic partnerships that help advance City priorities.

With a focus on furthering social services and programs in Richmond, staff met with the Provincial Minister of Childcare to share issues and challenges in our community as well as to review the results of the Childcare Needs Assessment. The City also developed relationships and strategy with senior staff in the Ministry of Municipal Affairs and Housing at the UBCM Conference to investigate opportunities for funding for recreation and culture major capital projects in the Investing in Canada Program.

Richmond opened the joint Fire Hall and BC Ambulance Station. This unique facility utilizes strong working relationships between the City of Richmond Fire-Rescue and the Provincial Ambulance Service.

The City has developed a strong relationship with the Provincial Ministry of Health to help facilitate the process of replacing the acute care tower at the Richmond Hospital. The Provincial Ministry of Health and the new Ministry of Mental Health and Addictions worked with the City to help address the issues of Mental Health and addictions in Richmond.

Work is underway to implement an updated Community Wellness Strategy in partnership with Vancouver Coastal Health (Richmond), and the Richmond School District No. 38. The strategy identifies innovative and collaborative approaches to improve overall wellness of Richmond residents and to allow individuals, neighbourhoods, and the community as a whole to thrive.

The ongoing partnership between the City and various Community Associations and Societies, organizations and businesses to facilitate monthly city-wide Seniors Wellness Clinics reached close to 2,000 seniors in 2017. Trained multi-lingual volunteers offer translation and information and provide referrals to local programs.

Additional seniors' health outreach programs offered through Association and Society partnerships include programs related to healthy aging, dementia, music therapy, and mental health were delivered to over 150 hard-to-reach seniors in English, Chinese and Japanese languages.

Richmond met and developed strategy with senior staff in the Ministry of Environment and Climate Change Strategy at the UBCM Conference to advance Richmond as exempt from Provincial Sales Tax for Renewable Energy Infrastructure. In addition, Richmond met and developed strategy with senior staff in the Ministry of Environment and Climate Change Strategy at the UBCM Conference to advance Richmond's concerns related to the lack of assessment of alternatives within the Environmental Assessment Process in BC.

Staff completed the mandatory five year review of the City's Regional Context Statement (RCS). The RCS continues to be consistent with the Regional Growth Strategy (RGS) in supporting the goals of a compact urban area and a sustainable economy, among others.

Council requested that the Metro Vancouver Board reaffirm its acceptance of Richmond's Regional Context Statement. Richmond met and developed strategy with senior staff in the Ministry of Tourism, Arts and Culture to discuss the potential legislative changes to the Municipal and Regional District Tax (MRDT) to address short term rentals.

In June 2017, Council reviewed YVR's 2037 Master Plan Highlights document and identified issues important to Richmond. These include maximizing the capacity of all existing runways and working with the City prior to pursuing any new runway. Other issues include maintaining transportation capacity on Sea Island for non-airport users and minimizing and mitigating noise, light and other impacts on Richmond residents that may result from airport-related activities.

The Sister City Advisory Committee remained active in strengthening Sister City and Friendship City relationships. Notably this term, the City hosted a delegation of Wakayama City Council. During this visit, Richmond renewed their relationship by signing an updated Memorandum of Understanding. In 2014, Wakayama and Richmond celebrated our 40th Anniversary with a commemorative book. In 2015 the City held the Wakayama Kenjin Kai tree planting ceremony to celebrate the Kenjin Kai 50th anniversary. The cherry trees honour the Japanese pioneers who worked and lived in the Steveston community.

Richmond has aligned with strategic partners to increase resources for the community and received letters of support for several funding submissions from key partners. These include Vancouver International Airport, the Port of Vancouver, Steveston Harbour Authority, the Province of British Columbia, the Richmond Chamber of Commerce, TransLink and the Musqueam Indian Band.



Richmond Cherry Blossom Festival



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.

Background

Municipal infrastructure is essential to the health, safety, mobility, economy, and quality of life of Richmond's residents, businesses, and visitors. As one of the City's core responsibilities, ensuring our physical infrastructure is safe, well-maintained and meeting current and future demand is of the utmost importance to Council. The maintenance of road, drain, sewer, and dike networks is essential, and is increasingly challenging due to growing and changing capacity issues, climate change, and environmental needs. In addition, community facilities and amenity needs have been on Council's mind, as existing community facilities are aging, and a growing and changing community is creating new demands. Balancing the needs of aging and new infrastructure as well as prudent upgrades associated with climate change requires a responsible, prioritized and resourced plan of action to ensure the City's infrastructure is resilient and meeting the needs of our community.

Council's priorities that focus on Quality Infrastructure Networks include:

- 6.1 Safe and sustainable infrastructure.
- 6.2 Infrastructure is reflective of and keeping pace with, community need.

Goal 6: Quality Infrastructure Networks

Priority 6.1: Safe and sustainable infrastructure

Council's priority for ensuring the City's infrastructure is safe and sustainable was reflected in the completion of the ambitious Major Facilities Plan Phase 1 infrastructure work program. All of the public safety buildings have now been upgraded to meet post-disaster standards. Highlights of major infrastructure projects include:

- completion of the 26,000 sq. ft. joint Cambie Fire Hall No. 3 and BC Ambulance Station (Richmond North), built to LEED Gold standards
- design and construction of the 25,000 sq. ft. Brighouse Fire Hall No. 1, built to LEED Gold standards
- advancement of the new 110,000 sq. ft. Minoru Centre for Active Living (MCAL) to near completion with anticipated occupancy scheduled for later this year
- design and construction of the new 28,000 sq. ft. City Centre Community Centre

The Dike Master Plan Phase 2 was substantially completed and is entering final stages of stakeholder consultation. Dike Master Plan Phases 3 and 4 are under way and will be completed in 2018. In 2016, Council adopted an update to the 2008-2031 Richmond Flood Management Strategy. A focus on flood management and drainage upgrades this term has resulted in the completion of several key projects including:

- ongoing maintenance of the 49 km of dikes surrounding Richmond. In 2017, at eight locations, a total of 6,050 sq. m of the dike face was re-armoured following completion of two landside inspections and one waterside inspection.
 Priority dike repairs were also completed at three locations: River Road, Capstan Way, and the south foot of No. 9 Road.
- Bath Slough Drainage Pump Station (with funding from the Province of BC and Government of Canada).
- inspection of approximately 7,000 m of box culvert using manned entries and CCTV camera equipment. Service levels for inspection and maintenance of box culverts was also increased to ensure proactive maintenance is undertaken to reduce system failures and service disruptions.
- emergency replacement of 50 m of the No. 2 Road box culvert; complete replacement of the No. 4 Road arch culvert; McBurney Drive drainage improvement project (sidewalk, curb and gutter, and roadway works to address ponding issues); Williams Road drainage replacement.
- initial phases of canal stabilization work on No. 3 Road and No. 8 Road.

- installation of four additional rain gauges to better identify
 the amount of rainfall in Richmond. Data from the rain
 gauges is utilized in drainage system performance analysis
 and medium to long term drainage system capacity
 upgrade forecasting.
- acquisition of three additional generators to provide back-up power to Nelson Road, No. 8 Road North and McCallum drainage pump stations during storm events. The 41 drainage pumps stations have the combined pumping capacity of 82 cubic metres per second or more than 1 million gallons per minute.
- collaboration with the City of New Westminster on dike management for the Queensborough area of Lulu Island.

The City's Ageing Infrastructure Replacement program identifies long term funding requirements and short, medium and long term (75 year) replacement needs based on asset deterioration. Select completed capital work and ageing infrastructure projects included:

- watermain upgrades at: Cook/Cooney Road, No. 2 Road, Brown Road, Richmond Gardens, and Sidaway Road
- storm/sanitary sewer upgrades: Brown/Leslie Roads, Graybar Road drainage and sanitary, Cooney Road; Minoru Park, and Minoru Sanitary Pump Station replacement
- road and laneway upgrades: Belair Drive South laneway; grant-funded Lansdowne Road extension

In 2017, the City responded to 42 ice events, seven snow events, and de-iced and/or cleared 42,396 km of road associated with weather events.



Flood management work

Priority 6.2: Infrastructure is reflective of and keeping pace with, community need

In 2016, following an extensive facility needs assessment and strategic planning process, Council approved the advanced planning and concept design for five Major Facilities Plan Phase 2 projects including: a new City Centre Community Centre North; Steveston Community Centre and Branch Library Replacement; Lawn Bowling Clubhouse; Britannia Shipyards National Historic Site and Phoenix Net Loft; and Richmond Animal Shelter. Concept design processes commenced for the new Steveston Community Centre, Animal Shelter, and Richmond Lawn Bowling Club. The construction agreement was also finalized and the concept design phase completed for the new \$25M City Centre Community Centre North, a 33,430 sq. ft. two-storey stand-alone facility in the Capstan Village area, in close proximity to the proposed riverfront park and the future Canada Line Station.

The City received the Recreation Facility Association of BC's Bill Woycik Outstanding Facility Award in 2017 for City Centre Community Centre. This award is based on an outstanding facility that meets the community's needs and exemplifies innovations in design, energy management, and operations and demonstrates community need. In 2018, City Centre Community Centre received the BCRPA (British Columbia Recreation and Parks Association) Facility Excellence Award.

Each year, preventative maintenance programs monitor the City's utility and non-utility infrastructure to ensure operational excellence during regular and/or extreme weather events. These programs include:

- drainage and irrigation conveyance networks and sewerage conveyance networks
- water infrastructure for ensuring quality drinking water, water for fire protection, and water conservation strategies including a leak Detection Program that ensures nearly 350 km of watermain is inspected annually
- road and sidewalk networks, including street lighting
- Supervisory Control and Data Acquisition (SCADA) system
- crack sealing on City roads to extend the life of roads

Maintenance of Richmond's heritage infrastructure this term included:

- upgrades to seven buildings at London Farm House
- Minoru Chapel restoration work, resulting in improvements to exterior lighting, washroom and entrance accessibility, exposing the original wainscoting and repairing the floor
- restoration and upgrades to the Britannia Heritage Shipyards including replacement of the Seine Net Loft deck, a new washroom facility, a flood-proofing study, and completion of the timber and rail portion of the slipways restoration.



City Centre Community Centre



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.

Background

The municipal government agenda is dynamic, multifaceted and broad in scope. Balancing the funding requirements associated with this agenda—growth, urbanization, aging infrastructure, increasing service needs and expectations from taxpayers, changing demographics, and rising external costs including senior government downloading—is a complex task. With limited resources, Council is keenly sensitive to the need for effective stewardship of taxpayers' dollars, and recognizes that ongoing diligence towards the efficient and effective use of these limited resources must be at the core of all City business.

Council's priorities related to Strong Financial Stewardship include:

- 7.1 Relevant and effective budget processes and policies.
- 7.2 Well-informed and sustainable financial decision making.
- 7.3 Transparent financial decisions that are appropriately communicated to the public.
- 7.4 Strategic financial opportunities are optimized.

Goal 7: Strong Financial Stewardship

Priority 7.1: Relevant and effective budget processes and policies

Council's continued vigilance toward managing the City's financial policies and practices has allowed Richmond to continue to move forward with initiatives that help grow the community while balancing long-term needs and planning for the future. This term, Council embarked on an ambitious infrastructure program, particularly focused on upgrades to community safety facilities, the Minoru Centre for Active Living (MCAL) and to services that help keep Richmond residents safe.

Richmond has remained in a strong financial position through rigorous budget processes and sound policies that align with the Long Term Financial Management Strategy (LTFMS). Tight controls and prudent practices have allowed Richmond's taxes to remain one of the lowest in its comparator group while simultaneously expanding programs and services. Council approved budgets included funding for additional police officers, Garden City Lands park development, road and trail upgrades and enhancements to the City's dike system.

The City's accumulated surplus reached \$3 billion in 2017. The accumulated surplus, which includes investment in tangible capital assets, reserves, appropriated surplus, surplus and other equity, is a key measure of the City's financial strength and is the amount by which all assets exceed all liabilities. Meanwhile, the City's cash and investments have grown to over \$1 billion while the statutory reserves have increased to \$487 million in 2017.

In 2017, Richmond has the second lowest business to residential tax ratio in comparison to the six largest municipalities in the

region and the fifth lowest average residential property taxes in all of Metro Vancouver (which includes 21 municipalities, one electoral area and one Treaty First Nation).

As of the end of 2017, the City had completed corporate operational service reviews on 49 departments/sections across the organization. These reviews help to identify potential efficiencies in operations and departmental practices. A review of the City's liability insurance program was completed in 2017 resulting in enhancements to coverage and annual cost savings.

Priority 7.2: Well-informed and sustainable financial decision making

As part of the ongoing management of City finances, Council reviewed quarterly financial information reports with updates on economic, operating and capital results, key indicators, investments and procurement activities.

Additional programs and policies help to ensure financial sustainability and that adjustments are made to reflect community needs. One example is in 2015, Council approved the new allocation of gaming revenues, ensuring funds are distributed towards items that benefit the community including infrastructure, grants and the cost of policing relating to gaming activities. A separate review led to improved management and tracking of external legal counsel engagement by all City Departments has been developed. This has included ensuring the most appropriate counsel is engaged, tracking costs, and securing 10% discounts on legal fees from all non-municipal law firms.



No. 3 Road

By working with other levels of government, the City has been able to utilize grant funding to support significant infrastructure projects as outlined in Goal 5: Partnerships and Collaboration. Other initiatives, such as the updated Municipal and Regional District Tax (MRDT) on hotel stays, as described in Goal 8: Supportive Economic Development Environment, have also enhanced sustainable financial practices by providing additional dedicated revenues.

Priority 7.3: Transparent financial decisions that are appropriately communicated to the public

Public consultation programs conducted for the 2017-2022 5 Year Financial Plan and for the 2018 Operating Budget saw an increase in public participation in both processes through the Let's Talk Richmond online public engagement tool.

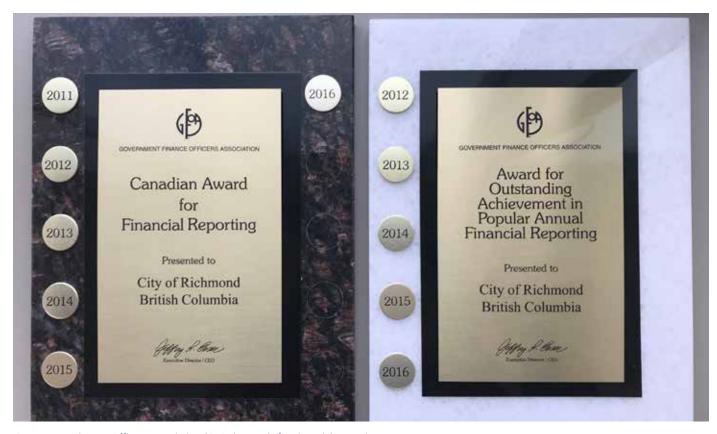
The City of Richmond was again honoured for its public financial reporting with our 2016 Annual Report receiving a pair of awards from the Government Finance Officers Association (GFOA) of the United States and Canada. Richmond received the Canadian Award for Financial Reporting for the 15th consecutive year. The City also received the Association's Award for Outstanding Achievement in

Popular Annual Financial Reporting for the 8th consecutive year. To further enhance readability of the City's financial statements for the general public, the City produced Consolidated Financial Statements and Financial Statement Discussion and Analysis reports that explain key financial information to non-financial readers.

The City created and posted online a Tax 101 video that explains how assessment values affect property taxes. The video has since been adopted and used by numerous other municipalities and provincial agencies.

A public information campaign was undertaken to publicize the results of the economic impact study completed on the Richmond Olympic Oval. The positive findings were communicated through media releases, newspaper advertisements and social media posts and ads.

The City continued to produce an annual procurement report, established in 2016, which summarizes procurement activity and includes statistical information along with relevant Key Performance Indicators (KPI's). Prior to this, procurement activity was presented to Council as part of the Quarterly Financial Information reports. The Quarterly Financial reports,



Government Finance Officers Association (GFOA) Awards for Financial Reporting

which provide comprehensive financial information to assist with Council decision making, were also added to the City's website this term to allow for increased public accessibility of the information.

In early 2017, the hours of operation at the Cambie, Ironwood and Steveston library branches were restored to their original times. This was jointly identified as a priority for both the Library Board and the City of Richmond. The decision to restore hours was in part attributable to the outcomes of the public feedback survey conducted in April 2016. In this survey, the public shared the impact felt by the reduction to hours at their local branches.

Priority 7.4: Strategic financial opportunities are optimized

Council adopted a new Development Cost Charge (DCC) Rate Imposition Bylaw effective May 2017 which will ensure that growth related capital infrastructure will be fairly and equitably funded by growth. The City has secured amenity space and monetary contributions through development that provided funds for the development of the new City Centre Community Centre, new child care centres, affordable housing options, additional green space in the City Centre area, and enhancements to the City's transportation networks including funding for the development of a new Capstan Canada Line Station. By leveraging affordable housing contributions from developers, the City has been able to partner with BC Housing and other non-profit housing organizations to provide

affordable housing options and supports for seniors and other individuals in the community that need support.

In 2015, Council approved a Strategic Real Estate Plan that allowed for diversification, capital appreciation, income generation, income hedging and achieving of municipal strategic initiatives. As a result, the portfolio has grown to approximately 171 acres of land and buildings while the annual lease revenue has increased by over 50 percent.

By utilizing strategic purchasing and applying best practices in public works management, the City was able to avoid unnecessary costs and maximize fiscal responsibility. Through implementing the standardization of the City's single and tandem axle vehicle fleet, economies of scale were achieved for parts, repairs, and an expedited replacement and administrative process.

The City received an Aptean Award for being the first municipality to accept tax and utility credit card payments (with a service fee) on the City's own web portal. This provided a convenient and user-friendly experience for residents and business owners while allowing the City to operate the payment program on a cost neutral basis.

Throughout the term, the City raised over \$975,000 in combined cash and value in-kind contributions through corporate partnerships for events and programs. These partners and sponsors help provide services and opportunities to Richmond residents while alleviating the pressure on taxes.



Servicing Agreements and Development Cost Charges address infrastructure needs and provide amenities for a growing population.

Goal 8: Supportive Economic Development Environment



Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.

Background

Council is keenly aware of the important role economic development plays in the well-being and financial sustainability of the City. Businesses in Richmond are pivotal to the success of our community and a variety of methods must be employed to support, protect and enhance our business community. Ensuring our businesses have space to grow, determining appropriate taxation levels, protecting our agricultural viability, exploring innovative business models for the future, and ensuring an effective and productive relationship with our business communities are all areas of attention for Council this term. Council wanted to explore large-scale events and creative attractions that bring people to the City and raise the profile of opportunities in the community. Through sport hosting, exploring opportunities in film, community events, and creative, redefined ways of conducting business, Richmond's economy has continued to grow and thrive.

Council's priorities related to a Supportive Economic Development Environment include:

- 8.1 Richmond's policies, programs, and processes are business-friendly.
- 8.2 Opportunities for economic growth and development are enhanced.
- 8.3 The City's agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City's character, livability, and economic development vision.

Goal 8: Supportive Economic Development Environment

Priority 8.1: Richmond's policies, programs, and processes are business-friendly

This term proved to be very successful for economic development within the City. Implementation of the City's Resilient Economy Strategy resulted in sustained job growth, registering at 7.8% over the last Census period and maintaining the City's share of regional employment at the target 11%.

Council's priority to ensure policies and processes are business-friendly was furthered by the introduction of the new Inter-Municipal Business Licence Bylaws, in partnership with Vancouver, Surrey, Burnaby, New Westminster and Delta. This bylaw allows mobile businesses to obtain licences in their home town and operate in all participating cities in the Lower Mainland, reducing barriers to doing business for mobile companies.

A review of policies, programs and processes to ensure business-friendly practices resulted in simplification of the filming request process to increase turnaround of approvals. The City also implemented ePlan, a web-based system to submit, review, and approve development-related drawings and documents in an effort to reduce paper in development applications. These improved processes help support Richmond's desirability as a place to do business.

Council approved an Industrial Lands Intensification Initiative (ILII), aiming to introduce policies for better utilization of existing industrial lands in alignment with business needs. The benefits of industrial intensification include accommodating increased economic and employment activity on a limited industrial land base and reducing the development pressure on agricultural lands.

A new Tax Kiosk was created at City Hall to provide taxpayers the added convenience of claiming Home Owner Grants online and paying tax and utility bills using credit cards.

Over 500 businesses representing 7,000 employees were engaged in the Riverside Alternative Transportation Initiative to improve employee access to work. The initiative resulted in raising awareness of the issue of employee access to remote business parks and ultimately led to the implementation of a range of transportation and transit improvements, in partnership with TransLink.

The future operation of the Richmond Night Market, one of Richmond's top attractions for visitors and locals alike, was extended. Richmond Night Market was proclaimed in the New York Times as having the best Asian food in North America.



Richmond Harvest Fest

Richmond continued to consult and collaborate with other municipalities and stakeholders in the region to take a strategic approach to facilitating economic opportunities for Richmond. The City advanced regional economic development through participating in the Metro Vancouver Regional Prosperity Initiative by contributing sites to a regional bid in response to Amazon's HQ2 request for proposals for a second North American Headquarters. Though the bid was not successful, the process resulted in valuable relationships and potential for future collaboration.

The City continued to have regular consultations with stakeholders in the building community, including Urban Development Institute (UDI), Commercial Real Estate Development Association (NAIOP), the Small Builders Group and the Greater Vancouver Home Builders' Association (GVHBA). Working with these groups provided valuable industry feedback on policy issues that will help further Richmond's planning and processes.

Priority 8.2: Opportunities for economic growth and development are enhanced

The City's Business Development Program, providing customtailored services and support to Richmond businesses and company prospects, facilitated the creation and retention of 8,000 jobs over the term.

In 2016, the <u>BusinessInRichmond.ca</u> dedicated business portal re-launched, introducing a business services toolbox,

more streamlined content and enhanced social media reach, multiplying user engagement metrics across online channels.

Residents and visitors to Richmond have enjoyed festivals and events that bring us together and celebrate our unique heritage, diversity and thriving music, food, sport, and art communities. The Richmond World Festival attracted nation-wide attention with over 25,000 in attendance for its inaugural year and continues to grow in attendance each year. The event has received notable recognition, including the Canadian Event Industry Award for the "Most Outstanding Event in Canada". In celebration of Canada 150 last year, the Richmond Canada Day in Steveston, alongside the Steveston Salmon Festival, attracted over 100,000 people to Steveston Village for fireworks, tall ships and festival activities held over three days.

Over 100 of Richmond's top business leaders are engaged each year at the annual City of Richmond Business and Partner Appreciation Event, which has showcased a diverse range of topics from trade agreements to exporting as an engine for business growth to the Internet of Things.

Approximately 30 technology businesses, partners and thought leaders were enlisted to help shape the City's highly successful Smart Cities Challenge bid, resulting in Richmond being named a finalist in this prestigious competition.



Richmond World Festival

The Municipal and Regional District Tax (MRDT), funded by visitors to Richmond increased to 3% and broadened to support tourism sector marketing and development through partnerships with the Richmond Hotel Association and Tourism Richmond. An estimated \$22M will be invested in local tourism sector development over the 2017-2022 period as a result.

The Olympic Experience (the ROX) at the Richmond Olympic Oval (ROO) opened this term, as the only official International Olympic Committee (IOC) Olympic Museum in North America, providing a highly interactive sport history and Olympic museum experience. The ROX Shop also opened this term, providing a retail shop with sport, health and wellness apparel as well as Olympic Experience merchandise.

In 2017, the economic impact of the Richmond Olympic Oval was estimated at over \$300M to date, including an ongoing annual community benefit of \$19M and support of nearly 400 jobs.

Also based out of the ROO, the City's Sport Hosting program continued to be a driver of economic activity in Richmond with

estimated economic value to the City of over \$9M per year. Over 75 tournaments and events are hosted or supported by the Oval each year. Recent examples include the Canadian National Ball Hockey Championships, the 7th Karate-do Gojukai Global Championships and the prestigious FIVB World Volleyball Grand Prix In 2016, Richmond won the bid to host the large international CARHA Hockey World Cup 2020 tournament, which is anticipated to generate upwards of \$11M in economic benefit to the community.

The Richmond Film Office saw an increased variety of filming activity this term. Local favourite, "Once Upon a Time" filmed regularly in Steveston, and new dramas, "Siren" and "The Crossing" filmed portions of their pilots in the village. The City also hosted the televisions shows "Supernatural", "DC's Legends of Tomorrow", "Man in the High Castle"," Travellers", and "The Magicians" among many others. The feature films "Deadpool", "Hard Powder", "Ollie" (a "Predator" remake) "Overboard" and "Skyscraper" all filmed in various locations in the city.



Filming in Steveston

Priority 8.3: The City's agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City's character, livability, and economic development vision

To reinforce Council's commitment to supporting the agricultural and fisheries sectors in Richmond, Council added priority 8.3 to the 2014–2018 Term Goals in 2017. Under Council's direction the City developed the Terms of Reference to prepare an update to the Agricultural Viability Strategy (AVS). The AVS is a long-term commitment and partnership of the City and the agricultural community, to strengthen and enhance agricultural viability in Richmond. It is expected that the update to the AVS will be completed next year.

Council's Agricultural Advisory Committee (AAC) continued to work diligently throughout this term to review development applications pertaining to agricultural land in Richmond. Other Council initiatives reviewed by the AAC include the Riparian Area Strategy and updates to the Garden City Lands Legacy Landscape Plan.

A new Soil Removal and Fill Deposit Regulation Bylaw was enacted to support Council's commitment to the environment, aimed at protecting lands within the Agricultural Land Reserve (ALR). This Bylaw provides the ability to regulate soil movement on Lands within the ALR, undertake enforcement action when property owners permit the unauthorized deposition of soil/fill on ALR Lands, or soil deposit permit holders do not adhere to permit conditions. The ability to undertake enforcement action includes the issuance of Stop Work Orders, ticketing/fines, removal and remediation orders, and court action if compliance is not obtained in a timely manner.

The City continued to provide services to farmers and agrifoods companies, through the provision of water for irrigation and partnering to deliver agri-foods sector development opportunities. A two-day Food Processors Workshop for local companies, a land matching workshop for potential farmers and landowners, and an international food and beverage buyers tour of Richmond businesses were hosted in conjunction with Food Pro West.



Farmers Markets



Goal 9: A Well-Informed Citizenry



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

Background

Council views communication and transparency with the public as a top priority. Though a lot has been done already, Council continues to view the need for an open, responsive, accountable and transparent government as essential. Rapid growth and change can cause anxiety when the public is not well-informed and included in conversations regarding the future direction of the City. Council understands this and has been working to ensure information about growth, plans, financial decisions, and progress towards Council Term Goals is available through many mediums and is easily accessible, understandable and available to citizens. Equally important is the opportunity for the community to be engaged in various levels of dialogue and decisions with the City. Council has focused on increasing opportunities for community engagement for all ages and segments of the community to ensure everyone has a voice and is involved in building a better Richmond together.

Council's priorities related to A Well-Informed Citizenry include:

- 9.1 Understandable, timely, easily accessible public communication.
- 9.2 Effective engagement strategies and tools.

Goal 9: A Well-Informed Citizenry

Priority 9.1: Understandable, timely, easily accessible public communication

Ensuring residents of Richmond have access to information and online City services they need in a clear, user-friendly manner, Council endorsed several upgrades to the City's web and mobile applications. These upgrades included a redesign of the City's Richmond.ca website, providing e-services including online payment of property taxes, expanded access to the Richmond Museum and Archives collections, and updates to the City's Geographic Information System (GIS) providing 24/7 access to these services.

2018 saw the release of the MyRichmond portal which is a 'one stop shop' on the City of Richmond website for the customer to get information on recreation activities, tax transactions, utility usage, licenses, and more. It provides a more streamlined user experience and an additional channel for the user to provide feedback, initiate transactions and request services from the City.

The RichmondBC Mobile app: Version 2.0 was released in 2017, combining event information, recreation program information, recreation membership pass, and garbage/recycling schedules tailored personally for the customer into a single app. Version 1 of the app included iBeacon technology to provide wayfinding and tour guidance of the Britannia Heritage Shipyard.

Free public Wi-Fi was implemented in select City-owned public facilities and expanded in fall 2016.

A new Name Origins Database was launched (including Memorial Roads Webpages) that allows the public access to explore and discover the people and history behind the names of local roads, bridges, islands and memorial street names. The database and webpages document and provide access to the community's rich and diverse heritage.

The City won the prestigious International Association of Business Communicators (IABC) Gold Quill Award of Excellence in Government Communication in 2015 for the City's Green Cart communications campaign. The Gold Quill Award recognizes outstanding work in organizations with innovative thinking, creative solutions and demonstrable results that are a testament to the best that the communications profession has to offer worldwide.

Council focused additional attention on access to communication related to weather and safety concerns this term. Some of the initiatives this term included providing public internet access to the City's SCADA information for road temperatures, and river and freeboard levels. Residents are now able to use this information online or though the City's app to help establish if the roads are freezing (for trip planning), and to view water levels for their information.

An enhanced social media campaign was undertaken in support of the City's response to winter 2016/17's extraordinary snow events. Nearly 100 Facebook and Twitter posts reached more than 20,000 citizens.



Pioneer Luncheon 2017

Priority 9.2: Effective engagement strategies and tools

In order to provide an opportunity for input and involvement for all ages and segments of the population, significant communication and engagement plans were developed to raise public awareness and engagement about a number of key priorities and concerns for residents and Council. Public consultations, engagement and information sessions this term included:

- several engagement sessions for the Minoru Centre for Active Living (MCAL) Project
- the Minoru Park Vision Plan Guiding Principles
- the Steveston Community Centre and Steveston Community Playground Renewal Project
- the Garden City Lands Project
- the George Massey Tunnel Replacement Project
- the Arterial Road Land Use Policy
- proposed new airport zoning regulations
- residential building massing and farm house size reviews
- · a review of short term rentals

- the Sign Bylaw
- the Affordable Housing Strategy
- the Temporary Modular Housing Project
- the Childcare Needs Assessment
- the Seniors Service Plan
- the Youth Service Plan
- the Community Wellness Strategy
- the Recreation and Sport Strategy
- the Tree Protection Bylaw information sessions
- the Recycling Remediation initiative
- the No. 2 Road Multi-use Pathway and Intersection Upgrades project
- the Police Services Review
- the Riparian Management Plan

The popularity of the City's Let's Talk Richmond online engagement platform has grown steadily during the Council term. The site has been used to support more than 50 public engagement projects since 2014, engaging more than 20,000 visitors.



Public Works Open House

Residents have demonstrated interest, through increasing attendance, in the several annual open house events hosted by the City. These events included:

- the annual Public Works Open House, which invites and engages the public to experience the various aspects of engineering and public works infrastructure.
- the Works on Wheels events, providing public tours of various aspects of the City's infrastructure, including the Bath Slough Pump Station, the Alexandra District Energy Utility (ADEU), the Pollinator Pasture, and the City of Richmond Works Yard.
- the annual Capital Projects Open House held in the spring at City Hall to provide information to the public about the year's upcoming Capital Projects.
- the annual Fire Hall Open House events held to inform and educate the public on safety within the home. RFR also hosted multiple seasonal events to communicate directly within the community.
- Doors Open Richmond.

In addition to face-to-face engagement and information sharing, the City continued to connect with residents directly through social media. Followers and engagers with City's website and related pages has increased significantly over the 2014–2018 term. The City's website sustained growth in user visits of more than 35% since 2014.

The reach of the City's Facebook account has grown by more than 50% during the current Council term. Twitter accounts for the City of Richmond and the Richmond RCMP have over 5,510 and 7,870 followers respectively.

During August, 2017, Richmond Fire-Rescue (RFR) ran "The World Is Not Your Ashtray – Butt Out Responsibly", inaugural safety campaign. The now annual campaign was launched through bus stop advertisements, social media and a press release to highlight the dangers that fires cause as a result of smokers not completely extinguishing their cigarettes or by not disposing of them in a safe manner. It is estimated that in Richmond, between July 1 and August 11, 2017 there was an average of three fires a day (127 fires in total). The campaign was well received by the public who contacted RFR to get a free car sticker and through RFR social media page it is estimated to have reached over 100,000 people.

To help improve communication and access to information for the public the City, in partnership with the RCMP Crime Prevention Unit has launched a pilot project for a mobile app. This app will provide the citizens of Richmond access to crime statistics and geographical maps of crime locations to help increase awareness for crime prevention. Further, the app will provide information on crime prevention programs and services, a calendar of events and up to date media releases.





Awards and Recognition



One of the ways to reflect on the success of initiatives that have furthered Council's goals, is to note the numerous awards and formal titles of recognition the City received this term. Council understands that in addition to the work that is done by the City, residents and businesses within Richmond play a large role in enhancing the social fabric and vibrancy of our community. Throughout this term of office, the City has recognized high achievers in the community through formal letters and award presentations. This includes hosting annual events such as the Arts Awards, the Heritage Awards, the Richmond Sports Hall of Fame induction ceremonies, the Richmond Outstanding Youth (U-ROC) Awards, the Richmond Civic Appreciation Events, and supporting the Richmond Sports Council's Sports Awards, the Richmond Chamber of Commerce Business Excellence Awards, and more. Council recognizes that in addition to those formally recognized, there are many community members and businesses in the City that are working together to help achieve the City's vision to be the most appealing, livable, and well-managed community in Canada.

The following list highlights the awards and recognition the City has received this term of office.

Awards and Recognition Received During the 2014–2018 Term of Council

2018

Canadian Institute of Planners

Award for Planning Excellence in Social Planning for the Storeys Development.

Smart Cities Challenge

Finalist for cities with a population of 500,000 or less for the proposal for an Intelligent Operation Hub in Richmond.

The Smart Cities Connect Expo and Conference

Richmond was recognized in the categories of Citizen Engagement, and Governance as one of the top 50 cities in the world for Smart City initiatives for the MyRichmond program.

Government Fleet magazine and American Public Works Association (APWA)

Leading Fleets Award recognizing operations that are performing at a high level, particularly in fleet leadership, competitiveness and efficiency, planning for the future, and overcoming challenges.

International District Energy Association (IDEA)

2018 District Energy Leadership Award in recognition of the City's commitment and vision in deploying innovative and sustainable district energy in our community.

BCRPA (BC Recreation and Parks Association)

- Facility Excellence Award for City Centre Community Centre; and
- Program Excellence Award for the creative and innovative Pollinator Pasture program.

Government Finance Officers Association (GFOA) of the United States and Canada

- Canadian Award for Financial Reporting (15th consecutive year); and
- Outstanding Achievement in Popular Annual Financial Reporting Award (8th consecutive year).

Canadian Event Industry Award

- Finalist Best Public Event/Fair or Festival; and
- Finalist Most Outstanding Event Over \$200,000 Public/ Festival/Sporting/Cultural for the Richmond Canada 150 program.

2017

World Leisure Organization (WLO)

World Leisure Community of Excellence for 2017 for Richmond's innovative and successful use of leisure to improve its citizens' quality of life.

Recreation Facilities Association of BC (RFABC)

2017 Bill Woycik Outstanding Facility Award for innovations in design, energy management, operations, revenue generation, and services for the City Centre Community Centre.

BC Recreation and Parks Association (BCRPA)

2017 Parks Excellence Award for the Terra Nova Adventure Play Environment.

Association of Energy Engineers (AEE)

Canada Region Institutional Energy Management Award for Richmond's District Energy Program.

Community Energy Association

2017 Climate and Energy Action Award in the Community Planning and Development category for Richmond's Community Energy Save Program.

UBCM Wood WORKS! BC and Canadian Wood Council

Community Recognition Award for leadership in the use of wood, both architecturally and structurally in the construction of the Alexandra District Energy Utility service building.

Canadian Consulting Engineering

Award of Excellence for the design and construction of the energy plant located at The Central at Garden City shopping area.

Government Finance Officers Association (GFOA) of the United States and Canada

- · Canadian Award for Financial Reporting; and
- Award for Outstanding Achievement in Popular Annual Financial Reporting.

2017 (con't)

Union of British Columbia Municipalities (UBCM)

Leadership & Innovation – Green Initiative Award, Honourable Mention for Richmond's community-wide City's Climate Action Programs.

Rick Hansen Foundation

- Accessible Cities Award as a leader in planning for accessibility and inclusivity in the built environment; and
- Circle of Excellence recognition for the Richmond Olympic Oval as a 'best in class' example of accessible and inclusive community places or spaces.

Developmental Disabilities Association

Employer of the Year Award for the City's initiative to create opportunities for people with developmental disabilities.

Pathways Clubhouse

Recognition Award for the City's role as an employment partner and creating workplace opportunities for people with disabilities.

Canadian Cancer Society

Extra Mile Award – Platinum Level for investing in the wellness of employees through a variety of health and wellness initiatives.

Canadian Event Industry Awards

Nominated for Best Public Entertainment Event or Festival for the 2016 Richmond Maritime Festival.

2016

National Trust for Canada

Prince of Wales Prize for Municipal Heritage Leadership, Canada's most prestigious heritage award, recognized Richmond's long and significant commitment to heritage preservation.

Canadian Event Industry Awards

Most Outstanding Event in Canada for the inaugural Richmond World Festival.

Special Event Magazine's

One of three finalists in the prestigious international awards competition for Best Festival/Fair for Richmond World Festival.

Creative City Network of Canada Awards of Excellence

Honourable mention in the Best Cultural Events Award category for the Richmond Maritime Festival.

Union of BC Municipalities (UBCM)

Community Excellence Award in Best Practices, Excellence in Action category, for Richmond's district energy implementation initiatives.

International District Energy Association (IDEA)

System of the Year award for the Alexandra District Energy Utility

Fraser Basin Council

E3 Fleet Certification – Platinum level. Richmond is the first and only municipality in Canada to receive this award, which honours environmentally friendly practises in managing large vehicle fleets.

Leadership in Energy and Environmental Design (LEED)

LEED Gold certification for the City Centre Community Centre project.

Canadian Wood Council Award

For the use of sustainable materials on the Sharing Farm (Mary's Barn) project.

Government Finance Officers Association (GFOA) of the United States and Canada

- Canadian Award for Financial Reporting; and
- Award for Outstanding Achievement in Popular Annual Financial Reporting.

Planning Institute of BC (PIBC)

Silver Award for Excellence in Policy Planning for Richmond's Ecological Network Management Strategy.

Federation of Canadian Municipalities (FCM)

Richmond has achieved all 5 Milestones in the Partners, Climate Protection program.

Creative BC

Award of Recognition for "outstanding contributions to the success and sustainability of British Columbia's film and television production industry."

Richmond Society for Community Living

Community Living Award for inclusive hiring of people with disabilities.

2015

International Association of Sports and Leisure Facilities (IAKS) and the International Olympic Committee (IOC)

All Time Award, which is reserved for landmark sports facilities and only awarded every 50 years, was awarded to the Richmond Olympic Oval.

International Association of Business Communicators (IABC)

Gold Quill Awards – Award of Excellence.

Community Energy Association

Climate and Energy Action Award – Corporate Operations.

Government Finance Officers Association (GFOA) of the United States and Canada

- Canadian Award for Financial Reporting; and
- Award for Outstanding Achievement in Popular Annual Financial Reporting.

Canadian Society of Landscape Architects

Award of Excellence for Terra Nova Adventure Play Experience.

Union of BC Municipalities (UBCM)

Community Excellence Award for Partnerships for the Kiwanis Towers Project.

Leadership in Energy and Environmental Design (LEED)

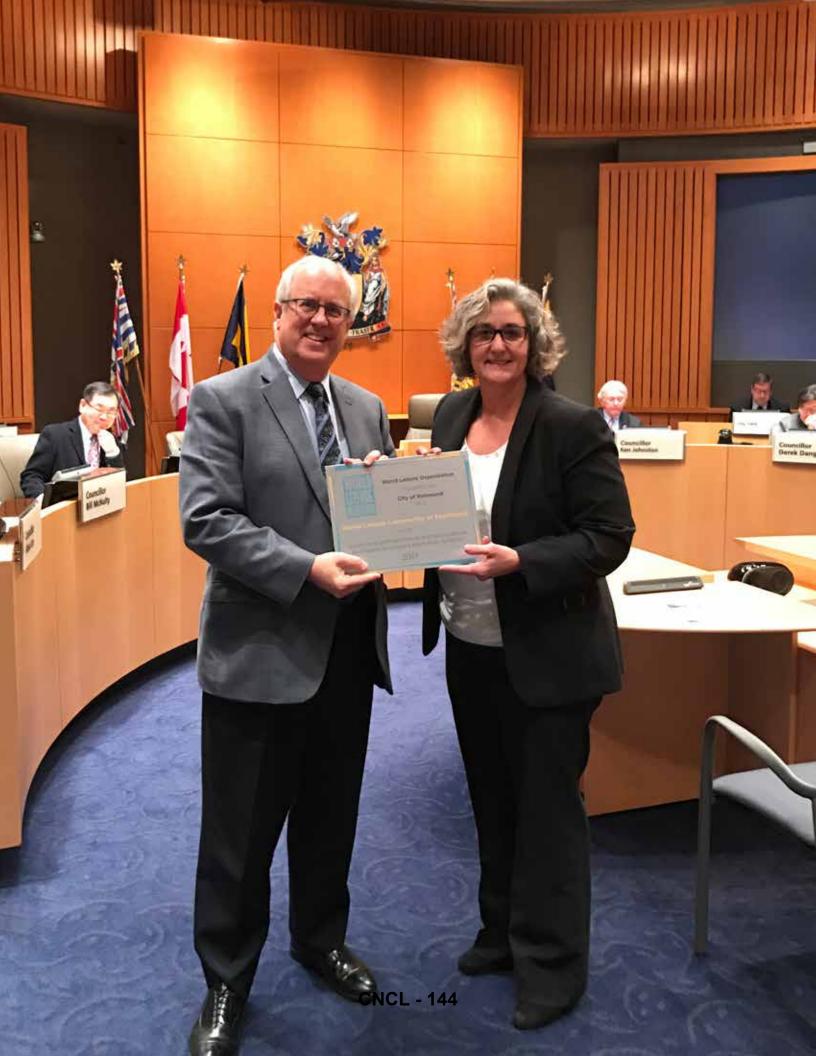
Gold Award for Steveston Fire Hall No. 2.

Federation of Canadian Municipalities (FCM)

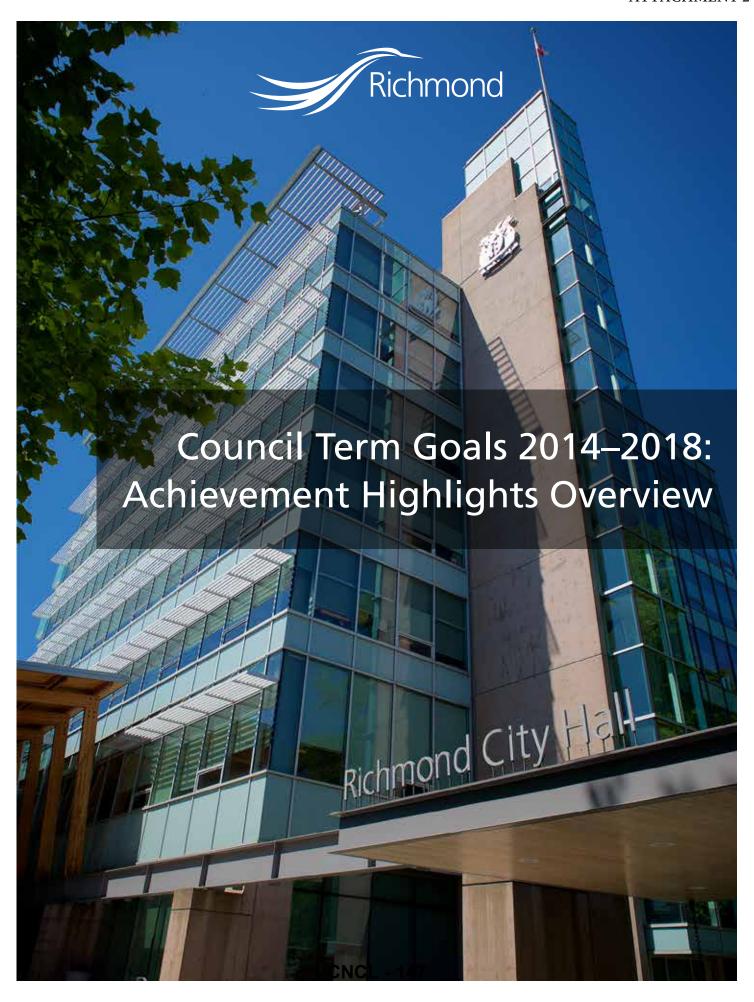
Sustainable Communities Award – Neighbourhood Development Plan, Honourable Mention.

Canadian Special Events Canadian Event Industry Awards

Finalist, Best Public Entertainment Event or Festival.









Front Row (Left to Right): Clr. Carol Day, Clr. Bill McNulty, Mayor Malcolm Brodie, Clr. Linda McPhail, Clr. Harold Steves
Back Row (Left to Right): Cst. Adam Carmichael (Richmond RCMP), Clr. Chak Au, Clr. Derek Dang, Clr. Ken Johnston, Clr. Alexa Loo, Cpt. Jack Beetstra
(Richmond Fire-Rescue)

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Awards and Recognition

City of Richmond Council Term Goals 2014–2018

At the start of the 2014–2018 term, Council came together to establish a set of Term Goals to set a visionary direction for the City for the next four years. Council's decisions guide and influence the City's social and physical landscape, the relative safety and protection of residents and businesses, and the role the City plays within the region. The Term Goals articulate Council's focus and provide a set of common priorities for the four-year term. Aligning City work plans with Council Term Goals helps to ensure a focused and productive workforce that makes the most effective use of public resources. Council adopted nine broad Term Goals for the 2014-2018 term with additional priorities identified for each goal. The nine Term Goals are as follows.

Goal 1: A Safe Community

Goal 2: A Vibrant, Active and Connected City

Goal 3: A Well-Planned Community

Goal 4: Leadership in Sustainability

Goal 5: Partnerships and Collaboration

Goal 6: Quality Infrastructure Networks

Goal 7: Strong Financial Stewardship

Goal 8: Supportive Economic Development Environment

Goal 9: A Well-Informed Citizenry

The 2014–2018 Term Goals aligned with a robust City work program that resulted in record breaking years across multiple lines of business, reinforcing Richmond's reputation locally and globally as a leader in municipal government. Under Council's guidance and direction, the City of Richmond was recognized for its achievements through receiving over 40 awards and formal titles of recognition (see page 20 for highlights). The following pages present just a snap shot of some of the highlights of achievements towards Council Term Goals 2014-2018.

Goal 1: A Safe Community

2014-2018 Highlights



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

Reinforcing community safety as one of Council's top priorities, 39 RCMP officers and 14 municipal employees have been added in support of policing during Council's 2014-2018 term of office.

Construction of the Cambie Fire Hall No. 3 was completed in 2015. It is recognized as the first of its kind in an urban centre in BC to be co-located with BC Ambulance Services.

Council adopted the Sign Regulation Bylaw No. 9700 in 2017 to help promote intercultural harmony through public educational and outreach initiatives while addressing resident concerns about the appearance of signs on private businesses.

Council adopted regulations on short term rentals in 2017 to ensure affordable housing stock is not being displaced while also being sensitive to residents supplementing incomes through property rentals.

Richmond Fire-Rescue staff received training to safely administer Naloxone to patients experiencing respiratory arrest, in response to the increasing calls of opioid overdoses.

As a first for fire departments in BC, new automatic CPR machines were introduced for front-line responders to help when responding to patients suffering cardiac arrest.

Construction of the new and highly upgraded Brighouse Fire Hall No. 1, located in Minoru Park was completed in July with an official opening scheduled for September 2018. Fire Hall No. 1 serves as the primary fire hall for the rapidly growing City Centre area and is also the main office for Fire Administration and Emergency Programs personnel.

Enhancements to the City Centre Community Police Office (CPO) were endorsed by Council, which when completed in 2019 will result in increased police presence and improved response time in the City Centre.

Richmond RCMP continued the foot patrol initiative in the City Centre and added a new "Pop-up" Detachment program. These initiatives allow for greater face-to-face contact with the public and continue to receive very positive feedback.

A wide range of emergency preparedness programming was offered over the course of the term including Community Response Plans, developed by residents in a number of communities, and education on emergency kit planning.



Top left: Opening Ceremonies at Canada Day in Steveston. Top right: Brighouse Fire Hall No. 1. Bottom: Opening of Cambie Fire Hall No. 3.

Goal 2: A Vibrant, Active, and Connected City

2014-2018 Highlights



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

The Kiwanis Towers seniors' housing project was developed and opened in 2015, providing 296 units of subsidized seniors' rental housing. This project won the Union of BC Municipalities (UBCM) Community Excellence Award for Partnerships with non-profit, private and public sectors.

The City hosted the first Annual Diversity Symposium in 2015 alongside community leaders and professionals to share best practices in strengthening neighbourhoods and further building community. In 2016, the City hosted the second Diversity Symposium, "Living Together," which explored strategies to increase cross-cultural communication and intercultural harmony. In 2017, the third Diversity Symposium, with the theme of "fostering intercultural curiosity and community connections", drew over 100 participants.

The new City Centre Community Centre was designed, constructed and opened in 2015. The Centre provides a welcoming and inclusive place to visit and access

programs and services offered by the City Centre Community Association.

The Olympic Experience at the Richmond Olympic Oval (the ROX) opened in 2015 celebrating memories of the 2010 Olympic and Paralympic Winter Games. As the only official International Olympic Committee (IOC) Olympic Museum in North America, the ROX provides a unique museum experience, using state-of-the-art sport simulators and many engaging interactive activities.

Richmond Canada 150 was celebrated widely across the City in 2017, with neighbourhoods embracing the celebrations throughout the year. Richmond's signature events such as Children's Arts Festival, Richmond Canada Day in Steveston, the Richmond Maritime Festival and Richmond World Festival were enhanced while several additional events were hosted in honour of the year. Events added in 2017 included a Pioneer Luncheon, celebrating

Goal 2: A Vibrant, Active, and Connected City

the contributions of Richmond's long-time residents; the Kaiwo Maru Ships to Shore—King of the Sea Festival; a Spirit of Cherry Blossom celebration; a film and discussion series; outdoor music; art talks and much more.

The Storeys Development opened in 2017, providing 129 affordable rental units, programming space for supportive services, and a social-enterprise café. This unique collaboration with a consortium of service providers earned the City the 2018 Canadian Institute of Planners Award for Planning Excellence in Social Planning.

Council adopted the 2017–2022 Richmond Child Care Needs Assessment and Strategy following a comprehensive review of Richmond's needs. Subsequently, four child care centres were opened and two early childhood development hubs were secured that will provide between 292 to 312 new child care spaces in Richmond.

Council adopted an updated Seniors Service Plan and an updated Youth Service Plan this term, providing the City

with a blueprint for addressing seniors' and youth service and program needs to 2020. An Age-friendly Assessment and Action Plan was also endorsed by Council in 2015, which will guide age-friendly programs, policies and features throughout Richmond.

Construction on the Garden City Lands commenced with a focus on the major infrastructure required to protect the bog ecosystem while allowing 40% of the site to be used for farming. The 136.5 acre site will feature bog conservation and agriculture within the City Centre. The perimeter trail, farm access roads, and several landscape features have been completed and the Garden City Lands was officially opened with the Richmond Harvest Fest in 2017.

The new 110,000 sq. ft. Minoru Centre for Active Living (MCAL) is set to open this year in Minoru Park, providing increased health and fitness, aquatic, seniors, and sport services to the community.







Left: Walk Richmond Program. Top right: Richmond Public Library Reading Program. Bottom right: Terra Nova Nature School.

Goal 3: A Well-Planned Community

2014-2018 Highlights



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 that the results match the intentions of our policies and bylaws.

Council endorsed notable amendments to the West Cambie Area Plan in 2015 to allow a mix of 30% employment and 70% residential uses along the east side of Garden City Road. With this move, Council designated 15% of the residential space to be built with a mix of affordable, modest market and market rental housing.

Following public consultation, Council approved amendments to the No. 5 Road Backlands Policy contained in the Official Community Plan (OCP) in 2015. The policy allows community institutional uses on the front 110 m of properties located on the east side of No. 5 Road, if the remaining portions, (the "Backlands") are farmed.

In 2016, Council adopted an update to the Arterial Road Land Use Policy to support densification along arterial roads through providing clear guidance on where townhouses, row houses, duplexes and triplexes may be considered.

Council adopted a number of bylaws related to residential development on properties located within the Agricultural Land Reserve (ALR). These regulations establish limitations on the size and location of residential improvements to ensure that all properties within the ALR preserve land for agricultural purposes.

Council endorsed a new Affordable Housing Strategy and Implementation Framework that will guide the City's actions regarding affordable housing to 2027. Consultation on a new Draft Market Rental Housing Policy has concluded, which seeks to protect Richmond's existing market rental housing stock and tenants, as well as encourage new units to be built. Council will review the draft policy later this year.

In 2017, the City announced the purchase of 12040 Horseshoe Way for the use of an emergency shelter in partnership with BC Housing and the Salvation Army. This new shelter is expected to open in 2019.

Goal 3: A Well-Planned Community

In 2018, the development of a Temporary Modular Supportive Housing Project on Elmbridge Way was approved in partnership with BC Housing and RainCity Housing. When complete, this initiative will provide 40 non-market rental homes with supportive services to Richmond residents that are not adequately housed.

After a public consultation process with a variety of stakeholder groups, Council adopted two phases of Single-Family Building Massing Amendments to address overall building form, height and massing of new single-family dwellings. Better control on building massing allows the City to ensure continuous attractive development of Richmond neighbourhoods.

The Lansdowne Road Extension between Minoru Boulevard and Alderbridge Way was completed in 2017. This project allows traffic to travel along Lansdowne Road from Garden City Road to Hollybridge Way, completely bisecting Richmond's City Centre.

The City has received sufficient volunteer developer amenity contributions to meet the \$28.4M (2018 \$) construction cost for the new Capstan Canada Line Station. Construction for this new Canada Line station serving the Capstan Village is expected to begin in the near future.

In 2015, due to concerns over the form of redevelopment that was occurring on Single Family Land Use Contracts (LUCs), Council adopted numerous bylaws that terminated all Single Family LUCs in 2016. The City is now going through a process of introducing underlying zoning on all remaining LUCs in the City (which include multi-family residential, commercial, and industrial properties) to ensure that these properties are governed by the City's Zoning bylaw when all Land Use Contracts throughout the Province are terminated on June 30, 2024.







Top left: Richmond's City Centre. Top right: Canada Line at Aberdeen. Bottom: Dike Middle Arm Trail.

Goal 4: Leadership in Sustainability

2014-2018 Highlights



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, practice and innovations.

Council adopted the Ecological Network Management Strategy (ENMS) in 2015, Richmond's first comprehensive environmental plan. The ENMS subsequently received the Planning Institute of BC Silver Award for Excellence in Policy Planning.

The Lulu Island Energy Company (LIEC) continued to further district energy initiatives within Richmond. The Alexandra District Energy Utility (ADEU) Phase 3 and Phase 4 Expansions were completed on time and on budget, including an additional geothermal field, a major energy plant expansion and a satellite energy plant with a low carbon air source heat pump. The ADEU was recognized with several awards this term. Two additional interim energy plants were also successfully delivered as part of the Oval Village District Energy Utility (OVDEU).

The 2.6 acre Pollinator Pasture, implemented as part of the Bath Slough Revitalization in partnership with Emily Carr University opened in 2015, enhancing Richmond's natural ecology. Subsequently, the Pasture won the 2017 Pollinator Advocate Award for Canada and the BCRPA award for Program Excellence in 2018.

As a result of the Council adopted Green Fleet Action Plan, Richmond became the first and only government organization to achieve Platinum status under the Fraser Basin Council's E3 program, recognizing the City for its efforts in promoting sustainability, green transportation and sound management of the City's fleet.

The City's High Performance Building Policy goals and targets guided development and replacement of City facilities including the new Fire Hall No. 1. Once complete, the new facility will result in approximately 50% less energy use overall while providing 35% more floor area. The installation of a solar photovoltaic renewable energy system will make it a net carbon zero facility.

Goal 4: Leadership in Sustainability

In 2015, Richmond expanded organics recycling for over 30,000 residents in multi-family buildings to help comply with the regional disposal ban, which prohibits organic materials from being disposed of in the garbage.

The City introduced Demolition Waste and Recyclable Materials Bylaw No. 9516 in 2016, which mandates that 70% of waste from single-family home demolitions be recycled.

The City implemented Policy 2308: Management of Waste and Recyclable Materials from City Facility Demolition and Construction Activities, which established an 80% waste diversion target. This policy applies to

waste generated from the construction and demolition of all City facilities and sets a leadership example for the City ahead of other demolition land clearing recycling policies.

Richmond adopted a new requirement in 2018 that all residential parking spaces in private developments feature an electrical outlet capable of providing Level 2 charging; Richmond was the first in North America to do so.

Richmond adopted the BC Energy Step Code in July 2018 as a first step towards achieving near net zero private buildings by 2025. Richmond's stakeholder consultation program and visual aids were emulated by other cities and identified provincially as a best practice for step code implementation.



Left: Richmond Residential Garbage and Recycling. Top right: Richmond's Demolition Waste and Recyclable Materials Bylaw. Bottom right: OVDEU Energy Plants.

Goal 5: Partnerships and Collaboration

2014-2018 Highlights



Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

The City received over \$42M of funding from other levels of government this term to advance Council priorities.

The Federal Government invested over \$22M in Richmond for initiatives related to community safety and sustainability such as:

- Steveston Harbour, with \$14M in funding announced by the Honourable Gail Shea, Minister of Fisheries and Oceans, and the Honourable Kerry-Lynne Findlay, Minister of National Revenue.
- The No. 6 Road and Nelson Road Widening project, with \$5.4M announced by the Honourable Lisa Raitt, Minister of Transport, and the Honourable Kerry Lynne Findlay.
- The Lansdowne Road Extension and the No. 2 Road Upgrade, with \$4.95M from Transport Canada.

Richmond also received \$1.2M in Canada 150 Infrastructure Funding for the following projects:

- Richmond Olympic Oval: LED Energy Efficient Lighting
- Richmond Olympic Oval: Merging Enhanced Accessibility
- Garrett Wellness Centre Upgrade
- Richmond Public Library Digital Services Launch Pad
- Railway Greenway Trail Upgrade
- South Arm Fitness Centre Upgrade

Provincial/Federal cost shared funding for Richmond projects included an initial \$1.7M in National Disaster Mitigation Funding to support two feasibility studies: the Steveston Island Flood Mitigation Planning Project, and the Flood Mitigation Strategy Update.

Goal 5: Partnership and Collaboration

The Provincial Government contributed \$16.6M in Disaster Mitigation Funding for dike upgrades and the reconstruction of four pump stations.

The Prime Minister announced Richmond as one of 20 finalists for the Canada-Wide Smart Cities Challenge in June 2018. The City received \$250,000 to build a business case to compete through submission for \$10M.

In 2015, Richmond hosted the Honourable Peter Fassbender, Minister of Municipal Affairs and Housing, MP Joe Peschisolido, the Honourable Dr. Alice Wong, and Richmond MLAs to help celebrate the opening of the Olympic Experience at the Richmond Oval (the ROX).

The Minister of Canadian Heritage, the Honourable Shelly Glover, visited the ROX to announce \$500,000 in funding support. The Province of BC and BC Wheelchair Sports contributed \$250,000 to the ROX.

With a focus on furthering social services and programs in Richmond, staff met with the Provincial Minister of Childcare to share issues and challenges in our community as well as to review the results of the Childcare Needs Assessment.

The City developed a strong relationship with the Provincial Ministry of Health to help facilitate the process of replacing the acute care tower at the Richmond Hospital.







Top left, right and bottom: Richmond Harvest Fest

Goal 6: Quality Infrastructure Networks

2014-2018 Highlights



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.

Major infrastructure projects this term included:

- completion of the 26,000 sq. ft. joint Cambie Fire Hall No. 3 and BC Ambulance Station (Richmond North), built to LEED Gold standards
- design and construction of the 25,000 sq. ft.
 Brighouse Fire Hall No. 1, built to LEED Gold standards
- advancement of the new 110,000 sq. ft. Minoru Centre for Active Living (MCAL) to near completion with anticipated occupancy scheduled for later this year
- design and construction of the new 28,000 sq. ft. City Centre Community Centre

In 2016, Council adopted an update to the 2008–2031 Richmond Flood Management Strategy. A focus on flood management and drainage upgrades this term has resulted in the completion of several key projects and sustained funding for over \$10M annually for capital improvements.

The Dike Master Plan Phase 2 was substantially completed and is entering final stages of stakeholder consultation. Dike Master Plan Phases 3 and 4 are under way and will be completed in 2018.

Funding for Advanced Planning and Concept Design for the following five priority major facility projects was approved by Council following an extensive facility needs assessment and strategic planning process:

- City Centre Community Centre North
- · Steveston Community Centre and Library Branch
- The Lawn Bowling Clubhouse
- Britannia Shipyards National Historic Site and Phoenix Net Loft
- Richmond Animal Shelter

Goal 6: Quality Infrastructure Networks

The City received the Recreation Facility Association of BC's Bill Woycik Outstanding Facility Award in 2017 for City Centre Community Centre. This award is based on an outstanding facility that meets the community's

needs and exemplifies innovations in design, energy management, and operations and demonstrates community need.







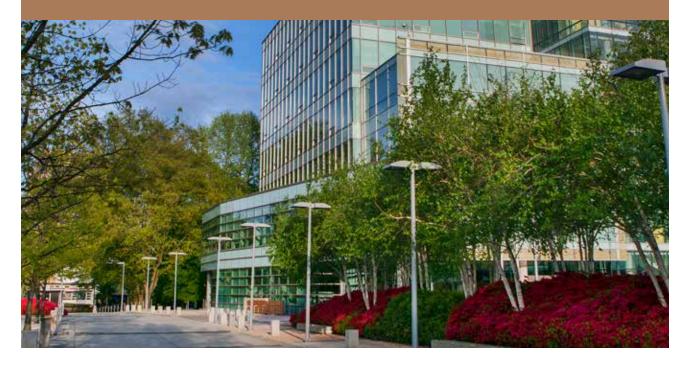




Top left: Firehall No. 3. Top right: City Centre Community Centre. Middle left: Snow response. Middle right: Richmond Lawn Bowling Clubhouse. Bottom: Richmond Animal Shelter.

Goal 7: Strong Financial Stewardship

2014-2018 Highlights



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.

Richmond has remained in a strong financial position through rigorous budget processes and sound policies that align with the Long Term Financial Management Strategy (LTFMS). Tight controls and prudent practices have allowed Richmond's taxes to remain one of the lowest in its comparator group while simultaneously expanding programs and services.

The City's accumulated surplus reached \$3 billion in 2017. The accumulated surplus, which includes investment in tangible capital assets, reserves, appropriated surplus, surplus and other equity, is a key measure of the City's financial strength and is the amount by which all assets exceed all liabilities. Meanwhile, the City's cash and investments have grown to over \$1 billion while the statutory reserves have increased to \$487 million in 2017.

Council amended the 2015 operating budget to minimize tax increases, resulting in an increase of 1.89%, one of the lowest in the regions.

In 2017, Richmond had the second lowest business to residential tax ratio in comparison to the six largest municipalities in the region and the fifth lowest average residential property taxes in all of Metro Vancouver (which includes 21 municipalities, one electoral area and one Treaty First Nation).

In 2015, Council approved a Strategic Real Estate Plan that allowed for diversification, capital appreciation, income generation, income hedging and achieving of municipal strategic initiatives. As a result, the portfolio has grown to approximately 171 acres of land and buildings while the annual lease revenue has increased by over 50 percent.

The City has completed corporate operational service reviews on 49 departments/sections across the organization. These reviews help to identify potential efficiencies in operations and departmental practices.

As part of the ongoing management of City finances, Council reviewed quarterly financial information reports with updates on economic, operating and capital results, key indicators, investments and procurement activities.

Council adopted a new Development Cost Charge (DCC) Rate Imposition Bylaw effective in May 2017 which will ensure that growth related capital infrastructure will be fairly and equitably funded by growth.

Amenity space and monetary contributions secured through development this term provided funds for the development of the new City Centre Community Centre, new child care centres, affordable housing options,

additional green space in the City Centre area, and enhancements to the City's transportation networks including funding for the development of a new Capstan Canada Line Station.

The City of Richmond was again honoured for its public financial reporting with the 2016 Annual Report receiving a pair of awards from the Government Finance Officers Association (GFOA) of the United States and Canada:

- the Canadian Award for Financial Reporting for the 15th consecutive year
- the Canadian Award for Popular Annual Financial Reporting for the 8th consecutive year.



Government Finance Officers Association (GFOA) Awards for Financial Reporting

Goal 8: Supportive Economic Development Environment

2014-2018 Highlights



Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.

Richmond's Canada 150 celebration was one of the biggest in the country with over 300,000 people participating. Programs and activities from small community-led events to major festivals embraced our city's cultural diversity, thriving music, food, sport, and art communities, and unique maritime and agricultural heritage.

The Richmond World Festival attracted nation-wide attention with over 25,000 in attendance for its inaugural year in 2015 and is growing in attendance each year.

The Olympic Experience at the Richmond Oval (the ROX), the only official International Olympic Committee (IOC) Olympic Museum in North America, opened in 2015. The ROX Shop also opened, providing a retail shop with sport, health and wellness apparel as well as Olympic Experience merchandise.

The City's Sport Hosting program, based out of the Richmond Olympic Oval, continued to be a driver of economic activity in Richmond with estimated economic value to the City of over \$9M per year. Over 75 tournaments and events are hosted or supported by the Oval each year.

Council approved the Terms of Reference to prepare an update to the Agricultural Viability Strategy (AVS). The AVS is a long-term commitment and partnership of the City and the agricultural community to strengthen and enhance agricultural viability in Richmond.

Council approved an Industrial Lands Intensification Initiative (ILII), aiming to introduce policies for better utilization of existing industrial lands in alignment with business needs. The benefits of industrial intensification include accommodating increased economic and employment activity on a limited industrial land base and reducing the development pressure on agricultural lands.

Goal 8: Supportive Economic Development Environment

The Inter-Municipal Business Licence Bylaw was introduced in 2016 in partnership with Vancouver, Surrey, Burnaby, New Westminster and Delta. This bylaw allows mobile businesses to obtain licences in their home town, reducing barriers to make it easier for mobile companies to do business.

Implementation of the City's Resilient Economy Strategy resulted in sustained job growth, registering at 7.8% over the last Census period and maintaining the City's share of regional employment at the target 11%.

The Municipal and Regional District Tax (MRDT), funded by visitors to Richmond increased to 3% and broadened to support tourism sector marketing and development through partnerships with the Richmond Hotel Association and Tourism Richmond. An estimated \$22M will be invested in local tourism sector development over the 2017–2022 period as a result.

The City's Business Development Program, providing custom-tailored services and support to Richmond businesses and company prospects, facilitated the creation and retention of 8,000 jobs over the term.

The Richmond Film Office saw an increased variety of filming activity this term. Local favourite, "Once Upon a Time" filmed regularly in Steveston, and new dramas, "Siren" and "The Crossing" filmed portions of their pilots in the village. The City also hosted the television shows "Supernatural", "DC's Legends of Tomorrow", and "Man in the High Castle", among many others. The feature films "Deadpool", "Hard Powder", "Ollie" (a "Predator" remake) "Overboard" and "Skyscraper" all filmed in various locations in the city.







Top left: Filming in Steveston. Bottom left: Richmond World Festival. Right: Richmond Harvest Fest.

Goal 9: A Well-Informed Citizenry

2014-2018 Highlights



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

Ensuring residents of Richmond have access to information and online City services in a clear, user-friendly manner, Council endorsed several upgrades to the City's web and mobile applications. These included a redesign of the City's Richmond.ca website, providing e-services including online payment of property taxes, expanded access to the Richmond Museum and Archives collections, and updates to the City's Geographic Information System (GIS). User visits increased by 35% following these upgrades.

Version 1.0 of the Richmond BC mobile app was released in 2015, including iBeacon technology to provide way-finding and tour guidance of the Britannia Heritage Shipyard. Version 2.0 was released in 2017, combining event information, recreation program information, recreation membership pass, and garbage/recycling schedules tailored personally for the user.

Free public Wi-Fi was implemented in select City-owned public facilities and expanded in fall 2016.

The City won the 2015 International Association of Business Communicators (IABC) Gold Quill Award of Excellence in Government Communication for the City's Green Cart communications campaign.

The popularity of the City's Let's Talk Richmond online engagement platform has grown steadily during the Council term. The site has been used to support more than 50 public engagement projects since 2014, engaging more than 20,000 visitors.

The reach of the City's Facebook account has grown by more than 50% during the current Council term. Twitter accounts for the City of Richmond and the Richmond RCMP have over 5,510 and 7,870 followers respectively.

An enhanced social media campaign was undertaken in support of the City's response to winter 2016/17's extraordinary snow events. Nearly 100 Facebook and Twitter posts reached more than 20,000 citizens.

Goal 9: A Well-Informed Citizenry

River Level Sensors, which provide real time water level and ship freeboard information, were made accessible on the internet for 24/7 public access.

Residents demonstrated interest, through increasing attendance, in the several annual open house events and public engagement sessions hosted by the City this term.







Top left: Information Fair. Top right: Engineering and Pubic Works Open House. Bottom: Park Planning Process – Steveston.

Awards and Recognition

2014-2018 Highlights



One of the ways to reflect on the success of initiatives that have furthered Council's goals, is to note the numerous awards and formal titles of recognition the City received this term. Council understands that in addition to the work that is done by the City, residents and businesses within Richmond play a large role in enhancing the social fabric and vibrancy of our community. Throughout this term of office, the City has recognized high achievers in the community through formal letters and award presentations. This includes hosting annual events such as the Arts Awards, the Heritage Awards, the Richmond Sports Hall of Fame induction ceremonies, the Richmond Outstanding Youth (U-ROC) Awards, the Richmond Civic Appreciation Events, and supporting the Richmond Sports Council's Sports Awards, the Richmond Chamber of Commerce Business Excellence Awards, and more. Council recognizes that in addition to those formally recognized, there are many community members and businesses in the City that are working together to help achieve the City's vision to be the most appealing, livable, and well-managed community in Canada. The following list highlights some of the awards and recognition the City has received this term of office.

2018

BCRPA (BC Recreation and Parks Association):

- Facility Excellence Award for City Centre Community Centre; and
- Program Excellence Award for the Pollinator Pasture program.

Smart Cities Challenge: Finalist for cities with a population of 500,000 or less for the proposal for an Intelligent Operation Hub in Richmond.

Government Finance Officers Association (GFOA) of the United States and Canada:

- Canadian Award for Financial Reporting (15th consecutive year); and
- Outstanding Achievement in Popular Annual Financial Reporting Award (8th consecutive year).

Canadian Institute of Planners: Award for Planning Excellence in Social Planning for the Storeys Development.

2018 (con't)

The Smart Cities Connect Expo and Conference:

Recognized in the categories of Citizen Engagement, and Governance as one of the top 50 cities in the world for Smart City initiatives for the MyRichmond program.

International District Energy Association (IDEA):

2018 District Energy Leadership Award in recognition of the City's commitment and vision in deploying innovative and sustainable district energy in our community.

2017

World Leisure Organization (WLO): World Leisure Community of Excellence Award for use of leisure to improve its citizens' quality of life.

Recreation Facilities Association of BC (RFABC): 2017 Bill Woycik Outstanding Facility Award for the City Centre Community Centre.

BC Recreation and Parks Association (BCRPA): 2017 Parks Excellence Award for the Terra Nova Adventure Play Environment.

UBCM Wood WORKS! BC and Canadian Wood

Council: Community Recognition Award for leadership in the use of wood in the construction of the Alexandra District Energy Utility service building.

Rick Hansen Foundation:

- Accessible Cities Award for accessibility and inclusivity in the built environment; and
- Circle of Excellence recognition for the Richmond Olympic Oval as a 'best in class' example of accessible and inclusive community places or spaces.

2016

National Trust for Canada: Prince of Wales Prize for Municipal Heritage Leadership, Canada's most prestigious heritage award for Richmond's commitment to heritage preservation.

Canadian Event Industry Awards: Most Outstanding Event in Canada for the inaugural Richmond World Festival.

Union of BC Municipalities (UBCM): Community Excellence Award in Best Practices, Excellence in Action category, for Richmond's district energy implementation initiatives.

Fraser Basin Council: E3 Fleet Certification – Platinum level. Richmond is the first and only municipality in Canada to receive this award, which honours environmentally friendly practises in managing large vehicle fleets.

Planning Institute of BC (PIBC): Silver Award for Excellence in Policy Planning for Richmond's Ecological Network Management Strategy.

2015

International Association of Sports and Leisure Facilities (IAKS) and the International Olympic Committee (IOC): All Time Award, which is reserved for landmark sports facilities and only awarded every 50 years, was awarded to the Richmond Olympic Oval.

International Association of Business Communicators (IABC): Gold Quill Awards – Award of Excellence.

Canadian Society of Landscape Architects: Award of Excellence for Terra Nova Adventure Play Experience.

Federation of Canadian Municipalities (FCM):

Sustainable Communities Award – Neighbourhood Development Plan, Honourable Mention.

Union of BC Municipalities (UBCM): Community Excellence Award for Partnerships for the Kiwanis Towers Project.





Report to Committee

To:

Planning Committee

Date:

August 16, 2018

From:

Kim Somerville

File:

08-4057-05/2018-Vol

Manager, Community Social Development

Re:

Housing Agreement Bylaw No. 9896 to Permit the City of Richmond to Secure

Affordable Housing Units located at 6340 No. 3 Road (Keltic (Brighouse)

Development)

Staff Recommendation

That Housing Agreement (6340 No. 3 Road) Bylaw No. 9896 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 17-773703.

Kim Somerville

Manager, Community Social Development

(604-247-4671)

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law Development Applications		Seener	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	Initials:	APPROVED BY CAO TO	

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9896 (Attachment 1) to secure 2,012 m² (21,664 ft²) or 27 affordable rental housing units in the proposed development located at 6340 No. 3 Road (Attachment 2).

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

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

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

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

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy 2017-2027, adopted on March 12, 2018, which specifies the creation of affordable rental housing units as a key housing priority for the City. As the rezoning application was received prior to July 24, 2017, it is subject to grandfathering of the five percent affordable housing contribution rate. This rezoning introduces the development of 519 residential units, commercial and office space, and an Early Childhood Development Hub (RZ 17-773703).

An agreement was reached where Keltic (Brighouse) Development Ltd. would register the City's standard Affordable Housing Agreement to secure 27 affordable rental housing units, clustered within the residential building.

At its June 11, 2018 Council Meeting, Council gave second and third readings to the Rezoning Application RZ 17-773703 for the redevelopment of 6340 No. 3 Road. The Development Permit is anticipated to be considered at the September 26, 2018 Development Permit Panel. The registration of a Housing Agreement and Housing Covenant are conditions of the Rezoning Application, which secures 27 affordable rental housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy.

The proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9896) is presented as attached. It is recommended that the Bylaw be introduced and given first, second

and third readings. Following adoption of the Bylaw, the City will execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject development application involves a development consisting of approximately 69 residential units, including 27 affordable rental housing units. The affordable rental housing units anticipated to be delivered are as follows:

	Affordable Housing Strategy Requirements			Project Targets	
Unit Type	Min. Permitted Unit Area	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	15%	4
1-BR	50 m ² (535 ft ²)	\$975	\$38,250 or less	33%	9
2-BR	69 m² (741 ft²)	\$1,218	\$46,800 or less	26%	7
3-BR	91 m² (980 ft²)	\$1,480	\$58,050 or less	26%	7
TOTAL		N/A	N/A	100%	27

The Housing Agreement restricts the annual household incomes and maximum rents for eligible occupants and specifies that the units must be made available at affordable rental housing rates in perpetuity. The Agreement includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable rental housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces (i.e., parking) and will not be charged additional costs (i.e., move in/move out fees). The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the 27 affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9896 is required to permit the City to enter into a Housing Agreement, which together with the housing covenant will act to secure 27 affordable rental housing units that are proposed in association with Rezoning Application RZ 17-773703.

Monica Bennington

Affordable Housing Planner

(604-247-4946)

Att. 1: Bylaw No. 9896, Schedule A

Att. 2: Map of Subject Property



Bylaw 9896

Housing Agreement (Keltic (Brighouse) Development Ltd.) Bylaw No. 9896

The Council of the City of Richmond enacts as follows:

1.		Clerk for the City of Richmond are authorized to execute and deliver a substantially in the form set out as Schedule A to this Bylaw, with the egally described as:
	PID:000-586-919	Lot 169 Section 9 Block 4 North Range 6 West New Westminster District Plan NWP41547

2. This Bylaw is cited as "Housing Agreement (Keltic (Brighouse) Development Ltd.) Bylaw No. 9896".

FIRST READING		CITY OF RICHMOND
SECOND READING		APPROVED for content by originating dept.
THIRD READING		APPROVED
ADOPTED		for legality by Solicitor
•		
MAYOR	CORPORATE OFFICER	

Schedule A to Bylaw No. 9896

To Housing Agreement (6340 No. 3 Road) Bylaw No. 9896

HOUSING AGREEMENT BETWEEN KELTIC (BRIGHOUSE) DEVELOPMENT LTD. AND THE CITY OF RICHMOND

HOUSING AGREEMENT (Section 483 Local Government Act)

THIS AGREEMENT is dated for reference, 2018,		
BETWEEN:		
	KELTIC (BRIGHOUSE) DEVELOPMENT LTD. (INC. NO. BC1069789), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at #150-4511 Viking Way, Richmond, BC V6V 2K9 (the "Owner" as more fully defined in section 1.1 of this Agreement)	
AND:		
	CITY OF RICHMOND, a municipal corporation pursuant to the <i>Local Government Act</i> and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1	

WHEREAS:

A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;

(the "City" as more fully defined in section 1.1 of this Agreement)

- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

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In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

- 1.1 In this Agreement the following words have the following meanings:
 - (a) "Affordable Housing Strategy" means the Richmond Affordable Housing Strategy approved by the City on March 12, 2018, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
 - (b) "Affordable Housing Unit" means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
 - (c) "Agreement" means this agreement together with all schedules, attachments and priority agreements attached hereto;
 - (d) "Building Permit" means the building permit authorizing construction on the Lands, or any portion(s) thereof;
 - (e) "City" means the City of Richmond;
 - (f) "City Solicitor" means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
 - (g) "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;
 - (h) "Daily Amount" means \$100.00 per day as of January 1, 2019 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2019, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
 - (i) "Development" means the mixed-use residential, office, institutional and commercial development to be constructed on the Lands;
 - (j) "Development Permit" means the development permit authorizing development on the Lands, or any portion(s) thereof;

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- (k) "Director of Development" means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (l) "Dwelling Unit" means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (m) "Eligible Tenant" means a Family having a cumulative gross annual income of:
 - (i) in respect to a bachelor unit, \$34,650.00 or less;
 - (ii) in respect to a one-bedroom unit, \$38,250.00 or less;
 - (iii) in respect to a two-bedroom unit, \$46,800.00 or less; or
 - (iv) in respect to a three or more bedroom unit, \$58,050.00 or less

provided that, commencing January 1, 2019, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (n) "Family" means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (o) "GST" means the Goods and Services Tax levied pursuant to the *Excise Tax Act*, R.S.C., 1985, c. E-15, as may be replaced or amended from time to time;
- (p) "Housing Covenant" means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the Land Title Act) charging the Lands from time to time, in respect to the use and transfer of the Affordable Housing Units;

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- (q) "Interpretation Act" means the Interpretation Act, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (r) "Land Title Act" means the Land Title Act, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (s) "Lands" means PID: 000-586-919, Lot 169 Section 9 Block 4 North Range 6 West New Westminster District Plan 41547, and including a building or a portion of a building, into which said lands are Subdivided;
- (t) "Local Government Act" means the Local Government Act, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (u) "LTO" means the New Westminster Land Title Office or its successor;
- (v) "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;
- (w) "Owner" means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (x) "Permitted Rent" means no greater than:
 - (i) \$811.00 (exclusive of GST) a month for a bachelor unit;
 - (ii) \$975.00 (exclusive of GST) a month for a one-bedroom unit;
 - (iii) \$1,218.00 (exclusive of GST) a month for a two-bedroom unit; and
 - (iv) \$1,480.00 (exclusive of GST) a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2019, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. 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*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

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- (y) "Real Estate Development Marketing Act" means the Real Estate Development Marketing Act, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (z) "Residential Tenancy Act" means the Residential Tenancy Act, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (aa) "Strata Property Act" means the Strata Property Act S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (bb) "Subdivide" means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the Land Title Act, the Strata Property Act, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the Real Estate Development Marketing Act;
- (cc) "Tenancy Agreement" means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (dd) "Tenant" means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment:
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;

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- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes 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 Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
 - (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;

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Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
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Rezoning Consideration No. 24

- (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and
- (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City:
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is no otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than nine (9) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than nine (9) Affordable Housing Units.
- 3.3 If the Owner sells or transfers any Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.
- 3.4 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;

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- (d) the Owner will not require the Tenant or any permitted occupant to pay any of the following:
 - (i) move-in/move-out fees,
 - (ii) strata fees,
 - (iii) strata property contingency reserve fees;
 - (iv) extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities;
 - (v) extra charges or fees for the use of sanitary sewer, storm sewer, water; or
 - (vi) property or similar tax;

provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, the Owner may charge the Tenant the Owner's cost, if any, of:

- (vii) providing cable television, telephone, other telecommunications, or electricity fees (including electricity fees and charges associated with the Tenant's use of electrical vehicle charging infrastructure); and
- (viii) installing electric vehicle charging infrastructure (in excess of that preinstalled by the Owner at the time of construction of the building), by or on behalf of the Tenant:
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(m) 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

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Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;

- (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
- (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.4(g)(ii) of this Agreement [Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(m) 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 3.4(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (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 Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.5 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
 - (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

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and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation contrary to section 3.4(d).
- No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities contrary to section 3.4(d). Notwithstanding the foregoing, the strata corporation may levy parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units;
- The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except on the same basis that governs the use and enjoyment of these facilities by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan.

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Housing Agreement (Section 483 Local Government Act) Address: 6340 No. 3 Road Application No. RZ 17-773703 Rezoning Consideration No. 24

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the Local Government Act prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata

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Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
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Rezoning Consideration No. 24

corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the Residential Tenancy Act. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands:

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Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
Application No. RZ 17-773703
Rezoning Consideration No. 24

- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;

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Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
Application No. RZ 17-773703
Rezoning Consideration No. 24

- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To:

Clerk, City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

And to:

City Solicitor City of Richmond 6911 No. 3 Road

Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

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Housing Agreement (Section 483 Local Government Act) Address: 6340 No. 3 Road Application No. RZ 17-773703 Rezoning Consideration No. 24

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours

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Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
Application No. RZ 17-773703
Rezoning Consideration No. 24

specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

[Execution blocks follow]

{00478061; 5 }

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

day and year first above written.		
KELTIC (BRIGHOUSE) DEVELOPMENT LTD. (INC. NO. BC1069789) by its authorized signatory(ies):		
Per: Anthony Lo		
Per: Name:		
CITY OF RICHMOND by its authorized signatory(ies):		
Per: Malcolm D. Brodie, Mayor		
Per: David Weber, Corporate Officer		
	CITY OF RICHMOND APPROVED for content by originating dept.	

DATE OF COUNCIL APPROVAL

APPROVED for legality by Solicitor

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Housing Agreement (Section 483 Local Government Act) Address: 6340 No. 3 Road Application No. RZ 17-773703 Rezoning Consideration No. 24

Appendix A to Housing Agreement

STATUTORY DECLARATION

	ADA VINCE	E OF BRITISH COLUMBIA)))	IN THE MATTER OF A HOUSING AGREEMENT WITH THE CITY OF RICHMOND ("Housing Agreement")
то у	WIT:			
l,	nnly de	clare that:		, British Columbia, do
1.	I am			owner of (the declaration to the best of my personal
2.		declaration is made pursuant to tl sing Unit.	ne Housii	ng Agreement in respect of the Affordable
3.	Hous			to, the by the Eligible Tenants (as defined in the addresses and whose employer's names
	[Nan	nes, addresses and phone numbers	of Eligibi	e Tenants and their employer(s)]
4.	The	rent charged each month for the A	ffordable	Housing Unit is as follows:
	(a)	the monthly rent on the date 36 \$\ per month;	55 days b	efore this date of this statutory declaration:
	(b)	the rent on the date of this statut	ory decla	ration: \$; and
	(c)	the proposed or actual rent that date of this statutory declaration		hayable on the date that is 90 days after the
5.	Agre Offic	ement, and other charges in favorce against the land on which the A	ur of the ffordable	Owner's obligations under the Housing City noted or registered in the Land Title Housing Unit is situated and confirm that ations under the Housing Agreement.
{0047	8061; 5 }			Housing Agreement (Section 483 Local Government Act) Address: 6340 No. 3 Road Application No. RZ 17-773703 Rezoning Consideration No. 24

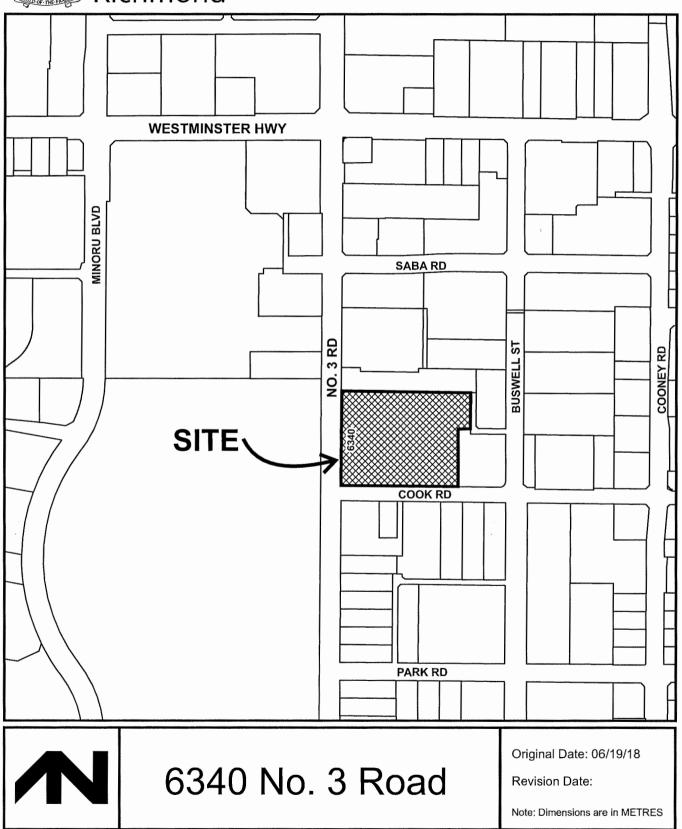
I make this solemn declaration, conscient is of the same force and effect as if Evidence Act.	•	_		•
 ARED BEFORE ME at the City of, in the Province of British pia, this day of, 20))))			
missioner for Taking Affidavits in the) .		DECLARAN	NT

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Housing Agreement (Section 483 Local Government Act) Address: 6340 No. 3 Road Application No. RZ 17-773703 Rezoning Consideration No. 24

5510843







Report to Committee

To:

Planning Committee

Date:

August 16, 2018

From:

Kim Somerville

File:

08-4057-05/2018-Vol

Manager, Community Social Development

Re:

Housing Agreement Bylaw No. 9913 to Permit the City of Richmond to Secure

Affordable Housing Units located at 8620 Railway Avenue (1037533 BC Ltd.)

Staff Recommendation

That Housing Agreement (8620 Railway Avenue) Bylaw No. 9913 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement with 1037533 BC Ltd. substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-709884.

Kim Somerville

Manager, Community Social Development

(604-247-4671)

Att. 2

R	EPORT CONCURRE	ENCE
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law Development Applications	Q Q	- Grew
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO for

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9913 (Attachment 1) to secure 282.61 m² (3,042 ft²) of net floor area or three affordable rental housing units in the proposed townhouse development located at 8620 Railway Avenue (Attachment 2).

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

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

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

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

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy 2017-2027, adopted on March 12, 2018, which specifies the creation of affordable rental housing units as a key housing priority for the City. As the rezoning application was received prior to July 24, 2017, it is subject to grandfathering of the five percent affordable housing contribution rate.

This rezoning introduces the development of a total of 17 townhouse units (RZ 15-709884). An agreement was reached where 1037533 BC Ltd. would register the City's standard Affordable Housing Agreement to secure three affordable rental housing units.

On July 25, 2016, Council gave second and third readings to the Rezoning Application RZ 15-709884 for the redevelopment of 8620 Railway Avenue. The registration of a Housing Agreement and Housing Covenant are conditions of the Rezoning Application, which secures three affordable rental housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy.

The proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9913) is presented as attached. It is recommended that the Bylaw be introduced and given first, second

and third readings. Following adoption of the Bylaw, the City will execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject development application involves a development consisting of approximately 17 residential units, including three affordable rental housing units. The affordable rental housing units anticipated to be delivered are as follows:

	Affordabl	e Housing Strategy	/ Requirements	Project Targets (
Unit Type	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	Unit Mix	# of Units
	Townhouse-Type U	nits (i.e., 1 or 2 storey	units with private street-front entr	ances)	
1-BR+den	50 m ² (535 ft ²)	\$975	\$38,250 or less	33%	1
3-BR	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	67%	2
TOTAL		N/A	N/A	100%	3

The Housing Agreement restricts the annual household incomes and maximum rents for eligible occupants and specifies that the units must be made available at affordable rental housing rates in perpetuity. The Agreement includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable rental housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces (i.e., parking) and will not be charged additional costs (i.e., move in/move out fees). The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the three affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9913 is required to permit the City to enter into a Housing Agreement, which together with the housing covenant will act to secure three affordable rental housing units that are proposed in association with Rezoning Application RZ 15-709884.

Monica Bennington

Affordable Housing Planner

(604-247-4946)

Att. 1: Bylaw No. 9913, Schedule A

Att. 2: Map of Subject Property



Bylaw 9913

Housing Agreement (1037533 BC Ltd. - 8620 Railway) Bylaw No. 9913

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 003-552-357 SEC 24 BLK4N RG7W PL NWP3285 Parcel A, Subsidy Lot 16, (RD40234E).

This Bylaw is cited as "Housing Agreement (1037533 BC Ltd. – 8620 Railway) Bylaw No. 9913".

FIRST READING		CITY OF RICHMOND
SECOND READING		APPROVED for content by originating dept.
THIRD READING		APPROVED
ADOPTED		for legality by Solicitor
MAYOR	CORPORATE OFFICER	

Schedule A to Bylaw No. 9913

To Housing Agreement (1037533 BC Ltd. - 8620 Railway) Bylaw No. 9913

HOUSING AGREEMENT BETWEEN 1037533 BC LTD. AND THE CITY OF RICHMOND

HOUSING AGREEMENT (Section 483 Local Government Act)

THIS AGREEMENT is dated for reference	15	day of	August	_, 2018,
BETWEEN:				

1037533 B.C. LTD (INC. NO. BC1037533), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 2240 – 4871 Shell Road, Richmond, British Columbia V6X 3Z6

(the "Owner")

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "City" as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

- 1.1 In this Agreement the following words have the following meanings:
 - (a) "Affordable Housing Strategy" means the Richmond Affordable Housing Strategy approved by the City on March 12, 2018, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
 - (b) "Affordable Housing Unit" means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
 - (c) "Agreement" means this agreement together with all schedules, attachments and priority agreements attached hereto;
 - (d) "Building Permit" means the building permit authorizing construction on the Lands, or any portion(s) thereof;
 - (e) "City" means the City of Richmond;
 - (f) "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;
 - (g) "Daily Amount" means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
 - (h) "Development" means the mixed-use residential and commercial development to be constructed on the Lands;
 - (i) "Development Permit" means the development permit authorizing development on the Lands, or any portion(s) thereof;

- (j) "Director of Development" means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (k) "Dwelling Unit" means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (l) "Eligible Tenant" means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,650 or less;
 - (ii) in respect to a one-bedroom unit, \$38,250 or less;
 - (iii) in respect to a two-bedroom unit, \$46,800 or less; or
 - (iv) in respect to a three or more bedroom unit, \$58,050 or less

provided that, commencing January 1, 2019, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

((m)	"Family"	means:
١	111	T ammy	means

- (i) a person;
- (ii) two or more persons related by blood, marriage or adoption; or
- (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (n) "Housing Covenant" means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the Land Title Act) charging the Lands, dated for reference _______, 20____, and registered under number CA_______, as it may be amended or replaced from time to time;
- (o) "Interpretation Act" means the Interpretation Act, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;

Housing Agreement (Section 483 Local Government Act) 8620 Railway Avenue Application No. DP16-754735

- (p) "Land Title Act" means the Land Title Act, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (q) "Lands" means lands with the Land Title Office legal description of Lot 1 Section 24 Block 4 North Range 7 West New Westminster District Plan EPP81318, and including a building or a portion of a building, into which said land(s) is or are Subdivided;
- (r) "Local Government Act" means the Local Government Act, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (s) "LTO" means the New Westminster Land Title Office or its successor;
- (t) "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;
- (u) "Owner" means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (v) "Permitted Rent" means no greater than:
 - (i) \$811.00 a month for a bachelor unit;
 - (ii) \$975.00 a month for a one-bedroom unit;
 - (iii) \$1,218.00 a month for a two-bedroom unit; and
 - (iv) \$1,480.00 a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2019, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. 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*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

(w) "Real Estate Development Marketing Act" means the Real Estate Development Marketing Act, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;

- (x) "Residential Tenancy Act" means the Residential Tenancy Act, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (y) "Strata Property Act" means the Strata Property Act S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- "Subdivide" means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the Land Title Act, the Strata Property Act, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the Real Estate Development Marketing Act;
- (aa) "Tenancy Agreement" means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (bb) "Tenant" means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings:
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers.

- Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes 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 Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
 - (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
 - (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and

Housing Agreement (Section 483 Local Government Act) 8620 Railway Avenue Application No. DP16-754735

- (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit a Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than three (3) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than three (3) Affordable Housing Units.
- 3.3 If the Owner sells or transfers one (1) or more Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.
- 3.4 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;

- (d) the Owner will not require the Tenant or any permitted occupant to pay any move-in/move-out fees, strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cable television, telephone, other telecommunications, gas, or electricity fees, charges or rates;
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(1) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City:
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part.

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.4(g)(ii) of this Agreement [Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(l) 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 3.4(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (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 Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.5 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
 - the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.

Housing Agreement (Section 483 Local Government Act) 8620 Raihray Avenue Application No. DP16-754735

- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation.
- No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities, notwithstanding that the Strata Corporation may levy such parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided, however, that the electricity fees, charges or rates for use of electric vehicle charging stations are excluded from this provision.
- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except, subject to section 5.5 of this Agreement, on the same basis that governs the use and enjoyment of any common property, limited common property and other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations and related facilities, by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.

6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the Local Government Act:
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- where the Lands have not yet been Subdivided to create the separate parcels to be (c) charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the Local Government Act prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

Housing Agreement (Section 483 Local Government Act) 8620 Railway Avenue Application No. DP16-754735

7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the Residential Tenancy Act. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

(a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;

- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City:
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

Housing Agreement (Section 483 Local Government Act) 8620 Railway Avenue Application No. DP16-754735

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To:

Clerk, City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

And to:

City Solicitor

City of Richmond 6911 No. 3 Road

Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

1037533 B.C. LTD. (INC. NO. BC1037533) by its authorized signatory(ies):

rer;	Name	T 1) and Share's commenced and State of Share successfully proof a contract of
Per:	ASIT Name:	THACLUAL

	authorized signatory(ies):
Per:	Malcolm D. Brodie, Mayor
Per:	David Weber, Corporate Officer

CITY OF RICHMOND APPROVED for content by originating dept
APPROVED for legality by Solicitor
DATE OF COUNCIL APPROVAL

Appendix A to Housing Agreement

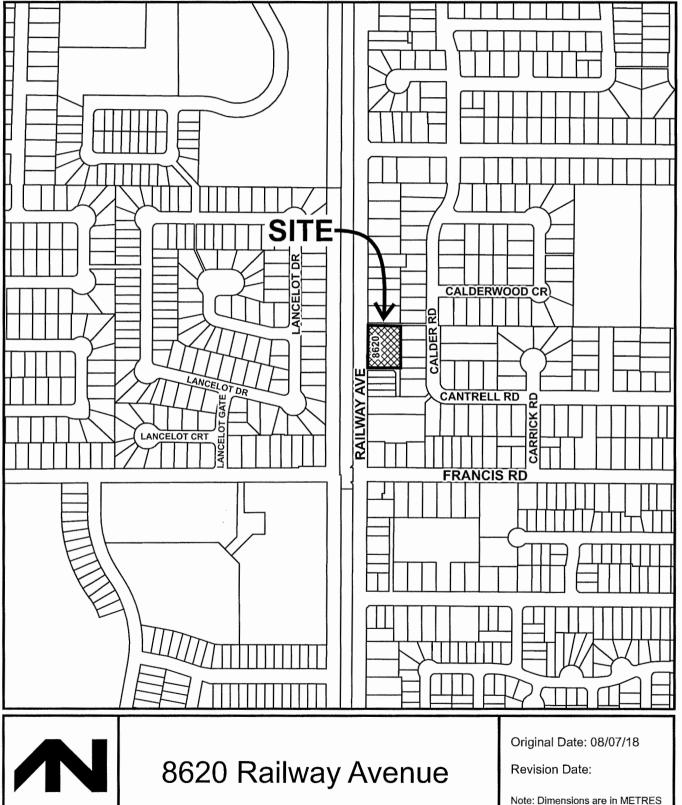
STATUTORY DECLARATION

CANADA PROVINCE OF BRITISH COLUMBIA)))	IN THE MATTER OF HOUSING AGREEME THE CITY OF RICHM	NT WITH	
)	("Housing Agreement"))
TO V	WIT:				
	nnly de	clare that:		, British (Columbia, do
1.	I am "Affi knov	the owner or authorized signatory ordable Housing Unit"), and may	y of the ow ake this de	ner ofeclaration to the best of	(the
2.		declaration is made pursuant to the sing Unit.	ne Housing	Agreement in respect of th	ie Affordable
3.	Hous	the period from	ed only by	to the Eligible Tenants (as diddresses and whose empl	, the efined in the oyer's names
	[Nan	nes, addresses and phone numbers	of Eligible T	renants and their employer((s)]
4.	The i	rent charged each month for the A	ffordable H	ousing Unit is as follows:	
	(a)	the monthly rent on the date 36 \$ per month;	5 days befo	re this date of this statutory	/ declaration:
	(b)	the rent on the date of this statute	ory declarati	on: \$; and	
	(c)	the proposed or actual rent that date of this statutory declaration:			lays after the
5.	Agree Offic	nowledge and agree to comply ement, and other charges in favou e against the land on which the Afronner has complied with the Owne	ir of the Cit ffordable Ho	y noted or registered in thousing Unit is situated and	e Land Title confirm that

is of the same force and effect as <i>Evidence Act</i> .	if made	under	oath	and	pursuant	to	the	Canaa
DECLARED BEFORE ME at the City of , in the Province of British)							
Columbia, this day of)							
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A Commissioner for Taking Affidavits in the)							
Province of British Columbia								

I make this solemn declaration, conscientiously believing it to be true and knowing that it







Report to Committee

To:

Re:

Planning Committee

Date:

August 28, 2018

From:

Wayne Craig

File:

RZ 18-810261

i Oiii.

Director, Development

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Application by Enrich Custom Homes Ltd. for Rezoning at 10320 Lassam Road

from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, for the rezoning of 10320 Lassam Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Wayne Craig

Director, Development 604-247-4625

WC:jr Att. 6

REPORT CONCURRENCE						
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER				
Affordable Housing	✓	Je Eneg				

Staff Report

Origin

Enrich Custom Homes Ltd. has applied to the City of Richmond for permission to rezone 10320 Lassam Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Lassam Road (**Attachment 1**). The proposed subdivision plan is shown in **Attachment 2**.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing legal non-conforming duplex on the property, which would be demolished. The applicant has indicated that each dwelling unit is currently vacant. The units were previously owner-occupied.

Surrounding Development

Development immediately surrounding the subject site is as follows:

2016.

To the North: A single-family dwelling on a lot zoned "Single Detached (RS1/E)," fronting

Lassam Road.

To the South: Single-family dwellings on lots zoned "Single Detached (RS1/B)," fronting

Lassam Road and Wallace Road.

To the East: A single-family dwelling on a lot zoned "Single Detached (RS1/E)," fronting

Floyd Road.

To the West: Single-family dwellings on lots zoned "Single Detached (RS1/B)," fronting

Lassam Road.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject property is located in the Steveston planning area, and is designated "Neighbourhood Residential" in the Official Community Plan (OCP). It is designated "Single Family" in the Steveston Area Plan. The proposed rezoning and subdivision are consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5420

The subject property is located in the area governed by Single-Family Lot Size Policy 5420, which was adopted on October 16, 1989, and subsequently amended by Council on August 17, 1992, and on August 21, 1995. (Attachment 4). The Lot Size Policy permits rezoning and subdivision as per the "Single Detached (RS2/B)" zone. The proposed rezoning and subdivision are consistent with this policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right of way (SRW) across the entire rear property line for the existing municipal sewer. The applicant has agreed to provide an additional 3.0 m wide SRW to align with current City standards for rear yard utility SRWs, for a total SRW width of 6.0 m. The applicant is aware that encroachment into the SRW area is not permitted.

Transportation and Site Access

Vehicle access to the proposed new lots is from Lassam Road, via two new driveway crossings located near the centre of the development site. The applicant has agreed to relocate the existing driveway crossings to better ensure the retention of significant trees in the front yard. The existing driveway crossings are to be removed and replaced with concrete curb and gutter, landscaped boulevard, and sidewalk, to current City standards.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 18 bylaw-sized trees and one hedgerow on the subject property, and one tree on a neighbouring property.

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

- Four trees located in the front yard of the development site, specifically Tree # 312 (115cm cal Silver Maple, southwest corner), Tree # 313 (64cm cal Pine, southwest corner), Tree # 319 (76cm cal Catalpa, northwest corner) and Tree # 320 (64cm caliper Pine, northwest corner) are all identified in very good condition and should be retained and protected.
- 14 trees (Tree # 311, 314, 315, 316, 317, 318, 321, 322, 323, 324, 333, 334, 335, 336) located on the development site have either been historically topped, exhibit large cavities in the upper canopy or are in conflict with the proposed buildings such that they cannot be retained and should be removed and replaced.
- A hedgerow comprised of 8 trees (Tree # 325-332) located on the development site have been historically topped and as a result, are not good candidates for retention. These trees should be removed and replaced.
- One untagged tree on the property to the north will not be impacted by construction and does not require tree protection fencing.
- Replacement trees should be provided at 2:1 ratio as per the OCP unless otherwise determined by City staff.

Tree Protection

Four trees (Trees # 312, 313, 319, and 320) on the subject property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a
 Certified Arborist for the supervision of all works conducted within or in close proximity to
 tree protection zones. The contract must include the scope of work required, the number of
 proposed monitoring inspections at specified stages of construction, any special measures
 required to ensure tree protection, and a provision for the arborist to submit a postconstruction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a \$40,000 Tree Survival Security for the four trees to be retained.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection
 fencing around all trees to be retained. Tree protection fencing must be installed to City
 standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to
 any works being conducted on-site, and remain in place until construction and landscaping
 on-site is completed.

Tree Replacement

The applicant wishes to remove 14 on-site trees (Trees # 311, 314, 315, 316, 317, 318, 321, 322, 323, 324, 333, 334, 335, 336) and 8 trees in a hedgerow (Tree # 325-332). The 2:1 replacement ratio would require a total of 44 replacement trees. Staff recommend that a 1:1 replacement ratio

be applied to the 8 trees in the hedgerow, resulting in a total of 36 replacement trees. The applicant has agreed to plant four trees on each lot proposed, for a total of eight replacement trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
4	10 cm	5.5 m

The applicant will contribute \$14,000 to the City's Tree Compensation Fund in lieu of the remaining 28 trees that cannot be accommodated on the subject property after redevelopment.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a suite or coach house on 50% of new lots created, together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

The applicant has proposed to provide a secondary suite in one of the new single-family dwellings, together with a \$12,297.76 contribution to the City's Affordable Housing Reserve Fund, consistent with the Affordable Housing Strategy.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to enter into a Servicing Agreement for the completion of site servicing and off-site improvements as described in **Attachment 6**. These works include, but are not limited to:

- Min. 1.5 m wide landscaped boulevard behind the existing curb, 1.5 m wide concrete sidewalk, and new driveway crossings.
- Removal of existing driveway crossings and replacement with curb, boulevard, and sidewalk as described above.
- Rear yard utility works.

Financial Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this application is to rezone 10320 Lassam Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two single-family lots.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

The list of rezoning considerations is given in **Attachment 6**.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9905 be introduced and given first reading.

Jordan Rockerbie Planning Technician 604-276-4092

JR:as

Attachment 1: Location Map and Aerial Photo

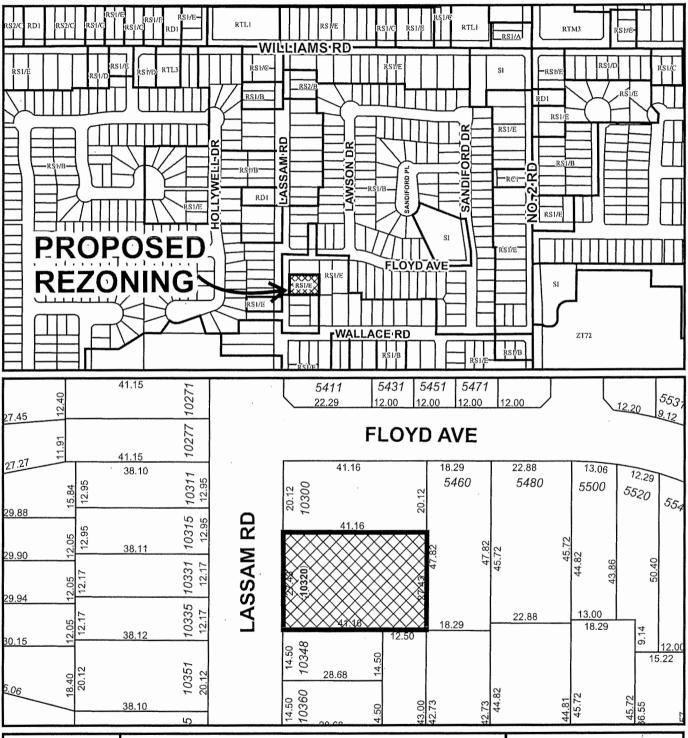
Attachment 2: Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet Attachment 4: Single-Family Lot Size Policy 5420

Attachment 5: Tree Retention Plan

Attachment 6: Rezoning Considerations







RZ 18-810261

Original Date: 03/01/18

Revision Date:

Note: Dimensions are in METRES





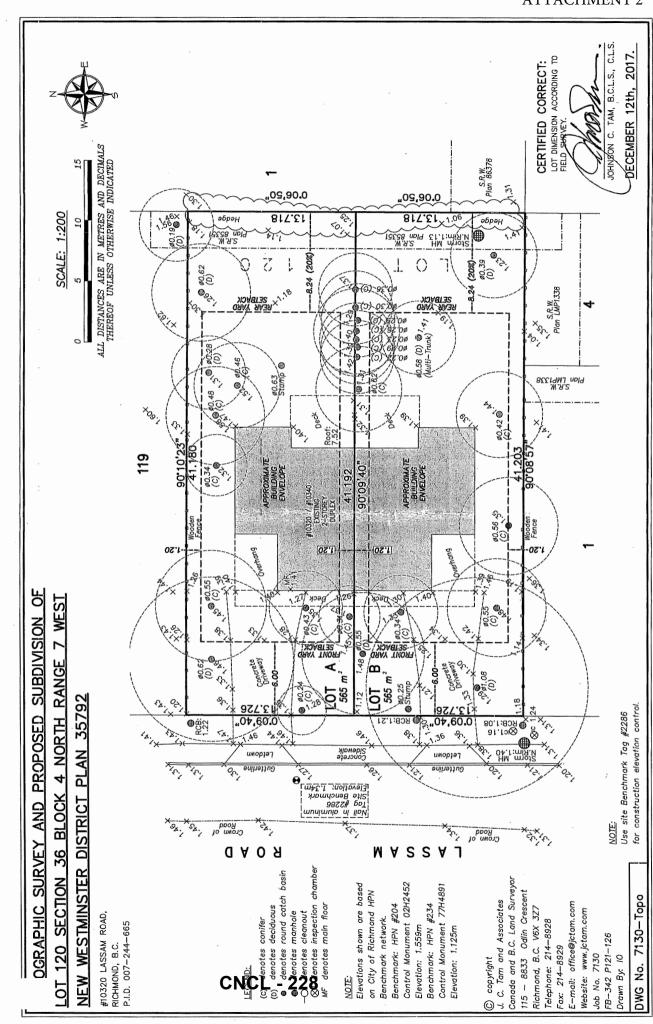


RZ 18-810261

Original Date: 03/01/18

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

RZ 18-810261 Attachment 3

Address: 10320 Lassam Road

Applicant: Enrich Custom Homes Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Xin Ye	To be determined
Site Size (m²):	1,130 m ²	Lot A: 565 m ² Lot B: 565 m ²
Land Uses:	One duplex dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single Family	No change
702 Policy Designation:	Single Detached (RS2/B)	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m²):*	Max. 285 m² (3,074 ft²)	Max. 285 m² (3,074 ft²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	Min. 360 m²	565 m²	none
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Width: 13.73 m Depth: 41.18 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 8.2 for up to 60% of principal dwelling, 10.3 for remainder	none
Height (m):	Max. 2 1/2 Storeys	Max. 2 ½ Storeys	none

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

Smill Line



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995	POLICY 5420
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36	6-4-7

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway**, **Railway Avenue**, **Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

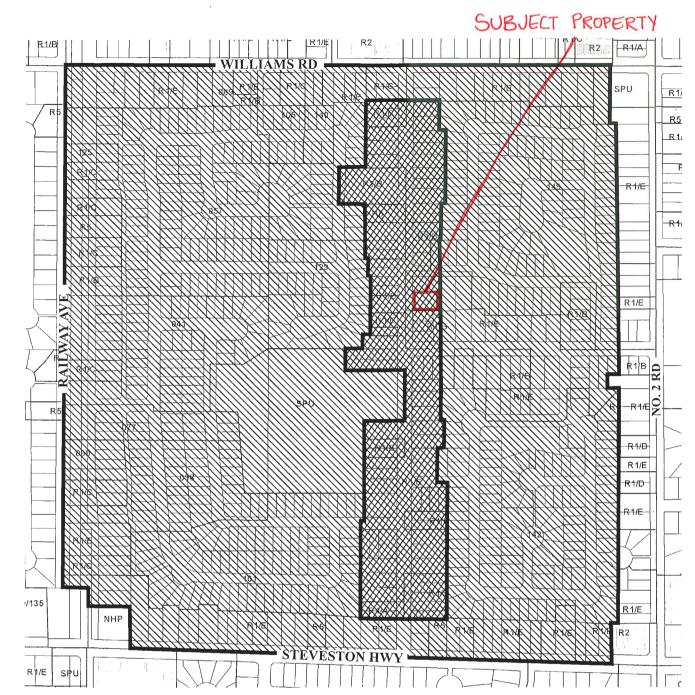
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

and that this policy, as shown on the accompanying plan, 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.

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

Note: There are two adoption dates for two separate portions of Policy 5420.



Subdivision permitted as per R1/B (date of adoption 08/21/95.



Subdivision permitted as per R1/B (date of adoption 10/16/89).

- 1. Williams Road R1/C unless there is a lane or internal access then R1/B
- 2. Railway Avenue & Steveston Highway R1/E unless there is lane or internal access then R1/B.



Policy 5420 Section 36-4-7

Lassam Rd.

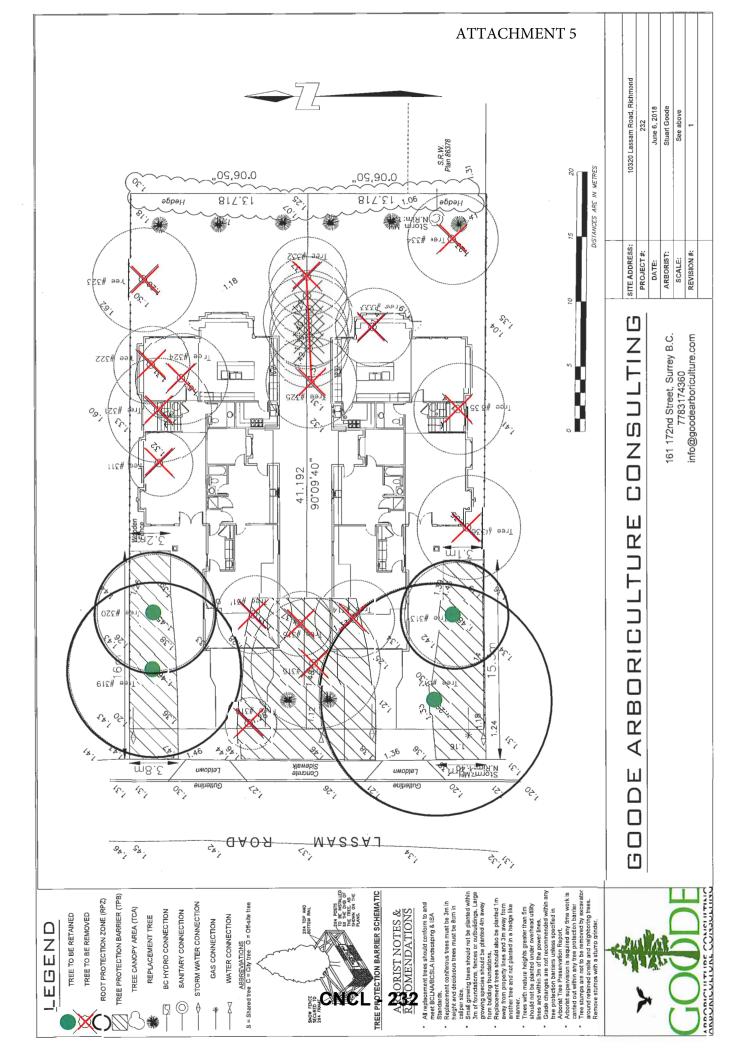
Adopted Date: 08/21/95

Note: Dimensions are in METRES

Adopted Date: 10/16/89

Amended Date: 08/17/92

CNCL - 231





Rezoning Considerations

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

Address: 10320 Lassam Road File No.: RZ 18-810261

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, the developer is required to complete the following:

Submission of a Landscape Security in the amount of \$4,000 (\$500/tree) to ensure that a total of 4 replacement trees are planted and maintained on each lot proposed (for a total of 8 trees); minimum 6 cm deciduous caliper or 3.5 m high conifers). NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A - 3.0 Replacement Trees.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
4	10 cm	5.5 m

- 2. City acceptance of the developer's offer to voluntarily contribute \$14,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the 4 trees to be retained.
- 5. Registration of a flood indemnity covenant on title.
- 6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 7. The City's acceptance of the applicant's voluntary contribution of \$4.00 per buildable square foot of the single-family developments (i.e. \$12,297.76) to the City's Affordable Housing Reserve Fund.

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

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

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

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.

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

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

2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 217.0 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- 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 onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
 - Install two new 25 mm water service connections to serve each of the two newly subdivided lots at the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connection serving the development site.

Storm Sewer Works:

- The Developer is required to:
 - Confirm which property the service connection STCN32407, which is located at the south property line of the development, is serving. Retain this service connection if it is serving the neighboring property, 10348 Lassam Road. If this connection is serving the proposed development, the City at the Developer's cost shall cut and cap this service connection at the inspection chamber STIC57905 and remove the service lateral and the inspection chamber STIC50193.
- At Developer's cost, the City is to:
 - Install a new storm service connection complete with inspection chamber and dual service laterals at the adjoining property line of the newly subdivided lots.
 - Cut, cap, and remove the existing service connections that are serving the development site.

Sanitary Sewer Works:

- The Developer is required to:
 - Widen the rear-yard sanitary SRW to 6.0 m.
 - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
 - Replace approximately 14.0 m of existing sanitary lateral with a new 200 mm sanitary sewer from the existing manhole SMH6630, complete with a new manhole at the adjoining property line of the newly subdivided lots.
 - Install new dual service connections off of the new manhole located at the adjoining property line of the newly subdivided lots.
- At Developer's cost, the City is to:
 - Cut and cap the existing sanitary service connection serving the development site at manhole SMH6630.
 - Tie-in all the existing systems to the new system being installed.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers: **CNCL 234**

Initial:

- When relocating/modifying any of the existing power poles, guy wires and above ground structures within the property frontages.
- To determine if additional above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located on site.
- Complete frontage improvements including:

Aller & Joseph Control

- Construct new concrete curb and gutter as required, minimum 1.5 m wide landscaped boulevard behind the curb, and 1.5 m wide concrete sidewalk.
- Removal of existing driveways crossings and replacement with frontage works as described above.
- Construct two new driveway crossings at the centre of the development site to City standards.

General Items:

- The Developer is required to:
 - 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, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Not encroach into the rear yard sanitary SRW with proposed trees, retaining walls, non-removable fences, or other non- removable structures.

Note:

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

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

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

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

Signed	Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 9905 (RZ 18-810261) 10320 Lassam 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. 007-244-665 Lot 120 Section 36 Block 4 North Range 7 West New Westminster District Plan 35792

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9905".

FIRST READING	CITY OF RICHMON
A PUBLIC HEARING WAS HELD ON	APPROVE by
SECOND READING	APPROVE by Directo
THIRD READING	or Solicita
OTHER CONDITIONS SATISFIED	
ADOPTED	
MAYOR	CORPORATE OFFICER



Report to Committee

To:

Planning Committee

Director, Development

Date: August 24, 2018

From:

Wayne Craig

File:

RZ 17-766525

Re:

Application by Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd. for Rezoning at 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance from Single Detached (RS1/E)

to Parking Structure Townhouses (RTP4), and proposed Zoning Text

Amendment to the Parking Structure Townhouses (RTP4) zone

Staff Recommendation

- 1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9915, for a Zoning Text Amendment to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given first reading.
- 2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, for the rezoning of 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road from "Single Detached (RS1/E)" to "Parking Structure Townhouses (RTP4)", be introduced and given first reading.

Wayne Craig

Director, Development

WC:el Att. 8

	REPORT CONCURRE	ENCE
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER
Real Estate Services Affordable Housing Engineering Transportation		The Every

Staff Report

Origin

August 24, 2018

Alabaster Aequin Limited Partnership and PLLR 228 Holdings Ltd. have applied to the City of Richmond for permission to rezone 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance (Attachment 1) from the "Single Detached (RS1/E)" zone to the "Parking Structure Townhouses (RTP4)" zone in order to permit the development of 63 townhouse units and two secondary suites with two common parking structures. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Zoning Text Amendments to the "Parking Structure Townhouses (RTP)" zone are also being introduced to clarify zoning provisions as outlined in this report, in order to better support the development of high density townhouses with parking structures envisioned in the City Centre Area Plan.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Subject Site Existing Housing Profile

Six of the seven houses located on the subject site have been demolished. The applicants have advised that all of those houses were owner occupied; and there were no suites in the houses. The site currently contains one single family home, which will be demolished. This house is currently owner occupied; and there is no suite in the house.

Surrounding Development

The Spires Road Neighbourhood is identified in the City Centre Area Plan as an area intended to transition from a predominately single family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures.

To the North: A rezoning application to develop 20 townhouse units at 8951 & 8971 Spires Road and 8991 Spires Gate (RZ 18-818420) has been received. This application is under staff review and will be brought forward for consideration in a separate report to Committee.

To the South: Two townhouse complexes and a single family home fronting Cook Road, all on properties zoned "Low Density Townhouses (RTL1)".

To the East: Single family homes on lots zoned "Single Detached (RS1/E)"; these properties are designated for high density townhouse developments under the City Centre Area Plan.

To the West: Existing townhouse complexes, fronting Cooney Road, on lot zoned "Low Density Townhouses (RTL1)" and "Town Housing (ZT53) – Cooney Road (Brighouse Village of City Centre)".

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is "Neighbourhood Residential". This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in "Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial", which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with common parking structure, generally complies with the Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines will take place at the Development Permit stage of the process.

The proposed rezoning is subject to a community planning implementation contribution for future community planning initiatives. Since the application was submitted prior to February 18, 2018 (adoption of Bylaw 9792 to update the amenity and planning contributions with inflation), the applicants will make a cash contribution of \$0.25 per buildable square foot as per the community planning implementation strategy, for a total contribution of \$18,897.60 prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At Development Permit stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

Energy Step Code

Since the subject Rezoning application and the associated Development Permit application were received prior to the introduction of the BC Energy Step Code (approved by Council on July 16, 2018), this development project may not be subjected to the Energy Step Code requirements. The subject development will have until December 31, 2019 to submit an acceptable Building Permit application in order to build under previous energy efficiency requirements.

Since it is anticipated that the subject development project will not be subjected to the BC Energy Step Code, this townhouse development will have to comply with the previous Townhouse Energy Efficiency and Renewable Energy Policy under the OCP and Greening the Built Environment Policy under the CCAP:

- The applicants have committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. Registration of a legal agreement on Title to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developers will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.
- Prior to the Development Permit application being considered by the Development Permit Panel, the applicants will have to provide a list of sustainability features that may be incorporated into the development to ensure Leadership in Energy and Environmental Design (LEED) Silver equivalency is achieved.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, cash-in-lieu contribution of \$8.50 per buildable square foot towards the City's Affordable Housing Reserve Fund is required in exchange for the increased density proposed as part of a rezoning application for townhouse developments (i.e., 0.6 FAR vs. 1.2 FAR). While 63 townhouse units are proposed in the subject development, provision of affordable housing units is not required as it is only required in larger apartment rezoning applications for multi-family or mixed-use developments containing more than 60 residential units. The applicant proposes to make a cash-in-lieu contribution in the amount of \$642,518.40.

Public Art Program Policy

The applicants will be participating in the City's Public Art Program and will be making a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate); for a total contribution in the amount of \$62,740.03. This voluntary contribution will be secured as a rezoning consideration.

Public Consultation

A rezoning sign has been installed on the subject development site. Staff have not received any written comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

The applicants have also delivered a development notice (Attachment 5) to 25 properties in the immediate area (Attachment 6). The applicants reported that no feedback has been received.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the Local Government Act.

Analysis

Road Closure

A new road cross-section is being proposed for the Spires Road Neighbourhood to better support the development of high density townhouses with parking structures, the form of development specifically envisioned for this area in the City Centre Area Plan. The basic road cross-section would be reduced from 20.0 m to 16.0 m and the road closure areas resulting from the reduction would be sold to the developers of adjacent properties (approximately 2.0 m on each side of the street). This strategy provides a number of benefits to both developers and the City including:

- the creation of deeper development sites that can support more functional and livable townhouse configurations;
- development of more intimate streetscapes lined with active residential uses;
- leveraging of the subdivision and street pattern to create a unique, identifiable and highly urban townhouse neighbourhood; and
- funding for and construction of enhanced neighbourhood access, connectivity and public space improvements.

The proposed 16.0 m wide road cross-section would include a 1.5 m wide treed boulevard and 2.0 m wide sidewalk on each side of an 8.7 m pavement, at the tangent section of the road, incorporating two travel lanes and one parking lane. Around the curve section of the road, the pavement will be widened to accommodate opposing vehicle turning movements. The centre line of the new roads would follow the centre lines of the existing roads. This new road cross-section has been reviewed and is supported by Transportation, Engineering, Real Estate Services and Development Applications staff. Reduction of the road right of way width in the Spires Road neighbourhood is a unique situation that is being considered on a case specific basis; however, staff will undertake a city wide review of required road right of way width requirements in the future.

The new development sites would be able to accommodate site planning and building design improvements including:

- additional or varied front yard setbacks, as well as building projections or architectural features on the front façade, to enhance the streetscape;
- additional separations between buildings to increase sun penetration to the interior of the site;

- wider and larger landscaping areas in the interior of the site to improve privacy for facing units;
- larger and more functional habitable space on the ground level to both improve livability and animate the streetscape; and
- walkways along the back of development sites to create additional unit frontages and enhance pedestrian circulation within the neighbourhood.

Based on the proposed 16.0 m wide road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance adjacent to the entire frontage of the subject development site and a portion of the existing curve section of Spire Road in front of the subject development site have been identified for road closure (Attachment 7). The area, which is 446.7 m² (4,808.4 ft²), is surplus to Engineering and Transportation needs.

In association with the subject rezoning, Real Estate Services has drafted Road Closure and Removal of Road Dedication Bylaw 9853; conditional on Council approval, it authorizes staff to undertake the closure of 446.7 m² (4,808.4 ft²) of road, which currently comprises a portion of Spires Road road allowance, and its sale to the applicants. The applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Senior Manager, Real Estate Services.

Road Closure and Removal of Road Dedication Bylaw 9853 must be adopted and the portion of Spires Road road allowance identified must be purchased prior to rezoning bylaw adoption.

Lane Dedication

Lane dedication is required along the west side of the site for the provision of the future north-south lane parallel to Cooney Road. This dedication will start at a width of 4.0 m at the north property line and taper over a length of 15.0 m to a 3.0 m wide dedication along the west property line to the south property line. The taper is required to tie into the future lane to the north that will be offset by 1.0 m. A 3.0 m x 3.0 m corner cut dedication is also required at the southwest corner of the subject development site for the future north-south and east-west lane intersection. No lane dedication is required along the south side of the site for the provision of the future east-west lane parallel to Cook Road; lane dedication will be required from the properties along Cook Road at the time of redevelopment.

Tree Retention and Replacement

The applicants have submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 13 bylaw-sized trees and four hedgerows on the subject development site, 14 trees and six hedgerows on neighbouring properties, and four street trees on City property.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A multi-branching Deodar Cedar tree (specifically tag# 729), located by the proposed entry driveway, is identified in good condition and should be retained.
- Twelve bylaw-sized trees located on the development site (specifically tag# 268, 266, 728, 727 located on the eastern portion of the site, and tag # 724, 725, 720, 721, 717, 719, 716 and 718 located at the northeastern portion of the site) are identified in poor condition and are in conflict with the proposed building footprint. These trees should be removed and replaced.
- Four hedgerows located on the development site (identified as tag# 269, 267, 730 and 726) are in poor condition and should be removed.
- Fourteen trees on neighbouring properties are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Four city trees including a Plum tree (14cm dbh), a Birch tree (30 cm dbh), a Western Red Cedar tree (54 cm dbh) and a Spruce tree (28cm dbh) located along the site frontage may be removed due to their condition and conflicts with proposed frontage improvements (i.e., ditch infill and new sidewalk). Compensation of \$5,850 is required for the removal of the four trees.

Tree Replacement

The applicants wish to remove twelve on-site trees. The 2:1 replacement ratio would require a total of 24 replacement trees. According to the Preliminary Landscape Plan provided by the applicants (Attachment 2), the applicants propose to plant 42 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Fourteen trees and six hedgerows on neighbouring properties are to be retained and protected. The applicants have submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 8). To ensure that the trees identified for retention are protected at development stage, the applicants are required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to Development Permit issuance, submission to the City of a Tree Survival Security as part of the Landscape Letter of Credit. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

• Prior to demolition of the existing dwelling on the subject development site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

It is noted that three trees and one hedgerow located on the adjacent property to the north at 8951 Spires Road, along the common property line, may be removed as part of the proposed townhouse development to the north. Tree protection scheme will be reviewed at Development Permit stage again to confirm whether protection around these off site trees/hedge will still be warranted and whether the proposed building footprint will be located outside of the tree protection zone.

Built Form and Architectural Character

The applicants propose to consolidate the seven properties and the road surplus along the frontage of these properties into one development parcel with a total net site area of 5,852 m² (after lane dedication). The proposal is to build a high density, ground-oriented, four storey stacked townhouse project on the consolidated lot at 1.2 FAR.

The development will contain 63 units, including nine single-level units at grade, 53 two- and three- storey units over parking structures, and one four-storey unit. A total of seven basic universal housing units and two convertible units will be included in the proposal. Dwelling sizes are ranging from 49.5 m² (533 ft²) to 184.1 m² (1,982 ft²). All of the units will have private outdoor areas at grade, on the elevated podium overtop the parking structure, and/or on the roof deck.

Ten units will have street level entry with direct pedestrian access to Spires Road via individual stairways and patio; these homes will also have direct access to the parking area. All other units will be located above the parking structures and will have their main unit entry on the podium level; units located along the future lanes at the west and south edge of the site will also have direct access to the parking area.

Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in two of the multi-level units proposed along Spires Road (see Attachment 2). The total floor area of these units ranges from approximately 138 m² (1,482 ft²) to 166 m² (1,784 ft²); and the size of each secondary suite is approximately 41 m² (442 ft²). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on Title, stating that no Building Permit inspection granting occupancy will be completed until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

Amenity Space

Indoor and outdoor amenity spaces will be provided on-site. Based on the preliminary design, the sizes of the proposed indoor and outdoor amenity spaces comply with the Official Community Plan (OCP) requirements (i.e., 100 m² of indoor amenity space for multiple family development projects of 40 units or more, and 6 m² of outdoor space per unit, respectively). Staff will work with the applicants at the Development Permit stage to ensure the configurations and designs of the indoor and outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Spires Road, providing access to the two parking structures proposed on site. One loading area is proposed on site east of the vehicle access from Spires Road.

To enhance pedestrian circulation within the Spires Road Neighbourhood, the following walkways will be secured prior to final adoption:

- a 6.0 m wide SRW through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent, is required to allow for future pedestrian connection between Spires Road and Cook Road;
- 1.5 m wide SRWs along both the north and east side property lines are required for future pedestrian connections between Spires Road and the future back lanes; and
- a 1.5 m wide SRW along the entire west and south property lines is required for pedestrian circulation along the future back lanes.

Vehicle and Bicycle Parking On-site

The proposal will feature 63 units with a total of 76 resident parking spaces and 13 visitor parking spaces, which meet the minimum bylaw requirements. 32 resident parking spaces will be in a tandem arrangement (43% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that:

- where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit; and
- conversion of any of the tandem parking areas into habitable space is prohibited.

In addition, the proposal will feature seven basic universal housing units and two convertible units; and an accessible parking stall will be provided to each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 113 bicycle parking spaces on site, which exceed the bylaw requirements. Some of the bicycle parking spaces will be provided within a bike storage room within the west parking structure and some of the spaces will be provided at various locations

throughout the two parking structures. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- conversion of any of the bicycle parking areas in this development into habitable space or general storage area is prohibited; and
- all of the bicycle parking areas must remain available for shared common use and for the sole purpose of bicycle storage.

Variance Requested

The proposed development is generally in compliance with the "Parking Structure Townhouses (RTP4)" zone except that a variance to reduce the minimum walkway setback along the new 6.0 m wide SRW through the site from north to south may be required to accommodate the proposed building footprints and proposed foot bridge across the public walkway. Staff support this variance recognizing that a new walkway through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent, is required; and that it is essential to provide direct pedestrian linkage between the two buildings, on the podium level, for easy access to various amenities proposed on site. This unique configuration will be further reviewed and refined in the context of the overall detailed design of the project, including architectural form, site design and landscaping, at the Development Permit stage. Prior to final adoption of the rezoning bylaw, language should be included in the SRW document to indicate that a pedestrian bridge across the 6.0 m wide SRW through the site may be permitted, if specified in a Development Permit approved by the City.

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing west and south property lines of the subject development site for an existing sanitary sewer line. The applicants are aware that no construction is permitted within this area.

Design Review and Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the proposed building form to achieve sufficient variety in design to create
 a desirable and interesting streetscape along Spires Road, along the future lanes abutting
 the development site, and along the internal walkways in the courtyard; to reduce visual
 massing of the buildings; and to address potential adjacency issues with adjacent
 residential uses.
- Refinement of the proposed site plan and site grading to ensure survival of all protected trees on site and on neighbouring sites; and to provide appropriate transition between the proposed development and adjacent existing developments.

- Refinement of the proposed site plan and building design to ensure operational requirements from emergency services and garbage & recycling collection service are met.
- Refinement of landscape design, including the configuration of the outdoor amenity space and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82 and LEED Silver equivalence.

Additional issues may be identified as part of the Development Permit application review process.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- provide a cash-in-lieu contribution in the amount of \$172,800.00 for the construction of a new 750 mm storm sewer via the capital project works that will front the development. This is the cost required for the construction of the storm main fronting the development's property (approx. 87 m) and is a portion of the total cost of the system from the bend at Spires Road to Cook Gate (i.e., 189 m).
- enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage, back lane, public walkways onsite, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicants are also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

Proposed Amendments to the "Parking Structure Townhouses (RTP)" zone

The "Parking Structure Townhouses (RTP)" zone was drafted and included in Zoning Bylaw 8500 (adopted on November 16, 2009) as a "shelf ready" zone. As of July 31, 2018, no site has been rezoned to "Parking Structure Townhouses (RTP)". The purpose of this zone is to facilitate high density town housing with a parking structure in the city centre, as envisioned in the City Centre Area Plan.

Currently, the City has received five rezoning applications proposing to rezone development sites in the city centre area to the "Parking Structure Townhouses (RTP)" zone. During the review process for these applications, staff and the applicants encountered a number of challenges in terms of zoning compliance; clarifications are also required in terms of density calculations, lot coverage calculations, building setbacks, permitted projections, and parking space configurations.

Density Calculations

Unlike conventional townhouses with individual garages, parking structure townhouse developments feature communal parking areas within parking structures, which is similar to the parking arrangement in apartment buildings. Parking structure townhouse developments also provide common stairwells and elevators for vertical circulations between the parking level and the podium level. Since the design of these components of the parking structure townhouse developments is similar to the design in apartment buildings, staff propose to include a number of floor area exemptions that are typically applied to apartment housing (i.e., enclosed parking area, common stairwells and elevators) in the "Parking Structure Townhouses (RTP)" zone. In addition, in order to maintain the livability of parking structure townhouses at a similar level as the conventional townhouses, staff propose to keep a number of floor area exemptions that are typically applied to town housing (i.e., covered porch and vertical circulation within a unit) in the "Parking Structure Townhouses (RTP)" zone. Collectively, the exemptions facilitate adequate circulation space for this unique built form.

Lot Coverage Calculations

Recognizing a landscaped podium is featured in parking structure townhouse developments, the lot coverage for buildings, for non-porous areas, and for landscaping with live plant materials need to be adjusted.

- The maximum lot coverage for building will remain at 50% but the landscaped roof over parking spaces will be excluded from the lot coverage calculation. This is consistent with the definition of *lot coverage* in the Zoning Bylaw 8500.
- The maximum lot coverage for buildings, structures and non-porous surfaces will remain at 75% but a slight increase to 80% will be allowed if specified in a Development Permit. This provision is to accommodate buildings which require a larger footprint in order to facilitate functional habitable space on the ground floor with parking in the middle, and a larger landscaped podium.
- The minimum lot coverage for landscaping with live plant materials will be increased from 15% to 20% as landscaped podium is anticipated in parking structure townhouse developments.

Building Setbacks and Permitted Projections

Staff propose to revise the minimum building setbacks to interior lot line, rear lot line, public walkway, and public lane to match the design guidelines for parking structure townhouses under the City Centre Area Plan (Section 3.2.5). The intent of the new provision is to require a 3.0 m setback where a townhouse unit is to front onto a walkway, and allow the setback to the side of the building/unit be reduced to 1.5 m, if specified in a Development Permit.

Recognizing that the "Parking Structure Townhouses (RTP)" zone will only be allowed in the City Centre area and that the required building setbacks to property lines will be smaller than those required in convention townhouse developments, staff propose to include a new set of

permitted projections in the "Parking Structure Townhouses (RTP)" zone to allow for building articulations. This set of permitted projections is based on what are currently allowed in typical convention townhouse developments, but are revised taking the smaller building setbacks into account.

Tandem Parking Space Configuration

The current zoning bylaw provisions related to tandem parking arrangements in townhouses only speak to tandem parking arrangements in individual garages and require additional lateral clearance space in the garages for functionality purposes. Since resident parking in parking structure townhouse developments will be provided in communal parking structures, the additional lateral clearance space for tandem parking arrangement will no longer be warranted. Staff propose to include a new provision in the "Parking Structure Townhouses (RTP)" zone to clarify the requirements that:

- tandem parking is limited to 50% of the resident spaces required;
- standard parking space dimensions are required when in tandem arrangement; and
- where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

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, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$7,800,00. This will be considered as part of the 2020 Operating budget.

To facilitate the narrowing of Spires Road and the subject rezoning application proposal, the applicants propose to purchase a portion of the Spires Road road allowance for inclusion in the applicants' development site. The total approximate area of City lands proposed to be sold and included in the development site is 446.7 m² (4,808.4 ft²). As identified in the attached rezoning considerations (Attachment 9), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council.

Conclusion

The proposed 63-unit townhouse development is consistent with the Official Community Plan (OCP) and the City Centre Area Plan. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 9; which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9914 be introduced and given first reading.

In response to the challenges encountered during the review of in-stream rezoning application for parking structure townhouse developments, text amendments to the Richmond Zoning Bylaw 8500 are required to fine tune the zoning requirements under the "Parking Structure Townhouses (RTP4)". It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9915 be introduced and given first reading.

Edwin Lee Planner 1

EL:rg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Specific Land Use Map: Brighouse Village (2031)

Attachment 5: Development Notice

Attachment 6: Notification Area

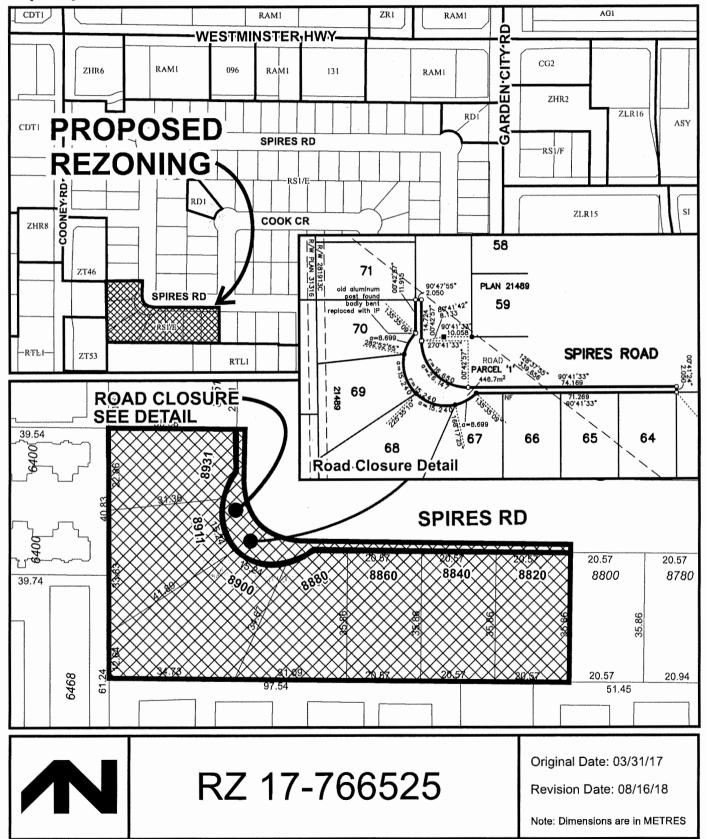
Attachment 7: Proposed Road Closure Plan

Attachment 8: Tree Protection Plan

Attachment 9: Rezoning Considerations



City of Richmond



CNCL - 251





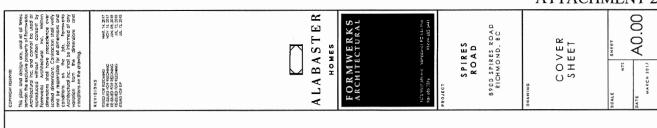


RZ 17-766525

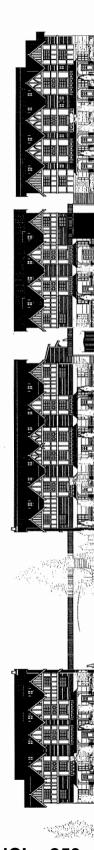
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Revision Date: 08/15/18

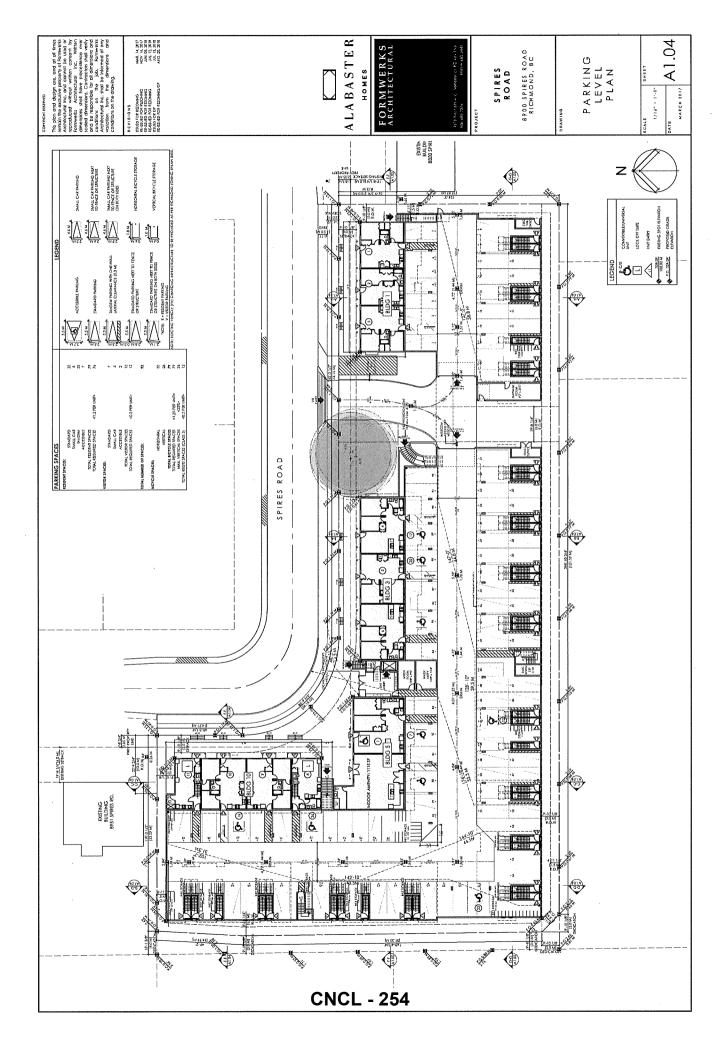
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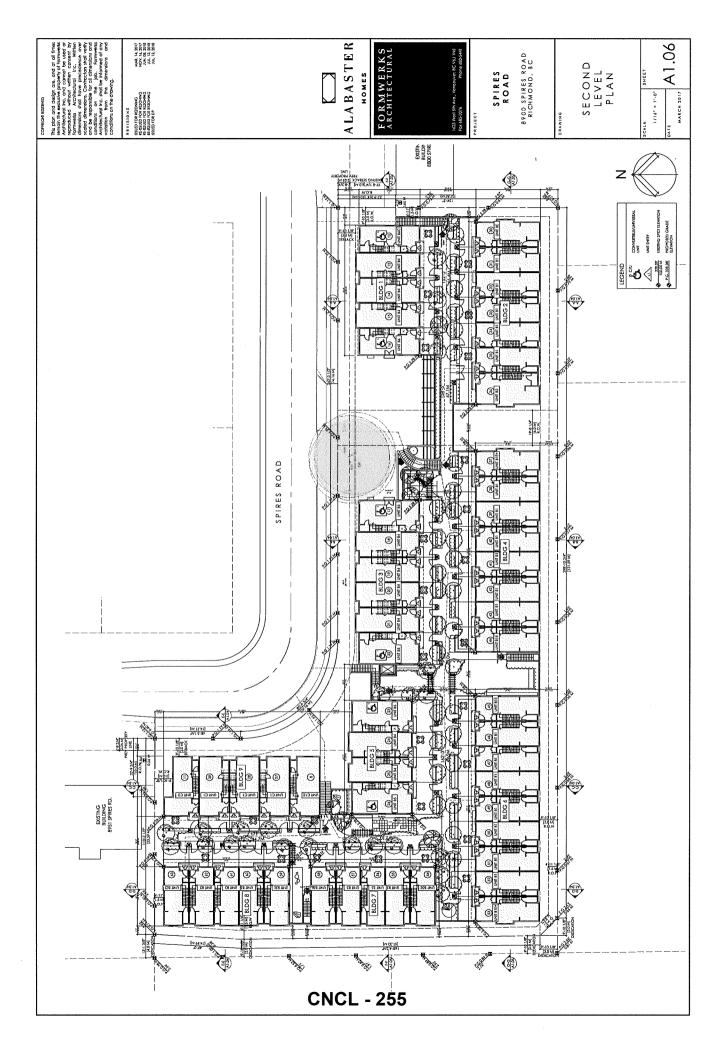


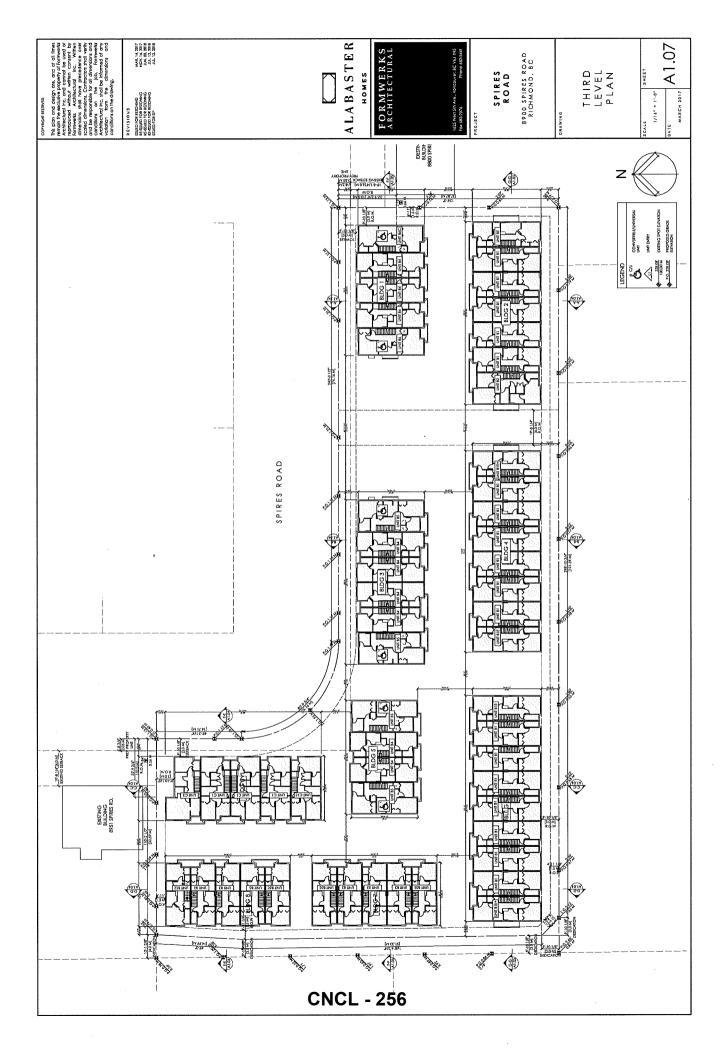
SPIRES ROAD RICHMOND, BC

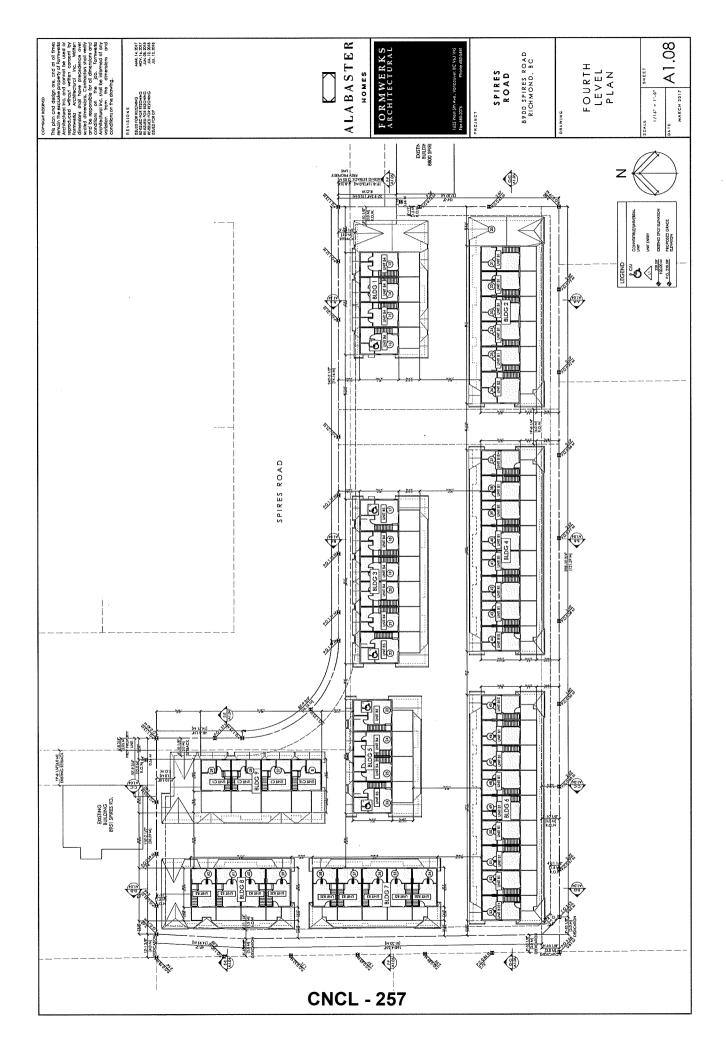


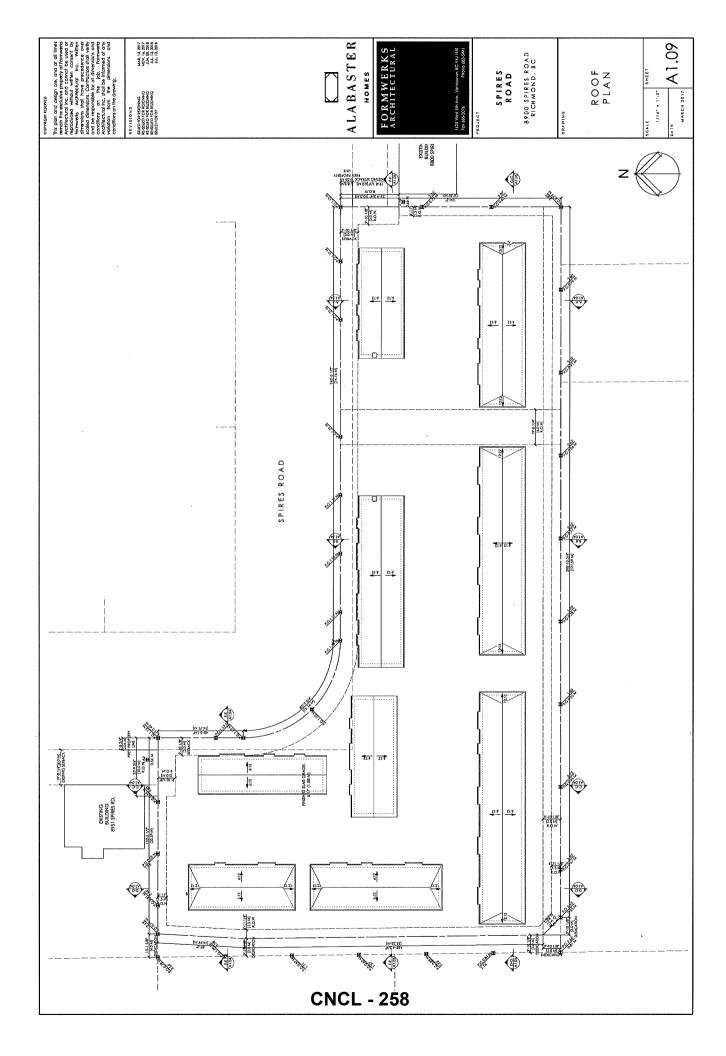
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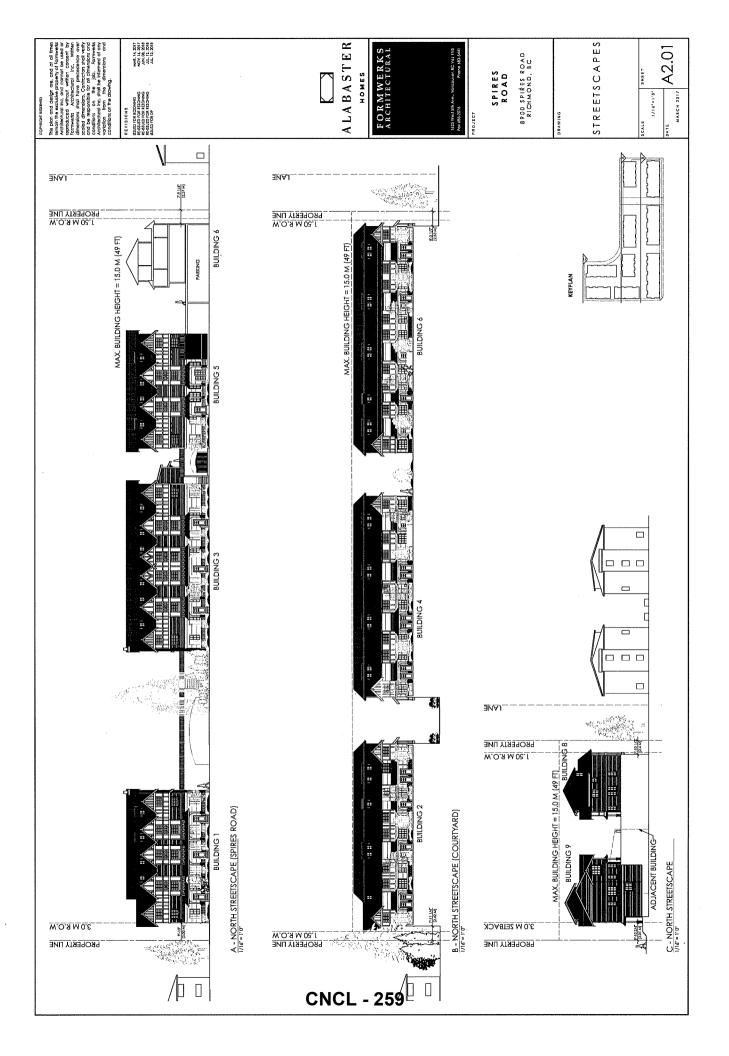


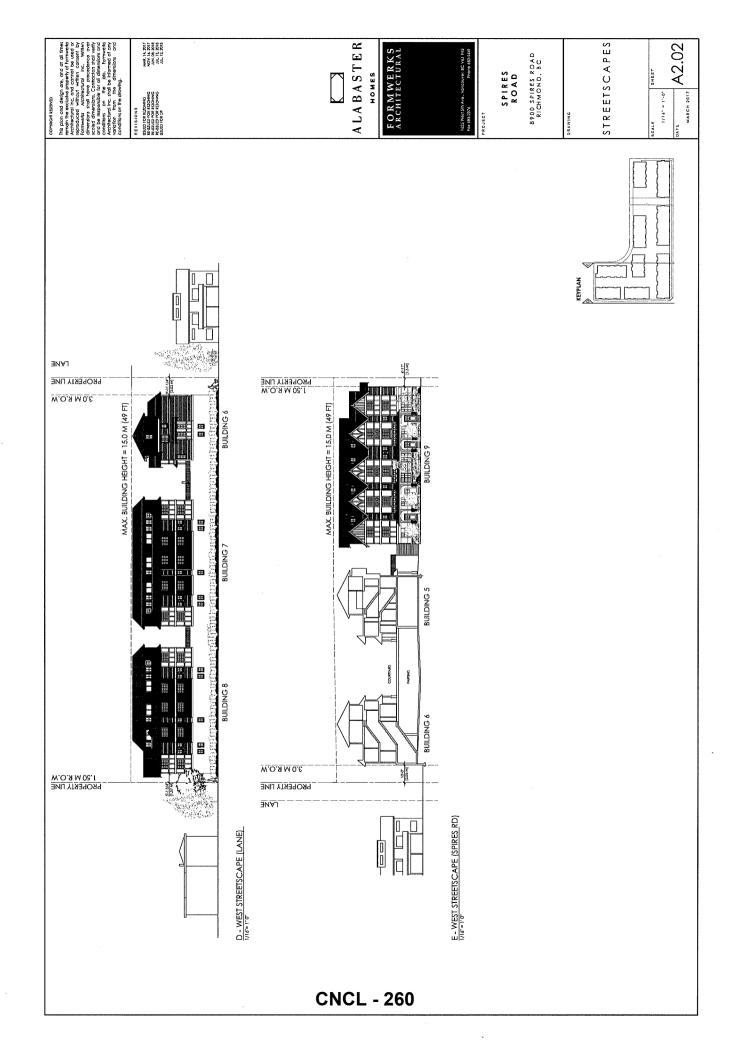


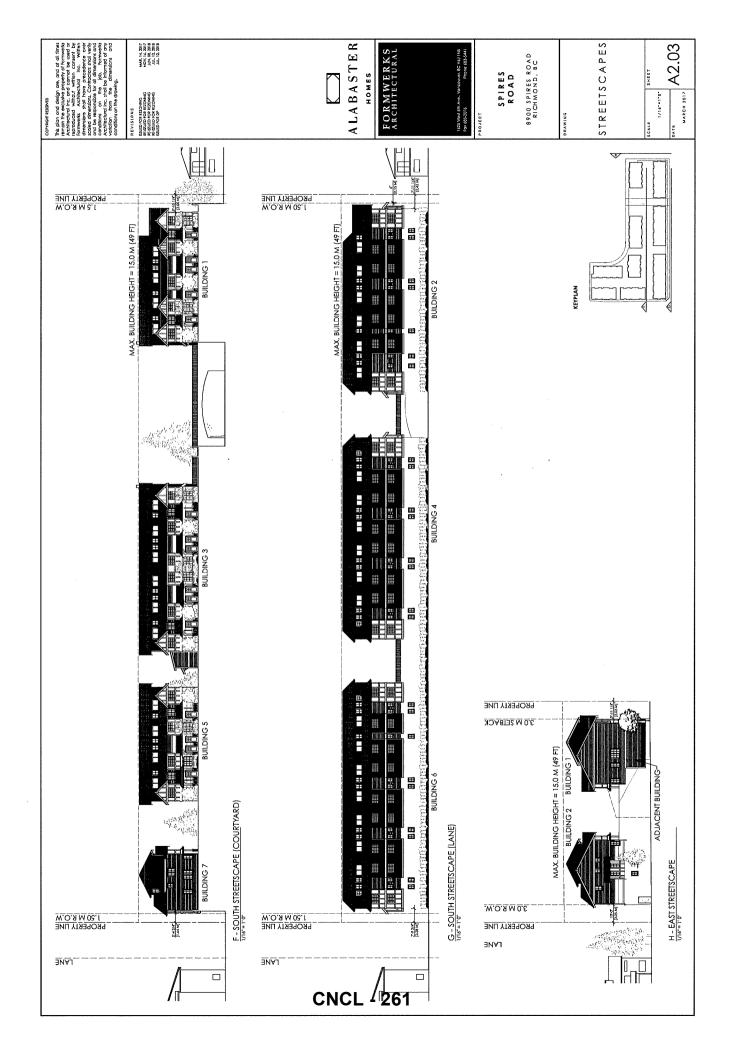


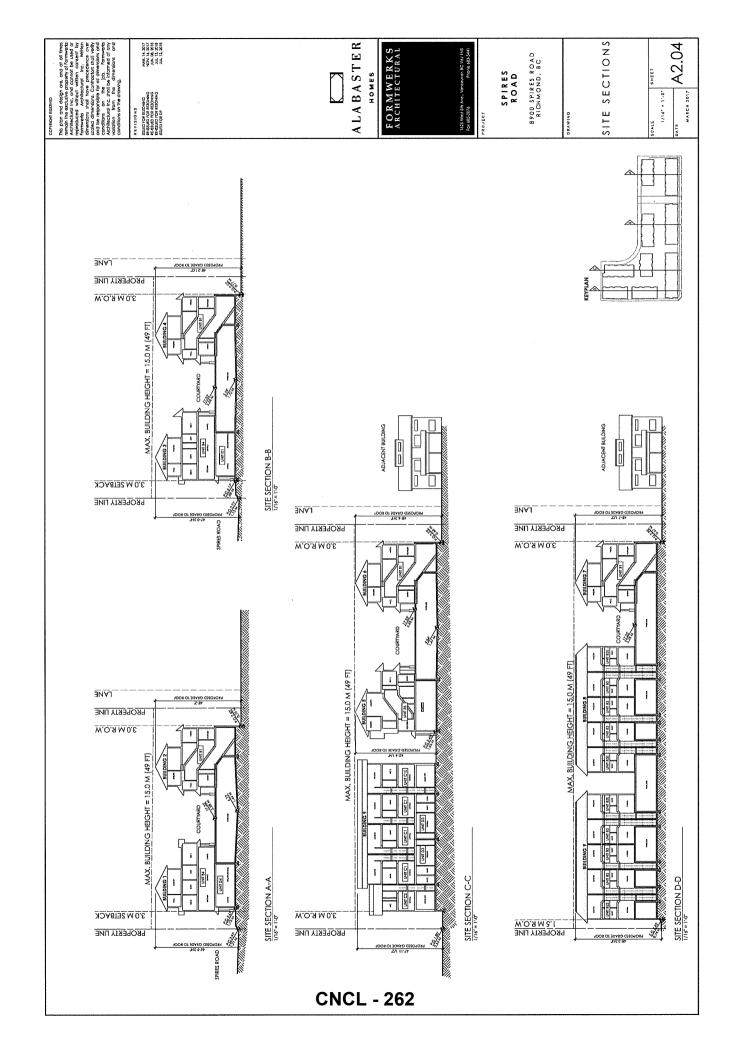


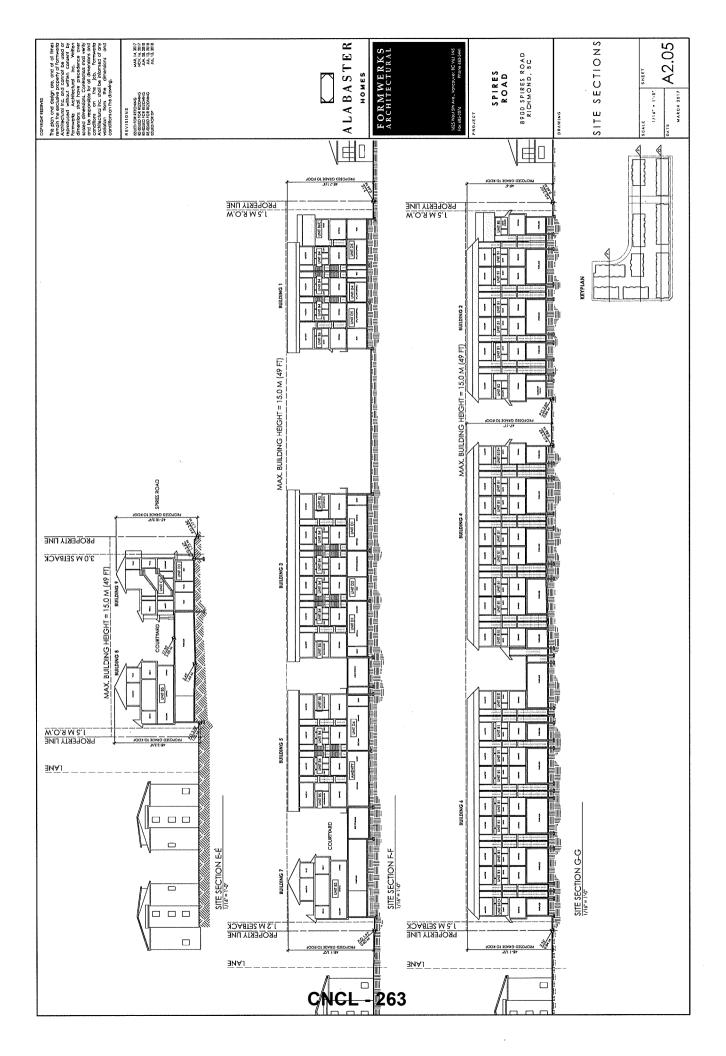














Development Application Data Sheet

Development Applications Department

RZ 17-766525 Attachment 3

8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of

Address: the Spires Road road allowance

Applicant: Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd.

Planning Area(s): City Centre

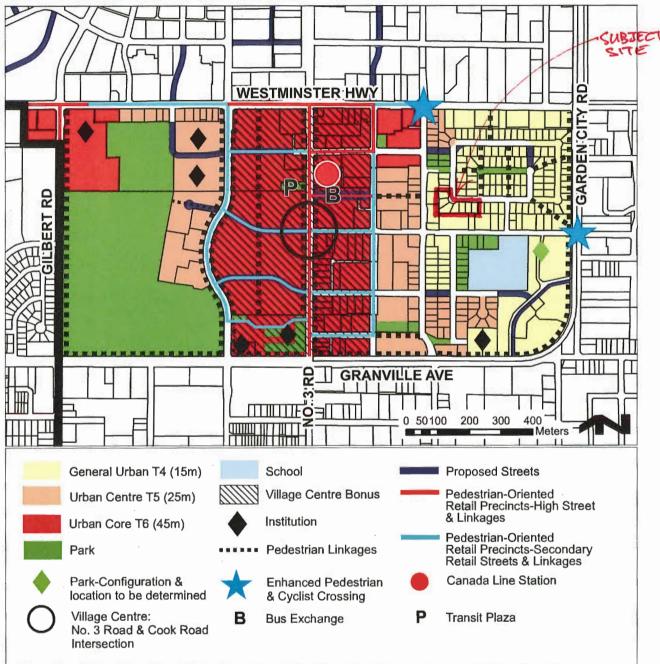
	Existing	Proposed			
Owner:	PLLR 228 Holdings Ltd.	No Change			
Site Size (m²):	6,075 m ²	5,852 m ²			
Land Uses:	Single-Family Residential	Multiple-Family Residential			
OCP Designation:	Low-Density Residential	No Change			
Area Plan Designation:	City Centre Area Plan: General Urban T4 Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial	No Change			
702 Policy Designation:	N/A	No Change			
Zoning:	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)			
Number of Units:	7	63			
Other Designations:	N/A	No Change			

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.20 Max.	none permitted
Lot Coverage – Building:	Max. 50%	50% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80% Max.	none
Lot Coverage – Landscaping:	Min. 20%	20% Min.	none
Setback – Front Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Side Yard – North (m):	Min. 1.5 m	1.5 m Min.	none
Setback - Side Yard - East (m):	Min. 1.5 m	1.5 m Min.	none
Setback - Lane (South) (m):	Min. 1.5 m	1.5 m Min.	none
Height (m):	Max. 15.0 m (4 storeys)	15.0 m (4 storeys) Max.	none
Lot Depth:	Min. 30.0 m	33.59 m	none
Site Area:	Min. 2,400 m ²	5,852 m ²	none

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V)	1.25 (R) and 0.20 (V) per unit	none
Off-street Parking Spaces – Total:	76 (R) and 13 (V)	79 (R) and 13 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (76 x Max. 50% = 38)	32	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (92 x Max. 50% = 46)	8	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (92 x 2% = 2 spaces)	9	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.58 (Class 1) and 0.20 (Class 2) per unit	none
Off-street Parking Spaces – Total:	78 (Class 1) and 10 (Class 2)	100 (Class 1) and 13 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m² or Cash-in- lieu	104 m²	none
Amenity Space - Outdoor:	Min. 6 m ² x 63 units = 378 m ²	432 m²	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

Specific Land Use Map: Brighouse Village (2031)





JUNE 11, 2018

Dear Neighbour,

RE: Proposed Development - Rezoning file no. RZ 17-766525

We are writing with regards to a proposed development in your area located at 8900 Spires Road, Richmond, BC. The site is being rezoned from single-family use to multi-family use in accordance with the Official Community Plan. The development will be comprised of a mix of townhouses on an above-ground parking structure, with garden condominium at grade. Preliminary project statistics as follows:

Townhouses: 54 units Condominiums: 9 units Site Area: 63, 215 square feet Net Floor Area: 75, 804 square feet

Floor Space Ratio: 1.2

As developer of this project, Alabaster Homes is committed to responsible community planning and construction practices. The City of Richmond will be fielding any questions from neighbours. If you have any questions or comments regarding this proposal, please contact:

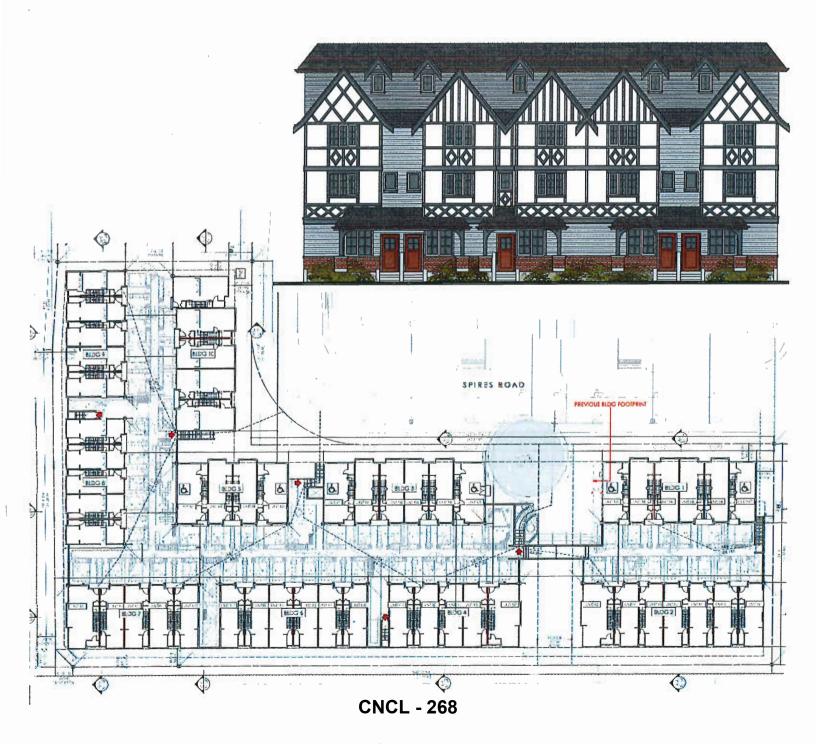
Edwin Lee Development Applications Department City of Richmond 604-276-4395

Sincerely,

ALABSTER HOMES



Proposed Elevation and Site Plan:





REFERENCE PLAN TO ACCOMPANY THE CITY OF RICHMOND ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BYLAW NO. 9853 OF A PORTION OF ROAD DEDICATED ON PLAN 21489 SECTIONS 9 AND 10, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT

and order

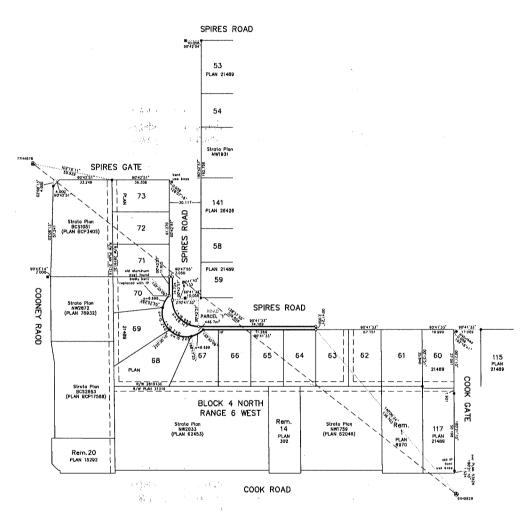
Sa Paris

PLAN EPP84198

Pursuant to Section 120, Lond Title Act and Section 40, Community Charter BCGS 92G.015

SCALE 1 : 750
15 0 15 3
All distances are in metres. The Intended plot size of this plon is mm in width by 560mm in helphi (O size) when piolled at a scale of 1 : 750.

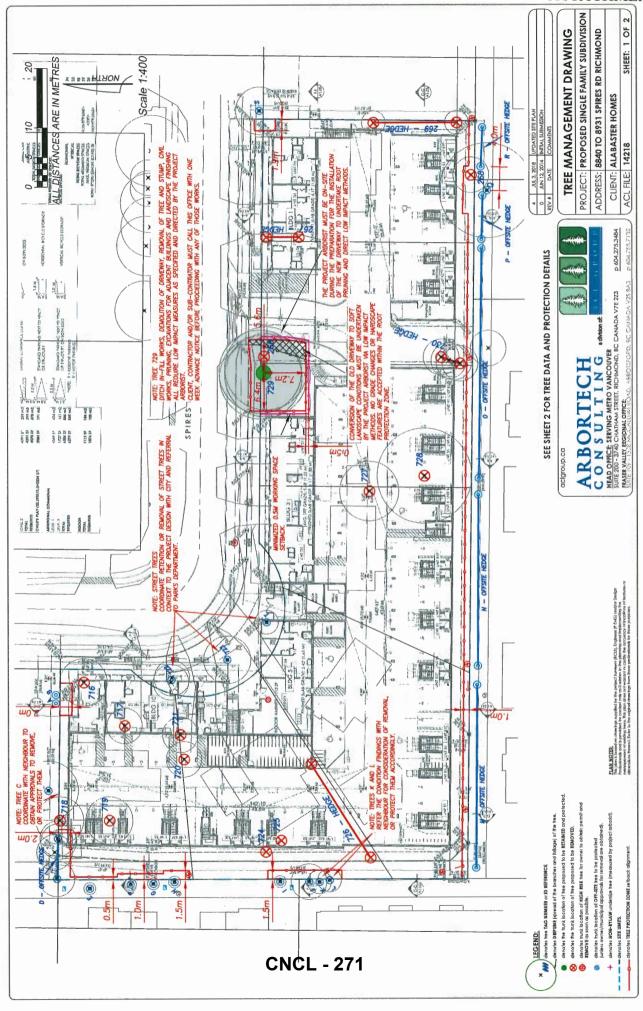
medalik.



UTU Zone Datum: NADB3	10 Coordnals (CSRS)4 0 0 BC	1.GVRD
Point Identifier	77114578	91119879
UTU Horthing	5448173.88	5445961.91
UTU Easting	490415.93	490551 15
Point combined factor	0.9998041	0 9996039
Estimated horizontal positional accuracy	0.01m	0.01m

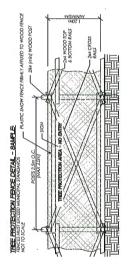
This plan lies within the surjediction of the Approving Officer for City of Richmond

LNLS METRO VANCOUVER FILE: 14612_04REF T 604.327.1535 WEB WWW.LNLS.CA



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SEE SHEET 1 FOR TREE LOCATION AND RETENTION/REMOVAL DETAILS

acigroup.ca

ARBORTECH
CONSULTING advance
HEAD OFFICE SERVING METRO VANCOUVER
SUITE 200 - 37-40 CHAITHAM STREET, RICHMOND, BC CANADA V78 223
FARSE NATIONAL STREET, RICHMOND, BC CANADA V78 233

p 604.275.3484 p 604,755,7132

4 JUL 3, 2018 UPDATED SITE PLAN
0 JUN 12, 2014 INITIAL SUBMISSION
REV # DATE COMMENTS

PROJECT: PROPOSED SINGLE FAMILY SUBDIVISION TREE MANAGEMENT DRAWING

ADDRESS: 8840 TO 8931 SPIRES RD RICHMOND CLIENT: ALABASTER

SHEET: 2 OF 2 ACL FILE: 14218



Rezoning Considerations

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

Address: 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road

File No.: <u>RZ 17-766525</u>

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, the developer is required to complete the following:

- 1. Council approval of the road closure bylaw for a portion of Spires Road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Senior Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- 2. Consolidation of all the lots and the portion of Spires Road mentioned above into one development parcel (which will require the demolition of the existing dwellings).
- 3. Dedication along the entire west property line of the subject development site for the provision of the future north-south lane parallel to Cooney Road. This dedication will start at a width of 4.0 m at the north property line and taper over a length of 15.0 m to a 3.0 m wide dedication along the west property line to the south property line. The taper is required to tie into the future lane to the north that will be offset by 1.0 m.
- 4. Dedication of a 3.0 m x 3.0 m corner cut at the southwest corner of the subject development site for the future north-south and east-west lane intersection.
- 5. Granting of statutory right-of-way for access as follows:
 - a) 6.0 m wide through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent; a concrete walkway with width ranging from 1.5 m to 3.0 m will be required within this SRW (as per the Development Permit for the site); the developer is required to build this walkway; a pedestrian bridge across the 6.0 m wide SRW through the site may be permitted if specified in a Development Permit approved by the City.
 - b) 1.5 m wide along the entire north property line of 8931 Spires Road; a 1.5 m wide concrete walkway will be built over the total 3.0 m wide SRW (a similar 1.5 m wide SRW will be secured from the adjacent site to the north); the developer may be required to build this walkway; any fences and other improvements installed within this SRW must be removed when the other 1.5 m wide SRW is secured from the adjacent site to the north and that the required 1.5 m wide concrete walkway can be constructed;
 - c) 1.5 m wide along the entire east side property line of 8820 Spires Road; a 1.5 m wide concrete walkway will be built over the total 3.0 m wide SRW (a similar 1.5 m wide SRW will be secured from the adjacent site to the east); the developer is required to build this walkway; any fences and other improvements installed within this SRW must be removed when the other 1.5 m wide SRW is secured from the adjacent site to the east and that the required 1.5 m wide concrete walkway can be constructed; and
 - d) 1.5 m wide along the entire south and new west property lines of the subject development site; a 1.5 m wide concrete sidewalk will be required within this SRW (as per the Servicing Agreement for this site); any fences installed within this SRW must be removed when the future lanes located to the south and/or west of the subject development site has become operational; the developer is required to build this sidewalk.

The owners are responsible for all maintenance of improvements, including but not limited to the public walkways/sidewalks and landscaping, within the SRWs, and are responsible for all liability of SRW areas.

- 6. Registration of an aircraft noise sensitive use covenant on title.
- 7. Registration of a flood indemnity covenant on title.
- Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating, unless the subject development is subject to BC Energy Step Code requirements.
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- 9. Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
 - b) The secondary suites cannot be stratified or otherwise held under separate title.
- 10. Registration of a legal agreement on title ensuring that:
 - a) where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit; and
 - b) conversion of tandem parking area into habitable space is prohibited.
- 11. Registration of a legal agreement on title ensuring that a parking stall with minimum dimensions of 3.7 m wide and 5.5 m long will be assigned to each of the basic universal housing units and convertible units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
- 12. Registration of a legal agreement on title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
 - selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
 - c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
- 13. Registration of a legal agreement on title ensuring that:
 - a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
 - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
- 14. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 15. Submission of a Contract entered into between the applicants and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on neighbouring properties. 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. City acceptance of the developer's voluntary contribution in the amount of \$18,897.60 (i.e. \$0.25/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 17. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$642,518.40) to the City's affordable housing fund.
- 18. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$62,740.03) to the City's public art fund.
- 19. City acceptance of the developer's offer to voluntarily contribute \$5,850.00 to Parks Division's Tree Compensation Fund for the removal of four (4) trees located on the City boulevard in front of the site.
 - Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicants.
- 20. City acceptance of the developer's offer to voluntarily contribute \$172,800.00 towards the construction of a new 750mm storm sewer via the capital project works that will front the development (from the bend at Spires Road to Cook Gate).

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- 21. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 22. Enter into a Servicing Agreement* for the design and construction of frontage beautification along the site frontage, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections. Works include, but may not be limited to,

Water Works:

- a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s
- b. At the developer's cost, the City is to:
 - i. Install one new water service connection off of the proposed 200mm water main (that will be installed through the City's Capital project along Spires Road) complete with meter and meter box in a right of way which will be provided by the developer. The dimensions and location of the right of way shall be finalized through the servicing agreement process.
 - ii. Cut and cap all existing water service connections at main off of the existing 150mm AC water main.
 - iii. Relocate the existing fire hydrant as required by the proposed frontage improvements. Fire department approval is required for all fire hydrant relocations.

Storm Sewer Works:

- a. At the developer's costs, the developer is required to:
 - i. Install a new 750mm diameter storm sewer at the north-south aligned Spires Road from the north property line of 8931 Spires Road to 22 meters south. Tie-in to the south shall be to the new manhole at the bend at Spires Road that will be built through the City's Capital project. An appropriately sized manhole is required at the north end. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
 - ii. Install a new 750mm diameter storm sewer from the new manhole in Spires Road at the north property line of 8931 Spires Road then tie-in to the existing ditch fronting 8951 Spires Road. Tie-in to the existing ditch shall be via a headwall.
 - iii. Install lane drainage 200 mm diameter along the entire west property line and along the entire north property line of 8931 Spires Road then tie-in to the new manhole at Spires Road.
- b. At the developer's cost, the City is to install a new storm service connection complete with inspection chamber connecting to the new 750mm storm sewer along Spires Road.

Sanitary Sewer Works:

- a. At the developer's costs, the developer is required to:
 - i. If the proposed 250mm sanitary main on Spires Road (to be built via the City's Capital project) is not in service at the time of connection, the developer will be required to construct a temporary connection from the site to the existing 200mm sanitary main located between 8780 & 8760 Spires Road at the developer's cost. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
 - ii. Design the proposed development to accommodate future access, maintenance, repair or replacement of the existing sanitary sewer along the south and west property lines of the proposed development without impact to the development site, to the satisfaction of the City.
 - iii. Provide a pre and post pre-load and construction surveys and CCTV of the existing sanitary sewer along the west property line. Any damage to be repaired and any required replacement shall be done at the developer's sole cost.

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- iv. Ensure that the existing sanitary sewer along the south and west property lines remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.
- v. Ensure no soil fill or building encroaches into the existing sanitary right of way along the west property line.
- vi. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the rezoning staff report and the development process design review.
 - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the south and west property lines) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the edge of the existing sanitary main as recommended by a professional geotechnical engineer.
 - That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the existing sanitary main along the west property line. Impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing sanitary main needs to be determined by the Geotechnical Engineer. If the existing sanitary main will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done prior to start of the site preparation works at developer's cost.
- b. At the developers cost, the City is to:
 - i. Cut and cap at main all existing connections and remove inspection chambers along the south and west property lines.
 - ii. Install a new sanitary service connection c/w inspection chamber at the north east property line connecting to the proposed 300mm sanitary main (to be built through the City's Capital project) along Spires Road.

Frontage Improvements:

- a. Road Works and Frontage improvements
 - i. Road works and frontage improvements (tangent sections of road)
 - Spires Road along the entire frontage of the subject development site is to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The road works are also to include tie-in tapers (20:1) to the existing sections of Spires Road to the east and north of the site. The following are the road and behind the curb frontage improvement cross section elements to be designed and constructed by the developer. The existing ditch is to be filled to accommodate these frontage improvements. More details of the functional design requirements are described below.
 - o new property line of road right-of-way along development frontage;
 - o 2.0 m wide concrete sidewalk;
 - o 1.5 m wide landscaped boulevard with street trees;
 - o 0.15 m wide curb;
 - o 8.7 m wide pavement; and
 - o 1.0 m wide gravel shoulder (with no-post low barriers per TAC standards).

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- ii. Road works and frontage improvements (curve section of road)
 - The overall cross section described above would apply to the curve section of Spires Road along the development frontage. The dimensions of the cross section elements may vary and will be determined as part of the functional road design exercise. In particular, the pavement along the curve is expected to be wider to provide minimum design turn radii (9.0 m and 13.0 m for inside and outside curve radius respectively). More details of the functional design requirements are described below.
- iii. Treatments of north and east sides of Spires Road opposite site frontage
 - The developer shall retain a Geotechnical Engineer to determine the requirement for filling in the existing ditch, or installing retaining walls to support the widened pavement. The developer shall advise the City of the outcome of the geotechnical investigation.
- iv. Existing driveways along the Spires Road site frontage
 - All existing driveways along the Spires Road development frontage are to be closed permanently.
 The developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described above.
- v. Existing driveways on the opposite side of the Spires Road development frontage
 - All existing driveways on the opposite side of the Spires Road development frontage are to be kept during and post construction. Consultation and co-ordination with adjacent property owners would be required if their driveways are altered as part of the proposed road works.
- vi. New development driveway and truck access to loading area
 - Driveway design standards Construct a single new driveway to the site to City design standards (6.7 m wide at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard). The site plan is to show the driveway configuration with dimensions (in metric).
 - Design standards for curb access to truck loading area A separate truck access, located immediately to the east of the proposed driveway, is to be provided. Design standards: minimum 3.25 m wide rollover curb measured from the east edge of the driveway flare; 10.0 m minimum depth measured from the P/L; grass rete driving surface; and back-in truck access only with on-site signage to prohibit back-out movements.

vii. Sidewalk/Walkway

- A 1.5 m wide concrete sidewalk is to be built within the 1.5 m wide SRW along the site's entire south and west property lines. The elevation of the sidewalk is to take into consideration the elevation of the future lane and is to be confirmed with Engineering. The developer is to bear the cost of the sidewalk construction.
- A 1.5 m wide walkway is to be built along the entire north property line of 8931 Spires Road within the 1.5 m SRW on site and the similar 1.5 m wide SRW to be secured from the adjacent development site to the north. The responsibility of the developer is dependent on the sequence of Final Adoptions of the Rezoning Bylaws for the two sites:
 - o If the Rezoning Bylaw for the site to the north were to receive Final Adoption before the Rezoning Bylaw for subject development site, the developer is required to construct a walkway over the total 3.0 m wide SRW. The cross-section is to consist of a 1.5 m wide concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
 - o If the Rezoning Bylaw for the subject development site were to receive Final Adoption first, then the developer is responsible for providing a grass surface treatment over the 1.5 m wide SRW in the interim.

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- A 1.5 m wide walkway is to be built along the entire east property line of 8820 Spires Road within the 1.5 m SRW on site and the similar 1.5 m wide SRW to be secured from the adjacent development site to the east. The responsibility of the developer is dependent on the sequence of Final Adoptions of the Rezoning Bylaws for the two sites:
 - o If the Rezoning Bylaw for the site to the east were to receive Final Adoption before the Rezoning Bylaw for subject development site, the developer is required to construct a walkway over the total 3.0 m wide SRW. The cross-section is to consist of a 1.5 m wide concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
 - o If the Rezoning Bylaw for the subject development site were to receive Final Adoption first, then the developer is responsible for providing a grass surface treatment over the 1.5 m wide SRW in the interim.

viii. Interim lane treatments

- The following works, at the full cost of the Developer, are required over the dedicated section of the lane along the subject site's new west property line:
 - o A 1.8 m tall solid fence is to be erected across the entire new west property line of the subject site.
 - The dedicated section of the lane is to have a gravel surface. Consult Engineering on the required design standards. The final roadworks to be designed and constructed for the interim lane will be finalized through the servicing agreement.

ix. Parks consultation

• Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.

x. Engineering consultation

Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree
planting works will need to be coordinated with Engineering to ensure there are no conflicts with any
above ground or underground utilities.

xi. Design and construction standards

 All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.

b. Functional Road Design Plan

Prepare a functional road design plan with cross-sections (interim and ultimate) to show the road works and behind the curb frontage improvements described above. The functional design plan is to be approved by Transportation. The following elements are to be incorporated in the functional design exercise.

i. General comments

- Use metric scale.
- Provide basic geometric design information, e.g. curve radii, taper ratios, etc.
- Identify the width of road and frontage elements.
- The pavement should be presented without shaded background so as not to obscure any road element information.
- Provide cross sections for both interim and ultimate road and frontage configurations.
- The center line of the widened pavement is to follow the existing center line of Spires Road.
- The location of underground utilities must be confirmed with Engineering and the road cross sections must show the correct underground utility locations.

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- ii. Tangent sections of Spires Road The design considerations, among others, are to include:
 - Full road and frontage improvement cross sections including edge of pavement treatments along the north and east sides of the road;
 - Provide 20:1 taper sections to tie-in the widened section of Spires Road along the development frontage to the existing roadway; and
 - As parking is permitted on Spires Road, the maximum cross slope for the boulevards and sidewalk is 2%.
- iii. Curve section of Spires Road The design considerations, among others, are to include:
 - Full road and frontage improvement cross section including edge of pavement treatments along the inside of the curve;
 - The design is to show: appropriate road width; turning radius for the inside and outside curves (9.0 m and 13.0 m for inside and outside curve radius respectively); and approach and departure flares/off-sets along the outside curve;
 - The design is to permit the movements of two SU-9 vehicles travelling in opposite directions to pass one another; and
 - As part of the Servicing Agreement detailed design process, include any required speed and other signs in the signage and pavement marking plan. The minimum requirements are: turn advisory signs with 30km/h speed limit tab, painting of center line 15.0 m from start of tangent on both sides of the curve, and "No Parking" signs along the curve section of Spires Road.
- iv. Engineering consultation As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements:
 - Vertical alignment The elevation of the centre line of Spires Road along the development frontage is
 to take into considerations drainage requirements and to ensure there is no conflict with district
 energy equipment and other underground utilities.
 - Horizontal alignment A new underground utility corridor is planned for 2017/2018 construction in the Spires Road area. Engineering is to be consulted to ensure that the establishment of the road alignment along the development frontage and the alignment of the underground utility corridor are coordinated.
- v. Above ground hydro and telephone kiosks must not be placed within any frontage works area including sidewalk and boulevards. On-site SRW's or dedications are to be secured for the placement of this equipment.
- c. At the developer's costs, the developer is required to coordinate with BC Hydro, Telus and other private communication service providers to undertake the following:
 - To provide underground service lines and private utility lines for the proposed development along Spires Road, at the Developer's cost.
 - To coordinate the removal of the existing overhead lines along the south and west property line.
 - To provide the private utility companies (e.g., BC Hydro, Telus and Shaw) rights of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road frontage. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies and the servicing plan showing such transition shall be included in the development process design review. The purpose of this is to ensure that all private utility above ground cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting streets are determined and placed onsite and the required rights of ways are secured via the Development Permit process.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

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- To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - o BC Hydro PMT 4mW X 5m (deep)
 - o BC Hydro LPT 3.5mW X 3.5m (deep)
 - o Street light kiosk 1.5mW X 1.5m (deep)
 - o Traffic signal kiosk 2mW X 1.5m (deep)
 - o Traffic signal UPS 1mW X 1m (deep)
 - O Shaw cable kiosk 1mW X 1m (deep) show possible location in functional plan
 - o Telus FDH cabinet 1.1mW X 1m (deep) show possible location in functional plan
- d. Review the existing street lighting levels along Spires Gate, Spires Road and Cook Gate frontages and upgrade lighting along the developments frontage.
- e. A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Road frontage.

General Items:

- a. At the developers cost, the Developer is required to:
 - Not encroach (e.g., footing foundations, trees, patios, etc.) into the rear yard sanitary right of way. Please note fence along south property line should be a standard wooden fence.
 - 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, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- b. Due to the Capital Project being constructed along Spires Rd and Spires Gate, the occupancy permit for this development will not be issued until the capital project is completed by the City and in service. If the developer wishes to proceed prior to completion of the Capital Project, the developer may have the option to complete Capital Project works required to service their development and enter into a latecomer agreement.

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

Complete an acoustical report and recommendations prepared by an appropriate registered professional, which
demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community
Plan and Noise Bylaw requirements. Maximum interior noise levels (decibels) within the dwelling units must achieve
CMHC standards follows:

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

- Submission of a final LEED strategy report/summary confirming that the proposed development will achieve LEED
 Silver equivalency, to the satisfaction of the City, unless the subject development is subject to BC Energy Step Code
 requirements.
- 3. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in Charles and the City's Official Community Plan.

* * * *	
Initial	
ппппа	

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

- 1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
- 2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that all trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

- 1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
 - Note: Should the applicants wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicants will be required to obtain a Tree Permit and submit landscaping security (i.e. \$13,000 in total) to ensure the replacement planting will be provided.
- 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. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals 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	CNC ^{late} 281
	0110L - 201



Richmond Zoning Bylaw 8500 Amendment Bylaw 9914 (RZ 17-766525) 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires 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 "PARKING STRUCTURE TOWNHOUSES (RTP4)".

P.I.D. 010-472-835

Lot 64 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-113-110

Lot 65 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 007-521-324

Lot 66 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-472-843

Lot 67 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-707-176

Lot 68 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-081-382

Lot 69 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-066-057

Lot 70 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

and a closed portion of Spire Road dedicated by Plan 21489 Sections 9 and 10, Block 4 North Range 6 West New Westminster District as shown in Reference Plan EPP 84198.

2.

FIRST READING		CITY OF RICHMOND APPROVED by
A PUBLIC HEARING WAS HELD ON SECOND READING		E, L.
THIRD READING		by Director or Solicitor
OTHER CONDITIONS SATISFIED		
ADOPTED		
MAYOR	CORPORATE OFFICER	

This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9914".



Richmond Zoning Bylaw 8500 Amendment Bylaw 9915 (RZ 17-766525)

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

- 1. Richmond Zoning Bylaw 8500 is amended
 - i. by inserting the following new sections directly after section 8.9.4.2.:
 - "3. Notwithstanding section 4.2.2 and section 4.4.1 of this bylaw, the following items are not included in the calculation of maximum **floor area ratio** for **town housing**:
 - a) enclosed parking within a building or structure located on site;
 - b) bicycle, loading, garbage and recycling facilities located within an **enclosed parking** area;
 - c) common mechanical, heating, ventilation, electrical, telephone and air conditioning service rooms that are not intended as **habitable space** and located within an **enclosed parking** area;
 - d) common stairwells and common elevator shafts; however, the ground level of common stairwells and common elevator shafts are included in the calculation of maximum **floor area ratio** for **town housing**;
 - e) 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 open on two or more sides and are never enclosed;
 - f) an area of up to 10 m² per principal dwelling unit used exclusively for staircase purposes; and
 - g) an area of up to 10 m² per principal dwelling unit on the highest storey of a principal dwelling unit that is open to the staircase area below.
 - 4. Notwithstanding section 4.4.2 of this bylaw, 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**."

- ii. by repealing section 8.9.5 and replacing it with the following:
 - "8.9.5 Permitted Lot Coverage
 - 1. The maximum lot coverage is 50% for buildings;
 - 2. No more than 75% of the **lot** may be occupied by **buildings**, **structures** and **non-porous surfaces**, except that the reference to "75%" may be increased to 80%, as specified in a Development Permit approved by the **City**.
 - 3. 20% of the lot area is restricted to landscaping with live plant material."
- iii. by repealing sections 8.9.6.2 and 8.9.6.3 and replacing them with the following:
 - "2. The minimum interior side yard, rear yard and walkway setback shall be 3.0 m; except that an interior side yard, rear yard and walkway setback may be reduced to 1.5 m, as specified in a Development Permit approved by the City.
 - 3. The minimum setback from a lane is 1.5 m.
 - 4. Notwithstanding section 4.9 of this bylaw, the following projections shall be permitted in this zone and are subject to the *Building Code*:
 - a) portions of the **principal building** which are less than 5.0 m in **height** and are open on those sides which face a **road** or **walkway** may project into the **road setback** and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**;
 - b) balconies, bay windows, porches may project into the road setback and walkway setback a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a road and walkway;
 - c) entry stairs may project into the **road setback** and **walkway setback** a distance of not more than 2.0 m, but shall be no closer than 0.6 m to a **road** and **walkway**; and
 - d) gateways, pergolas and similar landscape **structures** that do not form part of the **principal building** may be located within the **setbacks**, but shall be no closer than 2.0 m to a **lot line** or a **walkway**."

- iv. by inserting the following new section directly after section 8.9.10.1:
 - "2. Notwithstanding section 7.5.6 and section 7.5.6A,
 - a) where residents of a principal dwelling unit intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one standard **parking space** located behind another one standard **parking space**, and both standard **parking spaces** may be set perpendicular to the **adjacent** manoeuvring aisle; and
 - b) a maximum of 50% of the required resident parking spaces may be provided in a **tandem arrangement**."
- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9915".

FIRST READING		CITY OF RICHMOND
PUBLIC HEARING		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
ADOPTED		
TALVOR		
MAYOR	CORPOR ATE OFFICER	



Report to Committee

To:

Planning Committee

Date:

August 24, 2018

From:

Wayne Craig

File:

RZ 17-785443

Director, Development

SC 17-775125

Re:

Application by 1105061 B.C. Ltd. for Rezoning at 11480 and 11482 King Road

from Single Detached (RS1/E) to Two-Unit Dwellings (RD1)

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, for the rezoning of 11480 and 11482 King Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.

- 2. That the application for a Strata Title Conversion by 1105061 B.C. Ltd. for the property located at 11480 and 11482 King Road be approved on fulfillment of the following conditions:
 - a) Adoption of Bylaw No. 9918, rezoning the subject property from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)".
 - b) Payment of all City utility charges and property taxes up to and including the year 2018.
 - c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
- 3. That the City, as the Approving Authority, delegate 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 2 have been satisfied.

Wayne Craig

Director, Development

WC:sds

Att. 7

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

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Staff Report

Origin

1105061 B.C. Ltd. has applied to the City of Richmond for permission to rezone the properties at 11480 and 11482 King Road from the "Single Detached (RS1E)" zone to the "Two-Unit Dwellings (RD1)" zone, in order to legitimize the existing legal non-conforming duplex and facilitate a Strata Title Conversion (Attachment 1). A site survey, showing the existing duplex to remain, is included in Attachment 2. The applicant has also submitted a Strata Title Conversion application for the existing duplex (SC 17-775125). The applicant wishes to strata-title the duplex in order to sell each unit to future owners.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Existing Housing Profile

The proposal will retain the existing duplex on-site, no demolition is proposed. More information regarding the status of the existing duplex is provided in the Analysis section of this report.

Surrounding Development

Development immediately surrounding the subject site as follows:

To the North: Single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting

King Road.

To the South: Single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting

Seaport Avenue.

To the East: Single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting

King Road.

To the West: Two-unit dwelling on a lot zoned "Two-Unit Dwellings (RD1)" fronting

King Road.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential (NRES)". The proposal would comply with this designation.

Single-Family Lot Size Policy 5409

The subject property is located within the area governed by Single-Family Lot Size Policy 5409 (adopted by Council on April 10, 1989 and last amended in 2013) (Attachment 4). The Policy permits identified properties to be rezoned and subdivided in accordance with specific single-family zones. As discussed further in the Analysis section of this report, the proposed rezoning and Strata Title Conversion does not preclude future rezoning and subdivision potential.

Council Policy 5042

The proposal is subject to Council Policy 5042 "Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings" (adopted by Council on March 29, 2005 and last amended in 2018) (Attachment 5). The Policy establishes a protocol to guide staff in the review of applications of this nature. A summary of this review is provided in the Analysis section of this report.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the Local Government Act.

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m (10 ft.) wide utility Statutory Right-of-Way (SRW) located along the rear property line for sanitary sewer services. The SRW will not be impacted by the proposal.

Proposed Rezoning and Strata Title Conversion

The applicant is proposing to rezone the subject property from the "Single Detached (RS1/E)" zone to the "Two-Unit Dwellings (RD1)" zone in order to legitimize the existing non-conforming duplex and facilitate a Strata Title Conversion. The applicant has also submitted a Strata Title Conversion application for the existing duplex. No new buildings, structures or demolition is proposed. Existing vehicular access to each unit of the duplex is via separate driveways from King Road, which will be maintained.

There is one existing tree on the property in the rear yard and a significant hedge in the front yard. No tree removal is proposed as part of this application. Council Policy #5032 for Tree Planting (Universal) (adopted by Council on July 10, 1995 and amended in 2015) encourages a minimum of two trees to be planted and maintained on every lot. The applicant has agreed to plant one additional tree in the front yard. In order to ensure the tree is planted, a Landscaping Security in the amount of \$500 is required prior to final adoption of the rezoning bylaw.

The application has been reviewed in accordance with Council Policy 5042 "Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings" (Attachment 5). Based on this review, the following information is provided:

- The applicant has submitted a legal survey plan (Attachment 2) indicating that the existing duplex complies with all regulations of the proposed zone.
- On November 21, 2017, Building Approvals staff conducted an inspection of the existing duplex and found minor interior alterations completed without a Building Permit. The applicant has since submitted Building Permit applications (P7 18-798149 & P7 18-798150) to legitimize the existing construction, which have been issued and received final inspection. The applicant has also submitted Building Permits for interior renovations, which have also been issued.
- A written statement has been provided by the applicant, which indicates that the side-by-side duplex is 44 years old, currently existing non-conforming, and is in livable condition. The applicant is proposing renovations to update the interior space with a more modern design.
- The existing duplex is currently vacant and not rental housing at this time. The proposed conversion does not impact the availability of rental units. The duplex has been vacant since the owners acquired the property in July 2017. The duplex was previously rented prior to acquisition.
- The purpose of the Strata Title Conversion is to sell each unit of the duplex independently.
- The external building condition of the duplex appears to be in original condition, is generally consistent with the neighbouring dwellings, and is in good condition. No external renovations are proposed, other than repainting.
- Engineering and servicing improvements have been identified and are included in Attachment 7. In order to ensure the works are completed, the applicant is required to provide a contribution amount based on 100% of the cost estimate for the works, prior to final adoption of the rezoning bylaw.
- Lot Size Policy 5409 permits duplexes to be rezoned and subdivided into two single-family lots (approximately 12 m wide). The proposed rezoning and Strata Title Conversion of the existing duplex would not preclude future development potential.
- The applicant has submitted a preliminary strata plan (Attachment 6). The proposed plan meets City requirements, and is in a form acceptable to the City's Approving Officer.
- The applicant is aware that Council's endorsement of the Strata Title Conversion will lapse in 180 days, and has committed to meet all requirements within this time period.

Site Servicing

Prior to final adoption of the rezoning bylaw, the applicant is required to pay a contribution amount for the engineering and servicing improvements identified in Attachment 7. The works are to be done at the developer's sole cost via City Work Order.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this rezoning application is to rezone the property at 11480 and 11482 King Road from the "Single Detached (RS1E)" zone to the "Two-Unit Dwellings (RD1)" zone, in order to legitimize the existing legal non-conforming duplex and facilitate a Strata Title Conversion.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9918 be introduced and given first reading, and that the application for Strata Title Conversion be approved.

Steven De Sousa

Planner 1

SDS:cas

Attachment 1: Location Map/Aerial Photo

Attachment 2: Legal Survey Plan

Attachment 3: Development Application Data Sheet

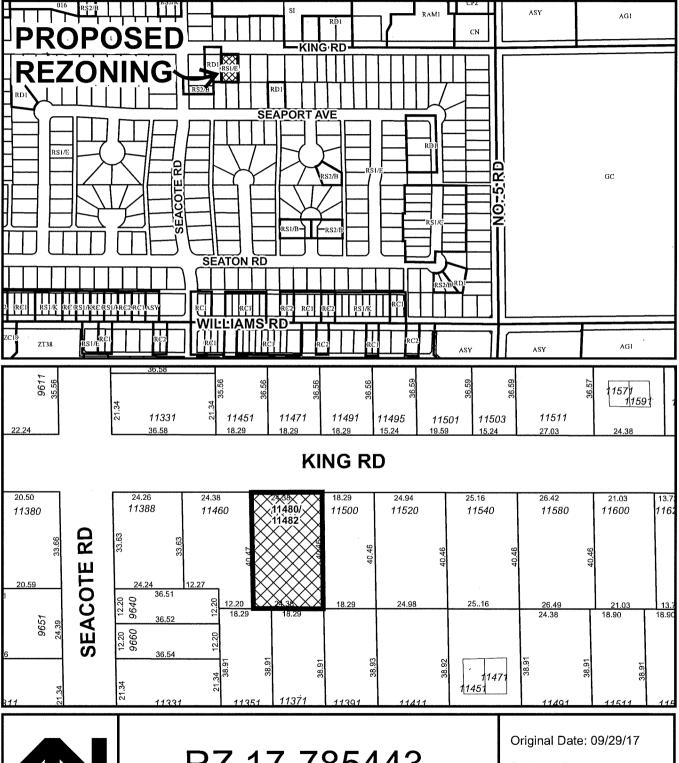
Attachment 4: Single-Family Lot Size Policy 5409

Attachment 5: Council Policy 5042

Attachment 6: Preliminary Strata Plan

Attachment 7: Rezoning Considerations



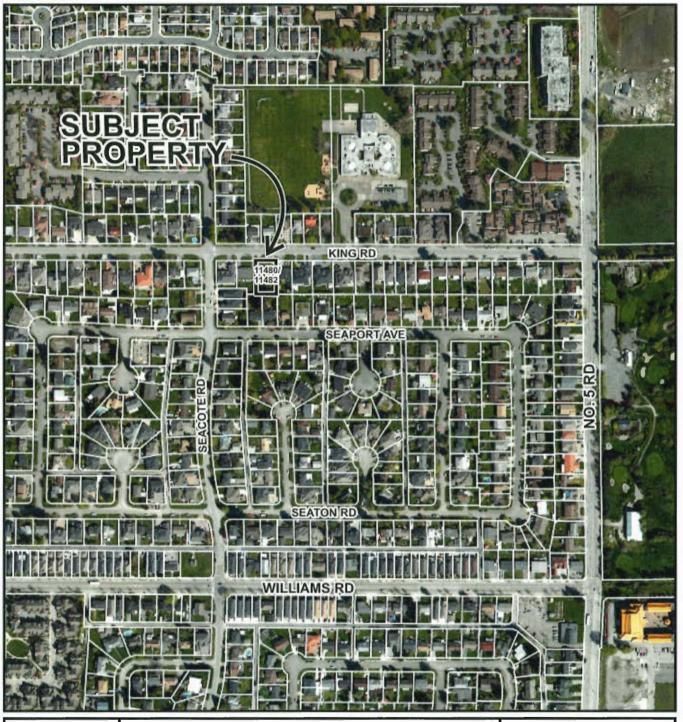


RZ 17-785443

Revision Date:

Note: Dimensions are in METRES





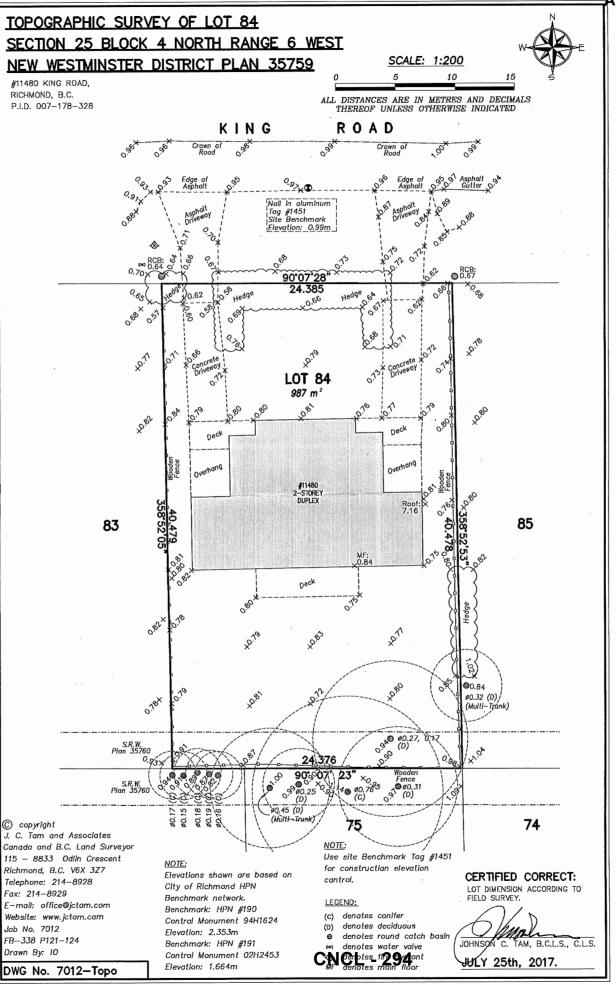


RZ 17-785443

Original Date: 09/29/17

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

RZ 17-785443 Attachment 3

Address: 11480 and 11482 King Road

Applicant: 1105061 B.C. Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1105061 B.C. Ltd.	To be determined
Site Size:	987 m ² (10,624 ft ²)	No change
Land Uses:	Two-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Permitted to be rezoned and subdivided into two lots	No change
Zoning:	Single Detached (RS1/E)	Two-Unit Dwellings (RD1)
Number of Units:	2	No change

	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 0.55 for 929 m ² of lot area plus 0.3 for remainder	0.40	None permitted
Buildable Floor Area:	Max. 528 m ² (5,687 ft ²)	399.2 m ² (4,297 ft ²)	None permitted
Lot Coverage:	Building: Max. 45% Non-porous: Max. 70% Landscaping: Min. 30%	Building: 27% Non-porous: 35% Landscaping: 65%	None
Lot Size:	Min. 864.0 m²	987 m²	None
Lot Dimensions:	N/A	Width: 24.3 m Depth: 40.4 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: 11.2 m Rear: 14.2 m Side: 2.0 m	None
Height:	Max. 2 ½ storeys	2 ½ storeys	None

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

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

	City of Richmond	Policy Manual
Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: October 16, 1995 Amended by Council: July 16, 2001* Amended by Council: October 21, 2013	POLICY 5409
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUAI	RTER-SECTION 25-4-6

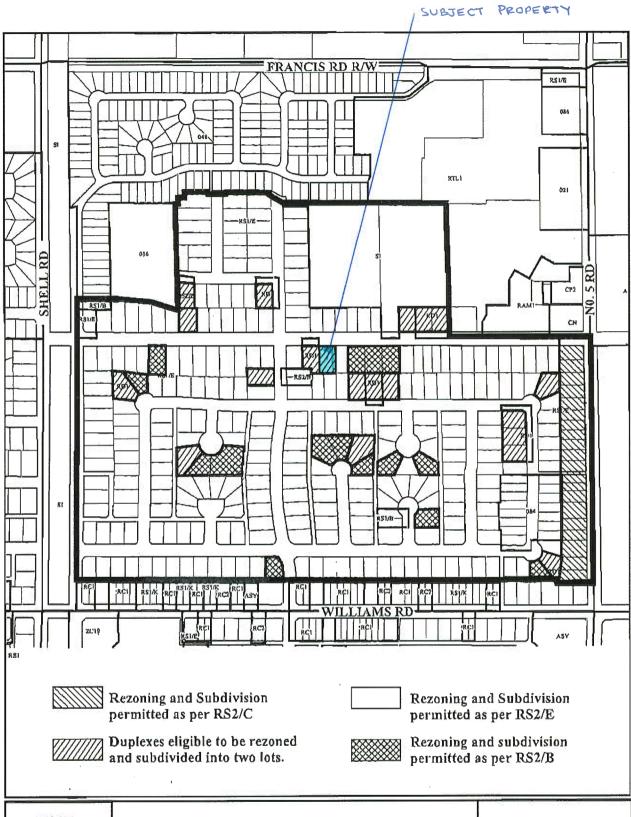
POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by **Shell Road**, **King Road**, **No. 5 Road and properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

- 1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
 - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
 - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
 - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, 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 Richmond Zoning Bylaw 8500.

* Original Adoption Date in Effect





Policy 5409 Section 25,4-6 Adopted Date: 04/10/89

Amended Date: 07/16/01 Amended Date: 10/21/13



Policy Manual

Page 1 of 1

Rezoning Applications for Two-Family Housing Districts – Involving Existing Non-Conforming Two-family Dwellings

Policy 5042

Adopted by Council: March 29, 2005 Amended by Council: May 14, 2018

POLICY 5042:

It is Council policy that:

Rezoning applications seeking a rezoning to "Two-Unit Dwellings Zone (RD1)", involving existing non-conforming two-family dwellings, must be supported with adequate information to assist Council assess all potential impacts arising from the rezoning application in the following areas:

- 1. A certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation is required to verify Zoning Bylaw compliance.
- 2. An inspection of the existing structure by City Staff is required to confirm no alterations have been made without a Building Permit.
- 3. The property owner shall provide a written statement on the following items:
 - a) The building's age, quality, general conditions and any measures proposed to upgrade or alter the buildings appearance; and
 - b) The occupancy of the existing structure and what impact the proposed rezoning may have on the existing residents of the two-family dwelling.
- 4. Where as a result of the normal rezoning process, the public has raised concerns over the design of an existing structure or construction of a new two-family dwelling on the subject site, staff will present to Council a summary of the public concerns along with options available to address the concerns.
- Each application shall be reviewed to determine if there are any off-site improvements required to bring the site up to City standards. Should any off-site improvements be required, such improvements are required as a condition of final adoption of a rezoning bylaw.
- 6. Where a Council approved 702 Single Family Lot Size Policy would permit the subject site to be subdivided, Council will be advised of the site's future subdivision potential.
- 7. Rezoning applications intended to facilitate a strata title conversion of the existing structure shall be accompanied by a Strata Title Conversion Application and such application forwarded to Council concurrently with the rezoning proposal.

STRATA PLAN OF LOT 84 SECTION 25
BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 35759

SHEET 1 OF 4 SHEETS
FIRST SHEET
STRATA PLAN EPS4734

BCGS 92G.015 CITY OF RICHMOND

#11480 KING ROAD, (STRATA LOT 1) #11482 KING ROAD, (STRATA LOT 2) RICHMOND, B.C. P.I.D. 007-178-328



The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 300

platted at a scale of 1 : 300 0 5 10 15 20

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

LEGEND:

Control Monument Found

•

Iron post ploced Leod plug ploced

denotes limited common property

L.C.P. PT.S.L.

denotes part strota lot

Wt. denotes witness

Integrated Survey Area No. 18 (Richmond), NAD83(CSRS) 4.0.0.BC.1.GVRD.

Grid bearings are derived from abservations between geodetic control manuments 77H4954 and 77H4969.

The UTM coordinates and estimated harizantal positional occuracy achieved are derived from the MASCOT published coordinates and standard deviations for geodetic control manuments 77H4954 and 77H4969.

This plan shows harizantal ground level distance except where atherwise noted. To compute grid distance, multiply ground-level distance by the combined factor of 0.99960355 which has been derived from 77H4954 and 77H4969.

This plan lies within the City of Richmond.

This plan lies within the Greater Vancouver Regional District.

The building included in this strota plan has been previously accupied.

The building shown hereon is within the externol boundaries of the land that is the subject of the strata plan.

NOTE

Offsets shown ore to exterior of foundation wall unless otherwise nated. All angles deflect by multiples of 45 degrees unless atherwise indicated.

Note:

This plan shows one or more witness posts which are set along the production of the property boundary unless otherwise noted.

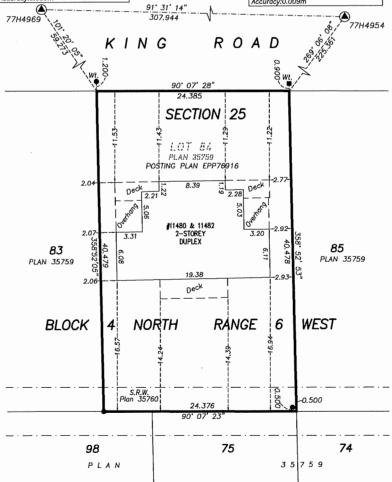
J. C. Tam and Associates Canada and B.C. Land Surveyar 115 — 8833 Odlin Crescent Richmond, B.C. V6X 327 Telephone: 214—8928 Fax: 214—8929

E-mail: office@jctam.com Website: www.jctam.com

File: 7012-FS

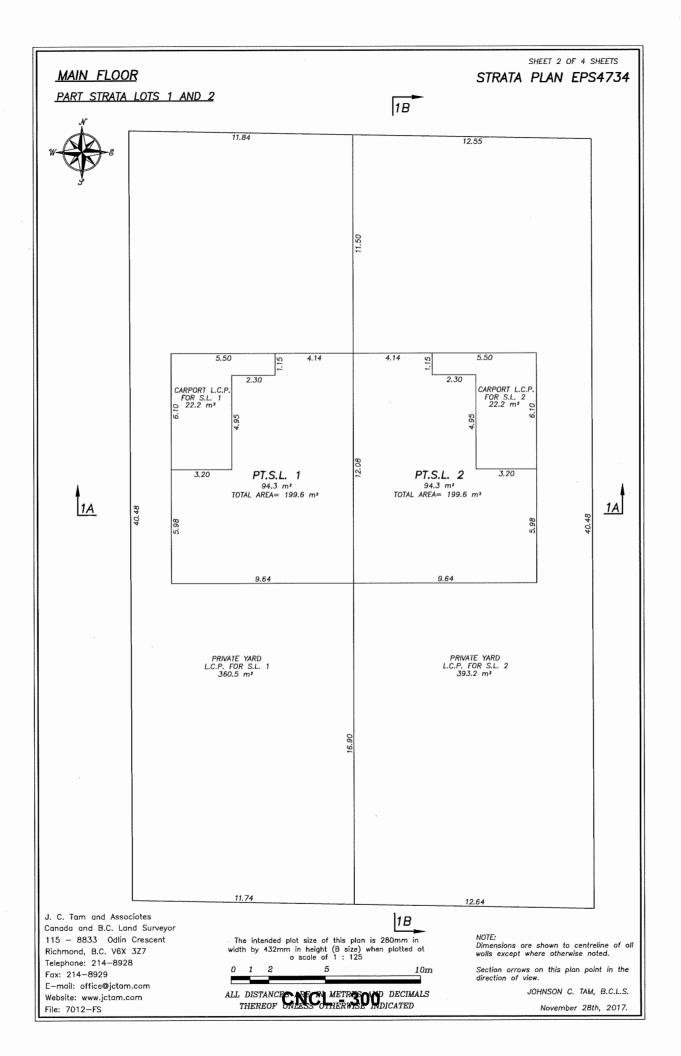


77H4954
UTM Zone 10 coordinates
Dolum: NADB3(CSRS) 4.0.0.BC.1.GVRD
UTM Northing 5443495.818
UTM Easting 493151.579
Point combined factor 0.9996035
Estimated Horizontal Positional



CNCL - 299

The field survey represented by this plan was completed on the 24th day of November, 2017. Johnson C. Tom, B.C.L.S 711.



SHEET 3 OF 4 SHEETS

STRATA PLAN EPS4734

SECOND FLOOR PART STRATA LOTS 1 AND 2



1B

4.14 4.14 5.62 5.62 DECK L.C.P. FOR S.L. 1 12.6 m² DECK L.C.P. FOR S.L. 2 12.6 m² 2.24 2.30 5.62 5.62 5.50 PT.S.L. 1 105.3 m² PT.S.L. 2 1A 9.64 4.32 4.32 DECK L.C.P. FOR S.L. 2 10.8 m² DECK L.C.P. FOR S.L. 1 10.8 m² 4.32 4.32

1A

1B_

NOTE:

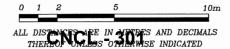
Dimensions are shown to centreline of all walls except where otherwise noted.

Section arraws on this plan point in the direction of view.

J. C. Tom and Associates Canada and B.C. Land Surveyor 115 — 8833 Odlin Crescent Richmond, B.C. V6X 3Z7 Telephone: 214—8928

Fax: 214-8929

E-moil: office@jctom.com Website: www.jctam.com File: 7012-FS The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125



JOHNSON C. TAM, B.C.L.S.

November 28th, 2017.

SHEET 4 OF 4 SHEETS **BUILDING SECTIONS** STRATA PLAN EPS4734 The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125 10m ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED PRIVATE YARD L.C.P. FOR S.L. PRIVATE YARD ..C.P. FOR S.L.2 DECK L.C.P. FOR S.L. 2 PT.S.L. PT.S.L. SECTION 1A SECTION 1B 0 N PT.S.L. PT.S.L. PT.S.L. PT.S.L. PRIVATE YARD L.C.P. FOR S.L.1 PRIVATE YARD .C.P. FOR S.L. 2 MAIN FLOOR MAIN FLOOR GROUND J. C. Tam and Associates Canada and B.C. Land Surveyar 115 - 8833 Odlin Crescent Richmond, B.C. V6X 3Z7 Telephone: 214-8928 Fax: 214-8929 E-mail: office@jctam.com **CNCL - 302** JOHNSON C. TAM, B.C.L.S. Website: www.jctam.com File: 7012-FS November 28th, 2017.



Rezoning Considerations

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

File No.: RZ 17-785443 / SC 17-775125

Address: 11480 and 11482 King Road

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, the developer is required to complete the following:

- 1. Registration of a flood indemnity covenant on title.
- 2. Submission of a Landscaping Security in the amount of \$500 to ensure one tree is planted in the front yard (minimum size of 6 cm dbh minimum). The security will not be released until a landscaping inspection is passed by City staff.
- Submission of a contribution amount based on 100% of the cost estimate for the following servicing works and offsite improvements via a City Work Order:

Water Works:

- Using the OCP Model, there is 127.0 L/s of water available at a 20 psi residual at the King Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- 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 onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
 - Install 2 new water service connections to serve the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connection to the development site.

Storm Sewer Works:

- The Developer is required to:
 - Video inspect the existing storm service connections and inspection chambers to confirm condition and adequate capacity. If a connection is acceptable to the City, that connection may be retained. If a connection is not acceptable to the City, the service connection and inspection chamber shall be replaced by the City at the Developer's cost, as described below. If one of the existing connections is not in use by the existing development, that connection shall be capped at the inspection chamber.
- At Developer's cost, the City is to:
 - If one or more storm connection is not in a condition to be reused, replace that connection with a new service connection and inspection chamber. Reconnect service to 11460 or 11500 King Road, as appropriate.

Sanitary Sewer Works:

- The Developer is required to:
 - Video inspect the existing sanitary service connection and inspection chamber to confirm condition and
 adequate capacity to serve the proposed development. If the connection is acceptable to the City, that
 connection may be retained. If the connection is not acceptable to the City, the service connection and
 inspection chamber shall be replaced by the City at the Developer's cost, as described below.
- At Developer's cost, the City is to:
 - If the existing sanitary connection is not in a condition to be reused, replace that connection with a new service connection and inspection chamber. Reconnect service to 11500 King Road.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - 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, en These slogald be located onsite.

• Complete other frontage improvements as per Transportation's requirements.

General Items:

- The Developer is required to:
 - 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, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to approval of a Strata Title Conversion, the developer must complete the following:

- 1. Adoption of Zoning Bylaw 8500, Amendment Bylaw 9918, rezoning the subject property from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)".
- 2. Payment of all City utility charges and property taxes up to and including the year 2018.
- 3. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.

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 copy on file]		
Signed	Date	



Richmond Zoning Bylaw 8500 Amendment Bylaw 9918 (RZ 17-785443) 11480 and 11482 King 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 "TWO-UNIT DWELLINGS (RD1)".

P.I.D. 007-178-328 Lot 84 Section 25 Block 4 North Range 6 West New Westminster District Plan 35759

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9918".

FIRST READING	CITY C
A PUBLIC HEARING WAS HELD ON	APPROV by
SECOND READING	APPROV by Direct
THIRD READING	or Solic
OTHER CONDITIONS SATISFIED	
ADOPTED	<u> </u>
MAYOR	CORPORATE OFFICER



Report to Committee

To:

Planning Committee

Date:

August 24, 2018

From:

Wayne Craig

File:

SC 17-792263

Re:

Director, Development

Application by Classico Development Ltd. for a Strata-Title Conversion at 10531

and 10551 Anahim Drive

Staff Recommendation

1. That the application for a strata-title conversion by Classico Development Ltd. be approved on fulfillment of the following conditions:

- a. Registration of a flood indemnity covenant on title.
- b. Payment of all City utility charges and property taxes up to and including the year 2018.
- c. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
- d. Final inspection approval of Building Permits (B7 18-822793 & B7 18-828874) for previous construction without a permit at 10531 and 10551 Anahim Drive.
- 2. That the City, as the Approving Authority, delegate 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, Development

WC:sog Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Classico Development Ltd. has applied to the City of Richmond to facilitate a Strata-Title Conversion of an existing duplex at 10531 and 10551 Anahim Drive, currently zoned "Two-Unit Dwellings (RD1)" (Attachment 1). A site survey, showing the existing duplex to remain, is included in Attachment 2. The applicant wishes to strata-title the duplex in order to sell each unit to future owners.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Existing Housing Profile

The proposal will retain the existing duplex on-site, no demolition is proposed. More information regarding the status of the existing duplex is provided in the Analysis section of this report.

Surrounding Development

Development immediately surrounding the subject site as follows:

To the North, South, East & West: Single-family dwellings on lots zoned "Single Detached (RS1/E)".

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential (NRES)". The proposal would comply with this designation.

Council Policy 5042

The subject application is for a Strata-Title Conversion of an existing duplex, with no rezoning required. However, Council Policy 5042 "Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings" (adopted by Council on March 29, 2005 and last amended in 2018) (Attachment 4) is used for the purposes of guiding staff in the review of applications of this nature. A summary of this review is provided in the Analysis section of this report.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to approval of the Strata Title Conversion.

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m (10 ft.) wide utility Statutory Right-of-Way (SRW) located along the rear property line for sanitary sewer services. The SRW will not be impacted by the proposal.

There is also an existing restrictive covenant registered on Title restricting the use of the subject property to a maximum of two units (document #BE119606). If the applicant wishes to construct secondary suites in each unit of the duplex, the covenant will be discharged through the Building Permit process.

Proposed Strata Title Conversion

The applicant is proposing to facilitate a Strata-Title Conversion of an existing duplex, currently zoned "Two-Unit Dwellings (RD1)". No new buildings, structures or demolition is proposed. Existing vehicular access to each unit of the duplex is via separate driveways from Anahim Drive, which will be maintained.

There are two existing trees on the property, one in the front yard and one in the rear yard. No tree removal is proposed as part of this application.

The application has been reviewed in accordance with Council Policy 5042 "Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings" (Attachment 4). Based on this review, the following information is provided:

- The applicant has submitted a legal survey plan (Attachment 2) indicating that the existing duplex complies with all regulations of the proposed zone.
- On June 28, 2018, Building Approvals staff conducted an inspection of the existing duplex and found interior alterations completed without a Building Permit. The applicant has since submitted Building Permit applications to legitimize the existing construction and for interior renovations (B7 18-822793 & B7 18-828874), which are currently incirculation. Final inspection approval of the Building Permits is a condition of the Strata-Title Conversion approval.
- A written statement has been provided by the applicant, which indicates the side-by-side duplex is 43 years old and is in livable condition. The applicant is proposing renovations to update the interior space with a more modern design.
- The existing duplex is currently vacant and not rental housing at this time. The proposed conversion does not impact the availability of rental units. The duplex has been vacant since the owners acquired the property in April 2018. The duplex was previously rented prior to acquisition.

- The purpose of the Strata Title Conversion is to sell each unit of the duplex independently.
- The external building condition of the duplex appears to be in original condition, is generally consistent with the neighbouring dwellings, and is in good condition. No external renovations are proposed, other than repainting.
- No off-site engineering or servicing improvements have been identified.
- The subject site could be subdivided into two single-family residential lots in accordance with Section 2.3.7 of the Richmond Zoning Bylaw, which allows existing duplex sites to be rezoned and subdivided into no more than two lots. The proposed Strata Title Conversion of the existing duplex would not preclude further development potential.
- The applicant has submitted a preliminary strata plan (Attachment 5). The proposed plan meets City requirements, and is in a form acceptable to the City's Approving Officer.
- The applicant is aware that Council's endorsement of the Strata Title Conversion will lapse in 180 days, and has committed to meet all requirements within this time period.

Financial Impact or Economic Impact

None.

Conclusion

The purpose of this application is to facilitate a Strata-Title Conversion of an existing duplex at 10531 and 10551 Anahim Drive, currently zoned "Two-Unit Dwellings (RD1)".

The application complies with the land use designations and applicable policies contained within the OCP for the subject site.

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

On this basis, it is recommended that the application for Strata-Title Conversion be approved.

Steven De Sousa

Planner 1

SDS:cas

Attachment 1: Location Map/Aerial Photo

Attachment 2: Legal Survey Plan

Attachment 3: Development Application Data Sheet

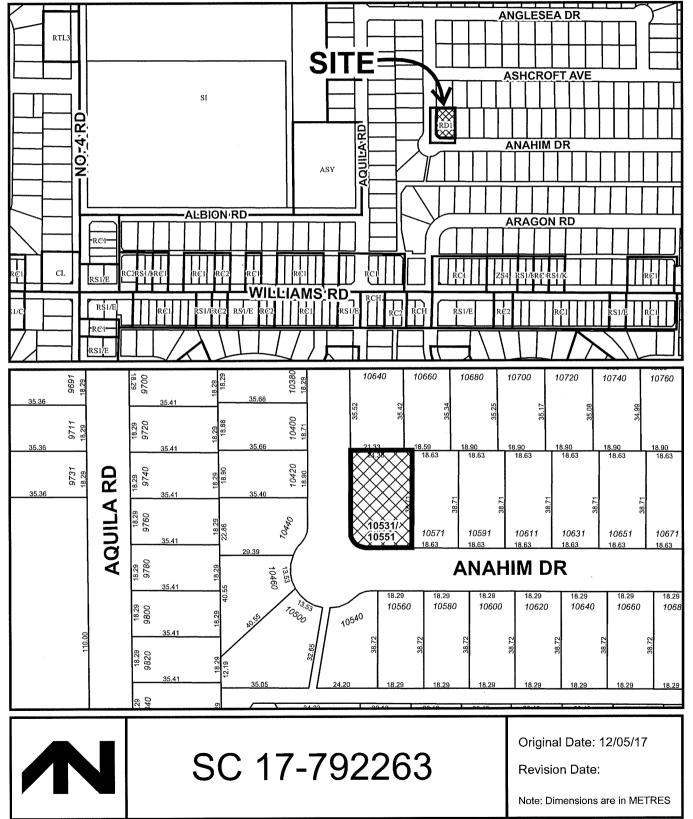
Attachment 4: Council Policy 5042

Attachment 5: Preliminary Strata Plan

Attachment 6: Strata Title Conversion Considerations



City of Richmond







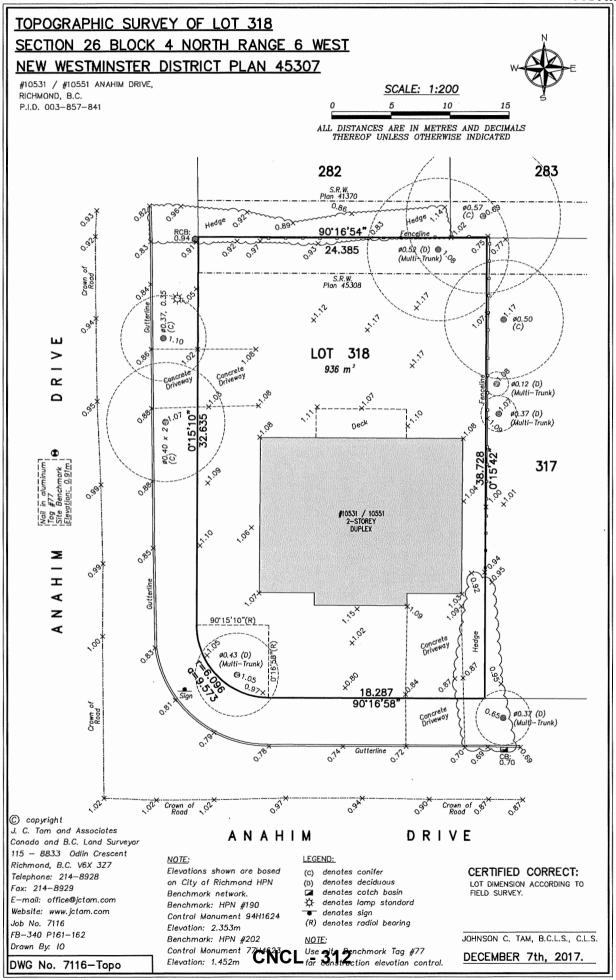


SC 17-792263

Original Date: 12/05/17

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

SC 17-792263 Attachment 3

Address: 10531 and 10551 Anahim Drive

Applicant: Classico Development Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1105061 B.C. Ltd.	To be determined
Site Size:	936 m ² (10,075 ft ²)	No change
Land Uses:	Two-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Two-Unit Dwellings (RD1)	No change
Number of Units:	2	No change

	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 0.55 for 929 m ² of lot area plus 0.3 for remainder	0.48	None permitted
Buildable Floor Area:*	Max. 513 m ² (5,522 ft ²)	451 m² (4,855 ft²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous: Max. 70% Landscaping: Min. 30%	Building: 26% Non-porous: 30% Landscaping: 60%	None
Lot Size:	864.0 m²	936 m²	None
Lot Dimensions:	N/A	Width: 24.3 m Depth: 38.7 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Interior Side: Min. 1.2 m Exterior Side: Min. 3.0 m	Front: 7.7 m Rear: 16.8 m Interior Side: 1.9 m Exterior Side: 5.2 m	None
Height:	Max. 2 ½ storeys	2 ½ storeys	None

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

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



Policy Manual

Page 1 of 1	Rezoning Applications for Two-Family Housing Districts – Policy 5042 Involving Existing Non-Conforming Two-family Dwellings
	Adopted by Council: March 29, 2005 Amended by Council: May 14, 2018

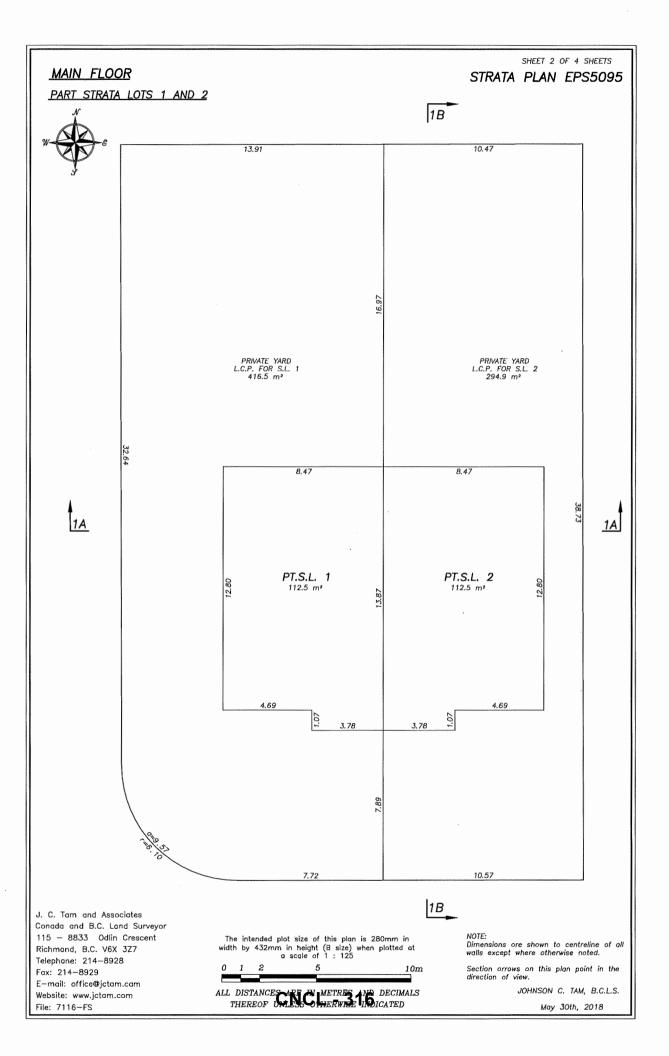
POLICY 5042:

It is Council policy that:

Rezoning applications seeking a rezoning to "Two-Unit Dwellings Zone (RD1)", involving existing non-conforming two-family dwellings, must be supported with adequate information to assist Council assess all potential impacts arising from the rezoning application in the following areas:

- 1. A certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation is required to verify Zoning Bylaw compliance.
- An inspection of the existing structure by City Staff is required to confirm no alterations have been made without a Building Permit.
- 3. The property owner shall provide a written statement on the following items:
 - a) The building's age, quality, general conditions and any measures proposed to upgrade or alter the buildings appearance; and
 - b) The occupancy of the existing structure and what impact the proposed rezoning may have on the existing residents of the two-family dwelling.
- 4. Where as a result of the normal rezoning process, the public has raised concerns over the design of an existing structure or construction of a new two-family dwelling on the subject site, staff will present to Council a summary of the public concerns along with options available to address the concerns.
- 5. Each application shall be reviewed to determine if there are any off-site improvements required to bring the site up to City standards. Should any off-site improvements be required, such improvements are required as a condition of final adoption of a rezoning bylaw.
- 6. Where a Council approved 702 Single Family Lot Size Policy would permit the subject site to be subdivided, Council will be advised of the site's future subdivision potential.
- Rezoning applications intended to facilitate a strata title conversion of the existing structure shall be accompanied by a Strata Title Conversion Application and such application forwarded to Council concurrently with the rezoning proposal.

SHEET 1 OF 4 SHEETS STRATA PLAN OF LOT 318 SECTION 26 STRATA PLAN EPS5095 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 45307 BCGS 92G.015 CITY OF RICHMOND #10531 ANAHIM DRIVE, (STRATA LOT 1) #10551 ANAHIM DRIVE, (STRATA LOT 2) RICHMOND, B.C. P.I.D. 003-857-841 The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 250 10 ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED 283 282 LEGEND: PLAN Control Manument Found S.R.W. Plan 41370 • Iron post Found 90' 16' 54" 0 Iron post Ploced Lead plug Placed S.R.W. Plan 45308 LCP denotes limited common property PT.S.L. denotes part strata lot denotes witness Wt. SECTION 26 Integrated Survey Area No. 18 (Richmand), ш NAD83(CSRS) 4.0.0.BC.1.GVRD. Grid bearings are derived from observations between geodetic control manuments 77H4909 BLOCK! NORTH RANGE 6 WEST 2 and 77H4955. The UTM coordinates and estimated harizantal LOT 318 pasitional occuracy achieved are derived from PLAN 45307 the MASCOT published coordinates and standard deviations for geodetic control 5.31 17.13 monuments 77H4909 and 77H4955. This plan shows horizontal ground level 317 ⋝ distance except where otherwise noted. To PLAN 45307 compute arid distance, multiply ground-level #10531 / 10551 2-STOREY distance by the combined factor of I 0.99960365 which has been derived from ⋖ 77H4909 ond 77H4955. Z This plan lies within the City of Richmond. ⋖ This plan lies within the Greater Vancouver Regional District. 90°15′10"(R) The building included in this strato plan has been previously occupied. 8.82-The building shown hereon is within the externol boundaries of the land that is the subject of the stroto plan. NOTE: Offsets shown ore to exterior of foundation wall unless otherwise noted. All ongles deflect by multiples of 45 degrees unless otherwise indicated. ANAHIM DRIVE 77H4955 367.833 _____77H4909 This plon shows one or more witness posts 91° 33' 04" V 77H4955 which are set along the production of the ///H4955
UTM Zone 10 coordinates
Datum: NA083(CSRS) 4.0.0.BC.1.GVRD
UTM Northing 5443295.903
UTM Easting 492116.417
Point combined factor: 0.9996037
Estimated Horizantal Positional 77H4909 77H4909
UTM Zone 10 coordinates
Dotum: NADB3(CSRS) 4.0.0.BC.1.GVRD
UTM Northing 5443285.951
UTM Easting 492483.970
Point cambined factor: 0.9996036
Estimated Horizontal Positional property boundary unless otherwise noted. J. C. Tam and Associates Canada and B.C. Land Surveyor Accuracy:0.009m 115 - 8833 Odlin Crescent Accuracy:0.009m Richmond, B.C. V6X 3Z7 Telephone: 214-8928 Fax: 214-8929 E-moil: office@jctam.cam The field survey represented by this plan was completed on the 30th day of May, 2018. Website: www.jctam.com **CNCL - 315** Johnson C. Tom, B.C.L.S 711. File: 7116-FS



SECOND FLOOR

SHEET 3 OF 4 SHEETS

STRATA PLAN EPS5095

PART STRATA LOTS 1 AND 2



1A

1B

3.83 3.86 DECK L.C.P. FOR S.L. 1 9.8 m² DECK L.C.P. 5 FOR S.L. 2 N 9.7 m² 3.83 PT.S.L. 2 PT.S.L. 1 113.0 m² TOTAL AREA= 225.5 m² 113.0 m² TOTAL AREA= 225.5 m² 4.70 4.70 3.79 3.79

1B

J. C. Tam and Associates Conada and B.C. Land Surveyor 115 - 8833 Odlin Crescent Richmond, B.C. V6X 3Z7 Telephone: 214-8928 Fax: 214-8929

E-mail: office@jctam.com Website: www.jctom.com File: 7116-FS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125



NOTE:

Dimensions are shown to centreline of all walls except where otherwise noted.

Section arraws on this plan point in the direction of view.

JOHNSON C. TAM, B.C.L.S. May 30th, 2018



Strata Title Conversion Considerations

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

Address: 10531 and 10551 Anahim Drive

File No.: <u>SC 17-792263</u>

Prior to approval of a Strata Title Conversion, the developer must complete the following:

- 1. Registration of a flood indemnity covenant on title.
- 2. Payment of all City utility charges and property taxes up to and including the year 2018.
- 3. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
- 4. Final inspection approval of Building Permits (B7 18-822793 & B7 18-828874) for previous construction without a permit at 10531/10551 Anahim Drive.

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 copy on file]	
Signed	Date



Report to Committee

To:

Planning Committee

Date:

August 28, 2018

From:

Wayne Craig

File:

TU 18-830948

Director, Development

Re:

Application by IBI Group Architects Inc. for a Temporary Commercial Use Permit

at 2980 No. 3 Road

Staff Recommendation

That the application by IBI Group Architects Inc. for a Temporary Commercial Use Permit (TCUP) for the property at 2980 No. 3 Road be considered at the Public Hearing to be held October 15, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall; and that the following recommendation be forwarded to that meeting for consideration:

"That a Temporary Commercial Use Permit be issued to IBI Group Architects Inc. for the property at 2980 No. 3 Road to allow 'Office' as a permitted use for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road for a period of three years."

Wayne Crai

Director, Development

(604-24/1-4625)

WC:na Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

IBI Group Architects Inc. has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow "Office" as a permitted use at 2980 No. 3 Road (Attachment 1). The subject site is zoned "Light Industrial (IL)" and the TCUP will allow for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road. The applicant proposes to maintain the existing single storey building that was previously used for a salvage yard business and convert approximately 130 m² (1,400 ft²) of the available 316 m² (3,400 ft²) of interior space into a showroom. Minor exterior cosmetic improvements to the building will be made as well as the demolition of an existing shed structure on the western portion of the site to allow for additional sales centre surface area parking (Attachment 2).

If approved, the TCUP would be valid for a period of up to three years from the date of issuance, at which time an application for an extension of the Permit may be made and issued for up to three additional years. Only one extension is permitted, after which a new application is required. The *Local Government Act* allows Council to consider TCUP issuance on its own merits and does not limit the number of TCUP issuances allowed on a site.

Findings of Fact

A Development Application Data Sheet providing details about the proposal is provided as **Attachment 3**.

Surrounding Development

The subject site is located in the City Centre planning area. Development immediately surrounding the subject site is as follows:

To the North: A vacant salvage yard, on a property zoned "Light Industrial (IL)".

To the South: Across Bridgeport Road, a retail shopping centre with multiple drive-thru restaurants, on a property zoned "Auto-Oriented Commercial (CA)".

To the East: Across the access lane, an automotive service building on property zoned "Light Industrial (IL)".

To the West: Across No. 3 Road, two recently constructed commercial buildings (RZ 11-566630 and DP 14-659747) on property zoned "Auto-Oriented Commercial (CA)" and the Canada Line overpass.

Related Policies & Studies

Official Community Plan and City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Commercial". The OCP allows TCUPs in areas designated "Industrial", "Mixed Employment", "Commercial", "Neighbourhood Service Centre", "Mixed Use", "Limited Mixed Use", and "Agricultural" (outside of the Agricultural Land Reserve, only), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The Bridgeport Village (2031) Specific Land Use Map within the City Centre Area Plan designates the subject site as "Urban Centre T5 (45m)", which allows for medium and high density office, restaurant, arts, culture, entertainment, hospitality and various other land uses including retail sales and services.

The proposed temporary Office use is consistent with the "Commercial" land use designation in the Official Community Plan (OCP), and the Urban Centre T5 (45m) designation in the City Centre Area Plan.

Richmond Zoning Bylaw 8500

The subject site is zoned "Light Industrial (IL)", which allows for a range of general industrial uses. The applicant proposes to use approximately 130 m² (1,400 ft²) of the existing space as a showroom for the marketing of office and industrial strata units associated with the 9466 Beckwith Road development. Richmond Zoning Bylaw 8500 defines "Office" as a facility that provides professional, management, administrative, consulting or monetary services in an office setting including real estate. The attached Temporary Commercial Use Permit would limit the Office use to the marketing and sale of office and industrial strata units.

Local Government Act

The *Local Government Act* states that TCUPs are valid for a period of up to three years from the date of issue, and that an application for one extension to the Permit may be made and issued for up to three additional years. After that a new TCUP application would be required.

Public Consultation

Should the Planning Committee endorse this application and Council resolve to move the staff recommendation, the application will be forwarded to a Public Hearing on October 15, 2018, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Sales centres for marketing residential developments are permitted in all zones except in the agricultural and golf zones and in any site specific zones that permit farm business. Given that the proposed sales centre is not for residential purposes the applicant must request a TCUP to allow for the business to operate at 2980 No. 3 Road.

Minor exterior renovations are planned for the site, including the removal of an existing shed, improvements to the on-site landscaping and minor cosmetic changes to the building façade. Given that the previous property use of Industrial General is similar to the proposed, no modifications are needed besides the specification of Office as the type of business use. A Development Permit is not required as the exterior alterations will be less than \$75,000.

The existing building is approximately 316 m² (3,400 ft²) in size with the majority of the leasable space allocated to retail/showroom/office 130 m² (1,400 ft²) and storage 139 m² (1,500 ft²), which will not be used by the applicant. The remainder of the indoor space will be utilized as corridor space and therefore not part of the gross leasable area. Apart from the 130 m² of office space for the sales centre and the existing and proposed parking, the rest of the subject site will be left in its current state.

Building and Landscape

The subject site is largely paved, with a grassy area between the building and curb along Bridgeport Road. To enhance the appeal of the building, the applicant is proposing landscape design elements including shrubs and flowers along the south facing wall and a portion along No. 3 Road. Improvements to the existing façade will also be realised by adding a new layer of paint and door awnings to highlight the entrance. Additional considerations to improve the site include enhancing the south side of the property with signage and connecting the laneway parking and access to the sales centre by means of internal corridor from the back. Signage on the façade will comply with the Sign Bylaw and the necessary permits will be requested prior to installation. Lastly, as part of landscaping plan, bicycle parking will be integrated into the design to help connect all modes of travel to and from the site.

The applicant has provided a Landscape Plan showing the proposed improvements to the landscaped area (Attachment 5). Prior to issuance of the TCUP at the Public Hearing, the applicant is required to provide a Landscape Security based on the cost estimate of the Landscape Plan, plus a 10% contingency, to ensure that the agreed upon landscaping is installed. The total Landscape Security for the installation and maintenance of landscaping for the TCUP is \$11,953.96.

Site Access and Parking

Transportation Staff have reviewed the site conditions and are satisfied that no major upgrades to City infrastructure are required. Prior to the issuance of a Building Permit for interior and exterior renovations, a Work Order for an asphalt walkway along the Bridgeport Road frontage and service connections is required. In addition to the Work Order, a construction parking and traffic management plan is to be provided to the Transportation Division for further analysis.

Parking and loading must be provided consistent with the requirements of Richmond Zoning Bylaw 8500. Vehicle parking is required at a rate of 3.75 parking spaces per 100 m² of gross leasable floor area for Office use, based on the Zone 1 City Centre blended parking requirements, and 0.5 parking spaces per 100 m² of leasable floor area for Storage use.

A total of eight parking spaces will be provided on the subject property which is above the Bylaw requirement for the uses on the subject site of five parking spaces. Currently, the site

provides a total of two parking spaces on the west side of the building. An additional two new parking spaces are proposed in place of the existing shed, which is to be removed from the north west side of the main building, and a further four parking spaces along the east side of the property accessed by the lane. Garbage and recycling services will be provided along the lane next to the additional laneway parking to accommodate ease of access and waste management requirements.

Class 1 and Class 2 bicycle parking is required at a rate of 0.27 spaces per 100 m² of gross leasable floor area greater than 100 m², for a total of one Class 1 and one Class 2 bicycle parking space. Both vehicle and bicycle parking signage is required for clear direction to parking options.

Financial Impact

None.

Conclusion

IBI Group Architects Inc. has applied to the City of Richmond for a Temporary Commercial Use Permit to allow "Office" limited to marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road, as a permitted use at 2980 No. 3 Road, zoned "Light Industrial (IL)".

The proposed use at the subject property is acceptable to staff, on the basis that it is consistent with the land use designations in the Official Community Plan and is temporary in nature.

If endorsed by Council, the applicant is required to submit the security described in the attached Temporary Commercial Use Permit prior to consideration at the Public Hearing on October 15, 2018.

Staff recommend that the attached Temporary Commercial Use Permit be issued to the applicant to allow "Office" at 2980 No. 3 Road for a period of three years.

Nathan Andrews Planning Technician (604-247-4911)

NA:as

Attachments:

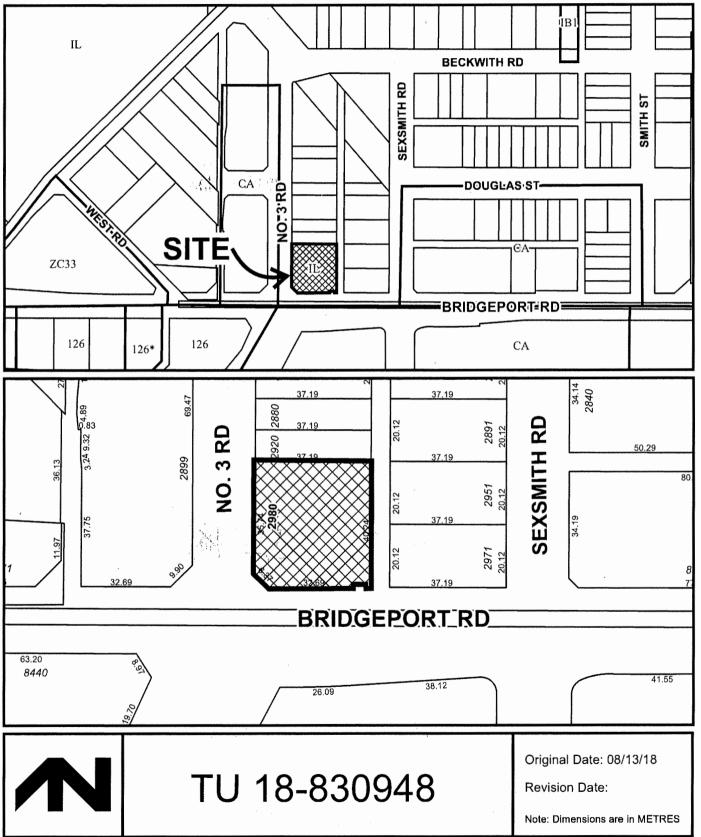
Attachment 1: Location Map Attachment 2: Survey Plan

Attachment 3: Development Application Data Sheet

Attachment 4: Site Plan

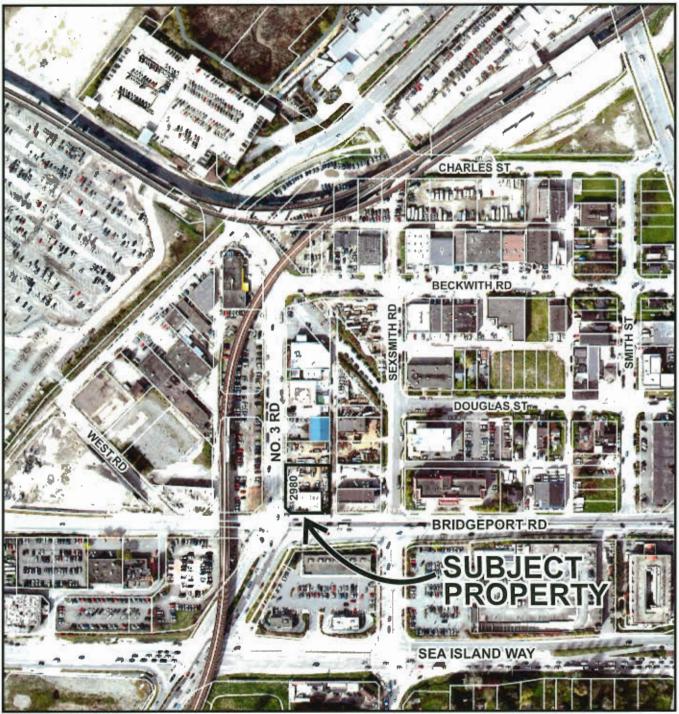
Attachment 5: Building and Landscape Plan





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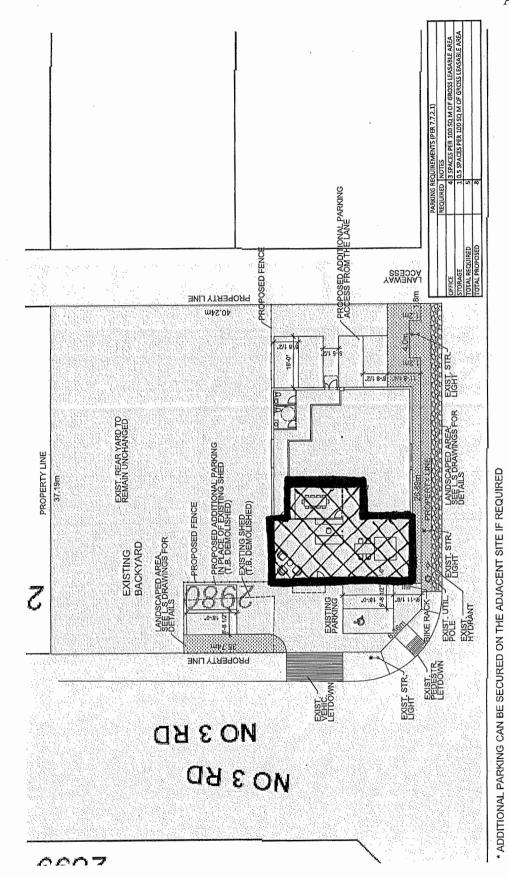


TU 18-830948

Original Date: 08/13/18

Revision Date:

Note: Dimensions are in METRES



SALES CENTRE - 2980 No 3 ROAD

APRIL 26, 2017

<u>B</u>

TOPOGRAPHIC SITE PLAN OF PART OF LOT 86 (REFERENCE PLAN 28965) EXCEPT FIRSTLY: PARCEL "A" (BYLAW PLAN 57721);

SALES CENTRE - 2980 No 3 ROAD

Associates Land Surveying Ltd.

British Columbia Land Surveyors

#200, 9128 - 152nd Stre Surrey, B.C. V3R 4E7 Tel. 6D4-583-1618 File: 185077LS Dwg: 185077_TO,DWG

SEAL

ELEVATIONS DERIVED FROM CITY OF RICHMOND MONUMENT 77H4602 LOCATED AT THE INTERSECTION OF SEXSMITH RO AND BRIDGEPORT RO ELEV. = 1.718m CVD28GVRD (2005)



Development Application Data Sheet

Development Applications Department

TU 18-830948 Attachment 3

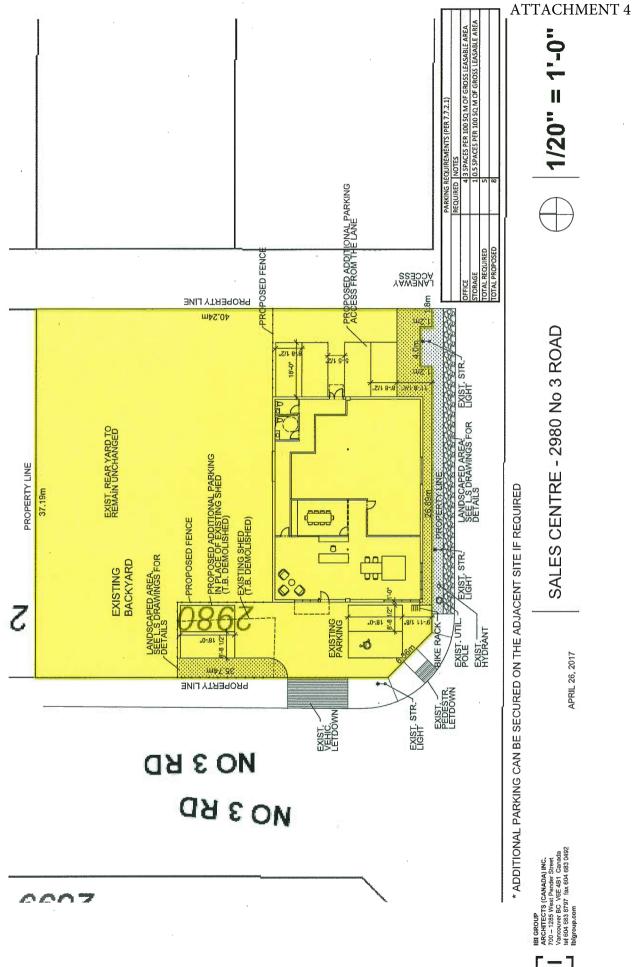
Address: 2980 No. 3 Road

Applicant: IBI Group Architects Inc.

Planning Area(s): City Centre Area Plan – Bridgeport Village

	Existing	Proposed
Owner:	Chen's North America Holdings No. 2 Ltd	No change
Site Size (m²):	1,480 m²	No change
Land Uses:	Industrial General	Office, limited to the marketing and sale of commercial and industrial strata units
OCP Designation:	Commercial	No change
CCAP Designation:	Urban Centre T5	No change
Zoning:	Light Industrial (IL)	No change

On Development Site	Bylaw Requirement	Proposed	Variance
On-site Vehicle Parking:	5	8	None
On-site Bicycle Parking:	Min. 1 Class 1 Min. 1 Class 2	1 Class 1 4 Class 2	None



* ADDITIONAL PARKING CAN BE SECURED ON THE ADJACENT SITE IF REQUIRED

APRIL 26, 2017

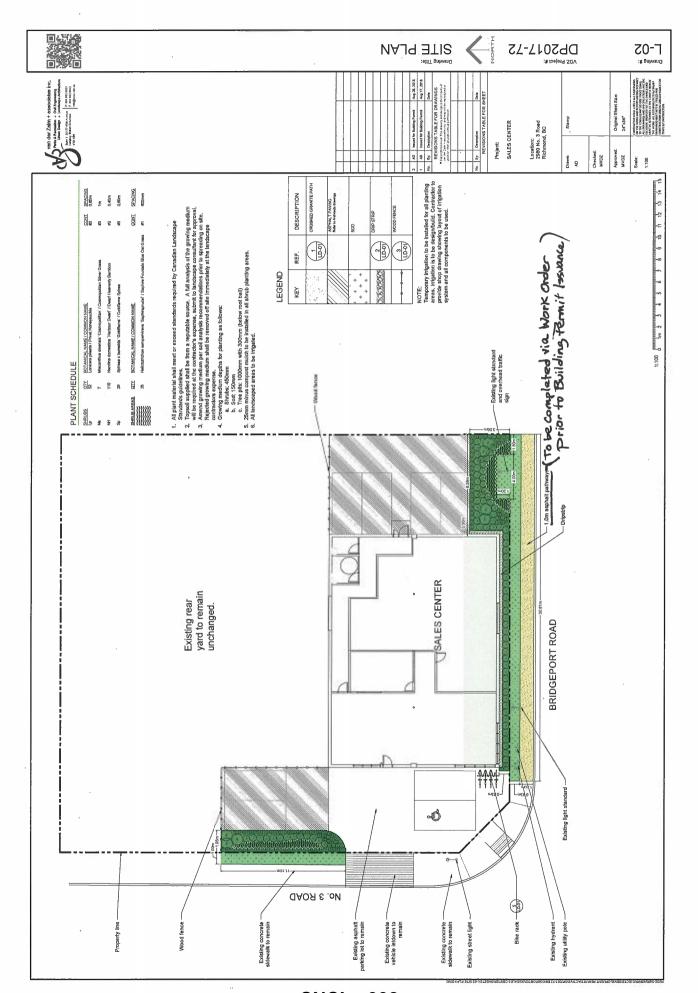
SALES CENTRE - 2980 No 3 ROAD

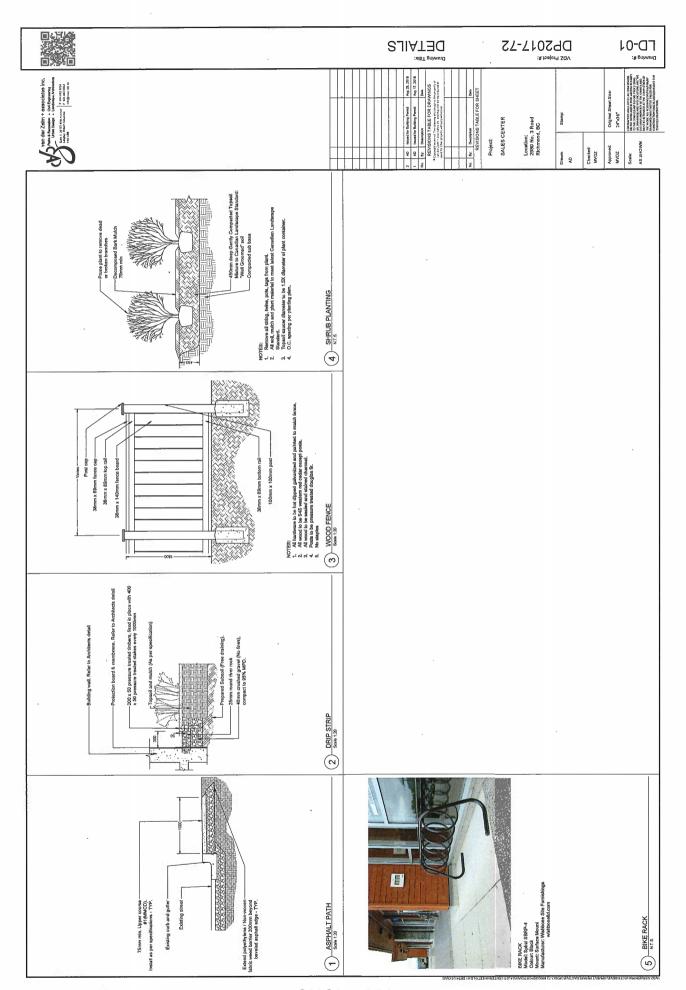
1/20" = 1'-0"

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LANDSCAPE NOTES

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REVISIONS TABLE FOR SHEET Onginal Sheot Size: 24"x36" Location: 2960 No. 3 Road Richmond, BC **Stamp** SALES CENTER Project: Approved: MVDZ Checked: MVDZ 8 8 8 9

Per Establishment varieting must be completely the inducesor controller through the course of constructionlinealising, auchasian substantial completels are used to constructionlinealising, auchasian substantial complete and promote a facility of the course of construction for core all deficiencies are deemed as undelte. Establishment valenting practice and procedures are cellined under the SC Landscape Scienciars, lasts enflow. This should be

8.3 The general contractor shall pay for a minimum two (2) random tests will be performed during the course of construction to confirm that the growing medium benting treatlend on sile matches the test approved by the landscape architect. The indiscapes architect. The indiscapes architect will not by the general contractor of when said tests will occur and soil amaples should be mailed out which a soil rests will occur and soil amaples should be mailed out which a soil rest will occur and soil amaples should be mailed antitrinia dould result in removal, amendment or trainfaillation of appropriate material could result in removal, amendment or trainfaillation of appropriate soil Analysis incorporated or approved equal testing center. Pedic Soil Analysis incorporated or approved equal testing center.

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8.10 Landscape mulch shall conform to BC Landscape Standards and be nstalled at depths specified under BC Landscape Standards, 7h edition. Which must be non-toxic. Mulch should be dark brown or biack in colour; nd coloured mulch is not permitted unless specified otherwise.

8.11 Filter fabric must be provided in any areas were drain rock is used as a mulch substitute or landscape feature, with the exception of drip strips (unless noted otherwise).

EXTERIOR SITE FURNISHINGS:

Site furnishings shall all be provided via shop drawing submittals brough the submittal processes defined under the master specification

2.2 It is expected that the landscape activities chall see a shop drawing for the propose of an additional parts of the additional and an additional and an additional and an additional and additional and additional and additional and additional and additional proposed from the tendscape is the contractor, installation additional and inflate from the tendscape and additional additional additional additional and additional addi

3.3 All site furnishings should be installed as per the manufacturer's pecifications.

9.4 it is the contractor's responsibility to notify the landscape architect if a conflict occurs between the installation requirements defined by manufacturers and the landscape site plan, specifications, or details.

The Tandezpe contributes to contribute to contribute co

8.8 The landscape contractor must submit a soil report/test report to that shows that growing mediums comply with the standards identified in the BC Landscape Standards, latest edition for "Level 2, well groomed landscapes"

6.4 All fasteners used in wood connections (i.e. screws, nais, etc) are to be countersunk and predrilled to prevent wood splitting unless specified otherwise 6.3 All fences, fasteners and railings shall be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase o installation

3.3 The contractor(s) responsible for compileting servicing, hard and soft and debugged servicing, hard and soft a complete project event copy of intracture to changes to writte defined as complete project event copy of intracture, or changes to writts defined as complete whomage. This is addition to the project event copy of intracture to change to write defined or requests claimed under the general is cope. The project record copy or expected with a copy or complete white depth is submitted as a hard copy or in red coloured notes if submitted as a hard copy or

3.1 The contractor, sub-contractor, and coordinating trades/suppliers responsible for completing the indicates except of work is responsible for revelwing the master specification package for the project in conjunction with all consultant drawings, inclusive of fandscape.

DRAWINGS AND SPECIFICATIONS:

3.2 Should any drawing or detail conflict with the master specification file the contractor must immediately notify the design team for coordination prior to order, preparation or installation of said conflicting works (typ).

2.1 The contractor(s) responsible for completing the landscape scope of work static former the reference standards, submittals process, coordination standards, specifications, and works as defined under the 'General Scope' of the master specification (complete).

1.1 Inquiries regarding landscape drawings should be addressed to the person(s) identified in the contact information on the cover page.

PROJECT COORDINATION:

GENERAL LANDSCAPE NOTES

PROJECT CONTACT:

6.5 All anchor plates, hangers, and a fillated fastener joining materials meet flush between joining surfaces without gaps, unless specified otherwise

6.6 All matal work shall be treated for protection from corrosion (i.e. Aluminum must be anodized and steel must be galvanized or stainless steel) store to additional coatings of paints or sealers. This is inclusive of Statents or.

4.1 All carected shall conform to all carected designed under the master speaking and any expension and speaking to the Ovid Engineer (rife in cold fromings, with references to MMCO speaking) (complete). All concrete protein places in the most to be infrared as a part action of 0.00 of this latest MMCO unders on protein-place and of 0.00 of this latest MMCO unders on present of 0.00 of this latest MMCO unders otherwise specified infacient in rates in parts and present infacient of infacient in rates in the same specified infacient in rates in parts.

LANDSCAPE CONCRETE WORK

6.7 All metal bonding (i.e., welding or soldering) must be completed and metal work studio be treated to sprotection from correspon, Bonding work should be concealed by the finishers of the metal work. Sanding or handwork needed to provide a smooth and consistent finish along the bonded metal material should be done to match the finish of the metals used for joining.

6.8 All railing heights, picket spacing, and rail spacing should be in accordance with the British Columbia Building Code, CANICSA - 2614-07 and affiliated ASTM standards

6.9 Install a grounding rod on all fences, metal posts or poles taller than 6° (1800min) in height through the direction of the project electrical engineer. Contrador to confirm the location(5) of said work at the time of project start-up with the electrical engineer and landscape artifiest.

IRRIGATION:

4.5 The contrador though confirm the locations of control joint patterning and expension holists with the innexpersate entitled to its installation for concrete paving surfaces and walls. The contrader its to provide control contrate paving surfaces and walls. The contrader its to provide control and the charged has been for inspection and approval by the landscape architect prior to installation.

UNIT PAVING:

7.1 Irrigation work should be completed to comply with the Canadian Electrical Code and Canadian Plumbing Code

7.2 Irrigation work should be completed by and installer with over 5 years experience in irrigation work

7.3 Refer to irrigation drawings for additional specifications

For feast concepted unit passes on rutulari stone units parses must be provided in a 2m x 2m 'brockey, on site a minimum 2 reests prior to order metalisation for provided by the site and minimum 2 reests prior to order be installed as per manufacturer's specification and include any 'bedding the installed as per manufacturer's specification and include any 'bedding specifications. South, mutatix, sealed as posting the manufacturer's specification could call away to be a specification of the site of the specification is specification and manufacturers, sealed as a specification of the site regular daying time manufacturers and the base base installed a minimum 48 hours prior to the time of review by the landscapes architect.

6.1 All landscape materials, planting and softscaping shall conform to standards defined under the master specification and BC Landscape Standards, iatest edition. PLANTING AND SOFTSCAPES;

8.2 Warranty of plant material shall conform to BC Landscape Standards, Talest edition.

5.3 Professionals should be qualified and experienced (minimum 5 years) in installing paving products specified in landscape drawings

5.2 All approved unit paving and bedding or joining materials should be installed as per manufacturers specifications

8.3 The contractor is responsible to have the landscape architect inspect the silt of fine grading in areas where solbes, berms or mounts are used as spart of soft landscaping features prior to the installation or plant materials A minimum 7 days notice is required for this review.

8.4 The contractor is responsible to have the landscape architect inspect that face for the gradient responsible to have the sold or seed as the distance and or seed as the distance special features prior to the installation of sold or seed. A milmum The sold sold is seed as the sold is required for this review. Feparation of sold and seed areas shall conform to BC Landscape Standards. Not 1 Turigiass and No. 1 Connadian reset attandards apply as a defined through BC Landscape Standards are seed incompleted to the standards and maintenance specifications of sold and seed shall specially and maintenance specifications of sold and seed shall people as defined through BC Landscape standards invalidation and maintenance specifications of sold and seed shall apply as defined through BC Landscape Standards.

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 1. ASTM ASSASMINGJ, Specification for Pipe. Steel, Black and Hot Dipped. Zinc. Coated, Welded and Seamless.
 2. ASTM ATS 1991, Specification for Zinc. Coated (Salvanized)

6.2 Additional references that apply to metal work (may not necessarily be included under the master specification):

6.1 All metal work shall conform to the master specification for the project (complete)

METALS:

extraction that the transfer and the completed by the fundances contracted through the course of construction through the course of construction through the course of construction/testation varieties are extracted and the time of final acceptance once all deficiences are extracted as completed and procedures are defined under the BC Landscape Standards latest edition. This should are defined under the BC Landscape Standards latest edition. This should Site Barbed Ville

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C Canadian General Standard Board (CGSB)

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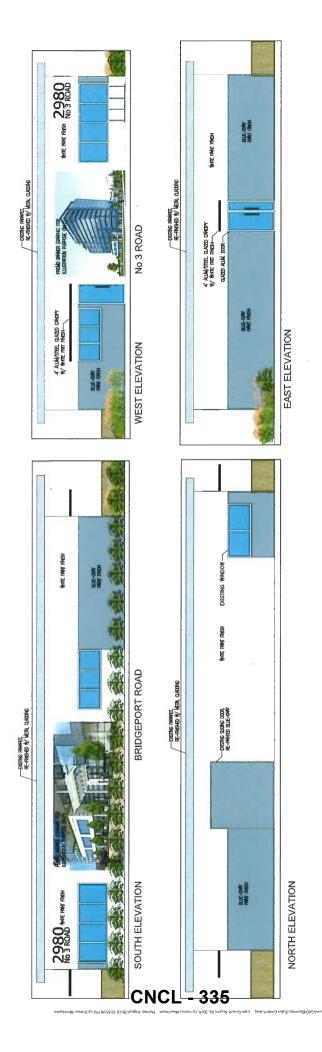
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4.3 All horizontal exterior concrete surfaces shall have a light broom finish or approved equal unless specified otherwise 4.4 All vertical concrete surfaces inclusive of cast in place wails shall have a light sand blast finish or approved equal unless specified otherwise

4.2 Concate reinforcing for vertical landscape cast in place walls shall comply with defials and specifications. The general contractor will be responsible for providing a engineer's stamp on shop drawings for all vertical concrete higher ban 1.2m (typ).

PROPOSED ELEVATIONS

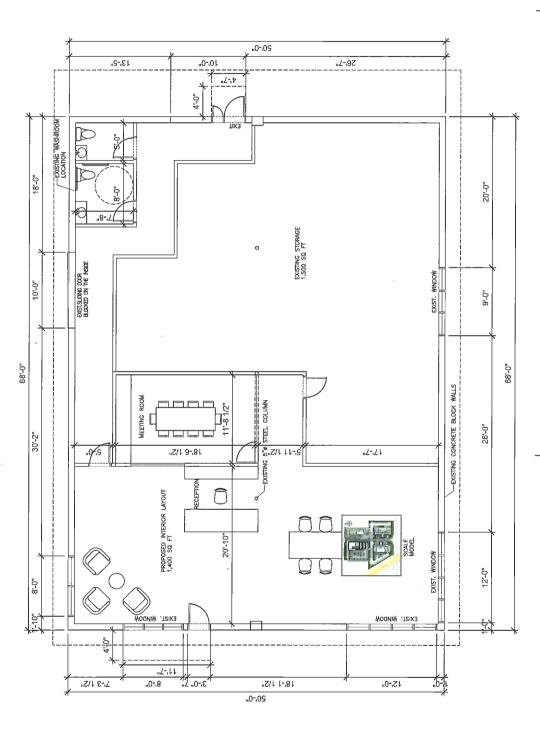
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SALES CENTRE - 2980 No 3 ROAD

1/8" = 1'-0"

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SALES CENTRE - 2980 No 3 ROAD

IBI GROUP
ARCHIFECTS (CANADA) INC.
700 – 1285 West Pender Street
Vancouver BC V6E 481 Canada
tel 604 683 8797 fax 604 683 0492
lbigroup.com

[<u>m</u>]

CONTEXT IMAGES









SALES CENTRE - 2980 No 3 ROAD

 $\begin{bmatrix} \mathbf{B} \end{bmatrix}$



Temporary Commercial Use Permit

No. TU 18-830948

To the Holder:

IBI GROUP ARCHITECTS INC.

Property Address:

2980 NO. 3 ROAD

Address:

C/O MARTIN BRUCKNER & SALIM NARAYANAN

IBI GROUP ARCHITECTS INC.

700 - 1285 WEST PENDER STREET

VANCOUVER, BC V6E 4B1

- 1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
- 2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and to the portion of the building shown cross-hatched on the attached Schedule "B".
- 3. The subject property may be used for the following temporary Commercial uses:

Office, limited to the marketing and sale of office and industrial strata units.

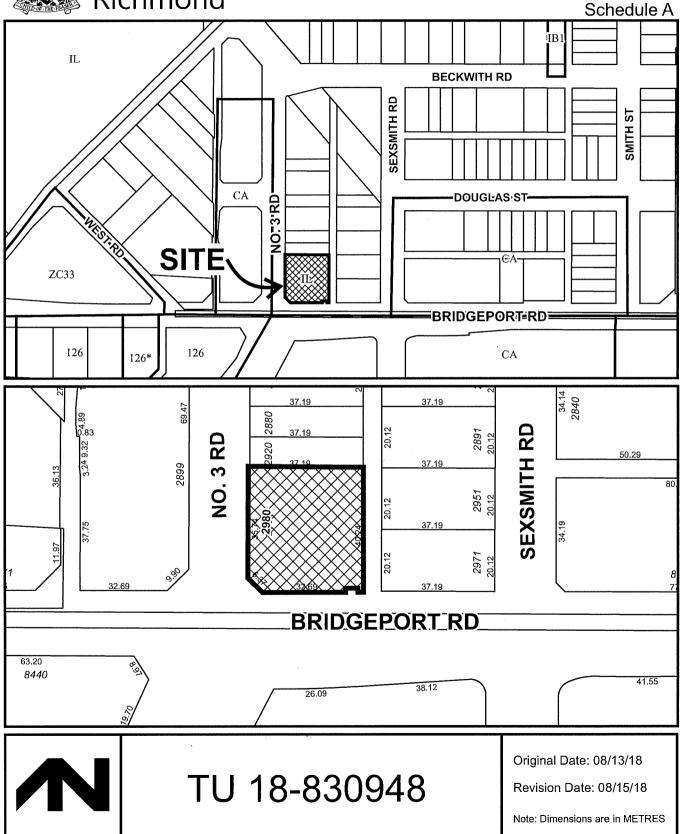
- 4. The permitted use shall be limited to the sale of commercial and industrial strata units only, and shall not include the sale of motor vehicles, commercial equipment, or industrial equipment.
- 5. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
- 6. As a condition of the issuance of this Permit, the City is holding a Landscape Security in the amount of \$11,953.96 for the landscape works described in Schedule "D". The City will release 90% of the security upon inspection, and 10% of the security will be released one year after the inspection to ensure that the agreed upon planting has survived.
- 7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- 8. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

No. TU 18-830948

To the Holder:	IBI GROUP ARCHITECTS INC.	
Property Address:	2980 NO. 3 ROAD	
Address:	C/O MARTIN BRUCKNER & SALIM NARAYANAN IBI GROUP ARCHITECTS INC. 700 – 1285 WEST PENDER STREET VANCOUVER, BC V6E 4B1	
AUTHORIZING RESOLUTION ,	ΓΙΟΝ NO.	ISSUED BY THE COUNCIL THE
DELIVERED THIS	DAY OF ,	
MAYOR		CORPORATE OFFICER





* ADDITIONAL PARKING CAN BE SECURED ON THE ADJACENT SITE IF REQUIRED

APRIL 26, 2017

TU 18-830948

PRÓPOSED ADDITIONAL PARKING ACCESS FROM THE LANE

EXISTING

PROPERTY LINE

PROPOSED ADDITIONAL PARKING IN PLACE OF EXISTING SHED (T.B. DEMOLISHED)

mh7.36 ЭИЛ ҮТЯЗЧОЯЧ

MO3 RD

MO3RD

EXISTING SHED (T.B. DEMOLISHED)

PROPOSED FENCE

LANDSCAPED AREA. SEE L.S DRAWINGS FOR DETAILS

EXIST. REAR YARD TO REMAIN UNCHANGED

EXISTING BACKYARD

PROPERTY LINE

Z

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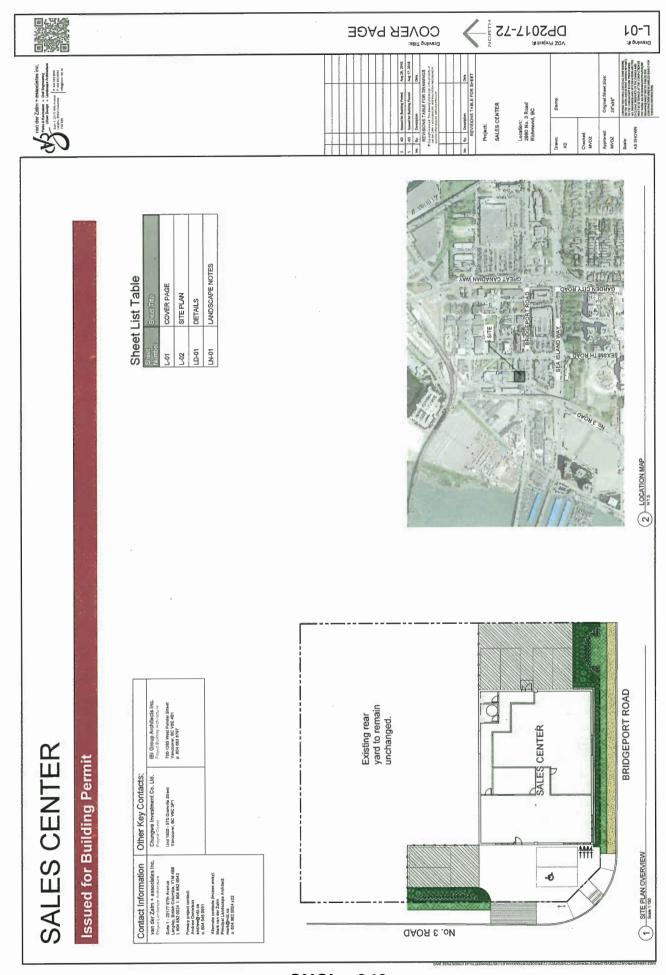
Undertaking

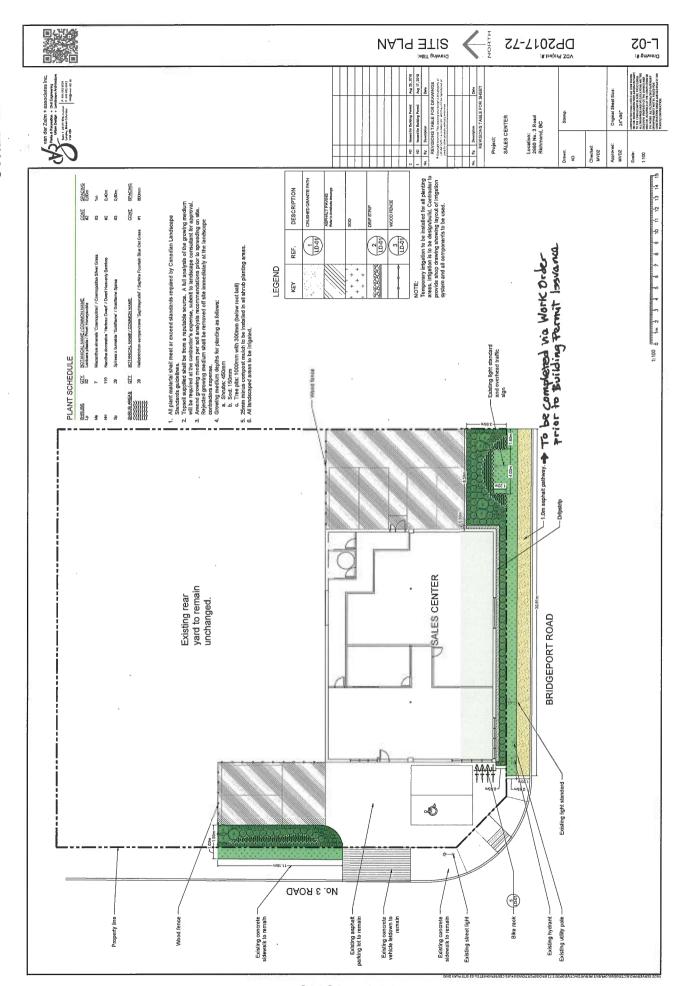
In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary buildings, structures and signs; to restore the land described in Schedule A; and to maintain and restore adjacent roads, to a condition satisfactory to the City of Richmond upon the expiration of this Permit or cessation of the permitted use, whichever is sooner.

IBI Group Architects Inc. by its authorized signatory

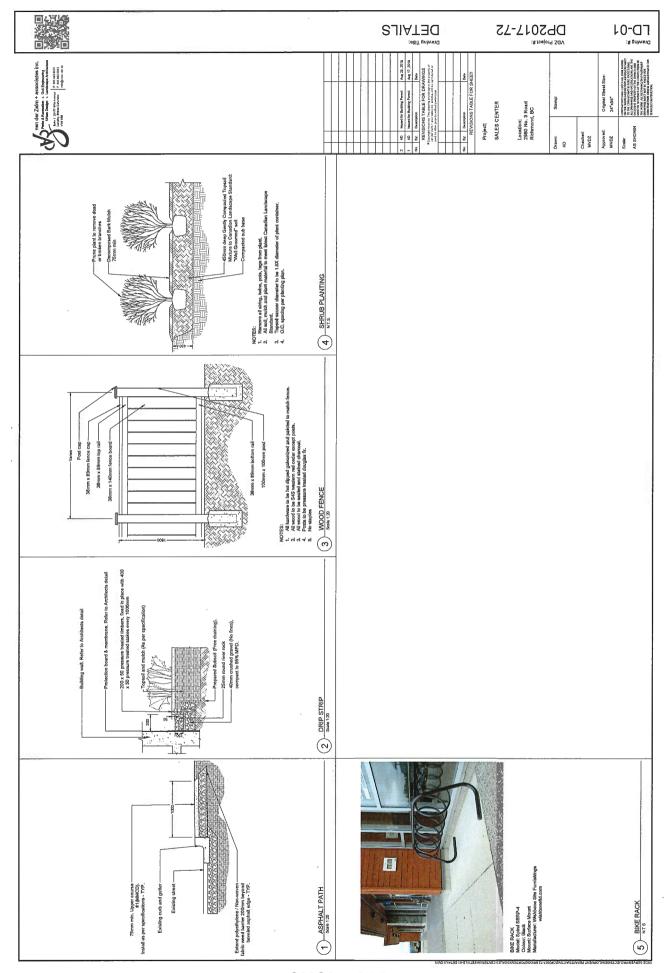
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1980 NO.3 ROAD RE: TU 18-830948





CNCL - 344



CNCL - 345

	LANDSCAPE NOTES	VDZ Project#:	LO-NJ
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on a "The landscape confunctor should provide the landscape are lateful with one week's notice to perform a review at local numeries who are supplying major plant orders to the after. The landscape architect reserves the right major plant orders to the size. The landscape architect reserves the right Landscape & landscape and the dees not meet dinawing specification or BC Landscape & landscape at any time, despite any teview of said materials.

8.8 The landscape contractor must submit a soil reportflest report to that shows that growing mediums comply with the standards identified in the BC Landscape Standards, latest edition for "Level 2, well groomed landscapes"

B 9 The general contractor shall pay for a minimum wo (2) random tests will be performed during the courses of construction to conform that the growing medium being installed on site matches he test approved by the landscape articles. The indicages performed value of the personal contractor of when said tests will occur and soil samples should be mailed out within 46 house of this older. Fallier to have so all makes should be mailed material could result in tennous! amendment or retriabilision of appropriate material at the contractor's repense. Soil lests should be sent to Pacific Soil Analysis him who will reprove a soil lests should be sent to Pacific Soil Analysis him which we represe. Soil lests should be sent to Pacific Soil Analysis him William Soil lests should be sent to Pacific Soil Analysis him William Soil lests should be sent to Pacific Soil Analysis him William Soil lests should be sent to Pacific Soil Analysis him William Soil Respinor Got 273 8238

9.11 Filter fabric must be provided in any areas were drain rock is used as a muich substitute or landscape feature, with the exception of drip strips (unless noted otherwise).

3.3 All site furnishings should be installed as per the manufacturer's specifications.

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S. E. Establishment maniferance must be compelled by the landcape contracted through the contract of constructioninstalation, audioachies and compelled must not the time of the succession consistent of the demand as compales. The succession of the succession contract of the demand as compales. The succession of the s

& 6. Establishment watering must be completed by the landscape contractor through the course of centractorlominatalism, substantial completion and until the time of final acceptance once all deficiencies are deemed as configuration when the profess and procedures are celling under the DC Landscape Standards, latest endion. This should be

8.10 Landscape mulch shall conform to BC Landscape Standards and be installed at depths specified under BC Landscape Standards, 7th edition. Mulch must be non-toxic. Mulch should be dark brown or black in colour; react cobursed mulch is not permitted unless specified otherwise.

EXTERIOR SITE FURNISHINGS:

Site furnishings shall all be provided via shop drawing submittals hrough the submittal processes defined under the master specification

9.2. It is expected that the landscape architect shall see a shop drawing for every piece of hardscape list furthering specifier. In addition, and addition is the contrador's responsibility to receive approval from the landscape architect on all colours, installation options and affiliated fusives through apport dawning authoritiats prior to the purchase or histallation of site hundhings.

9.4 it is the contractor's responsibility to notify the landscape architect if a conflict occurs between the installation requirements defined by manufacturers and the landscape site plan, specifications, or details.

1.1 Inquiries regarding landscape drawings should be addressed to the person(s) identified in the contact Information on the cover page.

PROJECT COORDINATION:

GENERAL LANDSCAPE NOTES:

2.1 The contractor(s) responsible for completing the landscape scope of work shall conform to the reference standards, submittals process, coordination standards, specifications, and works as defined under the "General Scope" of the master specification (complete).

3.1 The contractor, sub-contractor, and coordinating trades/suppliers responsible for completing the landscape scope of work its responsible for receiving the master specification package for the project in conjunction with all consultant drawings, inclusive of landscape.

DRAWINGS AND SPECIFICATIONS:

3.2 Should any drawing or detail conflict with the master specification file the contractor must immediately notify the design team for coordination prior to order, preparation or installation of said conflicting works (typ).

6.3 All fences, fasteners and railings shall be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase o installation

6.4 All fasteners used in wood connections (i.e., screws, nails, etc) are to be countersunk and predrilled to prevent wood splitting unless specified otherwise

6.5 All anchor plates, hangers, and affiliated fastener joining materiats must meet flush between joining surfaces without gaps, unless specified otherwise

The contractivity responsible for completing sensing, had not soft in hard-spe works are responsible for providing the land-spe works are responsible for providing the land-spe avoiding with a complete yop/set record recty of mark-up or changes to most defined in the Land-spe pawings. This is addition to a complete with the contractivity and contract the sensing soops. The addition party record drawing requests cellined under the green's addition to a single record coops in requests cellined under the green's soops. The responsibility and party is submitted as a hard coopy or in red cooperate notes.

6.6 All metal work shall be treated for protection from corrusion (i.e. Alumetal work shall be tracked and steel must be galvanized or stainless steel) must be additional coatings of paints or sealers. This is inclusive on the steelers.

All accretes beliand confirm and abandesis detailed under the master specification and specifications by the Cold Engineer (refer to the landwings, with references to MMCD specifications by the Cold Engineer (refer to the drawings, with references to MMCD specifications and specifications of the landwings and the cold form the landwings of the control of the landwings of the la

LANDSCAPE CONCRETE WORK

6.7 All metal bonding (i.e. welding or soldering) must be completed and markal work should be treated by profetion in more more about the concealed by the finishes of the metal work. Sanding or handwork needed to provide a smooth and consistent finish along the borded metal material should be done to match the finish of the metals used for light or provide as metal.

6.8 All railing heights, picket spacing, and rail spacing should be in accordance with the British Columbia Building Code, CANICSA - 2514-07 and affiliated ASTM standards

6.5 install a grounding rod on all tences, metal posts or poles taller than 6° (1900mm) in height though the direction of the project electrical engineer. Coordinate to confirm the location(s) of said work at the time of project start-up with the electrical engineer and landscape anchitect.

RRIGATION:

4.5 The contractor should confirm the locations of control joint patterning on expansion joint with the manages artiflated profess the state from concrete parving surfaces and walls. The contractor is to provide control and in the contractor is to provide control and in the contractor in the contractor is to provide control and in the control of the control of the landscape artiflated profes for inspection and approval by the landscape artiflated profess for the control of the landscape.

UNIT PAVING:

7.1 Irrigation work should be completed to comply with the Canadian Electrical Code and Canadian Plumbing Code

7.2 Irrigation work should be completed by and installer with over S years experience in irrigation work

7.3 Refer to irrigation drawings for additional specifications

PLANTING AND SOFTSCAPES:

5.1 Precast concrete unit pavers or natural stone unit pavers must be producted in a 2m. 72m. mocket up on the a minimum, or excete point to order of materials for approval by the landscape arothert. The mockey should stabilitied as parameter was manufacturer's precidications and in popel cut caving seeing material, predeating, goulds or motar specified in project citawing sor specifications, Goods, mortans, seelers, or products that require drying time must have been installed a minimum 48 hours prior to the time of review by the andscapes arotherd.

8.1 All landscape materials, planling and softscaping shall conform to standards defined under the master specification and BC Landscape Standards, latest edition.

8.2 Warranty of plant material shall conform to BC Landscape Standards, ialest edition.

5.3 Professionals should be qualified and experienced (minimum 5 years) in installing paving products specified in landscape drawings

METALS:

5.2.All approved unit paving and bedding or joining materials should be installed as per manufacturers specifications

8.3 The contractor is responsible to have the landscape architect inspect the stee for thing agoing in sease where eloopes, berms or mounds are used as part of soft landscaping features prior to the installation of plant material. A minimum 7 days notible is required for this review.

Anny Can Society for Testing and Materials in immational, (ASTM).
 ASTM A53/A53M_(IQ2). Specification for Pipe, Steel, Black and HoL Opperd, Zinc. Cabald, Welderd and Semilled and Semilled.
 ASTM A17, 1991. Specification for Zinc. Coated (Galvanized).

5.2 Additional references that apply to metal work (may not necessarily be involved under the master exemification):

6.1 All metal work shall conform to the master specification for the project (complete)

8.4 The contractor is responsible to have the landscape architect hispect that is for fire agolding in sease where said or see are used as spart of soft handscaping features prior to the installation of soft or seed. A minimum. The propose process profess to the installation of soft or seed. A minimum. The process process are seed areas shall conform to BCL cardscapes Christon Proposation of sod and seed areas shall conform to BCL cardscapes Standards. Prevail of the Cardscape Standards are defined through BCL andscapes Standards. Installation and maintenance specifications stood and seed shall apply as ediment through BCL andscapes standards. Installation and maintenance specifications stood and seed shall apply as ediment through BCL Landscapes.

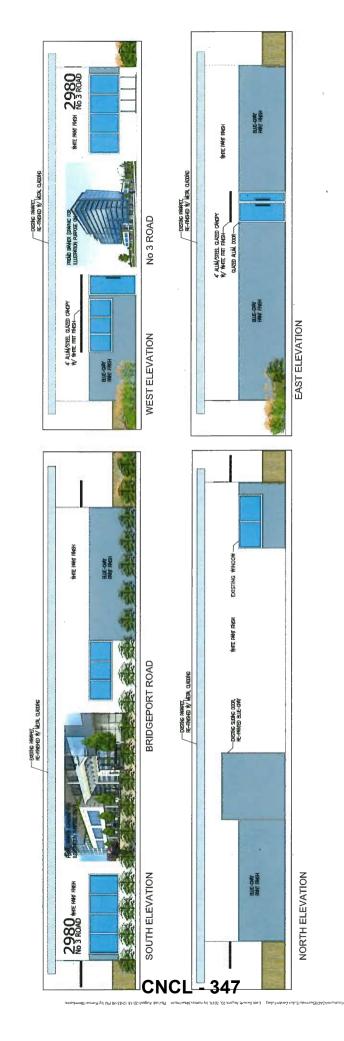
4.3 All horizontal exterior concrete surfaces shall have a light broom finish or approved equal unless specified otherwise 4.4 All vertical concrete surfaces inclusive of cast in piace walls shall have a light sand blast finish or approved equal unless specified otherwise

4.2 Concrete renfacing for vertical landscape cast in place walls shall somety with Cells and specifications. The general contractor will be responsible for providing a reginer's stamp on shop drawings for all vertical concrete higher than 1.2m (typ).

PROPOSED ELEVATIONS

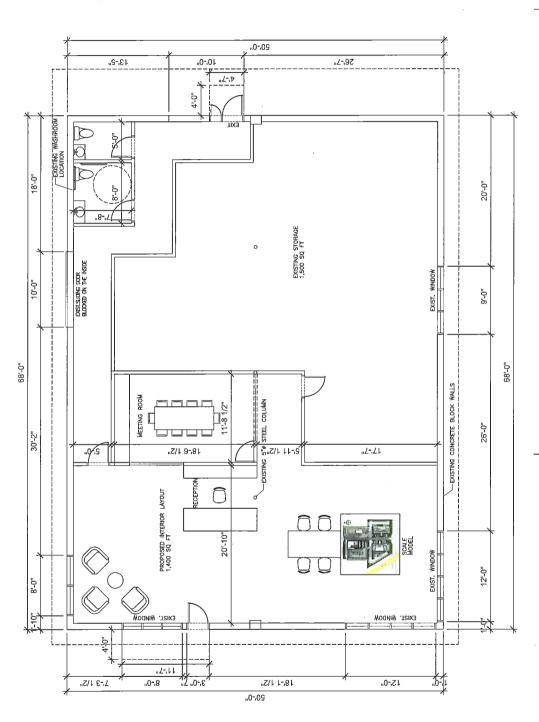
SUBMITTED FOR TUP - AUG. 20 2018

* SIGNAGE OR PROPOSED BANNER(s)MUST COMPLY WITH SIGN BYLAW 9700 AND SEPARATE PERMITS REQUIRED



SALES CENTRE - 2980 No 3 ROAD

1/8" = 1'-0"



SALES CENTRE - 2980 No 3 ROAD

1/8" = 1'-0"

ARCHITECTS (CANADA) INC. 700 – 1285 West Pender Street Vancouver BC VEE 481 Canada tel 604 689 fax 604 683 0492 Ibigroup.com

<u>[m]</u>

SUBMITTED FOR TUP - AUG. 20 2018

CONTEXT IMAGES









SALES CENTRE - 2980 No 3 ROAD

NTS

 $\begin{bmatrix} \mathbf{B} \end{bmatrix}$



Report to Committee

To:

Planning Committee

Date:

August 29, 2018

From:

Barry Konkin

File:

01-0157-30-

Manager, Policy Planning

RGST1/2018-Vol 01

Re:

Richmond Response: Metro Vancouver Proposed Regional Growth Strategy Amendment Bylaw No. 1266, 2018, as requested by the Township of Langley

for the Williams Neighbourhood Plan area

Staff Recommendation

That the Metro Vancouver Board be advised that the City of Richmond has no concerns with Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, which proposes to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's Regional Growth Strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

Barry Konkin

Manager, Policy Planning

(604-276-4139)

Att. 1

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

REVIEWED BY STAFF REPORT I
AGENDA REVIEW SUBCOMMITTEE

APPROVED BY CAO

APPROVED BY CAO

SOLUTION

APPROVED BY CAO

Staff Report

Origin

On July 30, 2018, the City of Richmond received a letter from the Metro Vancouver Board inviting the City of Richmond, and other affected local governments and agencies, to comment by September 14, 2018, on Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's regional growth strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

5.1. Advancement of City priorities through strong intergovernmental relationships.

Background

On July 29, 2011, with the consent of the City of Richmond and other local governments, the Metro Vancouver Board adopted a regional growth strategy titled: Metro Vancouver 2040: Shaping Our Future (Metro 2040), to guide and co-ordinate regional growth, land use, transportation, infrastructure and environmental protection to the year 2040. As part of Metro 2040, there are provisions for local governments to request amendments to regional land use designations, in addition to an agreed upon amendment process.

On April 8, 2018, the Township of Langley requested Metro Vancouver to amend land use designations in Metro 2040 in the Williams Neighbourhood Plan area from General Urban to Mixed Employment and from Mixed Employment to General Urban. The request would enable implementation of the Williams Neighbourhood Plan which was recently completed by the Township of Langley. On June 22, 2018, the Metro Vancouver Board agreed to initiate the Metro 2040 minor amendment process by introducing an amendment bylaw and directing staff to notify affected local governments as per Metro 2040. This is considered a Metro 2040 Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing.

Analysis

According to a Metro Vancouver staff report to the Regional Planning Committee dated May 29, 2018 (Attachment 1), the Williams area in the Township of Langley is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the Metro 2040 Urban Containment Boundary are planned for future urban development. The Williams area is not within the Agricultural Land Reserve (ALR) and is designated for a mix of General Urban and Mixed Employment uses. Table 1 summarizes the proposed amendment to the Metro 2040 plan.

Table 1: Summary of Proposed Amendments to the Metro 2040 Plan

Type of Metro 2040 Amendment	The proposal is for a Metro 2040 Type 3 amendment requiring a 50% + 1 weighted vote of the Board.
Description of Area	The Williams Neighbourhood Plan incorporates a 110 hectare area, encompassing three districts for employment uses, residential uses, and a transition area. The proposed amendment would affect a 6 ha (14.8 ac.) area.
Inside the Urban Containment Boundary?	Yes, it is in the Urban Containment Boundary.
Part of the Agricultural Land Reserve?	No, it is not in the Agricultural Land Reserve.
Existing Regional Growth Strategy Designation	A mix of General Urban and Mixed Employment
Township of Langley's Request	To re-designate a 2 ha (4.9 ac.) area from General Urban to Mixed Employment and a 4 ha (9.9 ac.) area from General Urban to Mixed Employment, resulting in a net decrease of 2 ha (4.9 ac.) of Mixed Employment lands.
Township of Langley's Reason	To implement the finalized version of the Williams Neighbourhood Plan which requires fine tuning of Metro 2040's land use plan to appropriately buffer the proposed General Urban residential uses from the proposed light industrial/commercial uses within the Mixed Employment designated area of the Williams plan.

City of Richmond staff do not have any concerns regarding this amendment as it does not jeopardize City interests.

Financial Impact

None.

Conclusion

City of Richmond staff have reviewed proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, and have no concerns as it does not jeopardize City interests. It is recommended that Council advise the Metro Vancouver Board that the City of Richmond has no concerns with the proposed amendment to the Metro 2040 plan.

John Hopkins Senior Planner (604-276-4279)

JH:cas

Att. 1: Metro Vancouver Report to Regional Planning Committee dated May 29, 2018 regarding proposed Metro Vancouver Regional Growth Strategy Amendment Bylaw 1266, 2018



Section G 1.1

To:

Regional Planning Committee

From:

James Stiver, Division Manager, Growth Management and Transportation

Parks, Planning and Environment Department

Date:

May 29, 2018

Meeting Date: June 8, 2018

Subject:

Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment

Request from the Township of Langley - Williams Neighbourhood Plan

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2040 minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
- c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the Township of Langley's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the Williams Neighbourhood Plan area (Attachment 1).

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to regional land use designations. On April 8, 2018, the Township of Langley Council gave first and second reading to Langley Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334. The amendment bylaw will implement the newly minted Williams Neighbourhood Plan completed by the Township.

At the April 8, 2018 meeting, Township Council also passed the following resolution:

That Council submit a request to Metro Vancouver for amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334;

A public hearing for the Williams Amendment was held on April 23, 2018, and Township of Langley Council read *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334* a third time on May 7, 2018. A Council decision on final adoption of the Bylaw will be

Page 2 of 6

scheduled following a Metro Vancouver Regional District (MVRD) Board decision on the requested *Metro 2040* amendment.

PROPOSED METRO 2040 LAND USE DESIGNATION AMENDMENT

The proposed amendment includes lands with a General Urban and Mixed Employment regional land use designation. On May 8, 2018 Metro Vancouver received a written request from the Township of Langley to consider a *Metro 2040* amendment for the Williams Neighbourhood Plan area (Attachment 2). This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing.

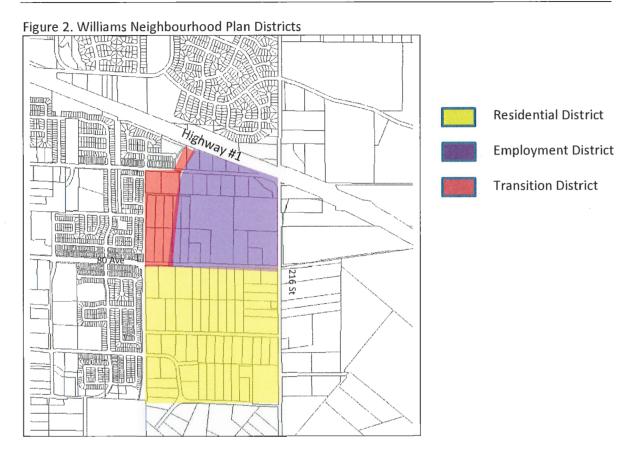
DETAILS OF THE PROPOSED AMENDMENT

The Williams area is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the *Metro 2040* Urban Containment Boundary are planned for future urban development (See Figure 1). The current *Metro 2040* land use designations in the Williams area were submitted by the Township of Langley in its regional context statement, which was accepted by the MVRD Board on November 25, 2016. The Williams area is adjacent to Highway #1, at 216 Street, where a future interchange is planned.



As is generally the process with community land use planning processes, the Willoughby Area Plan established an initial land use concept for the component Williams area, with detailed land use planning intended to occur through a subsequent comprehensive neighbourhood planning process. The proposed Williams Neighbourhood Plan, initiated by the Township in September 2015, is the result of that subsequent work. The Neighbourhood Plan incorporates a large, 110 hectare area, encompassing 3 districts for employment uses, residential uses, and a transition area (see Figure 2).

Page 3 of 6



As a result, the proposed *Metro 2040* land use amendments are intended to fine tune and appropriately buffer the proposed General Urban residential uses from the proposed light industrial/commercial uses within the Mixed Employment designated areas of the Williams plan; the greenway network buffer is proposed to be located within the General Urban area. This reconfiguration of the *Metro 2040* General Urban and Mixed Employment designation boundaries would result in the conversion of 2 hectares from General Urban to Mixed Employment, and 4 hectares from Mixed Employment to General Urban, resulting in a net decrease of 2 hectares of Mixed Employment lands (see Figure 3).

The Williams Neighbourhood is within the larger Willoughby area of the Township of Langley. The associated area plan is significant in the implementation of *Metro 2040* as it establishes a land use concept that will guide the continuing transformation of this emerging urban subregion from its current semi-rural residential status to urban. The area is within the *Metro 2040* Urban Containment Boundary and is anticipated for future urban development.

Page 4 of 6



Application Review

The Township of Langley's proposed amendment was assessed in relation to the applicable *Metro 2040* provisions. Site considerations identify locational factors that may have significant implications for *Metro 2040*. The intent of the regional site assessment is not to interfere with municipal planning, but rather to identify potential regional planning implications or any regional significance of the proposed land use changes.

The proposed amendment would redesignate 4 hectares of land designated Mixed Employment to General Urban, and redesignate 2 hectares of land designated General Urban to Mixed Employment. The *Metro 2040* General Urban designation allows all forms of urban development.

Under *Metro 2040* Goal 2 - *Support a Sustainable Regional Economy*, Metro Vancouver and its member jurisdictions have committed to *Protecting the Supply of Industrial Land*. This strategy contains two regional land use designations, Industrial and Mixed Employment, both intended to support industrial uses, and the latter to also facilitate commercial and other employment related uses to help meet the needs of the regional economy. Neither regional designation permits residential uses.

In implementing the policy actions under this strategy, Metro Vancouver and member jurisdictions have identified the need to manage the employment – residential interface to protect the integrity and viability of industrial and employment uses, while addressing and minimizing impacts to adjacent residential areas.

Page 5 of 6

In consideration of the above, staff recognize the extensive public engagement and plan evaluation process undertaken by the Township to prepare the Williams Neighbourhood Plan, the foundational work of which was established by the Willoughby Community Plan in 1998. Staff also appreciate that the area is currently not developed as an employment area, but rather planned to accommodate a range of business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community servicing in nature. The introduction of these types of uses, proximate to the existing Yorkson neighbourhood to the west of 212 Street, and north of 83 Avenue, does create a potential for conflict with more sensitive land uses, such as residential. The proposed Williams Plan:

- creates a transitional area between the established neighbourhood and the future employment district in the Williams Neighbourhood;
- provides for a gradual transition in housing types/density and accommodate a greenway/ conservation lands to act as a buffer between the neighbourhoods;
- provides a mix of housing and employment opportunities;
- provides a separator between the Fraser Highway and the new proposed residential uses;
- provides additional lands for commercial and industrial development/jobs in proximity to housing, and urban amenities.

The intent of *Metro 2040*'s Strategy 5.1 is to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking. Land use changes can and often significantly influence travel patterns.

As required under *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report that was presented to the May 11, 2018 meeting of the Regional Planning Advisory Committee (RPAC) for information and comment. RPAC received the staff report for information and did not provide comment.

Metro Vancouver staff conclude that the proposed amendments are generally consistent with *Metro 2040* goals and strategies, as they provide additional lands for commercial and industrial uses within the Urban Containment Boundary and in proximity to housing and urban amenities, in a way that manages the interface with adjacent residential uses.

ALTERNATIVES

- 1. That the MVRD Board:
 - a) initiate the Metro 2040 minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
 - b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
 - c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.

Page 6 of 6

 That the MVRD Board decline the Metro Vancouver 2040: Shaping our Future land use designation amendment request from the Township of Langley for the Williams Neighbourhood Plan area.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations of this report. If the MVRD Board chooses Alternative 1, staff will prepare correspondence notifying affected local governments of the proposed amendment to provide an opportunity for comment. Once the notification period is closed, staff will return with a summary of comments and the Board can then consider 3rd and final reading of the amendment bylaw. The Township of Langley will also be requested to submit a consequential amendment to its Regional Context Statement. If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The Township of Langley may challenge the decision and engage a dispute resolution process.

SUMMARY / CONCLUSION

The Township of Langley has requested that MVRD Board consider a Type 3 minor amendment to *Metro 2040* for its Williams Neighbourhood Plan area. The proposed amendment is consistent with *Metro 2040* strategy for development in urban areas in that it contributes to integrating an area designated for employment uses into an existing urban residential neighbourhood in a growing area of the region.

Primarily, the amendment creates a detailed plan for this portion of the Willoughby area by accommodating a range of future business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community serving in nature, proximate to the established Yorkson residential neighbourhood.

Metro 2040 allocates and anticipates lands within the Urban Containment Boundary for the development of new urban communities. The Township of Langley's Willoughby area is one of the larger developing urban areas in the region. Staff recommend Alternative 1, as the proposed amendment will serve to shape the form of this emerging urban area in a manner generally consistent with Metro 2040's goals and strategies.

Attachments

- Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018
- 2. Township of Langley correspondence dated May 8, 2018 regarding Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334 (Orbit Doc 25406971)

25366805

ATTACHMENT 1

METRO VANCOUVER REGIONAL DISTRICT REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018

A Bylaw to Amend Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

Township of Langley - Williams

WHEREAS the Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

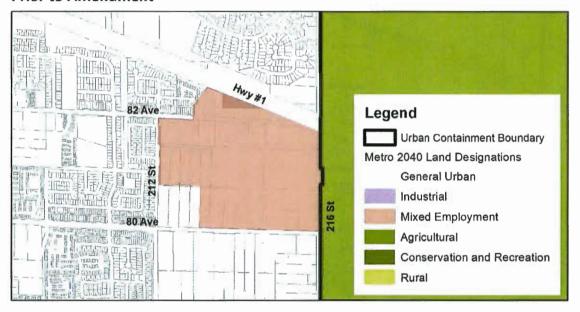
- 1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;
 - Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
- 2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018.* This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018.*

READ A FIRST TIME this	day of	, 2018.
READ A SECOND TIME this	day of	, 2018.
READ A THIRD TIME this	day of	, 2018.
PASSED, AND FINALLY ADOPTED this	day of	, 2018.
Chris Plagnol, Corporate Officer	Greg Moore, Chair	

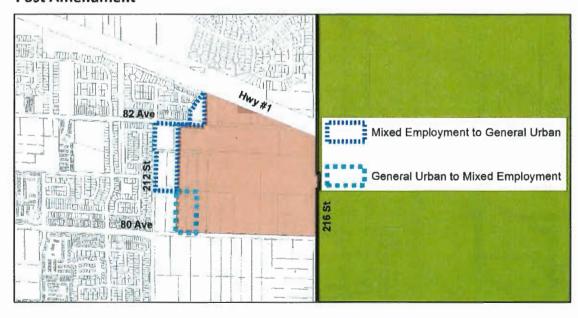
SCHEDULE A

The Township of Langley *Williams* amendment includes lands redesignated from Mixed Employment to General Urban, and from General Urban to Mixed Employment.

Prior to Amendment



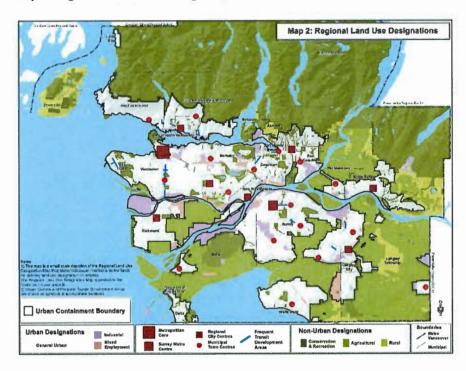
Post Amendment



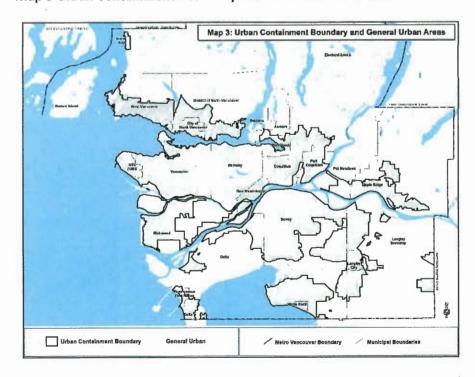
Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018 25359277 Page 2 of 5

SCHEDULE B

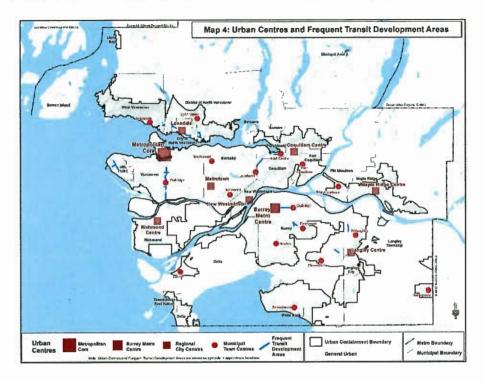
Map 2 Regional Land Use Designations



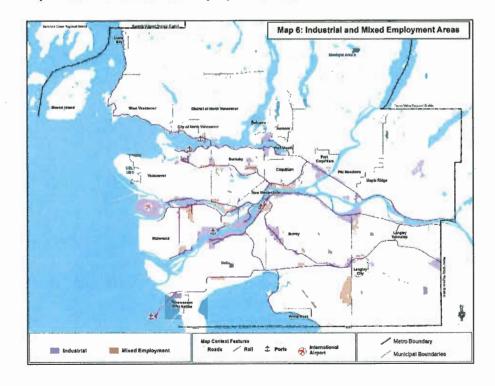
Map 3 Urban Containment Boundary and General Urban Areas



Map 4 Urban Centres and Frequent Transit Development Areas



Map 6 Industrial and Mixed Employment Areas

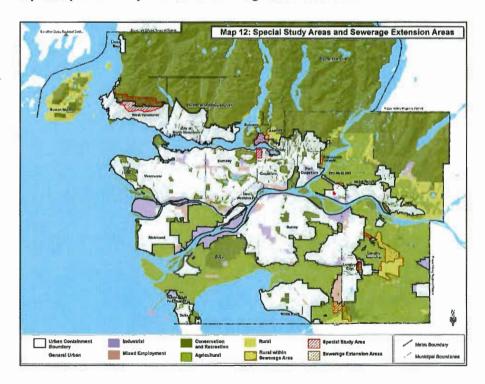


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Map 11 Local Centres, Hospitals and Post-Secondary Institutions

Map 12 Special Study Areas and Sewerage Extension Areas

Special Employment Areas





May 8, 2018

Bylaw No 5334 and 5335

James Stiver, Manager,
Growth Management and Transportation.
Metro Vancouver
Via Email: James Stiver@metrovancouver.org

Heather McNell,
Director of Regional Planning and Electoral Area Services
Metro Vancouver
Via Email: Heather, McNell@metrovancouver.org

Terry Hoff Senior Regional Planner Metro Vancouver

Via Email: Terry. Holl@metrovancouver.org

Dear James Stiver, Heather McNell and Terry Hoff:

Re: "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334"; and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335"

Attached is a copy of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334, certified correct at third reading, along with accompanying Bylaw No. 5335 and the draft May 7, 2018 Regular Evening Council meetings, including Council amendments.

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

Township Council is requesting Metro Vancouver make amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334.

Williams Neighbourhood Plan Page 2...

The revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 will be forwarded, once all the amendments have been incorporated in the plan.

If you have any questions, please feel free to call Stephen Richardson of our Community Development Division at 604.533.6042.

Yours truly,

Wendy Bauer, CMC TOWNSHIP CLERK

Attachments

copy: S. Richardson, Director, Development Services/Approving Officer

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334

EXPLANATORY NOTE

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842;

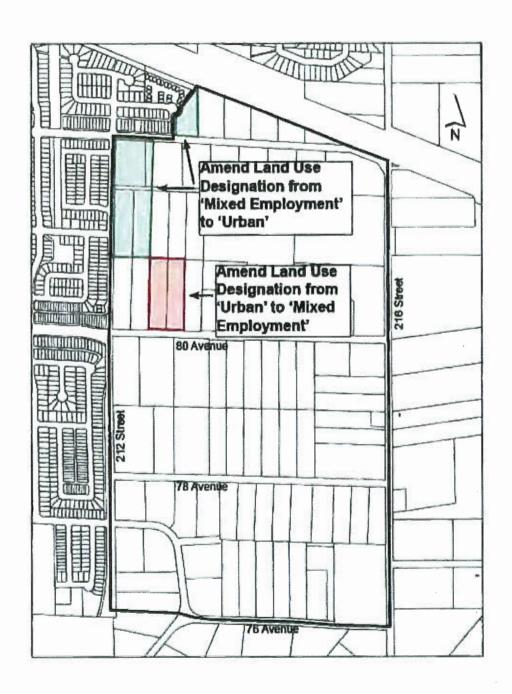
NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

- This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334".
- The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map 1 – Land Use' to change the designation of lands from Urban to Mixed Employment and from Mixed Employment to Urban for areas as shown on Schedule 'A' attached to and forming part of this bylaw.
- 3. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map A-1 RGS Land Use' in Schedule 1 Regional Context Statement to change the designation of lands from General Urban to Mixed Employment and from Mixed Employment to General Urban for areas as shown on Schedule 'B' attached to and forming part of this bylaw.

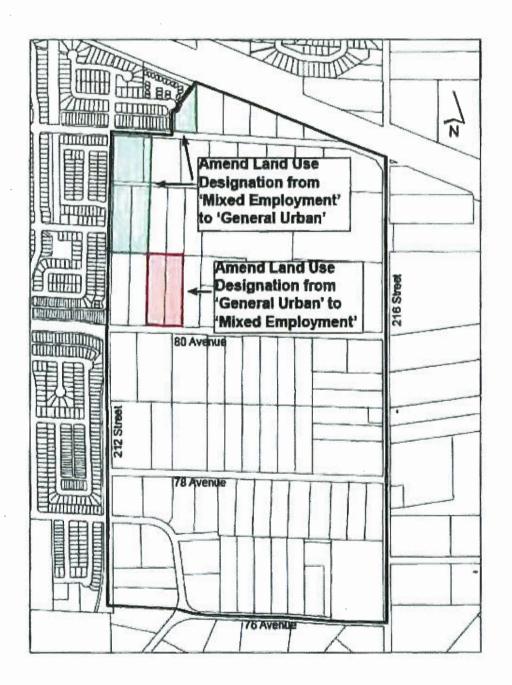
READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018
Mayor				Township Clerk

WENDY BAUER
Township Clerk

SCHEDULE 'A' BYLAW NO. 5334



SCHEDULE 'B' BYLAW NO. 5334



LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800 AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

EXPLANATORY NOTE

Bylaw 2018 No. 5335 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related amendments to the land use and road classification provisions of the Willoughby Community Plan. Development permit provisions of the Willoughby Community Plan are also amended, including new design guidelines for outdoor employee amenity spaces, strengthening refinements for agricultural edge and escarpment protection, and the expansion of the Energy Conservation and GHG Emission Reduction Development Permit Area to include the Williams Neighbourhood Plan area.

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800 AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended:

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

- This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335".
- The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:
 - a) Replacing bullet point "10.", of Section 2.1 Design Principles, with the following:
 - "10. Areas adjacent to extensive agricultural lands can accommodate a range of land uses, including industrial, commercial, institutional, recreational and residential. Residential uses should be generally and relatively lower density compared to more central Willoughby neighbourhoods (along 200 and 208 Street corridors) in order to contribute to transitions along the urban / rural edge."
 - b) Deleting the second sentence for bullet point "A.", of Sub-Section 3.1.1 Suburban Residential;
 - c) Adding the phrase "and at the 216 Street Interchange in the Williams area" at the end of the first sentence of the paragraph, the phrase "in Carvolth, and more modest scale, yet distinctive buildings in Williams" at the end of the third sentence of the paragraph, and the phrase "and the Williams Plan" at the end of the last sentence of the paragraph, of Sub-Section 3.3.1 Gateway;
 - d) Replacing bullet point "C.", of Section 3.4 Places To Work (Business Park), with the following:
 - "C. The Business Park area at 80 Avenue near 216 Street is predicated on the Highway #1 interchange at 216 Street. This location has close proximity to provincial highways and provides employment close to home."
 - e) Adding the word 'Williams' in the 'Neighbourhood Plan' column and in the 'Development Permit Area' rows of Areas 'B', 'C', 'G', 'I' and 'O' to the summary matrix in Section 4.0 'Development Permit Areas';

- f) Adding the following development permit guidelines to subsection 4.3.3 'Development Permit Area "G" – Business/Office Park', under the category heading of 'Site Design':
 - "Outdoor employee amenity space is required for employees. Design of the recreation space must provide places to sit and eat appended or immediately adjacent to the main building.
 - Size of amenity space to be scaled to the size of the building(s).
 - Minimum required 35m².
 - Larger buildings may require additional amenity space with multitenant buildings providing multiple amenity spaces distributed throughout the site.
 - Design of the recreational space must consider:
 - must be integrated into the overall landscape scheme and coordinated with the overall architecture
 - may be located on the roof of the main building(s)
 - a place(s) to sit and eat that are durable
 - weather protection (precipitation, shade, etc.)
 - landscaping (soft and hard features)
 - · avoiding locations near venting or access/egress points
 - locations with limited nuisance (e.g. noises and smalls). Design solutions may include, but are not limited to:
 - noise barriers, where appropriate
 - wind protection
 - · screening from unsightly uses
 - Integration of lighting and servicing (water, gas, electricity, etc.) as warranted
 - In addition, recreational activity space(s) may be considered, such as, but not limited to:
 - basketball hoop(s)
 - horseshoe pit(s)
 - barbeque pit(s)
 - lawn darts
 - badminton net(s)
 - ping pong table(s)
 - putting green(s)";

g) Adding the following development permit 'exemptions', following the list of 'objectives' to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

"The following activities do not require a development permit for Development Permit Area I:

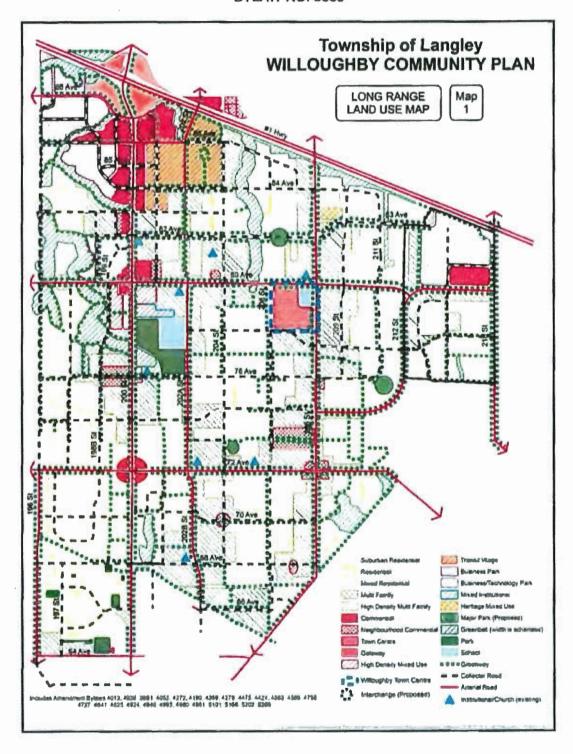
- the construction of, addition to, or alteration of a residential, agricultural or accessory building or structure;
- the construction of, addition to, or alteration of an industrial, a commercial or an institutional building or structure on a lot that is not located immediately adjacent to the ALR boundary or a road that abuts the ALR boundary, provided a restrictive covenant is registered on property title that states that nearby lands are located in the ALR, which may expose the urban lands to nuisances associated with normal farm practices; and
- h) Adding the following development permit guidelines to subsection 4.3.5
 'Development Permit Area "I" Agricultural Edge and Escarpment Protection':
 - "Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows, and maintain pre-development infiltration rates.
 - Building setbacks and buffers shall be established in accordance with the BC
 Ministry of Agriculture Guide to Edge Planning: Promoting Compatibility
 Along Agricultural Urban Edges, as updated from time to time. Any
 required buffers shall be installed prior to commencing building construction.
 - A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation in the adjacent buffer area.";
- Adding the word "Minimum" to the beginning of the phrases '15m Continuous Vegetative Buffer' and '7.5m Continuous Vegetative Buffer' on the two illustrations to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection';
- adding the words "Williams Neighbourhood Plan Schedule "W-10" to Section 5.0;
- k) amending Map 1, "Long Range Land Use Map" to reflect the land use amendments to the Williams Plan Area as shown on Schedule 'A' attached to and forming part of this bylaw;
- amending Map 2, "Greenway and Residential Bonus Density Areas" to reflect the greenway amendments in the Williams Plan Area as shown on Schedule 'B' attached to and forming part of this bylaw;
- m) amending Map 4, "Development Permit Areas" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'C' attached to and forming part of this bylaw;
- amending Map 4A, "Energy Conservation and GHG Emission Reduction Development Permit Area" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'D' attached to and forming part of this bylaw; and

Bylaw No. 5335 Page 4

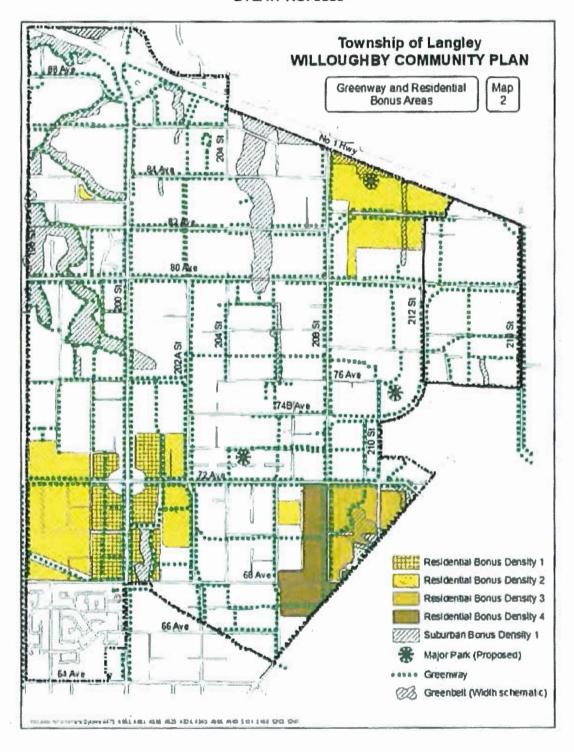
> adding Schedule "W-10" Williams Neighbourhood Plan as shown as Schedule 'E' attached to and forming part of this bylaw.

Mayor				Township Clerk
RECONSIDERED AND ADOPTED (he		day of		, 2018
READ A THIRD TIME the	07	day of	May	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
READ A FIRST TIME the	09	day of	April	, 2018

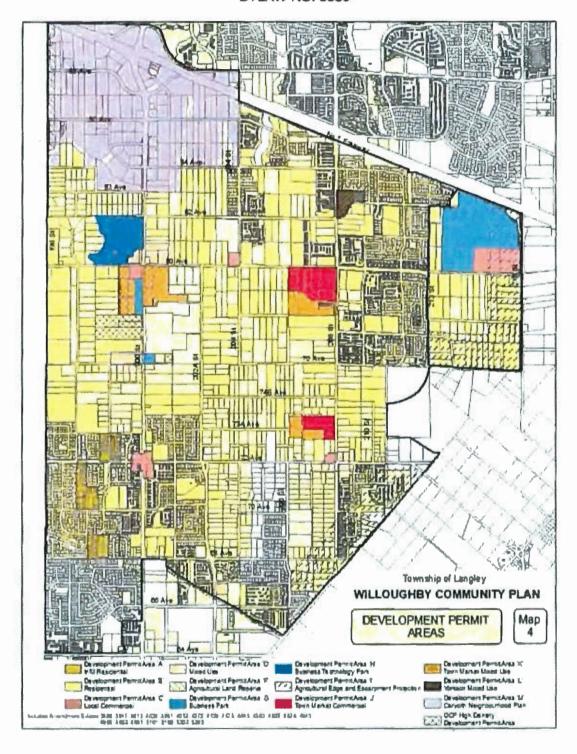
SCHEDULE 'A' BYLAW NO. 5335



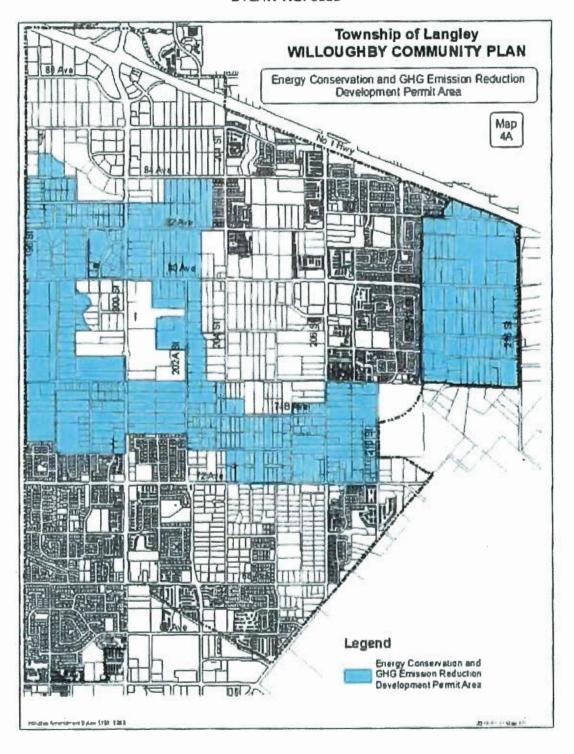
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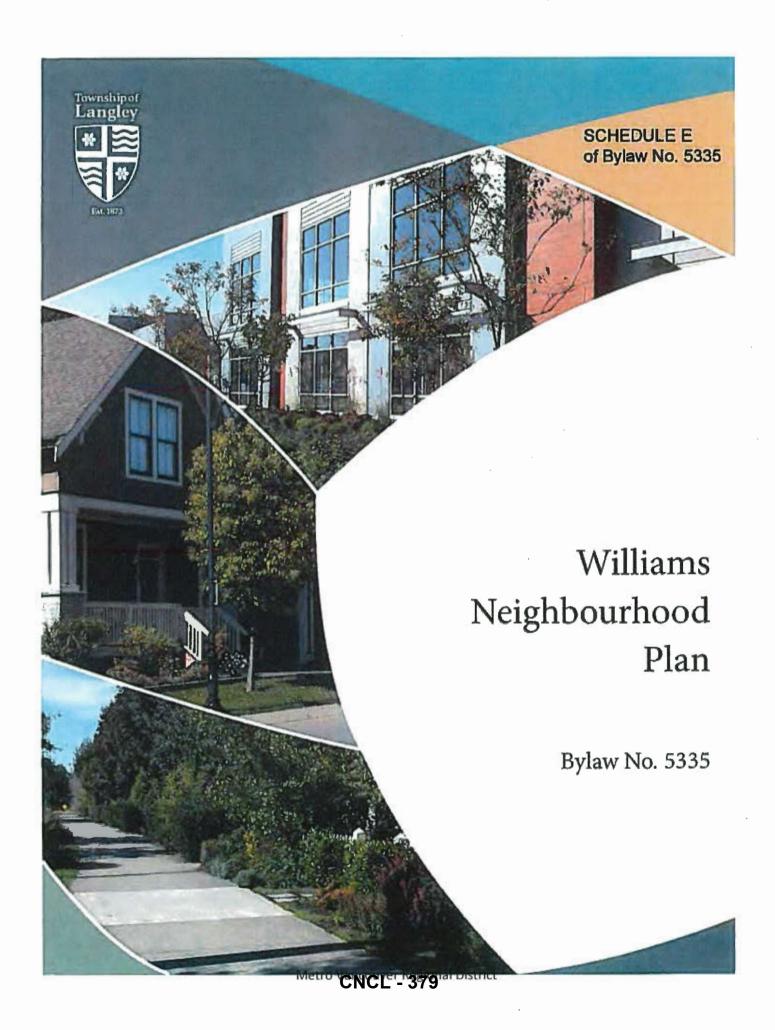


SCHEDULE 'C' BYLAW NO. 5335



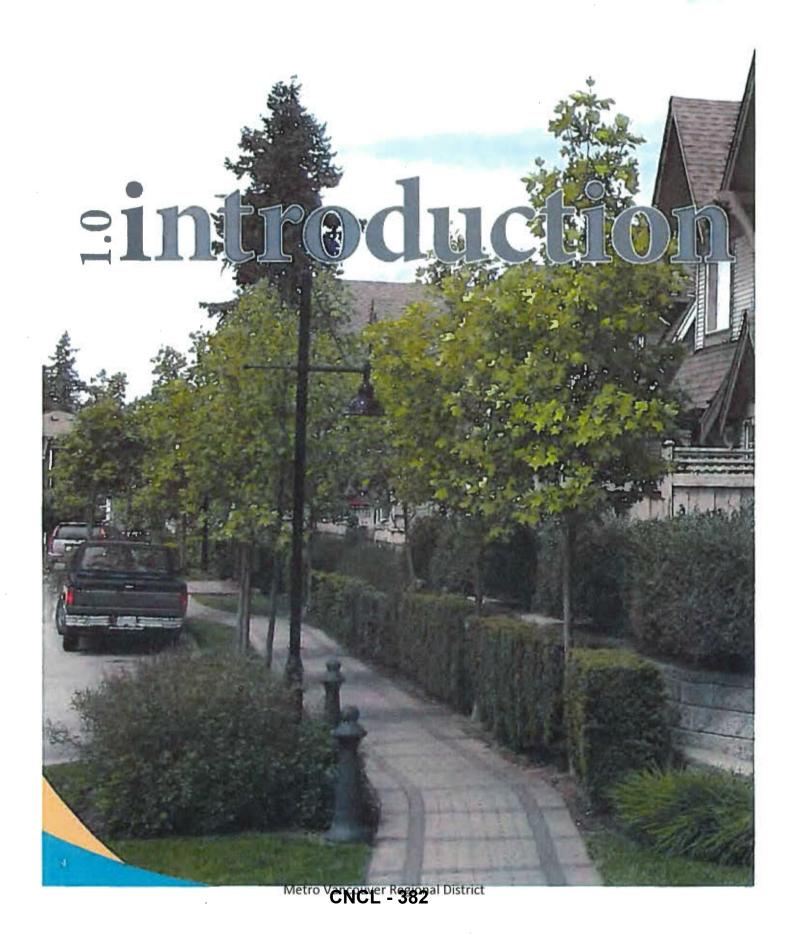
SCHEDULE 'D' BYLAW NO. 5335





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Introduction

1.1 CONTEXT

The Williams Neighbourhood Plan, which forms part of the Willoughby Community Plan, which in turn forms part of the Township of Langley Official Community Plan (OCP; see Figure 1.1), provides a detailed land use plan to guide change, growth and development in the area. The Williams neighbourhood is a distinct part of Willoughby, and contributes to the building of a sustainable, complete community.



Figure 1.1 | Township of Langley Planning Framework

1.2 PURPOSE

The Williams Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees. The Plan is based on a strategy of "completeness" and livability, complementing other neighbourhoods plans in Willoughby, to establish key employment centre lands adjacent to the 216 Street interchange that supports the community, and to include a range of housing, commerce, recreational and public spaces that provide physical and social environments where residents can live, learn, work and play.

An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.3 PLAN AREA

The Williams Neighbourhood Plan area encompasses 110 hectares (274 acres) and is located in the northeastern portion of Willoughby in the Township of Langley. The Williams neighbourhood is within close proximity to community parks, trails and other amenities and services, and is immediately adjacent to Highway #1 with a full interchange and overpass (at 216 Street) that provides convenient access to Walnut Grove, and other areas in the Township, the Region and points beyond. It is generally bounded by 212 Street (west), Highway #1 (north), 216 Street (east) and 76 Ave (south). The Williams Neighbourhood Plan area is delineated in Figure 1.2.



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Figure 1.2 | Williams Neighbourhood Plan Area

1.4 PLANNING PROCESS

The planning process for the Williams Neighbourhood Plan followed the project Terms of Reference, endorsed by Council. Public participation and engagement, along with detailed policy, technical, design and planning analysis, were integrated and informed the neighbourhood planning process throughout. Early in the Neighbourhood Plan process, a series of Community Dialogue Sessions, a Neighbourhood Team meeting, a design workshop (participation from Township of Langley staff, consultants and the Neighbourhood Team) and members of the public contributed to the development of initial urban design options for the Williams neighbourhood.

Through additional Neighbourhood Team meetings and four public open houses, which corresponded with key Steps of the planning process, there were various opportunities for focused and interactive community consultation, input and feedback. The Technical Team also met regularly throughout the plan development process to review and integrate input and feedback received from the broader community and property owners within the Williams area, and refine planning and design concepts, up until the final version of the plan was complete (see Figure 1.3 on the page opposite for plan process details).







STEP 2 VISION, GOALS & PRINCIPLES

- Prepare Design Brief, Technical Backgrounder and other supporting documents
- Conduct Technical Team Workshop (#2)
- Identify initial neighbourhood design ideas with the Neighbourhood Team Design Charrette (#2)
- Present ideas from Charrette at a Public Open House (#2)

STEP 4 PREFERRED LAND USE CONCEPT

- Gather technical input and feedback on the Preferred Land Use Concept through a Technical Team Workshop (#4)
- Present Preferred Land Use Concept at a Public Open House (#4)
- Engineering Services Plan

STEP 5

COUNCIL CONSIDERATION OF PROPOSED PLAN

 Finalize Land Use Plan and prepare Williams Neighbourhood Plan

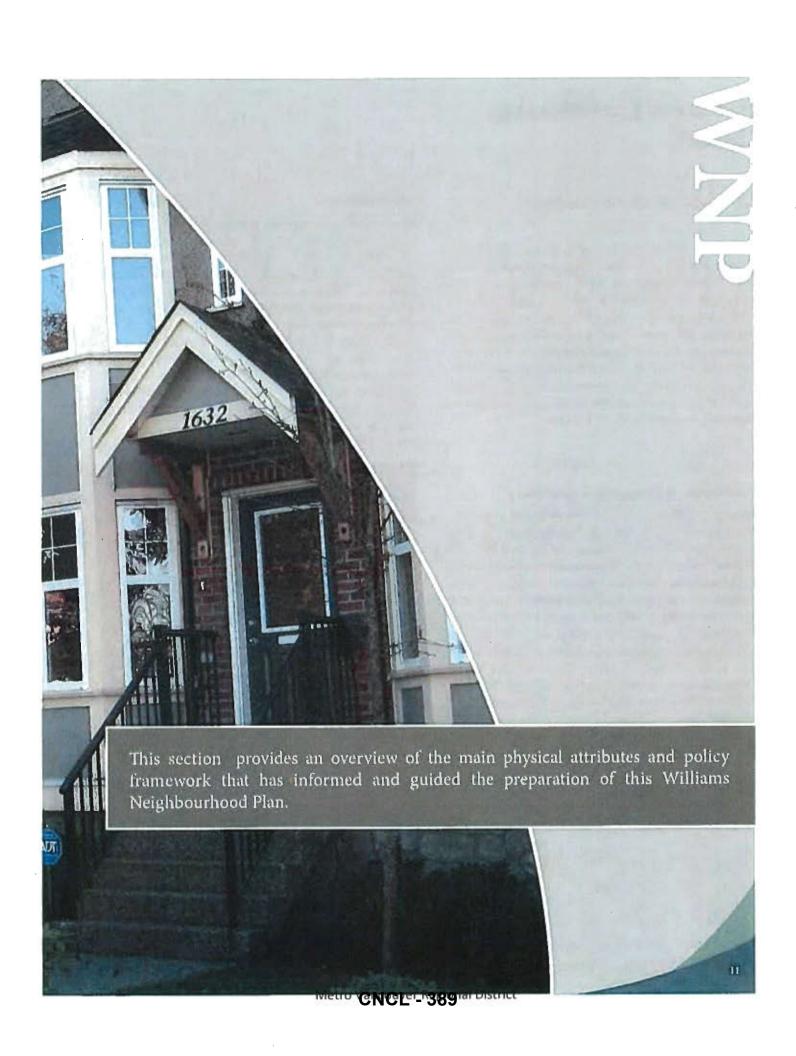
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- Bylaw Consideration by Council
- Finalize Engineering Services Plan

Figure 1.3 | Williams Neighbourhood Planning Process







Background and Planning Context

2.1 SITE PLANNING CONTEXT

LAND USE CONTEXT 2.1.1

Within the Williams neighbourhood, the predominant existing land use is rural residential and some established single family estates on small acreage parcels. The neighbourhood is bordered by the urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing parcels of land range from 0.17 to 7.73 hectares (0.42 acres to 19.11 acres) in size, with more than threequarters having a lot size of between 0.8 and 1.0 hectares (2 and 2.5 acres). This evolving subdivision pattern dates from over a century ago (1913 to 2008).

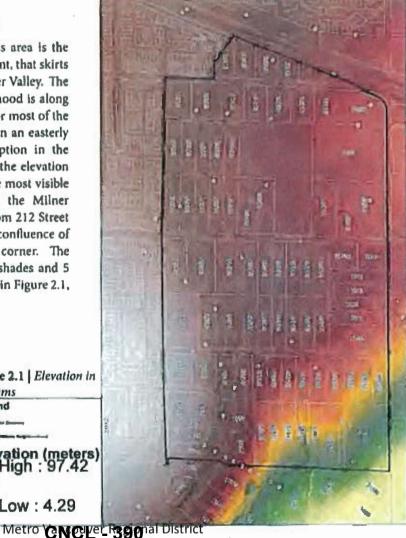
2.1.2 **ENVIRONMENTAL CONTEXT**

Geotechnical and Hydrogeological Conditions:

One of the defining features of the Williams area is the terrain, specifically the Willoughby Escarpment, that skirts along the southern edge, adjacent to the Milner Valley. The highest elevation in the Williams neighbourhood is along the western edge. From there, the elevation for most of the Williams area gently and generally declines in an easterly and south easterly direction. A key exception in the Williams area is south of 78 Avenue, where the elevation change is more abrupt and contributes to the most visible part of the Willoughby Escarpment from the Milner Valley, with nearly a 70 metre vertical fall from 212 Street in the southwest corner of Plan area to the confluence of 76 Avenue and 216 Street in the southeast corner. The combined orange, yellow and green colour shades and 5 metre contour lines, as illustrated on the Map in Figure 2.1, highlights this change in the terrain.

Aquatic Resources:

As part of the planning process for the Williams neighbourhood, the Township updated its information pertaining to watercourse locations and watercourse classifications, in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the neighbourhood plan. There are a number of Class 'B' (vellow coded) watercourses and other wetted features in the Williams area, which provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into two Guy Creeks; one that drains northward and the other that drains southward.



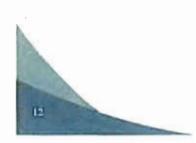


Figure 2.1 | Elevation in Williams Legend Elevation (meters High: 97.42 Low: 4.29

Vegetation and Forest Cover:

The Williams neighbourhood habitat primarily consists of forests and grassland areas. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to historic agriculture activities and more recently, suburban 'estate' development. As outlined in the Township's Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the priority habitat for the Township's ecosystem yet is determined to be the least common habitat type found in the Township. Through the Williams neighborhood planning process, a small coniferous forest was identified as having the potential for preservation through establishment of a future Wildlife Habitat Patch along an upper portion of the Willoughby Escarpment in the southwest corner of the plan area.

2.1.3 HERITAGE CONTEXT

The community of Willoughby falls within the asserted traditional territories of the Coast Salish peoples that encompasses the Township and other neighbouring municipalities within the region. Although Willoughby would have been relatively remote from the earliest known transportation routes and navigable streams within the greater vicinity, early Willoughby residents have recalled reports of First Nations lithic material being found along the upper ridges of Yorkson Creek. The original woodlands that characterized Willoughby may also have provided refuge for cultural activities of the Coast Salish peoples for a time; however, the forest fires of the early nineteenth century, and subsequent logging and land clearing associated with late nineteenth century settlement would have destroyed any potential evidence of such activities. The neighbourhood of Williams defines the eastern edge of Willoughby, a historically expansive rural area located to the north-west of the original Hudson's Bay Company farmlands that were cultivated in the 1830s.

During the late 1800s, Willoughby's gently rolling hills rising to the west of the flat prairie farmlands of Langley Prairie attracted European settlers that gradually moved farther to the west. Although Willoughby's poor soils, relative isolation and woodland scrub forests provided for subsistence farming only, the area gained value as a place where people with modest means could settle, and by 1890 all the land in the area had been pre-empted.

These settlers established a small community centered on Alexander Road (208 Street) and Scholes Road (83 Avenue), and by 1921 the growing community had its first post office. Several community and commercial buildings came to define this centre built to serve the primarily rural population, including a church, community hall, school, and general store.

The Williams neighbourhood, bounded by the Trans-Canada Highway to the north, 76 Avenue to the south, 212 Street to the west, and 216 Street to the east, has three historic roads within its boundaries that formed part of Willoughby's early transportation infrastructure, Townline Road (216 Street) remains the central north-south spine running along the divide between Milner's agricultural lands and the Willoughby Escarpment to the west. Williams Road (78 Avenue) was built in 1927 and named after the A.J. (Bert) Williams, a local landowner in the area. The eastern end of McLarty Road (80 Avenue) which ran from what is now 196 Street to 216 Street was named after Peter McLarty who had large land holdings in Willoughby, west of the Williams neighbourhood.

From its inception to well into the modern era, the rural nature of the area came to define Willoughby as a place characterized by function and necessity. Many of the early buildings located on 208 Street that defined it as a community have been restored as a tribute to the area's early history, and although Willoughby remains centred on the historic corridor of 208 Street, the area is in a process of rapid densification and the small mixed farms that historically defined it are largely gone. Willoughby today is a mixture of residential infill and undeveloped rural land, with a new Willoughby Town Centre at its centre to support the changing needs of its new residential populations of which Williams forms a part.

2.1.4 MOBILITY CONTEXT

Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of one north-south corridor along 216 Street and a partial along 212 Street, and three east-west corridors along 76 (Morrison Crescent), 78 and 80 Avenues not being a complete through road. The local road network has served the rural nature of the area and historically has not had a direct route to the north over or onto Highway #1. Currently main access to Willoughby Town Centre in Yorkson is on 80 Avenue, and access to Highway 10 (Glover Road) is from 216 Street. The remaining road network in the Williams area is characterized by a disconnected grid street network that serves large blocks.

Significant improvements are planned to the road network with the construction of the 216 Street interchange, the 80 Avenue Extension and 212 Street Connector that will improve north-south and east-west connections.



Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Willoughby area, from Langley Centre and Langley South. The Carvolth Transit Exchange located at 202 Street and 86 Avenue provides transit service both east and west, connecting Township residents to other transit hubs in the region such as the Lougheed Skytrain Station in Burnaby and points east to Abbotsford.

Public transit service is currently not provided within the Williams neighbourhood. However, it is anticipated as development occurs service could likely serve the area, possibly along 80 Avenue and the 212 Connector.

Pedestrian and Cycling Facilities:

Currently, dedicated cycling facilities (i.e. bicycle lanes or multi-use pathways) are not available in the Williams neighbourhood. The Township's Cycling Plan, adopted in 2015, defines cycling facilities and identifies on- and off-street community and recreational cycling facilities along all arterials in the Williams neighbourhood (80 Avenue, 212 Street Connector, and 216 Street). In addition to this key component of the cycling network, there are numerous opportunities to incorporate greenways and cycling routes through the neighbourhood plan.

Walking is the most fundamental form of transportation. Due to the current rural nature of the Williams neighbourhood, there are partial to no pedestrian facilities within the area, such as sidewalks. There is a need, as the neighbourhood develops, to improve the cycling and pedestrian infrastructure.



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2.1.5 INFRASTRUCTURE CONTEXT

The availability and capacity of municipal infrastructure will influence the cost and feasibility to develop the Williams neighbourhood. Stormwater management, sewer, water, and energy systems have all been assessed.

Stormwater Management:

The existing drainage system in the Williams neighbourhood is consistent with a rural environment and consists primarily of open ditches and driveway culverts located along roadways and some property lines. Tributaries of two Guy Creeks, one in the north and another in the south of the Plan area, eventually drain to Salmon River through a culvert under Glover Road. Rainwater management facilities in many forms will be required to support the development. The application of on-site best management practices (BMPs) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance networks will be employed to protect both Guy Creek systems and manage flood risk within the planned neighbourhood and downstream.

Water:

The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to properties in the Plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

Sanltary Sewer:

Given its rural character, the Williams Neighbourhood Plan area does not include any existing sanitary sewer infrastructure. Existing lots are serviced by individual septic systems. Any development will require infrastructure improvements, including upsizing or other upgrades, in order to accommodate changes in the sanitary sewerage loading for the area. Existing sanitary sewer system connections are located along 212 Street in the Yorkson neighbourhood; one at 77A Avenue and the other at 83 Avenue. Two pump stations and associated sanitary force mains, along with additional sanitary sewer conveyance systems will need to be installed as development occurs.

2.1.6 ENERGY CONTEXT

The general topography of the Williams area includes south-facing slopes that are ideal for implementing energy conservation and greenhouse gas emission management measures through neighbourhood, street and block patterns and design, and the siting of buildings and other features that optimize energy performance. The implementation of policies and guidelines that promote the conservation and efficient use of energy in buildings and the reduction of building generated greenhouse gas emissions (GHGs) will contribute to the development of an energy efficient and sustainable neighbourhood and community.

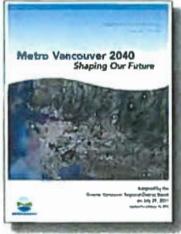


2.2 POLICY FRAMEWORK

2.2.1 METRO VANCOUVER REGIONAL GROWTH STRAGEY

The Metro Vancouver Regional Growth Strategy (RGS) establishes an integrated land use and transportation framework to encourage a concentration, mix and balance of jobs and housing to support transit use and walking and to preserve natural open spaces and agricultural lands. The RGS designates the Williams area as "General Urban" and 'Mixed Employment". The General Urban designation includes residential and supportive, local commercial uses and services. Mixed employment accommodates a range of light and heavy industrial uses, as well as stand-alone office and retail uses that are not suitable for Urban Centre

locations.



2.2.2 OFFICIAL COMMUNITY PLAN

In 2016, Township of Langley Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the municipality as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. As defined in the OCP, the spatial structure of the Township is to consist of a series of urban communities, that are shaped into a sustainable urban pattern and built environment, and based on the design principles of centres, walkability and viable transit.

The planning and policy concept of complete communities is at the core of the OCPs policy framework. This framework requires a mix of land uses, that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play locally. Lastly, this policy framework also seeks investment in and support for a range of alternative modes of transportation such as pedestrian and cycling trails and transit routes which connect one place within the community to another. This approach to community building will create urban environments where resources are used efficiently, provide residents the opportunity to walk or bike to services at least some of the time, and where there is enough concentration of people that providing transit is a practical and feasible solution.

As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods, and serve as the policy manifestation of a complete community. Centres take on different forms yet offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers, and serve as important neighbourhood gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in an organizational, spatial hierarchy within communities and neighbourhoods.

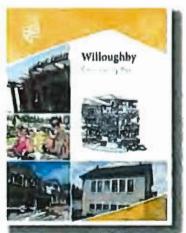


The cohesive and integrative spatial arrangement and pattern of the different components in centres help create synergies among land uses and environmental features, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

Centres come in various shapes and sizes and serve somewhat different purposes. Some centres can be residential focused, others can be employment dedicated, and still others can be recreation, arts and culture focused. The underlying feature for all types of centres is a mix of uses. Mixing uses is not simply a matter of varying land use on a block-by-block basis and in close proximity, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mixed use approach establishes neighbourhood focal points, which help to create a sense of place and contribute to place making.

2.2.3 WILLOUGHBY COMMUNITY PLAN

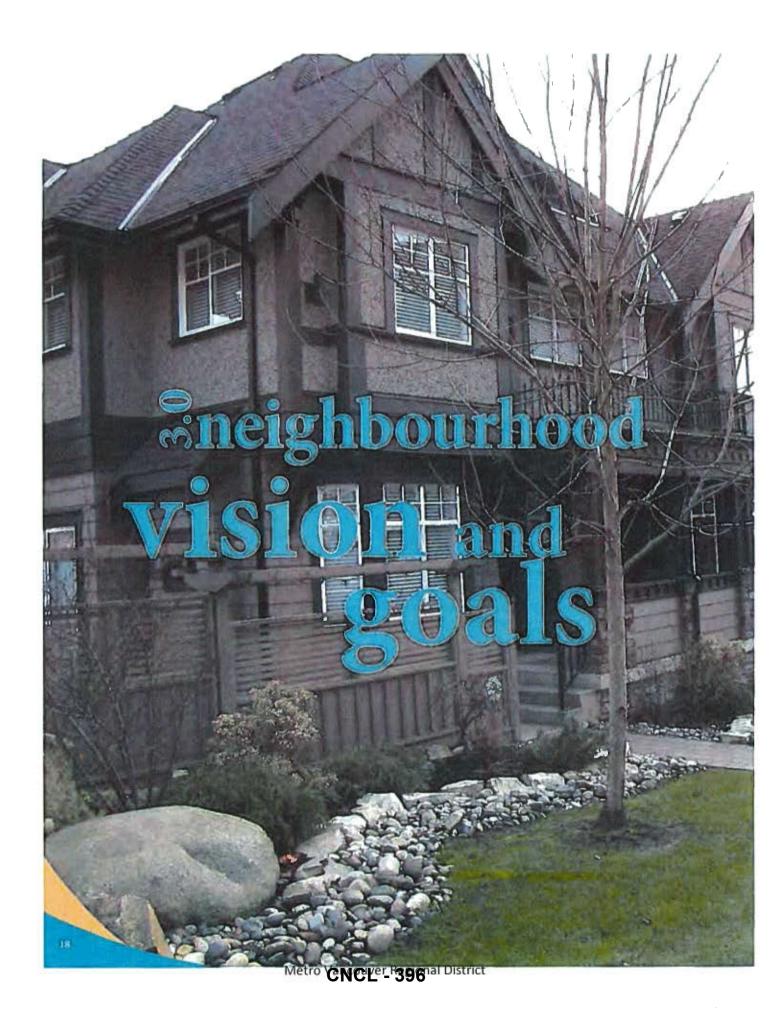
The Willoughby Community Plan is part of the OCP. It contributes to the overarching land use policy framework for the Williams Neighbourhood Plan and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial, and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Williams Neighbourhood Plan.

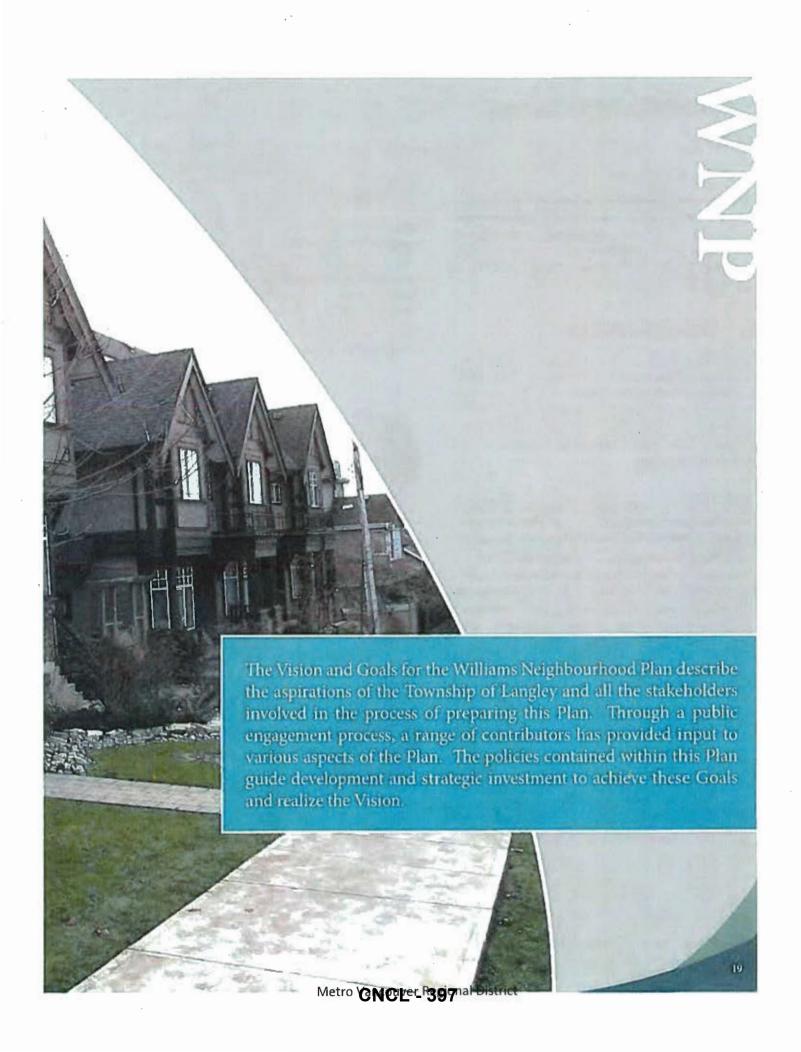


The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is defined primarily by current or proposed grid roads and supporting green space. Each neighbourhood within the Willoughby area is intended to be of sufficient size to support a variety of land use elements such as an elementary school and neighbourhood park, neighbourhood convenience shopping, and a mix of housing with a range of densities, which may also include supporting employment opportunities. As well, neighbourhoods are intended to be well-linked, providing for pedestrian and bicycle movements within green corridors.

Another key policy feature of the Willoughby Community Plan that informs the planning and guides the spatial structure of the Williams neighbourhood is escarpment and viewscape preservation and enhancement. The policy goal is to protect the scenic and ecological resources associated with lands characterized by steep slopes, ridgelines and Agricultural Land Reserve edge transition areas, also known as the Willoughby Escarpment, in a manner that allows for carefully designed, low-impact and integrated development. This poses a challenge for the Williams area as the Escarpment broadens out topographically (less steep terrain relative to other parts of the Escarpment), the most visible portions are not in the Agricultural Land Reserve (as with other neighbourhood areas to the southwest), and much of the Escarpment is void of trees, particularly high value trees such as evergreen, coniferous species.

The Willoughby Community Plan delineates predominantly two distinct land uses in Williams; a business park and employment district in the north portion (north of 80 Avenue), and a residential district in the south portion (south of 80 Avenue). The Community Plan also includes a significant greenway network within the Williams area and connections to adjacent neighbourhoods and the Willoughby community more broadly.





Neighbourhood Vision and Goals

Designing a neighbourhood begins with a Vision Statement and a set of goals that set a direction for Neighbourhood Plan policies. The Vision Statement and Goals represent the aspirations of the neighbourhood and are an outcome of community input and feedback, policy and technical analysis, and best planning practices.

3.1 VISION STATEMENT

The Vision Statement, that was developed in consultation with property owners and the broader community, describes the desired future state of the neighbourhood and serves as an inspiring declaration for the Williams neighbourhood. All of the Goals, policies, and guidelines set forth in this Neighbourhood Plan contribute to the realization of this Vision.

"The Williams Neighbourhood is a vibrant, walkable and connected community that maintains its natural assets and views. As a gateway to the Township and Willoughby community, it provides jobs close to home while maintaining a quiet and family friendly neighbourhood. Green spaces blend the neighbourhood into adjacent agriculture lands and a mix of affordable and accessible housing for families, individuals, and those wanting to age in place is offered."

3.2 GOALS

Goals are broad statements that provide direction for the development and implementation of the detailed policies and guidelines of the Neighbourhood Plan. They express a common understanding of how to ultimately realize the Vision for the neighbourhood and are intended to influence and guide future growth and development in the Williams neighbourhood. The goals for the Williams Neighbourhood Plan area are as follows:

Goal 1:



Gateway into the Township

Use the 216 Street Interchange at Highway I as a gateway to the Township and the Willoughby community.

Goal 2:



Good lobs Close to Home

Maximize the amount of employment lands to generate attractive jobs for the Willoughby community and beyond.

Goal 3:



Affordable and Accessible Homes

Provide a mix of affordable and accessible housing to suit people in all stages of life.

Goal 4:



Local Shops and Services

Support some shops and services within a 5 to 10 minute walk from homes, without taking away from the Willoughby Town Centre.



WILLIAMS NEIGHBOURHOOD PLAN

Goal 5:



Sustainable Transportation

Support a walking community that builds on the network of greenways and plans for potential future transit service.

Goal 9:



Natural Areas

Respect the environment by preserving important areas, stands of trees, view-sheds (to the valley and from Glover Road), and wildlife habitat where feasible.

Goal 6:



Respectfully Transition Between Uses Use land use patterns, roads, and community greenways to provide good quality buffers and transitions between land uses.

Goal 10:



Remembering Our History Incorporatehistory into neighbourhood design elements.

Goal 7:



Connected Streets That Move People and Goods

Enhance the road capacity on arterials and provide a fine-grain grid network that encourages walking and cycling for local trips.

Goal 11:



Energy Efficiency

Incorporate energy efficient design into the lot and block patterns that facilitate solar orientation and take advantage of the south sloping conditions.

Goal 8:



A Learning Community

Create good multi-modal and land use connections between the Williams Neighbourhood and local universities.

Goal 12:

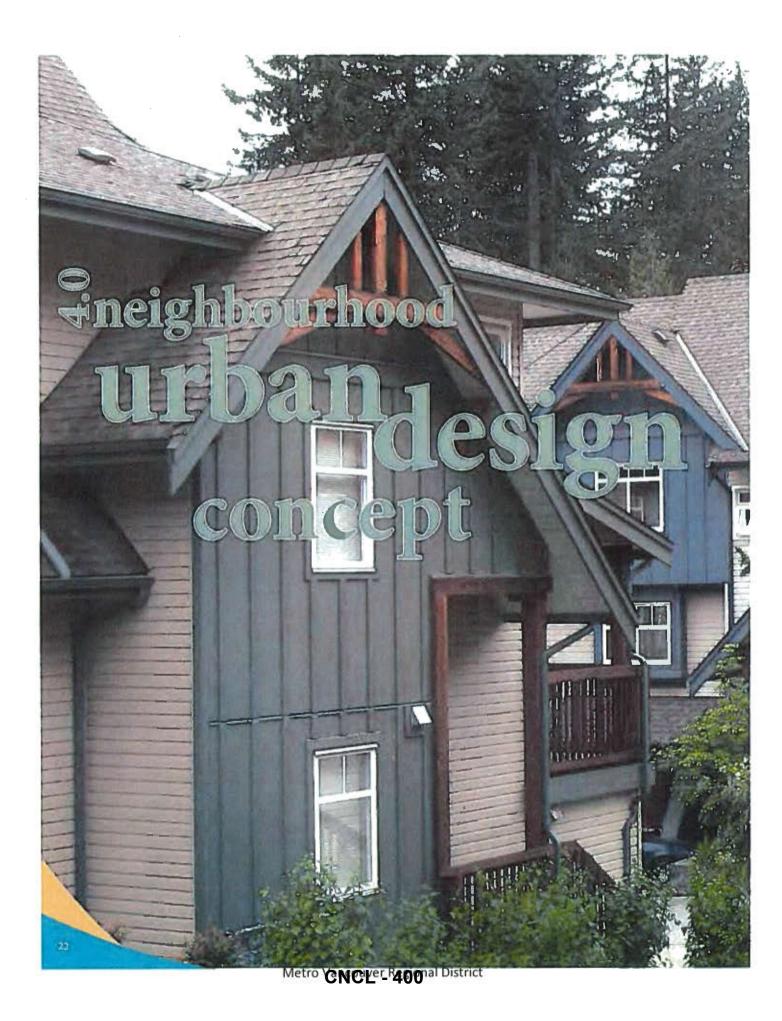


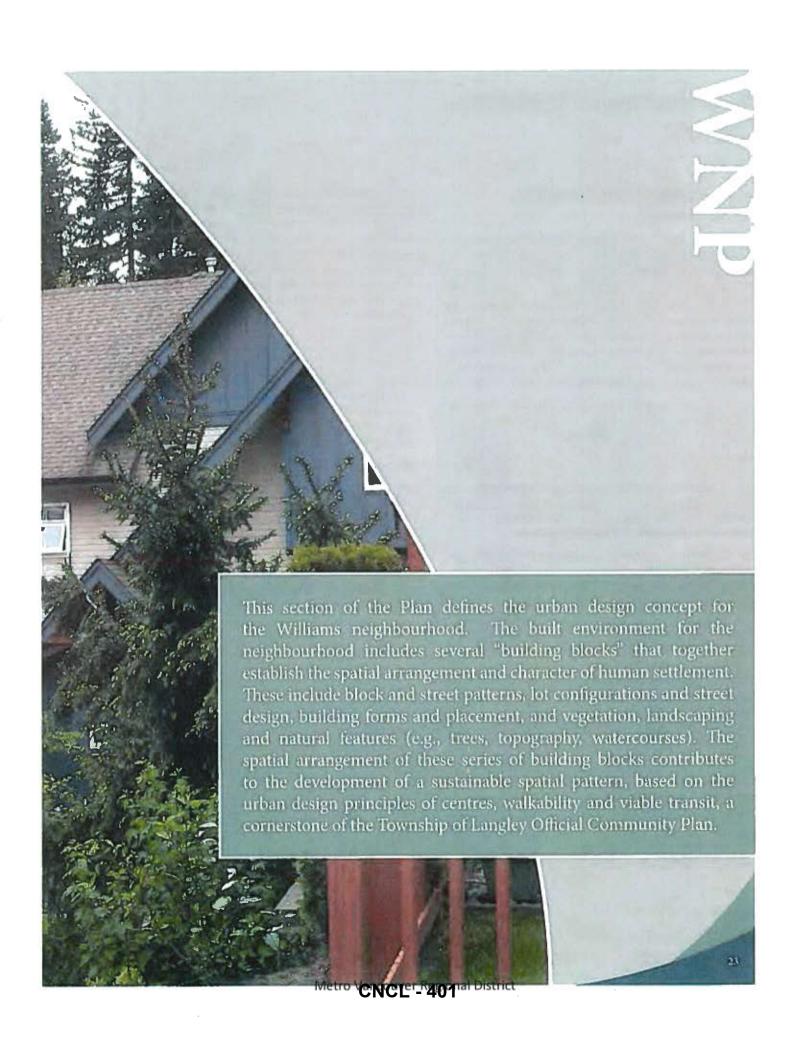
An Implementable Plan

Develop a plan that is readily implementable by ensuring that employment land uses are supported by market demand and that future development is within existing sewer capacity, unless an opportunity arises that can fund an upgrade.



Metro Verkroyer Regional District





Neighbourhood Urban Design Concept

4.1 NEIGHBOURHOOD DESIGN CONCEPT

Williams is the most eastern neighbourhood in the Willoughby community and is strategically located for businesses, employees and future residents. Located on the eastern terminus of the Willoughby Escarpment and west of the University District, Williams hillside setting offers superb views of the Milner Valley, Mount Baker and vistas beyond. The Williams area benefits from key transportation linkages to Willoughby, Walnut Grove, University District, and other Township communities, and serves as an important gateway to the Township.

Based on the Plan's Vision and Goals, the Williams neighbourhood urban design concept establishes a mixed-use, pedestrian/cyclist-friendly, and transit-supportive neighbourhood. The urban design concept accommodates housing and employment areas within this 'peripheral' setting, preserves and enhances the natural environment and integrates with existing and future development in adjacent neighbourhoods, rural/agricultural areas and the community beyond.

The Employment District, the Transition District and the Residential District are the key elements that define the spatial structure of the Williams neighbourhood (See Figure 4.1 - opposite page). The Employment District is a strategic location which supports commercial and business employment, that will provide jobs close to home, will be an attractive place to invest and run a business and will provide commercial services for local residents, employees, students and the travelling public. Proximity to the University District (to the east of 216 Street) will further complement the employment and business opportunities, and support commercial services that are accommodated in the Williams neighbourhood.

The Employment District accommodates a range of business and employment activities that contribute to the development of a complete community in both the Williams and the broader Willoughby area. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

The Employment District is located adjacent to the Highway #1 interchange and will also accommodate commercial establishments that provide services to motorist, and for non-pedestrian-oriented retail and services. Uses in this District include those that meet the needs of the travelling public such as a gas station. restaurants, overnight accommodations, vehicle repair and other comparison retail, that also serve the needs of workers and business owners in adjacent and nearby employment areas, including the neighbouring (eastward) University District. The Employment District will also provide a modestly-sized shopping area and destination that will contribute to a distinct 'sense of place' for the Williams area. Shops and services, including a grocery outlet, with retail at grade and office space above, provide local residents and neighbouring employees and students with access to daily goods and services.

The Transition District provides a linear band of single family forms of residential development along 212 Street and 83 Avenue, followed eastward by rowhomes and townhomes, a greenway and environmental conservation areas that combine to create a multi-feature transition between existing residential areas in Yorkson and the Employment District in Williams.

The Residential District includes predominantly a range of lower-density, compatible forms of residential development including single-family and semi-detached homes on compact and more traditional lot sizes, as well as townhouse forms of housing along the 80 Avenue and 212 Street corridors. Park spaces, greenways and trails, conservation and watercourse compensation areas that provide fish and wildlife habitat as well as protect and enhance the 'treed' character of the Willoughby Escarpment. An elementary school and other public amenities will contribute to establishing a highly-livable neighbourhood.

Benefiting from these strategic opportunities and context, Williams will ultimately become a distinct neighbourhood in the Willoughby community, and is projected to accommodate approximately 4,600 residents in 1,470 dwelling units at full build out.



LEGEND



Employment District



Transition District



Residential District

4.2 RESIDENTIAL NEIGHBOURHOOD URBAN FORM

The urban environment of a residential neighbourhood is composed of several "building blocks" that shape the built character. These building blocks include: block structure and street patterns, street design characteristics, lot patterns and building placement, building forms and types, vegetation, landscaping, natural features and open spaces, and distinctive place elements. Each of these building blocks contributes to shaping the neighbourhood environment and influences how places are experienced.

- Block structure and street patterns provide the urban framework, or "hones," of the neighbourhood;
- Street design characteristics and their configuration within the street right of way, such as sidewalks, medians and curbs, roadway width, pavement and surface materials, street trees and landscaping, are among the many physical elements that contribute to the character and sense of place;
- Lot patterns and building placement, along with size and shape, establish the "grain" of the neighbourhood fabric and the "rhythm" of the development along the street and other public spaces that contribute to defining the physical character of a place;
- Building forms and types, including the scale of structures and architectural characteristics, can provide places with distinct identities;
- Vegetation, landscaping, natural features and open spaces are neighbourhood features that integrate and accommodate nature to enhance neighbourhood livability; and
- Distinctive place elements are neighbourhood amenities such as play fields, trails and greenways, schools and other public spaces that further complement neighbourhood "assets" and experiences.

The block and street structure, sometimes called the DNA or 'genetic makeup' of a neighbourhood, is the setting for buildings and forms the basic, fundamental unit or building block of the neighbourhood arrangement and pattern. The neighbourhood block structure and street patterns influence the shape and location of development, define how people move about, and influence which travel modes are most effective in a given place.

The block is defined by the street and open space network that surrounds it, and the character of the street network is a function of the form, character, and the intensity of the block that front it. The lot is the fundamental component of the building blocks. The configuration of lots, particularly for residential areas, often contributes to how buildings are situated on said lots and the sustainable spatial pattern for the neighbourhood. Policies throughout this Plan provide guidance to address each of the urban form building blocks. However, the following policies are intended to specifically guide the design and development of the block and street patterns in residential areas of the neighbourhood.

- Design block perimeters and block face lengths that result in a street network with high connectivity, that balances pedestrian and bicycle comfort and mobility, emergency response times, transit accessibility, freight delivery, and automobile movement.
- 2. Layout the block and local road patterns in the Residential and Transition Districts with a maximum block size length of 160 metres between street intersections and on average between 130 and 150 metres. Blocks that front arterial streets can extend beyond this maximum block size length provided they incorporate Pedestrian Links between the arterial street and local and collector mads at a spacing similar to the average block length of between 130 and 150 metres.



J. Design and develop an urban spatial pattern of blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar strategies. Curvilinear block and local road patterns (see Figure 4.2) are encouraged in relatively steeper terrain areas, such as the residential area south of 78 Avenue. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.



Figure A.2 \ Illustrates a curvillnear block and street pattern with a modified H-shaped subdivision configuration

- Develop an interconnected local road network that conforms to the arterial, collector and local street hierarchy of roads in Williams as delineated in the Circulation Concept Plan (Map 3).
- 5. Design residential areas with a network of walkable streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these urban form patterns where the subdivision layout in question borders an arterial street or the urban / Agricultural Land Reserve boundary (e.g., 76 Avenue), or is adjacent to areas designated as Rowhouse/Townhouse, Conservation and Watercourse Compensation Areas.

6. Establish a configuration of blocks and lots that include rear lanes, particularly in areas designated as Single Family Mixed Residential and Rowhouse / Townhouse, in order to access off-street parking. The "H"-shaped configuration for rear lanes is preferred and is intended to provide an opportunity for short end blocks to feature fronting units (see Figure 4.3). Particular emphasis shall be given to arterial and collector streets identified in this Plan.

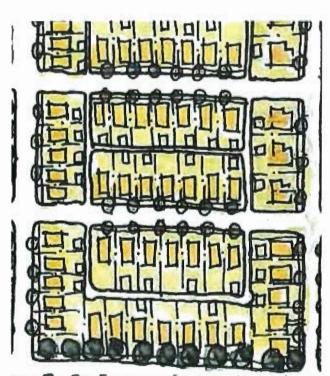
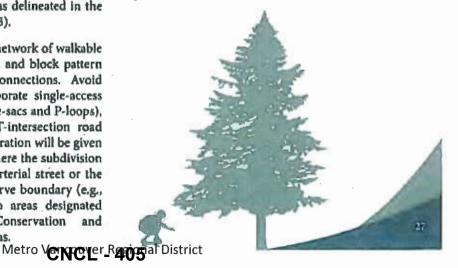
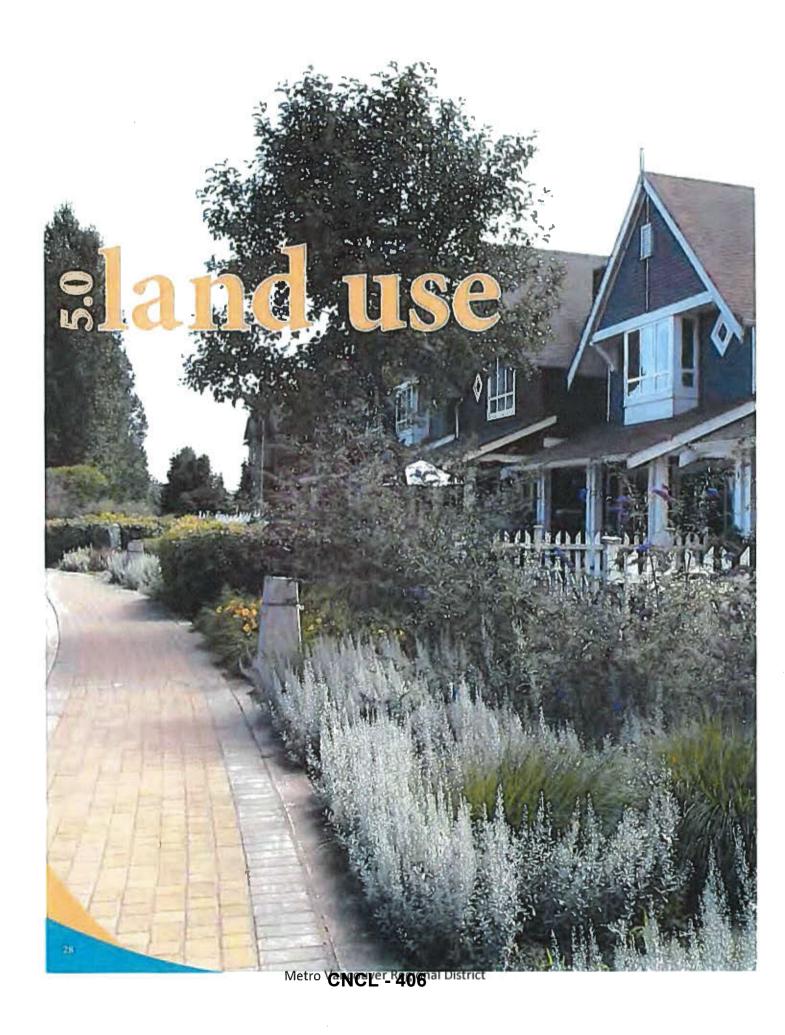
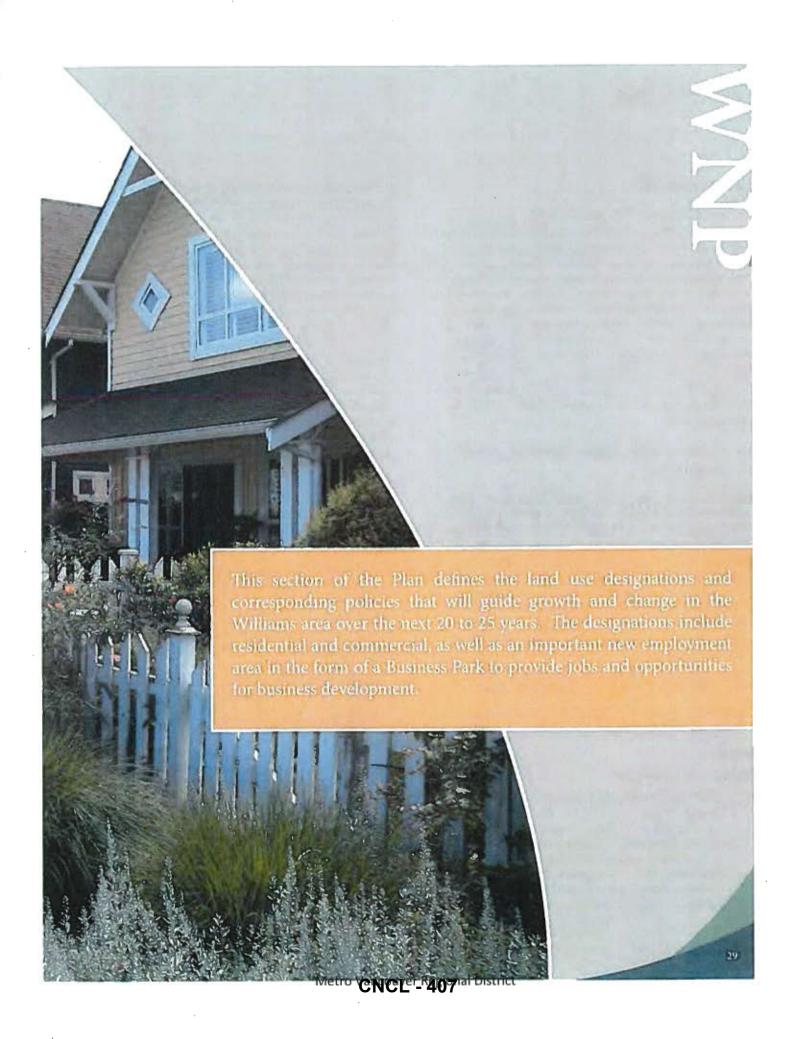


Figure 4.3 Illustrates a "H"-shaped street, block and street pattern







Land Use Plan

5.1 OVERVIEW

The neighbourhood Vision and Goals for the Williams area are embodied in the Williams Land Use Plan (see Map 1). The Land Use Plan identifies the residential and employment land use designations in the Neighbourhood Plan area, as well as future transportation corridors, protected areas, trails, parks, and other community amenities and infrastructure. The land use policies describe in detail the location, types, and density of uses for the Williams area. The designations and policies, which represent a balanced outcome of public input and feedback, technical analysis, existing policy and best planning practices, will be used to guide the development approvals process through to full build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations in the Land Use Plan (see Map I). Included in each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Also included are general and specific policies for land use. General policies that apply across multiple designations are provided in Section 5.3. Policies unique to individual designations are provided in Sections 5.4 to 5.9. If there is a conflict between a general policy and a specific policy in a land use designation, the specific policy shall take precedence.

5.3 GENERAL LAND USE POLICIES

The following policies apply across multiple land use designations in the Williams neighbourhood.

Policies:

All Land Use Designations:

 Obtain a Development Permit In accordance with Section 488 (1) (e). (f), (h) and (j) of the Local Government Act (LGA) for development on lands within the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 and Map 4A of the Willoughby Community Plan, in order to achieve high quality and energy efficient architectural and site design.

- 2. Obtain a Development Permit in accordance with Section 488 (1) (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the vicinity of the urban/Agricultural Land Reserve edge in the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 of the Willoughby Community Plan, for the protection of farming (Development Permit Area "I"). Incorporate appropriate subdivision design, building setbacks and landscape buffers for lands along the east and south portions of the Williams neighbourhood that are adjacent to the Agriculture Land Reserve boundary in order to clearly establish the edge between the urban and rural areas, to enhance the viability of farming on adjacent agricultural lands, and mitigate and minimize the impacts of farming on urban lands. Variations to the buffer size will be considered when the retention of buildings of historic or heritage value are preserved.
- Consider lower densities for developments, as applicable, in cases where they cannot be achieved due to site constraints (e.g. topography or riparian setback requirements), Maximum permitted density may not be achievable on all properties.
- 4. Ensure development and infrastructure projects build with the slope to minimize cut and fill excavations and to help preserve the natural topography of hillside areas. Also, buildings should be 'stepped' on sloping sites to reduce the height and massing of the development and reduce the need for retaining walls, wherever possible, in order to establish a complementary, pedestrian-friendly streetscape and to support site and neighbourhood design efforts to retain and enhance the treed character of the Willoughby Escarpment.
- Design appropriate building transitions between different land uses and distinct building types that are respectful of views, densities, truffic, and noise. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications.



Metro Verneyer Rangal District

Residential Land Use Designations:

- 6. Provide for a variety of housing forms, sizes, floor layouts and tenures within the Williams Neighbourhood Plan area to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
 - a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, secondary suites and coach homes.
 - b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with 'master' bedrooms on the ground level.
 - c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.
 - d. Foster the development of non-market housing.
 - e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.
- 7. Calculate the land area density on the basis of gross developable land area where the minimum or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.
- 8. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.

 Metro Verpouer Reposal District

- Incorporate row(s) and stands of trees, along with
 the retention and integration of existing significant
 trees, as part of project design, as outlined in the
 Township's Subdivision and Development Servicing
 Bylaw Schedule 1 Tree Protection. Planting of
 evergreen, coniferous trees shall be part of project
 design, wherever feasible.
- Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road), in the preparation of Comprehensive Development Plans (CDPs; Policy I and 2, Sub-Section 11.4) and for all proposed developments. south of 80 Avenue.
- Require new single family developments to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:
 - retain existing significant trees, especially evergreen, conferous trees.
 - incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g. low scale pedestrian-friendly buildings).
 - c. require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.
 - d. encourage all visible building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails.
 - e. provide a strong street presence through street facing buildings that include elements such as extended front porches. Single family dwellings should not back onto a public road.



5.4 SINGLE FAMILY MIXED RESIDENTIAL

The Single Family Mixed Residential designation accommodates a range of single family housing on a variety of lot sizes (R-1, R-2 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplexes, and rowhomes, as well as accessory forms of housing such as secondary suites and coach homes.

This variety of housing types are intended to primarily accommodate street-oriented housing with rear lane access in order to maximize parking opportunities, provide a high-quality pedestrian environment, and improve energy efficiency through the siting and alignment of homes. The accessory forms are to provide opportunities for rental housing, particularly for students in the nearby university.

Densities within this designation will range from 2.4 units per hecture (6 units per acre) to 4 units per hecture (10 units per acre). Policies specific for this designation are as follows:

Policies:

- Provide for a variety of single family housing and compatible housing forms on a variety of lot sizes (R-1 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplex, and rowhomes at a minimum density of 2.4 units per hectare (6 units per acre) to a maximum density of 4 units per hectare (10 units per acre).
- Foster the development of accessory housing including secondary suites or coach homes (R-1 and R-CL[CH]; defined in the Township of Langley Zoning Bylaw) with a single family home, along with the provision of an additional, non-tandem parking space on the lot for the secondary suite or coach home.

Building face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.

Design street, block and lot patterns to accommodate rear-loaded parking off of lanes. Although this rear-loaded pattern is the dominant (defined by land area or units) design form, front loaded lots will be considered when fronting along local roads if topographic or other site constraints make rear lane access difficult to achieve. In such cases, garages shall be recessed and comprise less than 50 percent of the front building face, in order to maintain a strong, pedestrian-oriented streetscape.



- 4. Provide a useable, covered front porch and a main entrance, that present to the street for all dwelling units. Porches are permitted to project by up to I metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall:
 - a. have a usable area with dimension that are no less than 1.5 metres by 3.0 metres:
 - b. be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
 - be a single-storey height and be integrated and located at the main entrance, and facing the public street.



- Minimize the front yard setbacks in order to create
 a pedestrian-oriented street presence and to provide
 sufficient rear yard space for detached garages and
 useable outdoor space.
- Protect the privacy and livability of individual dwelling units and between developments through an appropriate transition of building height and massing, landscaping and sound attenuation.
- Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building shall be permitted.
- Limit the quantity of single family development in the form of detached Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to no more than 50 percent of the units for any development for lands south of 80 Avenue, in order to ensure that a range and mix of housing in the Single Family Mixed Residential designation is provided. Accommodate single and two family development in the form of traditional sized lots, as defined as R-1 and R-2 in the Township of Langley Zoning Bylaw, for the remainder of the development. This requirement can be waived for developments that dedicate at least 25 percent of the gross site area for tree protection and tree enhancement areas that contribute to and enhance the treed character of the Willoughby Escarpment, provided that:
 - a. these areas are identified, as part of development application review, through
 - a viewscape analysis from the Milner Valley (various key points along Glover Road); and
 - a Tree Management Plan as specified by the Subdivision and Development Servicing Bylaw, as armended.

- these areas are situated, where feasible and appropriate, and informed by the above-noted development application review analysis:
 - along contour lines to contribute to and enhance the treed character of the Willoughby Escarpment; or
 - adjacent to Watercourse Compensation Areas, Conservation Areas, the Wildlife Habitat Patch, Williams View Park, and/or Greenways, to further enhance and form a network of treed spaces; and
- these areas are not part of the 5 percent parkland dedication or cash-in-lieu, as required as part of subdivision.
- Encourage the development of semi-detached (feesimple and/or strata tenures) Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw [e.g., R-CL(SD)], provided that:
 - Siting of semi-detached and duplex housing forms on corner los shall align the main entrance for each dwelling unit to face each of the streets;
 - Design the off-street parking with no tandem spaces within a building;
 - Accommodate a minimum of one on-street parking space in the front of each dwelling unit.
 - Reflect or complement the architectural character of single family developments in the design of semi-detached and duplex housing; and
 - e. Comply with the development parametres as delineated in Policy 8 above. The semi-detached and duplex housing forms, on Residential Compact Lots, or quivalent sized lots, are considered as part of the 50 percent maximum provided for any development as: outlined in policy 8 above.





- Provide for the development of Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to accommodate rowhomes, provided that:
 - Rowhouse developments are designed in a single row, fronting a road and serviced by a rear lane;
 - Design each building that contains no more than four units;
 - Provide adequate space between the interior sides of buildings to accommodate tree-planting;
 - d. Design the off-street parking with no tandem spaces within a building;
 - Accommodate a minimum of one on-street parking space in the front of each dwelling unit;
 and
 - f. Comply with the development parametres as delineated in Policy 8 above. The rowhome housing forms, on Residential Compact Lots, or quivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.

5.5 ROWHOUSE / TOWNHOUSE

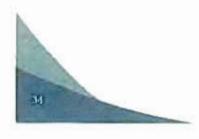
The Williams Neighbourhood Plan includes the Rowhouse / Townhouse designation and the Townhouse Strata designation, each with different densities. The two designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and "empty nesters" and serve as a land use transition between predominantly low density, residential neighbourhoods and employment uses. The emphasis is on ground-oriented neighbourhood character of the Williams neighbourhood, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear lanes or internal driveways/strata roads. Dwelling units that front a public street will have direct pedestrian access to/from said street.

5.5.1 ROWHOUSE / TOWNHOUSE (20-37 uph /

The Rowhouse / Townhouse designation accommodates both rowhouse and townhouse developments, where all units front and have direct pedestrian access from/to the public street. This designation is located in the northwest portion of the Plan area, between a predominately single family neighbourhood in the Yorkson area and the employment lands to the immediate east. This lower density multi-family designation will provide a land use, form and massing transition between these two land use conditions as well as a form of affordable, ground-oriented housing. Densities within this designation will range from 20 units per hectare (8 units per acre) to 37 units per hectare (15 units per acre). Policies specific to this designation are as follows:

- Provide for rowhouse or townhouse, as well as semidetached dwellings on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw and duplexes, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density is 37 units per hectare (15 units per acre).
- Limit the maximum height of buildings to three (3) storeys.
- Establish block and street patterns that include a
 public lane or strata road, and provide continuous
 on-street parking along the public street that is not
 interrupted by driveway let-downs.





- 4. Design buildings and dwelling units, to include:
 - a. Street-facing, pedestrian-oriented dwelling units that provide a useable, covered front porch along and a main entrance, that present to the pubic street. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
 - b. Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
 - Four (4) or fewer dwelling units contained within each building.
 - Rear entrances for all dwelling units in the form of 'swing doors' that is seperate from vehicular parking and access points.

5.5.2 TOWNHOUSE STRATA (20-54 uph / 8-22 upa)

The Townhouse Strata designation accommodates townhouse developments. This designation is located along the south and east sides of the 212 Street Connector, and at the northeast corner of 212 Street and 80 Avenue, and north of 83 Avenue, between predominately single family neighbourhoods in the Yorkson area and the Business Park and the Single Family Mixed Residential lands in Williams.



This townhouse designation provides affordable, groundoriented housing for households with children, seniors and 'empty-nesters'. The Townhouse Strata land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Densities within this designation will range from 20 units per hectare (8 units per acre) to 54 units per hectare (22 units per acre). Policies specific to this designation are as follows:

Policies:

 Provide for townhomes, including those with a master bedroom on the ground floor, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density of 54 units per hectare (22 units per acre).



2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the mid-block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83 Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.

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- Design buildings and dwelling units fronting 212 Street, the 212 Street cul-de-sac, north of 80 Avenue, 83 Avenue and mid-block Greenway link between 83 Avenue and the Highway #1 Greenway in neighbouring Yorkson, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to those across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhome development), to include:
 - a. pedestrian-oriented dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to I metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
 - b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
 - c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.
 - Rear entrances for all dwelling units in the form of 'swing doors' that is seperate from vehicular parking and access points.
- Provide direct, publicly-accessible connections in the form of Pedestrian Links (see Section 6.2.5) through Townhouse developments - from public road to public road - in areas designated Townhouse Strata, in the approximate locations delineated on Map 1 to support pedestrian connectivity along 212 Street Corridor.

5. Incorporate appropriate site design and townhouse building setbacks to accommodate a continuous evergreen, coniferous tree row, that integrates with site design requirements for street fronting dwelling units and comprised of retained and/or new tree plantings, along the south side of townhouse development sites that front 80 Avenue and along the east side of townhouse development sites that front 212 Street. This can be accomplished through both tree retention and/or new tree plantings, and are considered different than street trees in the public boulevard.

5.6 COMMERCIAL

The Williams Neighbourhood Plan incorporates a commercial area located at the northeast corner of 214 Street and 80 Avenue and includes a Neighbourhood Convenience Commercial designation and a Mixed Use Commercial designation. The two designations together will provide range a commercial services and amenities for local residents, employees, students and the travelling public. Policies that apply to both the Neighbourhood Convenience Commercial and Mixed Use Commercial designations are as follows:

Policies:

 Site and design buildings to be street-fronting and pedestrian-focused, and oriented towards a public road to result in generally consistent active street frontages along 214 and 216 Streets, and 80 and 81 Avenues. Include design elements on building façades as well as landscaping elements and design features between buildings that front 214 Street and 80 Avenue that further support pedestrian orientation along the public street.



- Landscape surface parking lots and locate them away
 from public street frontages by orientating and siting
 buildings and appropriate landscaping treatments in
 such a way as to create and/or give the appearance
 of a continuous, active street frontage, specifically
 along 214 and 216 Streets and 80 and 81 Avenues.
- Require the scale and design character of the buildings 3. and landscapes in these Commercial designations to integrate and be of high quality to complement the design and scale of the multi-family residential development on the south side of 80 Avenue. Design character should consider siting, setbacks, exterior finish, landscaping and parking areas, in relation to adjacent residential and agricultural/rural areas. Facade and roofline articulation with clear building entrances and other projecting elements are required. Blank or undifferentiated façades shall be avoided. Where drive-through services are permitted, drive isles and service windows shall be interior to the commercial development, not adjacent to and directly visible from the public street, and accommodated and integrated with the site design features for pedestrians throughout the Commercial designations and links to Greenways,
- Orient and design buildings to maximize solar exposure and to limit shadowing on adjacent roads, sidewalks, other public spaces, and properties.
- Incorporate internal pedestrian linkages within and across surface vehicle parking areas that also conveniently connect to public pedestrian areas such as Greenways. Provide continuous weather protection for pedestrians on all buildings with commercial frontages.
- Consider the integration of childcare floorspace that could provide services to employees working in the neighbouring business park areas.
- Include varied cladding materials of complementary colours and textures, visual elements, appropriate ornamental and energy efficient lighting, landscaping and other features for building frontages other than the front building face.

5.6.1 NEIGHBOURHOOD CONVENIENCE COMMERCIAL

Neighbourhood Convenience Commercial designation, is allocated for commercial establishments that are localserving, pedestrian-oriented, street facing and street fronting buildings, some of which are mixed-use (e.g., retail and office) that address the arterial roads and have a high quality building design, landscaping and finishes. Permitted convenience commercial uses in this designation include cafés, medical and professional offices, grocery, and other goods and services serving residents of Williams residential neighbourhoods. The Neighbourhood Convenience Commercial designation will also accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands) and public gathering/seating areas and serve as a key destination for the neighbourhood. Policies specific to this Neighbourhood Convenience Commercial designation are as follows:

Policles:

8. Incorporate retail and service commercial uses that are local-serving, such as financial institutions, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, restaurants and cafés, and fitness centres (excluding service stations, vehicle servicing and drive-throughs). These types of retail and service commercial uses (not including the one [1] anchor grocery store) shall be located atgrade and shall be included in buildings that have a maximum floor-plate size of 1,000 m2 (~11,000 ft2). Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.



- Provide space for business, medical and professional
 offices on the second and third storeys of at least
 an equivalent amount of floor area dedicated for
 retail commercial uses that are provided on the first
 storey. The office space component must be built
 in conjunction with the retail commercial space
 component of a building.
- 10. Accommodate one (1) grocery establishment in the Neighbourhood Convenience Commercial designation with a maximum size of 4,000 m² (-43,100 ft²) that serves local residents and neighbouring employment uses, provided that the neighbourhood public plaza space (see Policy 12 below) and purpose-built office floor space, of a minimum size of 500 m² in a multi-storey, mixeduse retail/office building, are built in this precinct in conjunction with or before the development of the grocery building/space.
- 11. Design buildings in the Neighbourhood Convenience Commercial designation to be a minimum of two storeys in height. The building that accommodates the grocery establishment (Policy #10 above) is excluded from this height requirement, yet must incorporate architectural design details that 'mimic' and give the appearance of a two storey building.
- 12. Incorporate a neighbourhood public plaza space in this precinct with a minimum size of 450 m² (~4,850 ft²) that provides an open space for a variety of activities such as socializing, resting, and eating, and serves as a focal point for the neighbourhood. The plaza space should be integrated with adjacent buildings and the broader precinct, include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant views, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety.

5.6.2 MIXED USE COMMERCIAL

The Mixed Use Commercial designation is allocated for commercial establishments that provide services to motorist, and for non-pedestrian-oriented retail and services. Permitted uses in this Mixed Use Commercial designation include those that meet the needs of the travelling public such as a vehicle parts and repair, restaurants, seasonal and recreational goods and other comparison retail, that also serves the needs of workers and business owners in adjacent and nearby employment areas, and the University District. Policies specific to this Mixed Use Commercial designation are as follows:

- 13. Incorporate retail and service commercial uses that serve the needs of both the residential areas and the employment generating, business park lands, as well as the travelling public, such as restaurants and cafés, financial institutions, and personal and business services (excluding service stations and gas bars). These types of retail and service commercial uses (not including an anchor grocery store) shall be located at-grade and shall have a maximum size of 1,000 m² (-11,000 ft¹) per unit.
- 14. Accommodate one (1) large-format retail and service establishment in the Mixed Use Commercial designation with a maximum size of 6,000 m² (~64,600 ft²) that is limited to a home hardware/ improvement type of use that could also include the servicing of vehicles less than 5,000 kg GVW.

5.7 WORK AND BUSINESS

The Williams Neighbourhood Plan incorporates a work and business area that supports limited commercial and a broad range of business and employment activities that contribute to the development of a sustainable and complete community in both the Williams and the broader Willoughby area. This work and business area will provide jobs close to home and will be an attractive place to invest and run a business and includes a Gateway designation, located at the northwest corner of 216 Street and 80 Avenue, and a Business Park designation, primarily situated between 80 Avenue and Highway #1.

5.7.1 GATEWAY

The Gateway designation is intended to include buildings and associated uses that visually 'frame' and 'wrap' the street corners of 80 and 81 Avenues, at and along 216 Street. Permitted uses in this Gateway designation include those that meet the needs of the travelling public such as a gas/ service station, restaurants, overnight accommodations, and multi-storey office buildings. Careful attention to quality building design, siting, as well as landscaping to ensure that this precinct provides a key entry point to the Williams neighbourhood, the Willoughby community and the municipality more broadly. Policies specific to this Gateway designation are as follows:

Policies:

 Provide one (1) hotel in the Gateway designation that could include guest rooms, lobby, conference and meeting rooms, restaurant, pub, guest amenities (etc., pool, exercise room), and limited retail space located in one building. Site and orient the building toward 216 Street and 80 Avenue.

- Accommodate a maximum of one (1) gas bar, as
 defined in the Township of Langley Zoning Bylaw,
 Siting, design and access of the gas bar shall be
 oriented towards a non-arterial public road and shall
 include landscaping and design features along public
 frontages that support pedestrian orientation and
 give the appearance of an active use.
- Incorporate retail and service commercial uses
 that meet the needs of the travelling public, such as
 restaurants, including drive-throughs, recreation,
 entertainment and instruction (e.g., yoga, dance,
 martial arts, fitness facilities), and the retail sale of
 goods and other services. The maximum size of any
 retail commercial use shall be 500 m² (~5,400 ft²).
- Include purpose-built buildings that provide space for business, medical and professional offices, provided that purpose-built office floor space is built in conjunction with or before the development of at least 600 m2 (6,500 ft1) of commercial retail floorspace in the Gateway designation and that the gross office floorspace component cannot be less than 1.5 times the gross commercial retail floorspace. Accommodate limited retail services on the ground floor that complement office uses in the building (e.g., small pharmacy that supports medical offices). For purposes of calculating gross floor area, retail commercial uses permitted as part of a hotel use defined above and built within the hotel building as well as the gas bar use shall not be considered as retail commercial floorspace.

5. Design distinctive buildings to emphasize the gateway functionality of the area within the vicinity of 216 Street and 80 Avenue that signifies the east entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Except for a gas bar and stand-alone buildings for restaurant uses, the minimum building height shall be three (3) storeys for any building sited immediately adjacent to an Arterial street. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces. Stand-alone buildings for restaurant uses must incorporate architectural design details that 'mimic' and give the appearance of a taller building (1.5 storeys or higher).

5.7.2 BUSINESS PARK

The lands designated as Business Park are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue and 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality office and business uses, including a mix of light manufacturing, distribution warehousing, office, research and development and similar uses. The interface and transition between Business Park and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with Business Park development. specific to this Business Park designation are as follows:



- Encourage and provide for a range of employment and business activities in the Business Park designation including warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, readymix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.
- Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.

- Contain all business and employment activities wholly enclosed within buildings with no open storage.
- Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of southfacing exposure, and are part of site planning and building design.
- 5. Provide the business population with sidewalks, pathways and other facilities, as part of site design of development and road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.
- 6. Locate business and professional offices, mini-storage including multi-storey formats micro-breweries, technical and educational, and instructional and recreational (e.g., first ald training, martial arts and dance studios, trampoline, climbing, go-karts, skate, ice rinks) types of uses along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.
- South side of 80 Avenue.

- 7. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.
- B. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.
- Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.
- 10. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, 'big box' building designs that exhibit little façade interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.
- 11. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.
- Include secure, weather-protected bicycle parking for employees.
- 13. Incorporate a 6 metre wide Interface Buffer, In addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attentuation fence in between lands designated for Townhouse Strata (north of 83 Avenue) and Business Park.

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5.8 CONSERVATION AREAS

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies and guidelines, as stipulated in the Township of Langley Official Community Plan. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on Map 1 of this Plan, one Conservation Area has been identified that accommodates and includes a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows

Policies:

- Protect, enhance and apply restoration works
 that improve the quality of instream and riparian
 habitats for fish and wildlife species in the
 Conservation Areas through the development
 and subdivision approval processes based on
 the Township's Streamside Protection and
 Enhancement Areas (SPEAs), as described in the
 Township of Langley Official Community Plan
 (OCP).
- Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.

- Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of offsite works and services associated with adjacent development.
- Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

5.9 WATERCOURSE COMPENSATION AREAS

The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and reestablish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs), as delineated in the Langley Official Community Plan. This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- Improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- Retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the 'treed' character of the Milner Escarpment;
- Reduce and eliminate the need for culverts and other vehicular crossings of the watercourses associated with the riparlan compensation areas;
- Contribute to a buffer between residential and employment uses for the northern Guy Creek
- promote groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.

The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse.



Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows:

Policies:

- Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.
- Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in Map 1 and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.
- 3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surfaceconnected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel and an additional Watercourse Compensation Area, with a minimum total of 26,368 m2, a minimum length of 1,107 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be

identified and designed as part of the development of lands between 80 and 83 Avenues. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.

4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

An additional Watercourse Compensation Area, with a total of 5,849 m2, a minimum length of 195 metres and a 15 metre wide planted buffer on either side of the stream channel (not including channel areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered an will not ultimately require a Plan amendment, provided that they remain In the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream channels in the south portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.

- 5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in Map 1 and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.
- 6. Complete at the time of development the watercourse relocations and compensations as depicted in Map 1 and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:
 - a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in Map 1 and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in Map 1 and delineated in policy above.

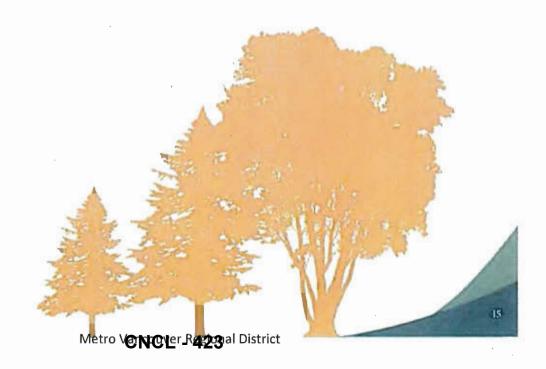
- b. Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in Map 1 and delineated in policy above.
- c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
- d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in Map 1 and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
- Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to Greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the compensation or other environmental sensitive areas. Tree removal shall be avoided and additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in Map 1.

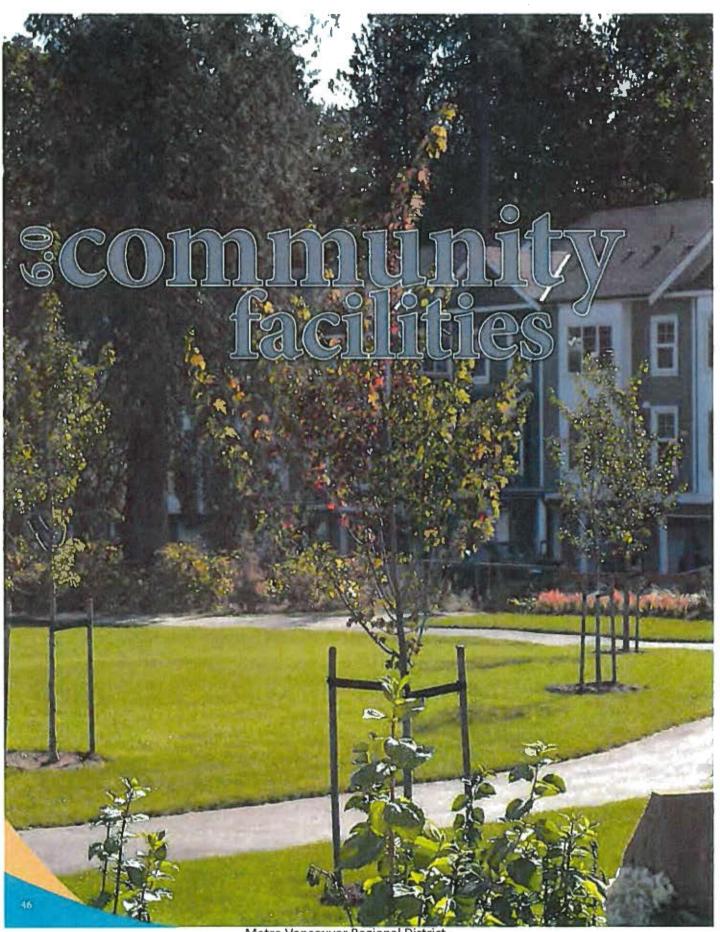
5.10 HOUSING AND POPULATION ESTIMATES

At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 4,600 people in 1,470 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build-out.

Table 5.1 | Distribution of Dwelling Units and Population

Land Use Designations	Approximate Area		Density	Population Density	Approximate Number of	Approximate	Maximum
	На	Ac	Units Per Acre (UPA)	Person Per Unit	Dwelling Units	Population	Storeys from Grade
Single Family Mixed Residential	38.6	95.4	6 - 10	3.8	763	2,900	2
Rowhouse / Townhouse	3.5	8.7	8 - 15	2.5	100	250	3
Townhouse	16.2	40.1	8 - 22	2.5	604	1,504	3
TOTAL					1,465	4,654	





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Community Facilities

6.1 PARKS AND OPEN SPACES

This Plan establishes a network of parks and open spaces that contributes to a complete and livable neighbourhood in the Williams area. These parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike.



Illustrates neighbourhood park space in low density residential area

6.1.1 NEIGUBOURHOOD PARKS

A Neighbourhood Park is to be accommodated in the initial phase of implementing and developing the Williams neighbourhood. This neighbourhood park will provide a variety of recreational opportunities, including sports fields, play grounds and natural areas, along with an Elementary School. The intent of these policies is provide direction to ensure that the Neighbourhood Park site, along with the Elementary School, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park-elementary school site is sufficient and appropriate for the needs of the users. Policies specific to a neighbourhood park are as follows:

- Provide a Neighbourhood Park (minimum 2 hectares [5 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 4 hectares (10 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
- Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.
- Ensure that the Neighbourhood Park and the adjoining Elementary School that comprise the joint park-elementary school site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

6.1.2 WILLIAMS VIEW PARK

The Williams View Park is at least 2 hectares (5 acres) in size and takes advantage of one of the highest points of the Milner Escarpment in the Williams area and one of the most visible from the Milner Valley. It is located in the vicinity of Morrison Crescent and 76 Avenue, and provides public open space for the neighbourhood and community, within an urban forest that is established through retention and enhancement.

The Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context. The View Park will help maintain and enhance the forest character of the Milner Escarpment from the Milner Valley and view opportunities to the valley below. The intent of these policies is to establish an important place-making feature that contributes to the character and identity of the Williams neighbourhood. Policies specific to the Williams view park are as follows:

- Provide and develop the Williams View Park that is approximately 2 hectares (5 acres) in size and is in the vicinity of Morrison Crescent and 76 Avenue, as indicated on Map 1.
- 2. Prepare a Williams View Park design as conceptually illustrated in Figure 6.1, that has approximate dimensions of 100 metres by 200 metres, and includes extensive tree plantings, strategic view opportunities to the Milner Valley and Mount Baker, connections to the Arbour Ribbon, integration of informal adventure play grounds that provide a space for children to engage in unstructured play and exploration of their surroundings, outdoor exercise circuits and other compatible recreational activities.
- Fund the Williams View Park through the Williams Amenity Zoning Policy.



6.1.3 POCKET PARK

The Pocket Park in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, and soft and hard surface spaces, for children, youth and adults of all ages. The Pocket Park is intended to be small but inviting areas of public space incorporated into urban areas. In Williams, there will be a minimum of one (1) Pocket Park. This park space, along with the neighbourhood park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Pocket Park can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Park are as follows:

Policies:

- Develop a minimum of one Pocket Park located generally in the area indicated on Map 1, that is a minimum of 0.6 hectares (1.5 acres) in size.
- Locate the Pocket Park in the vicinity of the intersection of 214 Street, between 78 and 76 Avenues, adjacent to a Greenway, and apply a forested design theme.
- Design the Pocket Park as conceptually illustrated in Figure 6.2 and In accordance with the general specifications shown in Figure 6.3.
- Provide on-street parking along the Pocket Park road frontage.
- Fund the Pocket Park through the Williams Amenity Zoning Policy.



Figure 6.2 | Pocket Park Illustrative Design



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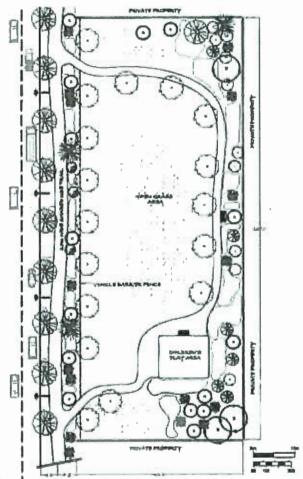


Figure 6.3 | Pocket Park General Specifications

6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m² (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

The intent of these policies is to facilitate the establishment of a Wildlife Habitat Patch for the preservation of open space, the preservation of mature trees, and for the purposes of ensuring ecological integrity and the strengthening of connections between natural areas and public connections and spaces. Policies specific to Wildlife Habitat Patch are as follows:

- Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on Map 1.
- Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch based on the five habitat types – conferous, broadleaf and mixed tree species, dense understorey shrubs and ferns, and wetland areas – that are deemed most capable of supporting wildlife in an urban setting.
- Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.
- Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.
- Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Williams Amenity Zoning Policy.



Example of a Wildlife Habitat Patch

6.1.5 NEIGHBOURHOOD FORESTED MEWS

The Neighbourhood Forested Mews is a former and decommissioned municipally-owned street and/ or road right-of-way that is currently not used for vehicular traffic, has had unnecessary utility infrastructure removed and all asphalt, concrete and other surface material removed, as relevant. The area has been reassigned and replaced with pedestrianaccessible, forested open spaces. The Neighbourhood Forested Mews will contribute unique 'place making' feature for neighbourhood design in the low-density residential areas in Williams. This concept provides an opportunity to meet one of the planning principles and design features in Williams that supports integrating natural features and systems into new neighbourhoods to create a sense of place and to preserve and enhance the 'treed' character of the Willoughby Escarpment, while at the same time, creating a pedestrian oriented, public amenity-rich neighbourhood. Policies specific to the Neighbourhood Forested Mews are as follows:

- Provide and develop the Neighbourhood Forested Mews at the locations as indicated on Map 1. The Neighbourhood Forested Mews will encompass the entire width - approximately 20 metres of the existing dedicated public right of way.
- Incorporate appropriate soils along the Forested Mews to support long-term, stable rooting for trees as well as roinwater detention and nutrient holding capacity.

- Retain and include new trees, with a focus on coniferous, evergreens, and integrate a 3.0m wide shared-use, asphalt trail.
- Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).
- Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.
- Require development to fund the removal and/ or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.
- Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.
- Fund the 3.0 metre wide shared use, asphalt trail through the Williams Amenlty Zoning Policy.



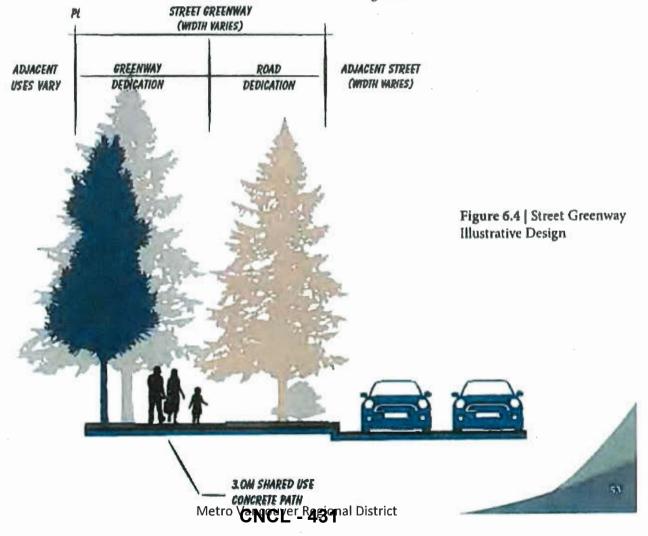
6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

The network of greenway and pedestrian connections in Williams is an important component of the mobility network for both pedestrians and cyclists and a key recreational amenity. Along with the sidewalk and cycle lane network described in Section 8, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous pedestrian connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 1.

6.2.1 STREET GREENWAYS

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to street greenways are as follows:

- Provide contiguous Street Greenways in the locations identified on Map 1.
- Construct Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.



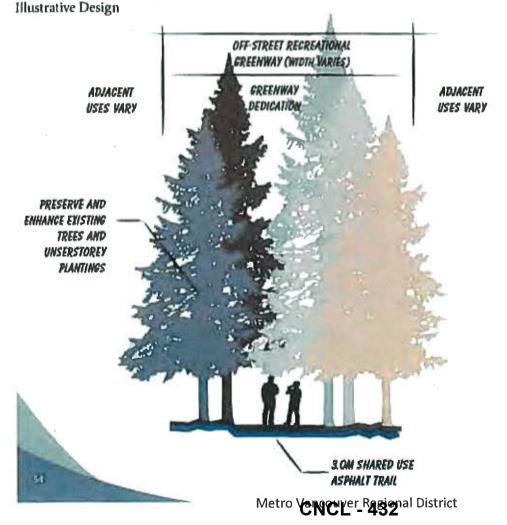
- Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees.
- Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
- Provide safe street crossings for pedestrians and cyclists at key intersections.
- Fund Street Greenways through the Williams Amenity Zoning Policy.

Figure 6.5 | Off-Street Recreational Greenway

6.2.2 OFF STREET RECREATIONAL GREENWAYS

Off-Street Recreational Greenways are trails that provide pathway connections between other pedestrian and cycling facilities. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to off-street greenways is as follows:

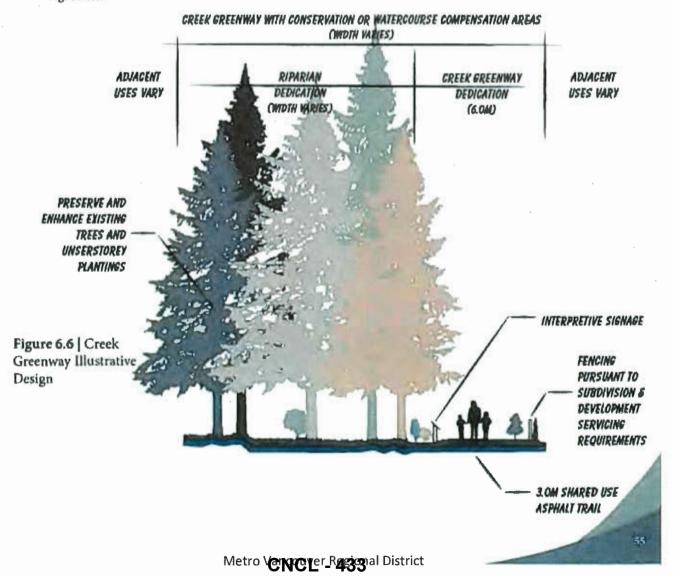
- Provide Off-Street Greenways in the locations identified on Map 1.
- Construct Off-Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.5.
- Fund Off-Street Greenways through the Williams Amenity Zoning Policy.



6.2.3 CREEK GREENWAYS

Creek Greenways are off-street trails that run adjacent to existing watercourses, Conservation and Watercourse Compensation Areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to creek greenways are as follows:

- Provide Creek Greenways in the locations identified on Map 1.
- Construct Creek Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.6.
- Locate Creek Greenways generally adjacent to the riparian areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the outer edges of the Riparian Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.
- Build appropriate 'connections' where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.
- Fund Creek Greenways through the Williams Amenity Zoning Policy.



6.2.4 ENHANCED SIDEWALKS

Enhanced sidewalks are suitable in areas where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Policies specific for Enhanced Sidewalks are as follows:

Policies:

- Provide Enhanced Sidewalks in the locations identified on Map 1.
- Construct Enhanced Sidewalks in accordance with the standards provided in Table 6.1.
- Fund Enhanced Sidewalks through the Williams Amenity Zoning Policy.

6.2.5 PEDESTRIAN LINKS

Pedestrian Links are to be provided to connect through developments and subdivisions, to and from greenways and trails, schools and bike routes within and outside the plan area as well as through areas where public access along a road is widely spaced. The location for the Pedestrian Links, as shown on Map 1, is not intended to be interpreted literally but approximately. The intent of these policies is to secure, through development, additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connections with adjacent neighbourhoods and destinations. Policies specific for the pedestrian links are as follows:

Policies:

- Provide Pedestrian Links, which are a minimum three (3) metre wide concrete shared use, hardsurface (e.g., concrete, asphalt) pathway, in the locations identified on Map 1.
- Design entrances to Pedestrian Links, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a 'public' pathway.

 Pedestrian Links are not funded through the Williams Amenity Zoning Policy.

6.2.6 GREENWAYS, PEDESTRIAN LINKS & ENHANCED SIDEWALK STANDARDS

Table 6.1 provides a summary of the Greenways, Pedestrian Links and Enhanced Sidewalk Standards.

TABLE 6.1 | Greenways, Pedestrian Links and Enhanced Sidewalk Standards

ТҮРЕ	STANDARDS
Street Greenways	4.5m wide dedication (5.5m wide dedication along 216 Street, between 76 and 80 Avenues and along 76 Avenue)
	3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	4.5m wide dedication
	3.0m wide shared use, concrete pathway
Creek Greenways	 3.0m side shared use, asphalt trail located in the outer 6.0m of the required riparian area.
Pedestrian Links	3.0m wide shared use concrete pathway
Enhanced Sidewalks	within the road dedication
	2.0m wide buffer between the curb and sidewalk
	3.0m wide concrete sidewalk
	 1.0m wide buffer between the property line and the sidewalk

6.3 SCHOOLS

At present there are no elementary schools in the Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e. kindergarten to grade 5), 220 middle school students (i.e. grades 6 to 8), and 251 senior high school students (i.e. grades 9 to 12).

A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The School District has developed a Long Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

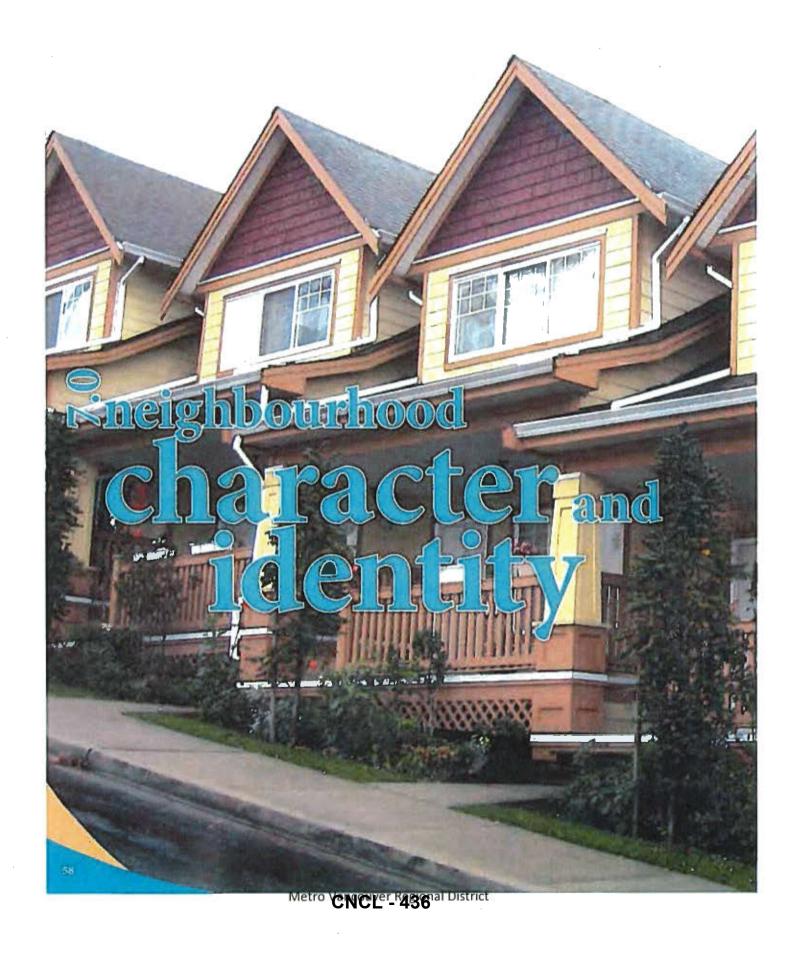
The intent of these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

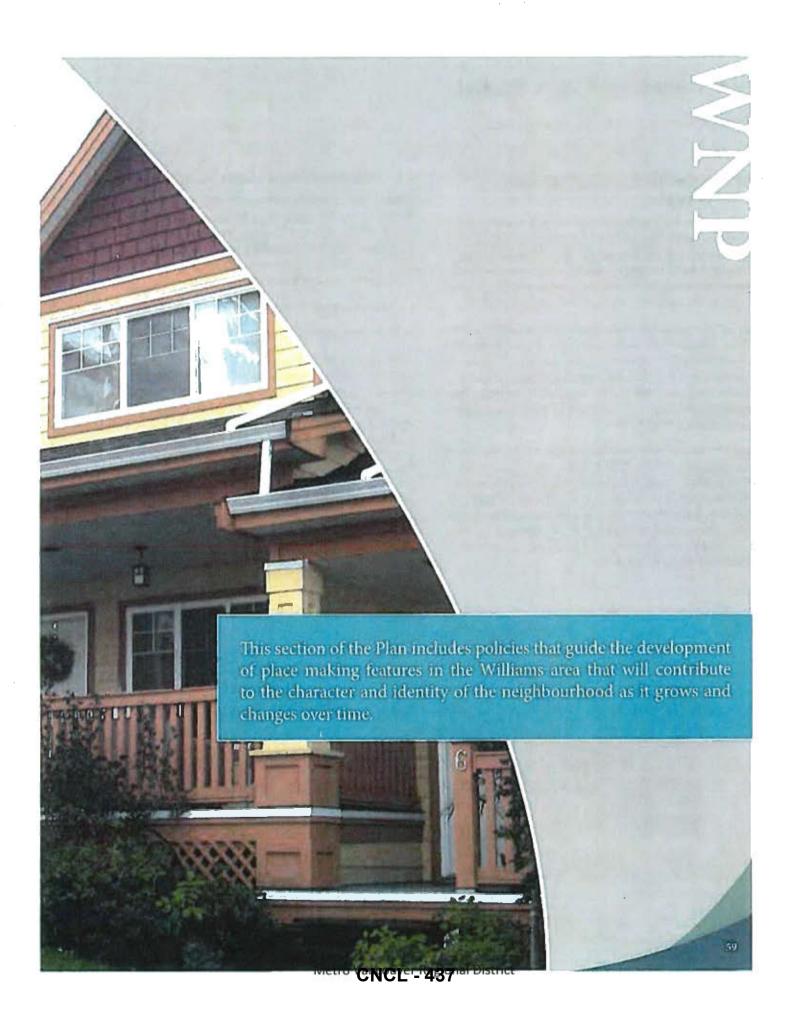
Policies:

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- Accommodate an Elementary School, which will
 form part of a joint neighbourhood park-elementary
 school site with a minimum total size of 4 hectares
 (10 acres; 5 acres neighbourhood park and 5 acres
 elementary school), within the vicinity of 214 Street
 and 78 Ayenue, as indicated on Map 1.
- Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.
- Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.







Neighbourhood Character and Identity

NEIGHBOURHOOD PLACE 7.1 MAKING

The Williams neighbourhood is envisioned to be an urban. compact neighbourhood characterized by an active public realm. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction and contribute to a the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of park and open spaces, as well as pedestrian and cycling connections. Access to all of these should be possible via sidewalks, greenways and trails with appropriate crosswalks provided at controlled intersections.

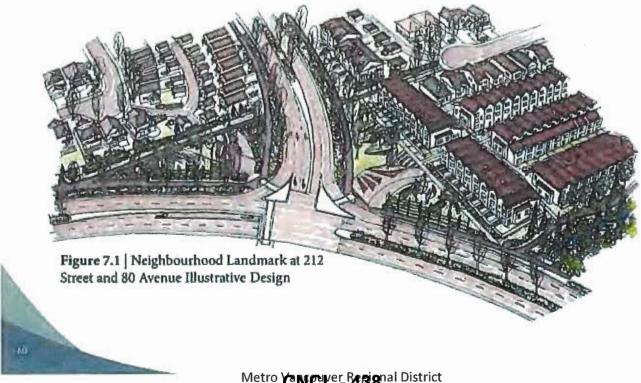
View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as seen and viewed from various points along the Milner Valley, specifically along Glover Road.

7.2 NEIGHBOURHOOD LANDMARKS

Within the Williams neighbourhood, there are two Neighbourhood Landmarks that serve as area gateway features that announce entrance into the Williams area, create civic focal points, and enhance the network of visual reference points throughout the Willoughby community. The locations, as denoted on Map 1, include:

- Intersection of 212 Street and 80 Avenue (see Figure 7.1)
- 216 Street and Highway #1 Interchange (see Figure 7.2)

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m2 (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorist along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.



The second Neighbourhood Landmark at 216 Street and Highway #1 interchange, on the west side, is an open space area that includes neighbourhood infrastructure - rainwater detention pond - at the confluence of a variety of Greenways and a gateway design and complementary features that thematically tie these elements together. The Intent of these policies is to establish key place-making features in these gateway areas and contribute to the identity of the Williams neighbourhood. Policies specific for Neighbourhood Landmarks are as follows:

Policies:

 Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on Map 1.

- 2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on Map I, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.
- Design the Neighbourhood Landmarks in accordance with the general concepts as shown in Figure 7.1 and Figure 7.2, including the incorporation of public art.
- Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Williams Amenity Zoning Policy.
- Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Williams Amenity Zoning Policy (not including the stormwater detention pond and associated plantings and landscaping).



Figure 7.2 | Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design

7.2.1 PUBLIC ART

In Williams, Public Art will form part of the two Neighbourhood Landmark locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. The Intent of these policies is to establish Public Art that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area. Policies specific for Public Art are as follows:

Policies:

- Include Public Art as part of Neighbourhood Landmarks at the locations identified on Map 1.
- Require the Township of Langley to manage, maintain and insure all Public Art in accordance with Council's Public Art Policy (No. 06-024).
- Ensure that an appropriate collection management system is in place and those documentation standards and inventory practices are implemented.
- Encourage the incorporation of additional on site Public Art in the design of buildings or landscape as part of development. Public Art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.
- Fund Public Art for the public locations identified on Map 1 through the Williams Amenity Zoning Policy.

7.3 STORMWATER FACILITIES AS AMENITIES

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity efforts shall be made to design ponds with these goals in mind. Two (2) detention ponds shall be located in the vicinity of 216 Street in the Williams Neighbourhood Plan area: one at the northeast corner of the Plan area and another at the southeast corner. Policies specific for stormwater facilities as amenities are as follows:

- Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.
- Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access to all areas of the facilities.
- 3. Include aesthetic considerations as part of the design of stormwater detention pond, including but not limited to exposed walls and slopes visible by the public. This shall include hard and soft landscape design solutions, where appropriate. Incorporate evergreen, coniferous tree plantings around the perimter of of the detention pond to contribute to the treed character of the Willoughby Escarpment.
- 4. Design fencing to be aesthetically pleasing and thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.

7.4 GREEN ROOFS

Green roofs (also known as "living roofs") can also promote effective stormwater management, reduce energy use, as well as provide communities with additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions. The intent of these policies is to encourage the application of green roofs as part of development in the Employment District.

Policies:

- Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency.
- Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.
- Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.
- Design green roofs in accordance with the BC Green Building Code.
- Adhere to Township policy regarding, among other items, the management, maintenance and insurance/ liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/ or property owner.



7.5 LANDSCAPE BUFFERS

A Landscape Buffer is a linear feature with plantings, earthen berms and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure. In the Williams area, a 'freeway' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and Highway #1. An 'interface' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park. Policies specific to Landscape Buffers is as follows:

Policies:

- Provide a 'freeway' Landscape Buffer that is 15
 metres wide, that includes retained and additional
 tree plantings, understorey plantings and ground
 cover, an earthen berm, and a 3 metre wide trail, and
 is located adjacent to Highway #1 as illustrated in
 Figure 7.3.
- 2. Provide an 'interface' Landscape Buffer at the location between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in Figure 7.3, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setbacks treatments required in the Township of Langley Zoning Bylaw, Subdivision and Development Servicing Bylaw (as amended from time to time) and other relevant Township bylaws.
- Fund the provision of Landscape Buffers through the Williams Amenity Zoning Policy.

Figure 7.3 | Landscape Buffer Locations



r Regional District

7.6 LOCAL ROAD GATEWAYS

Local Road Gateways provide a further place-making opportunity to indicate arrival to and departure from residential areas within the Williams area. These entrances help create an identifiable place and provide a significant entryway. The intent of these policies is to guide the inclusion of Local Road Gateways in appropriate locations in the Williams area.

Policies:

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 Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in Figure 7.4. Incorporate additional landscaping and signage as appropriate.

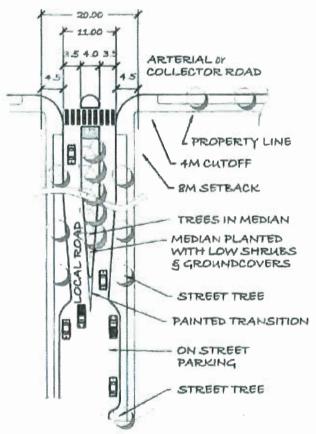


Figure 7.4 | Conceptual Local Road Gateway Design

7.7 UTILITY BOXES AND VAULTS

Urban communities include a variety of supporting infrastructure, some of which is visible and others are not. Siting and finishes of these at-grade or above-grade infrastructure are necessary and careful location and placement is warranted such that they do not interfere with mobility or the aesthetic qualities of the Williams area. The intent of these policies is to guide the location and appearanceses of at-grade utility boxes and vaults.

Policies:

- Plan and coordinate the location of utility boxes (e.g. telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
- Place existing overhead utilities underground as part of new development and upgrades to infrastructure.
- 3. Apply appropriate 'wraps' on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development in order to reduce graffiti and improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.





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7.8 RETAINING WALLS

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. The southern portion of the Williams Plan has a sloping terrain that could result in significant grading and use of retaining walls to create suitable development sites. The intent of these policies is to encourage new development to work with the land to create viable high-quality developments.

Policies:

- Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.
- Integrate landscaping, apply texture treatments and use a 'stepped-approach in the design of retaining walls where they are located along any public right-of-way, in a public space or area visible to the public, in order to provide visual interest and help integration with the surrounding area.

7.9 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams Neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process;
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings;
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites, and landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites,

Natural and Cultural Landscapes

The Willoughby escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between the Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over a number of years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

The low-lying, flat lands surrounding Milner comprise the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration, agricultural use, and valley viewscapes since the early 1800s.

Built Resources

The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

Policies:

Protect Archaeological Sites and Areas

 Discourage unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act through the provincial Archaeology Branch.

Protect the Character of the Milner Valley as a Cultural Landscape

- 2. Retain the historic views up and down the Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.
- Design and locate new development, buildings, roads, parks and pedestrian connections, within sightlines from the Milner area toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.
- Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.
- Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of 'cherry blossom' trees along 76 Avenue).



Preserve Sites Deemed to be of Historic Value

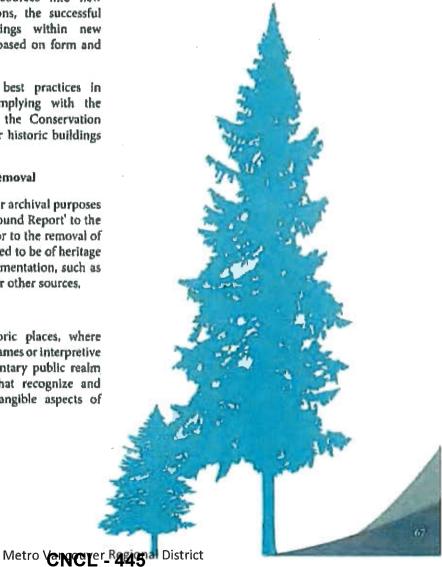
- Retain buildings, including those identified within
 the Plan boundaries that were identified in the
 Willoughby Heritage Study (2005) and others
 deemed to be of historic value, through the use of
 heritage revitalization agreements and other tools
 provided by the Local Government Act, based on a
 future independent site assessment at the time of
 redevelopment.
- Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.
- Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.
- Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

Document Buildings Approved for Removal

 Provide photo documentation for archival purposes or alternatively prepare an 'As-Found Report' to the satisfaction of the Township prior to the removal of any building that has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study or other sources,

Commemorate Williams History

 Commemorate early and historic places, where appropriate, with historic place names or interpretive signage and through complementary public realm design and signage projects that recognize and celebrate the tangible and intangible aspects of Williams's history.



7.10 Crime Prevention Through Environmental Design

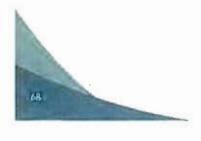
The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists. Traffic safety is addressed further in Section 8.

The way in which we design our communities and public spaces, allow for new development and encourage interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called "Crime Prevention through Environmental Design" (CPTED), the principles of which include the following:

- Territoriality fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance maximizing the ability to spot suspicious people and activities
- Activity support encouraging the intended use of public space by residents
- Hierarchy of space identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening using physical barriers, security devices and tamper- resistant materials to restrict entrance
- Environment making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance ensuring that a building or area is clean, well-maintained, and graffiti- free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Williams occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

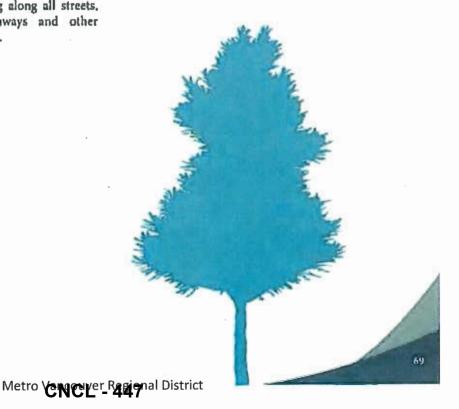
- New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.
- Adequate lighting should be provided for all streets, fanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
- Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
- Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

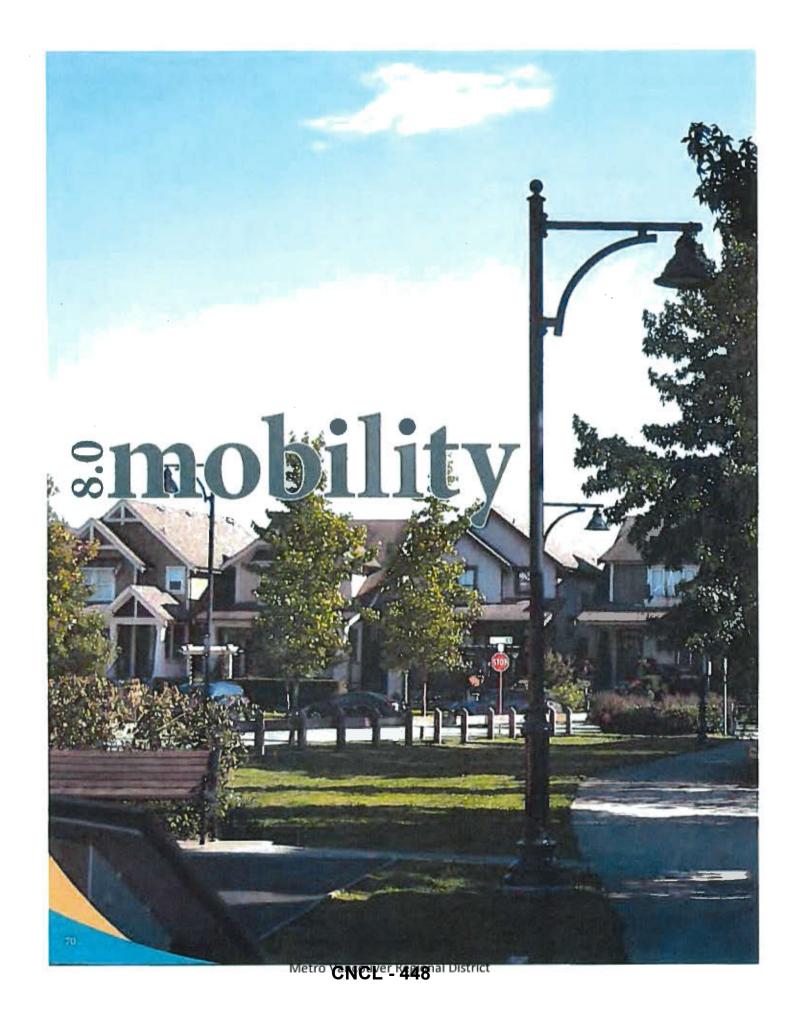


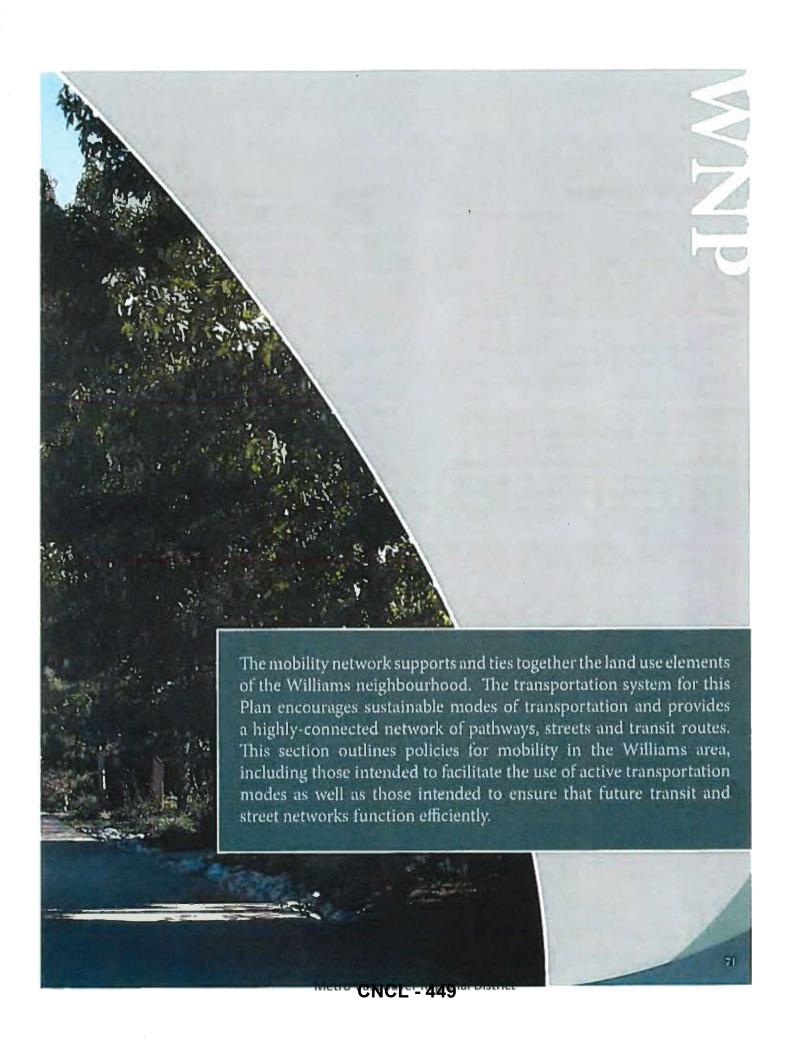
7.11 Lighting Design

In Williams, neighbourhood-specific on-street and offstreetlighting for vehicle travellanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams. The intent of these policies is to establish neighbourhood-specific lighting in Williams that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area.

- Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.
- Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements, CPTED principles, BC Building Code, Township of Langley's Subdivision and Development Servicing Bylaw specifications and standards and the Exterior Lighting Impact Policy, as amended from time to time.
- Include pedestrian scale lighting along all streets, street greenways, creek greenways and other pedestrian areas and connections.







Mobility

8.1 STREET NETWORK

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe and efficient for all modes of travel. The Williams street network is predicated on the Township's street network hierarchy, which classifies roads based on function, traffic service, land access, and traffic volumes. The following road types are included within Williams:

- Arterial Roads have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Williams neighbourhood has 80 Avenue, 212 Street and 216 Street as arterial roads.
- Collector Roads are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Williams form an alternative grid network that will help distribute traffic throughout the area. The collector roads for Williams are 76, 78, 79A and 81 Avenues and 212A (including Morrison Crescent), and 214 Street.
- Local Roads are intended to provide access to individual properties and are not intended for through travel.
- Lanes are intended to provide access to individual properties from the reat. They are included in the Circulation Concept Plan at a conceptual level only.

This section outlines the street network within the Williams area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian, cyclists and transit users. The street network is designed to support a modified grid pattern where possible, combined with a 'fine-grained' block and lot structure that reflects the topography and grades of the area and supports the development of energy efficient neighbourhoods. The street network is appropriately sized for the anticipated amount of traffic. It will distribute vehicular traffic through multiple routes provided within the Williams area, and is connected with the broader Willoughby area, and destinations beyond. The Circulation Concept Plan (Map 3) outlines the planned street network. Substantial compliance with the street network established in the Circulation Concept Plan is required; however, there is some flexibility.

- Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (Map 3). The alignment of the collector route of 78 Avenue to 77A Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.
- Design the layout of residential areas with a block-based network of walkable streets on a modified grld with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (Map 3). The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (culs-de-sac) shall be avoided; where this is impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.
- Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.



- 4. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.
- Secure statutory rights-of-way for all category
 of streets, including arterial, collector, local and
 lanes. A right-of-way includes sidewalks, travel and
 parking lanes, boulevards and utility allowances. The
 details are included within the Engineering Services
 Plan for transportation.
- Locate multi-family amenity spaces away from arterial streets.
- 7. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line for all residential development along arterial streets to provide sound attenuation.

8.2 PEDESTRAIN AND BICYCLE CIRCULATION

This section outlines the pedestrian and bicycle routes within the Williams area, which form a critical part of the multi-modal, mobility network. In addition to sidewalks on the street network and on-street bike lanes along arterial streets, other facilities have been included in the network that pedestrians and cyclists can use to get around the area and connect with surrounding communities and destinations.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- Commuter routes provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.
- Recreational routes provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.

 Community routes provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.

The intent of these policies is to outline the pedestrian and cycling network within Williams that contribute to the connectivity of the area and the community. The Circulation Concept Plan (Map 3) outlines the planned network for these active transportation modes. Substantial compliance with the network established in the Circulation Concept Plan is required; however, there is some flexibility.

- Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Links in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (Map 3) as illustrated.
- Design cycling facilities and networks, including commuter, recreational and community routes, in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (Map 3) as illustrated.

8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median.

TransLink's South Fraser Area Transit Plan does not currently indicated any specific new transit routes through the Williams neighbourhood. Williams is located 3km from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow and it is reasonable to assume conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue. It is reasonable to assume that some transit services could operate on collector roads as well.

An objective for the Williams Neighbourhood Plan is to enable active transportation by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops; at least in the short and medium term until such time as bus transit is provided in the Williams area.

Policies:

- Accommodate future bus transit routing and stops in the Williams area along arterial streets through appropriate street design standards.
- Provide a street design standard along the 78 Avenue to integrate future community shuttle transit service.
- Design transit stops to include suitably sized landing pads for passengers, as well as amenities such as shelters and benches, where appropriate.

8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial / Arterial	Traffic Signals
Arterial / Collector	Traffic Signals
Collector / Collector	Roundabouts

These intersection control types are used as a starting point in the development of the Circulation Concept Plan (Map 3) for Williams.

- Incorporate traffic control and traffic calming infrastructure in the Williams neighbourhood, in accordance with the Circulation Concept Plan (Map 3), as illustrated.
- Require a detailed transportation assessment as part
 of development review process for individual sites, as
 deemed appropriate, to confirm intersection control
 types that are applied to any particular intersection.
- Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, as determined through a transportation assessment as part of the development review process. Particular attention for additional traffic calming measures will be given to north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g., at 214 Street).
- Limit 'right-in / right-out' turning movements at the intersection of 76B Avenue at 216 Street. As part of development review process, consider as part of the detailed transportation assessment the need and technical appropriateness of pedestrian activated signal at 78B Avenue at 212 Street.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

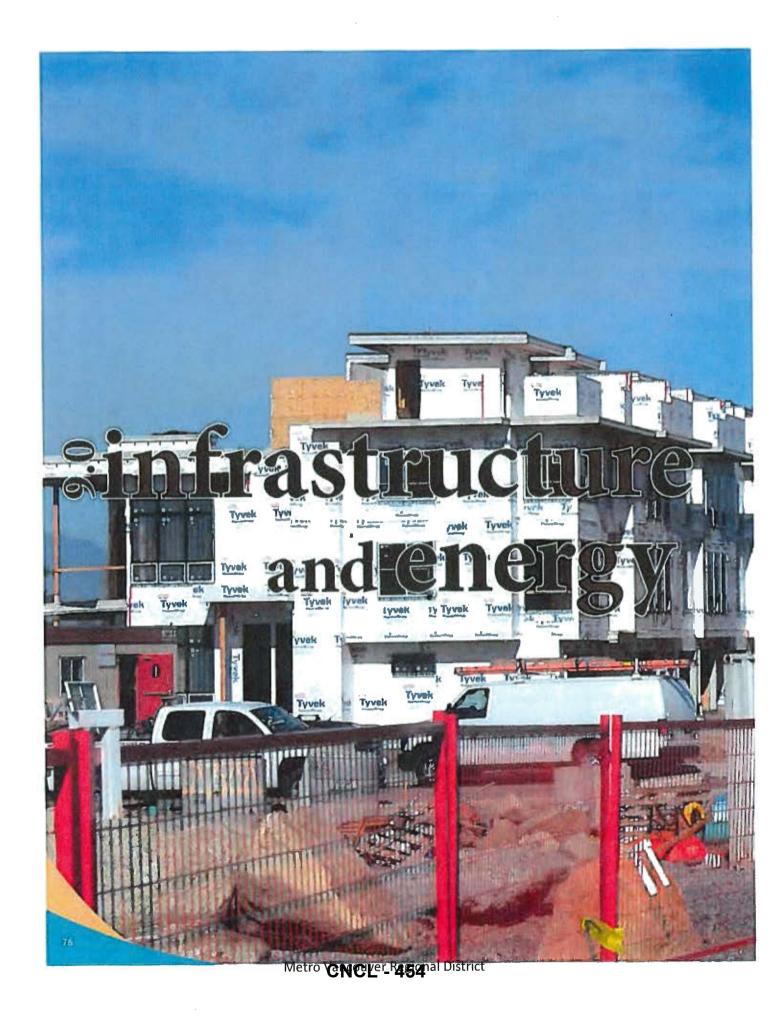
Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

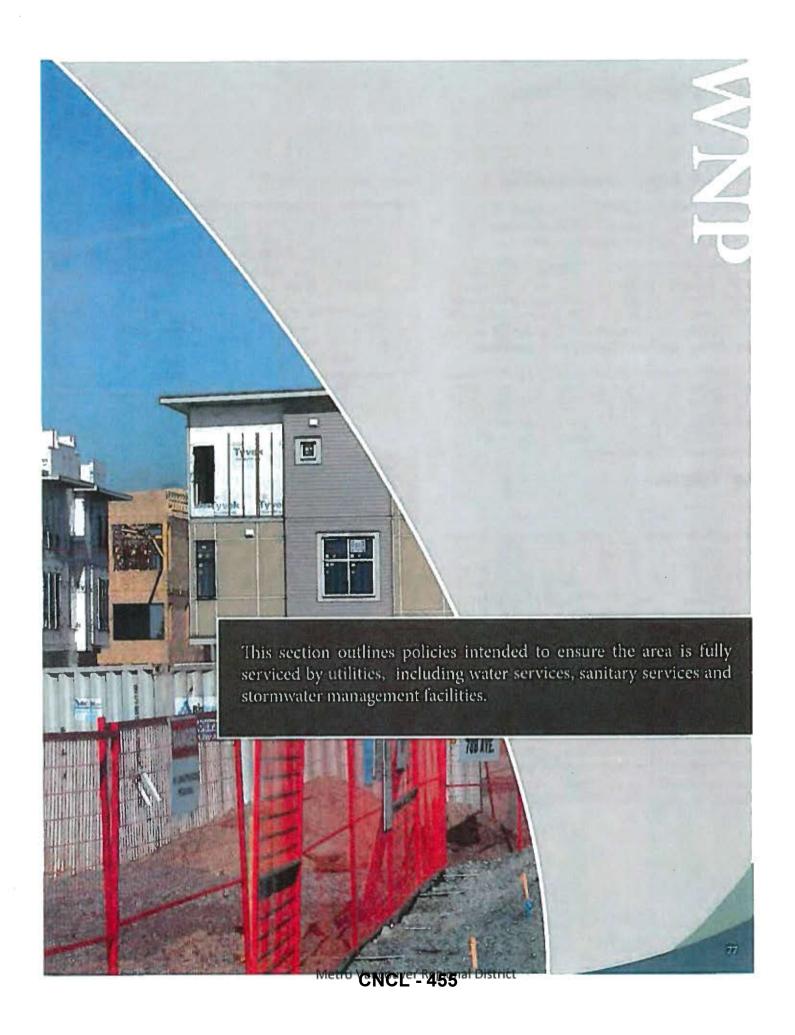
Policies:

- Accommodate on-street parking on both sides of all local and collector streets.
- Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit in order to provide adequate parking, except for dwelling units that front arterial streets.
- 3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached and rowhouse dwelling units, as defined in the Township of Langley Zoning Bylaw, in order to support a high quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.
- Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.



Metro Valver_R453nal District





Infrastructure and Energy

9.1 ENGINEERING SERVICES PLAN

The Engineering Services Plan is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may, however, be alternative servicing strategies to those presented in the ESP as a result of the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and In the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.2 WATER

9.2.1 EXISTING CONTEXT

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones; Pressure Zone 110m and Pressure Zone 131m.

The GVWD supply main and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis has identified the need for expanding and upgrading of the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this neighbourhood plan. All works will need to be confirmed through detailed design as part of the subdivision process.



9.3 SANITARY SEWER

9.14 EXISTING CONTEXT

There is currently no existing sanitary sewer infrastructure within the Williams Neighbourhood Plan area. Given its largely rural character, existing properties are serviced by individual septic systems. Land use changes will require sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, forcemains and/or downstream infrastructure upgrades.

9.3.2 FUTURE CONDITIONS

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth for the Williams neighbourhood. Analysis is limited to trunk infrastructure only and does not include alignments or sizing of local sewer mains.

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood to accommodate the increase in sewer loading, which are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of the Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor; one in the north and one in the south. Sanitary forcemains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 STORMWATER

9.4.1 EXISTING CONTEXT

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl Watersheds. Given its largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries and drainage channels of the 'two' segments of Guy Creek, located in the northern and southern areas of Williams, as well as a coarse network of road-side ditches and culverts, and partially piped sections. This drainage network eventually drains into Salmon River.

9.4.2 FUTURE CONDITIONS

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.



The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan. Detention ponds and associated outlets to the Salmon River system represent the final component of the management system. Within the Williams area, two-(2) new detention ponds are proposed. The location of these ponds have been identified in general terms only on Map 1, as the specific siting will be subject to more comprehensive development planning and land agreements. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integration of stormwater ponds and associated conveyance systems as an amenity feature incorporated into the neighbourhood is important. As an amenity, stormwater systems shall be considered for multiple purposes including, but not limited to ecological, recreational, education, and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.3 of this Plan in the design of detention ponds.



9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

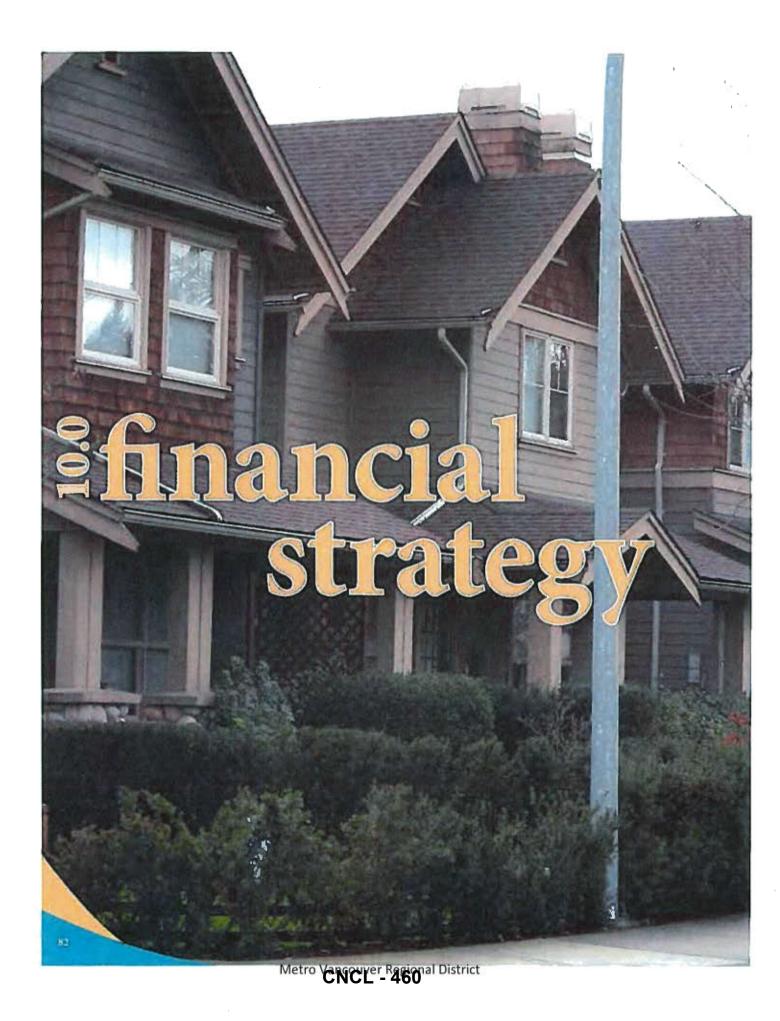
As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.11 of this Neighbourhood Plan, unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street.

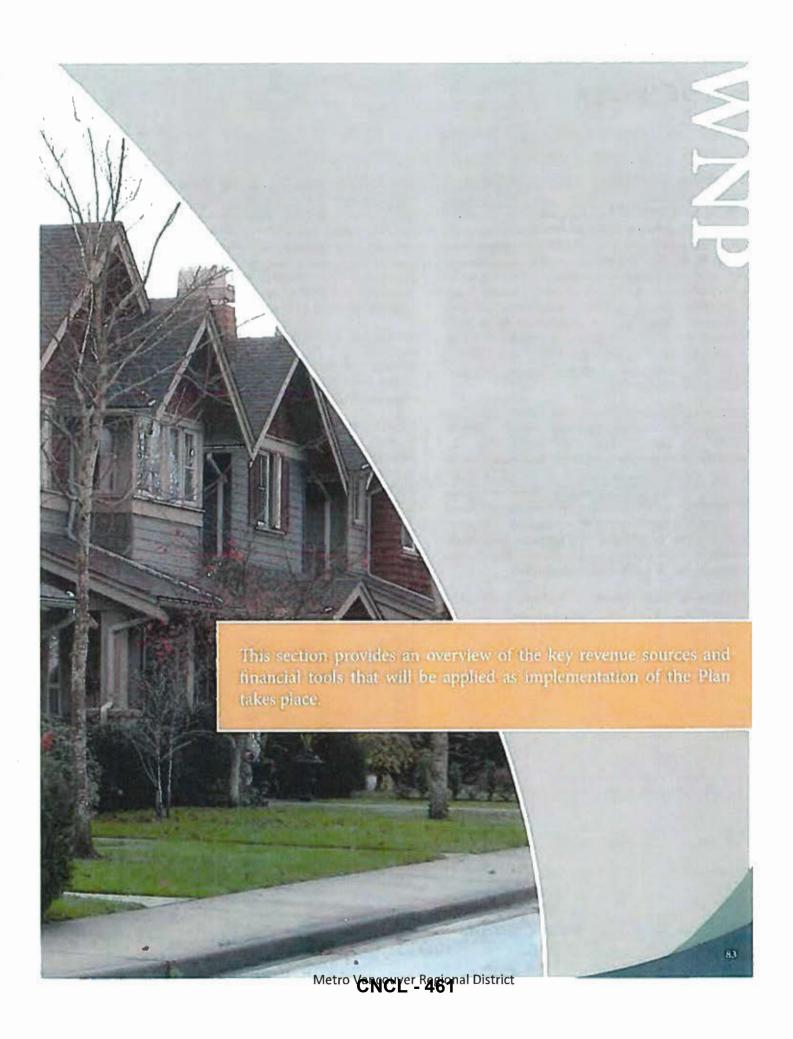
In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes throughout the neighbourhood shall be wrapped with appropriate material in order to reduce graffiti and to improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

9.6 ENERGY

As part of the Neighbourhood Plan process, an Energy Conservation Development Permit Area (DPA) was developed. This DPA is designed to promote the conservation and efficient use of energy in buildings, reduce building generated greenhouse gas emissions (GHGs) and lead to the development of an energy efficient and sustainable community. Energy Conservation guidelines are provided, in the Willoughby Community Plan.







Financial Strategy

The Williams Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20 year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/ credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 - 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

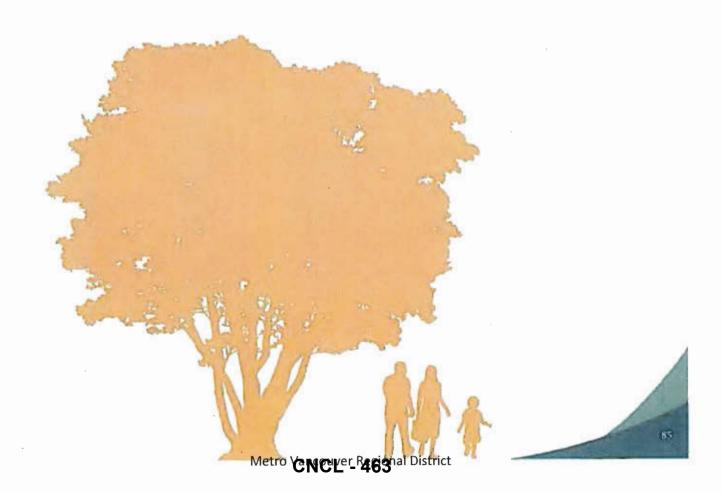


WILLIAMS NEIGHBOURHOOD PLAN

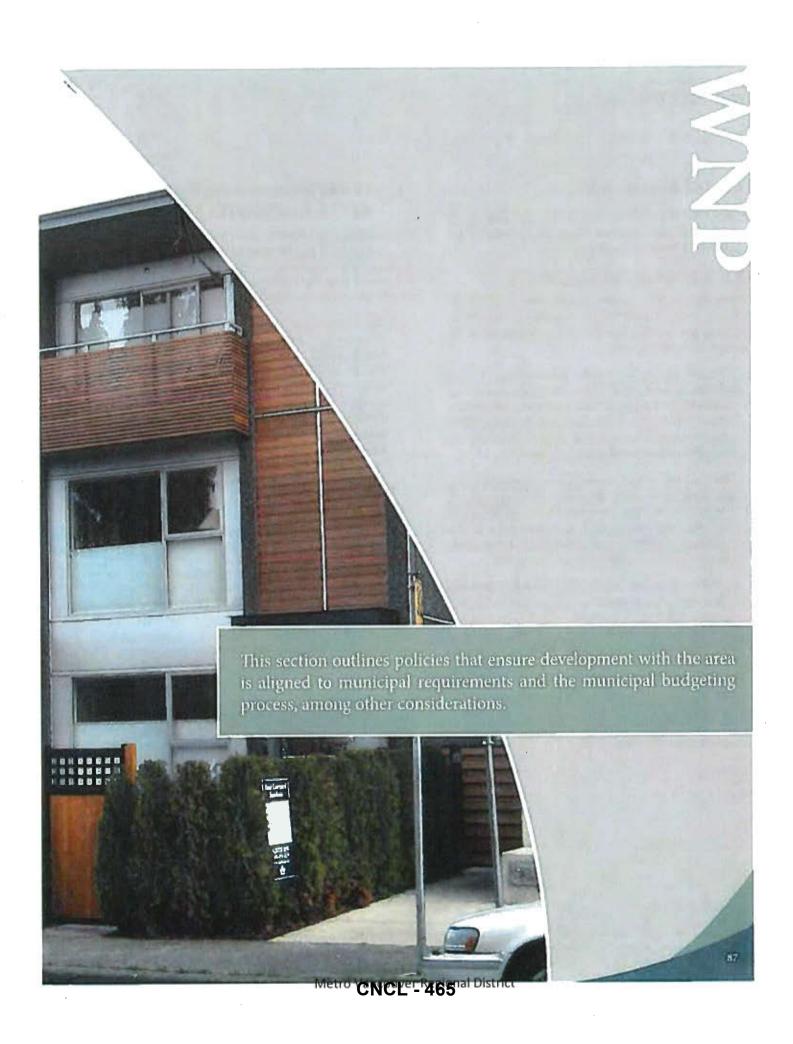
As indicated earlier, the Williams Neighbourhood Plan also includes several amenities to be funded through the Williams Amenity Zoning Bylaw. These amenities include:

- · Wildlife Habitat Patch,
- · Pocket Parks,
- · Williams View Park,
- Greenways of various types,
- Neighbourhood Landmarks, and
- Public Art.

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Williams Amenity Zoning Policy.







Implementation

11.1 INTRODUCTION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for the elementary school and neighbourhood park.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Williams Neighbourhood Plan as identified on Map 1, the following general prerequisites shall be completed to the satisfaction of the Township:

- Identify and secure a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in that area, with the exception of non-residential developments
- Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.
- 3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rightsof-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Commercial (Section 5.6), and Work and Business (Section 5.7) in this Plan, the following shall be completed to the satisfaction of the Township:

- Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.
- 2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent, and carried out independently by a qualified Engieering Consultant to be selected and managed by the Township.



Metro Vernouver Racional District

11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Single Family Mixed Residential and Townhouse Strata in this Plan (see Figure 11.2 below), the following shall be completed to the satisfaction of the Township:

- 1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the North or South portions of the Residential District, as determined appropriate by the General Manager of Community Development (see Figure 11.2). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the North and/or South Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.
- Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.



Pigure 11.2) lilistrates the location of the North and South areas of the Residential District

11.5 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

- Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provisions of this neighbourhood plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.
- Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
- Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.
- 4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

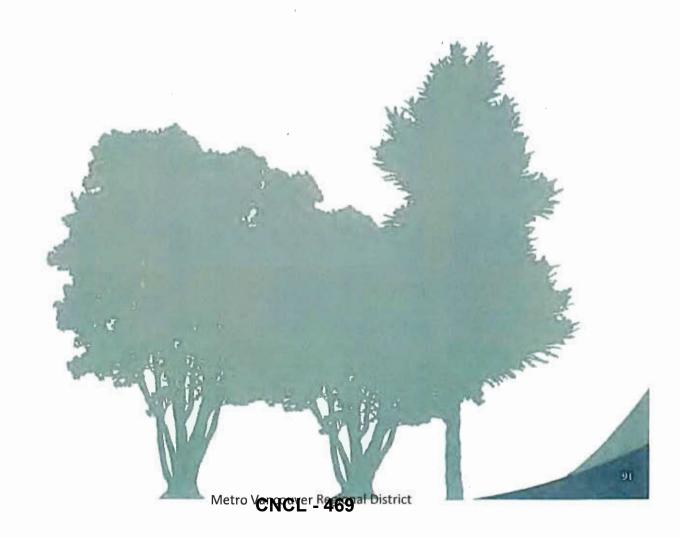
- Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.
- 6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.
- Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Ocieans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
- 8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.
- Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.

- Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.
- Restore/relocate, or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township
- 12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.
- Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers - physical or psychological (i.e. fences, gates, signage, etc.).
- Register of restrictive covenants that may include, but are not limited to:
 - a. Non-disturbance setbacks,
 - Driveway access/ location,
 - Building setback restrictions,
 - d. Restriction of on-street parking, and
 - Exterior Design Control Agreement for single family developments.

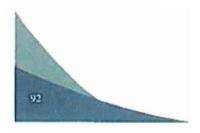
WILLIAMS NEIGHBOURHOOD PLAN

- 15. Register a restrictive covenant on title for the maintenance of the Pedestrian Links and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers - physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Links;
- Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.

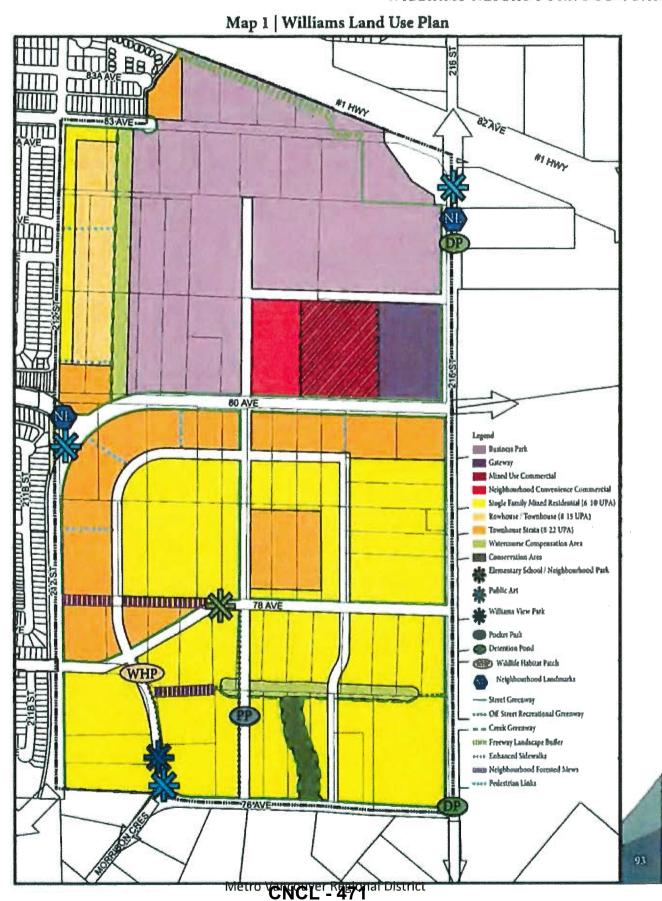




MAPS



WILLIAMS NEIGHBOURHOOD PLAN

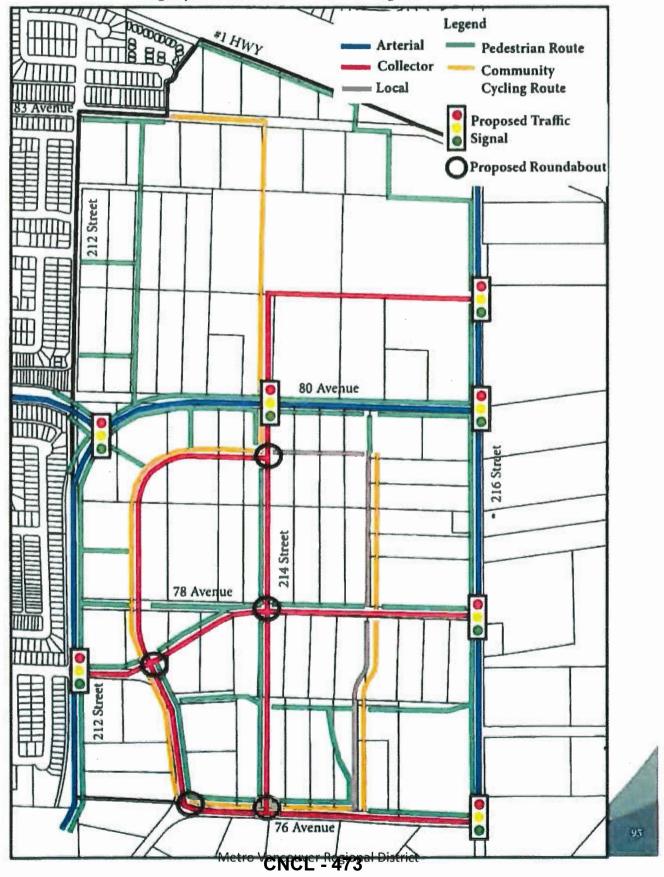


Map 2 | Williams Watercourse Setbacks Legend Watercourse Compensation Areas **Conservation Areas** (Yellow coded watercourse) 30 metres wide 80 Avenue 216 Street 78 Avenue 30 metres wide 40 metres wide 76 Avenue

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Map 3 | Williams Circulation Concept Plan





Township of Langley 20338 - 65 Avenue Langley, British Columbia V2Y 3J1

Community Development Division 604.533.6034

lol.co





Bylaw 9895

City Centre District Energy Utility Bylaw No. 9895

WHEREAS the *Community Charter* empowers the municipality to provide any service that the Council considers necessary or desirable.

WHEREAS the City of Richmond (the "City") wishes to establish a service for the purpose of providing energy for space and domestic water heating and, when available, space cooling, to multi-family, residential, commercial, institutional and industrial buildings located within the City's municipal boundaries as more particularly detailed in Schedule A to this Bylaw.

NOW THEREFORE the Council of the City of Richmond enacts as follows:

- 1. **Name of Bylaw**. This Bylaw shall be known and cited for all purposes as "City Centre District Energy Utility Bylaw No. 9895".
- 2. **Defined terms**. All capitalized terms used in this Bylaw and the schedules hereto have the meanings given in Schedule B to this Bylaw.
- 3. **Establishment**. Council hereby authorizes the design, construction, installation, operation, maintenance, repair, and management of a district energy utility system for the generation, storage, transmission, and distribution of energy for the space heating and domestic water heating, and when available, space cooling, at any Designated Property within the Service Area.
- 4. Ownership of DEU. Ownership of the DEU, including any expansion or extension of the DEU, is to remain vested in the City or the Service Provider, and their respective successors and assigns, and is not to pass to any Owner, or other person who has an interest in a Designated Property, and, despite any attachment or annexation to a Designated Property or other real property, the Distribution System, Energy Generation Plants, Energy Transfer Stations, Service Connections, and any components thereof, are not to become part of a Designated Property or other real property.
- 5. Mandatory Use of DEU. Subject to the Service Provider providing Services pursuant to this Bylaw, each Owner of a new building proposed for construction or under construction within the Service Area after the date of enactment of this Bylaw, for which the City's Building Regulation Bylaw requires submission of a building permit application or issuance of final inspection notice permitting occupancy, to any one of which the Owner, as at the date of enactment of this Bylaw, is not yet entitled, will connect to and utilise the DEU for internal space heating and domestic hot water, and when available, space cooling, in accordance with the terms and conditions of this Bylaw.
- 6. Mandatory Construction of Energy Generation Plant. Each Owner of a new building proposed for construction on an Energy Generation Plant Designated Property after the date CNCL 475

of enactment of this Bylaw, for which the City's Building Regulation Bylaw requires submission of a building permit application or issuance of final inspection notice permitting occupancy, to any one of which the Owner, as at the date of enactment of this Bylaw, is not yet entitled, will install and construct an Energy Generation Plant, or arrange for the Service Provider to install and construct such Energy Generation Plant, On Site in accordance with the terms and conditions of this Bylaw.

- 7. **Permissive Use of DEU.** An Owner of an existing building located either inside the Service Area, or located outside the Service Area but within the City of Richmond, may apply to the City Engineer to utilize the DEU, and if:
 - (a) the City Engineer is of the opinion that the DEU is capable of servicing the building that is the subject of the application;
 - (b) the City Engineer is of the opinion that servicing the building is necessary or desirable; and
 - (c) the Owner enters into an agreement with the City, in form and substance satisfactory to the City Engineer and City Solicitor, undertaking, among other matters, to wholly or partially, in the City's sole discretion, fund the capital cost of extending the DEU outside the Service Area to the Owner's building in an amount and at a time determined by the City Engineer;

then the City Engineer may approve the application, in which case the Owner must utilize the DEU in accordance with the terms and conditions of this Bylaw.

- 8. General Terms and Conditions. The Services shall be provided and used in accordance with the terms and conditions described in Schedule B to this Bylaw.
- 9. Fees, Rates and Charges. The fees, rates and charges payable in respect of the Services shall be those described in Schedules C and D to this Bylaw, which shall be based on the cost of providing, maintaining and expanding the Services and which may be different for different Designated Properties based upon the use, capacity and consumption of those Designated Properties. Unless otherwise indicated or advised by the Service Provider, all rates, charges and fees payable under this Bylaw are payable to the Service Provider.
- 10. **Operation**. The City may operate the DEU and provide the Services directly, or through one or more Service Providers.
- 11. Access. The City authorizes its officers and employees and the officers, employees, agents, servants, contractors and subcontractors of the Service Provider to enter onto any property or into any building applying for, connecting or connected to or using the Services or required to apply for, connect to and use the Services to connect or disconnect the Services and to inspect and determine whether all regulations, prohibitions and requirements contained in this Bylaw and the General Terms and Conditions are being met, or for any other related purpose which the Service Provider requires.

12. **Security.** The City authorizes its officers and employees and the officers and employees of the Service Provider to:

- (a) require persons applying for, connecting or connected to or using the Services to provide security with respect to the Services in an amount determined by the City or the Service Provider, in accordance with the General Terms and Conditions; and
- (b) require Owners responsible for the installation of Energy Generation Plants to provide security with respect to the Energy Generation Plant in an amount determined by the Service Provider, in accordance with the General Terms and Conditions.
- 13. **Discontinuance.** The City or the Service Provider may discontinue providing the Service to a person or property in accordance with and for the reasons specified in the General Terms and Conditions, including because of:
 - (c) unpaid fees or taxes in relation to the Services;
 - (d) failure to furnish required security; or
 - (e) non-compliance with the General Terms and Conditions or the provisions of this Bylaw.
- 14. **Notice of discontinuance**. The City or the Service Provider may discontinue providing the Service to a person or property upon providing not less than 48 (forty-eight) hours written notice outlining the reasons for the discontinuance, unless the discontinuance is for any one or more of those reasons specified in the General Terms and Conditions for which no notice of discontinuance is required.
- 15. **Headings and Table of Contents**. The division of this Bylaw and the General Terms and Conditions into sections and the insertion of any table of contents and headings are for convenience of reference only and shall not affect the construction or interpretation of the Bylaw or the General Terms and Conditions.
- 16. **Severability.** Each provision of this Bylaw and the General Terms and Conditions is intended to be severable and if any provision is determined by a court of competent jurisdiction to be illegal or invalid or unenforceable for any reason whatsoever such provision shall be severed from this Bylaw and will not affect the legality, validity or enforceability of the remainder of or any other provision of this Bylaw or the General Terms and Conditions.
- 17. **Schedules.** The following schedules are incorporated into and form part of this Bylaw:

Schedule A - Boundaries of Service Area

Schedule B - General Terms and Conditions

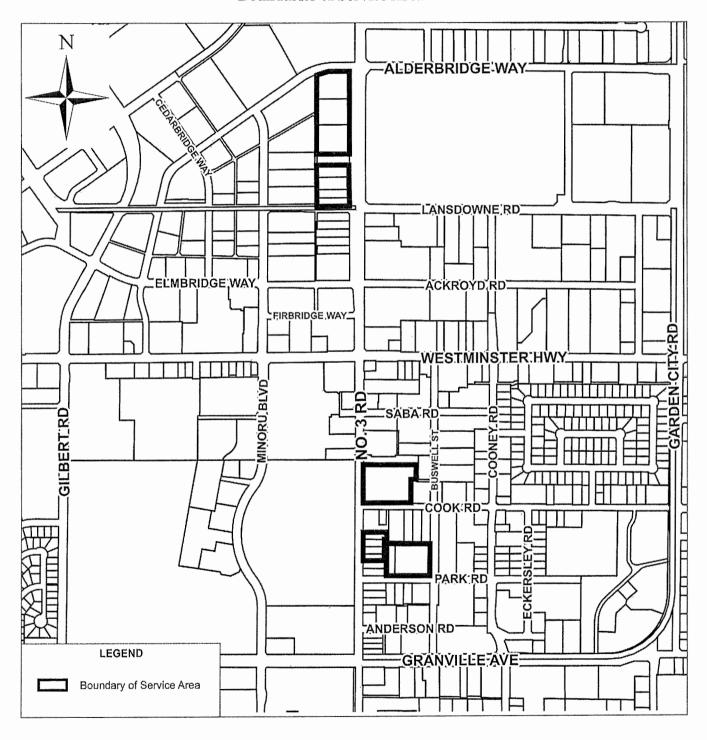
Schedule C - Fees

Schedule D - Rates and Charges

Schedule E - Energy Generation Plant Designated Properties

SCHEDULE A

Boundaries of Service Area



SCHEDULE B

GENERAL TERMS AND CONDITIONS

PART 1: INTERPRETATION

1.1 Definitions

Unless the context indicates otherwise, in this Bylaw and in the schedules referred to herein the following words have the following meanings:

- (a) "back-billing" has the meaning given in Section 12.2 of these General Terms and Conditions;
- (b) "building" means any multi-family residential, commercial, institutional or industrial building, and includes new and existing buildings described in Sections 5 and 7 of the Bylaw, and if a building or structure constructed upon a parcel of real property is subdivided by an air space plan, "building" means any such subdivided air space parcel or remainder parcel notwithstanding that the buildings constructed within such parcels may be physically connected;
- (c) "Building Mechanical System" means a DEU-compatible mechanical system, including an internal space heating and cooling and domestic water heating distribution system, for a building located on Designated Property that is to receive the Services;
- (d) "Bylaw" means the City Centre District Energy Utility Bylaw No. 9895 to which these General Terms and Conditions are attached and form part of;
- (e) "City" means the City of Richmond;
- (f) "City Engineer" means the individual appointed by Council from time to time to be the General Manager of the Engineering and Public Works Department of the City, or his or her designate;
- (g) "City Solicitor" means the individual appointed by Council from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (h) "Cooling" means the energy transferred from the DEU through the Distribution System, or through the Service Connection for Designated Properties with an Energy Generation Plant On Site, for the purpose of lowering the ambient air temperature in a Designated Property;
- (i) "Council" means the Council of the City of Richmond;
- (j) "Customer" means an Owner of a Designated Property who is being provided with the Services or who has filed an application for Services with the Service Provider that has been approved by the Service Provider;
- (k) "Delivery Point" means the outlet of the Heat Exchanger;

- (l) "Designated Property" means a parcel of real property and the building(s) to which this Bylaw applies pursuant to Sections 5 and 7 of the Bylaw;
- (m) "DEU" means the district energy generation and utility system, referred to in Parts 4 and 5 of the Bylaw, and consists collectively of the Distribution System, the Energy Generation Plants, the material, machinery, equipment and fixtures forming part of the Energy exchange system used for the purpose of heating or cooling the fluid that flows through the Distribution System and the Service Connections and all equipment including the pressure vessels, conduits, pipes, valves, lines, pumps, Energy Transfer Stations and any component thereof, together with all fluid, ancillary appliances and fittings necessary to provide Energy to Designated Properties in the Service Area and all additions thereto and replacements thereof as such system is expanded, reduced or modified from time to time;
- (n) "Director, Building Approvals" means the individual so appointed by Council from time to time, or his or her designate;
- (o) "Distribution System" means the system of fluid pipes, fittings and ancillary components used for distributing fluid for the purposes of providing Energy to Designated Properties in the Service Area, from energy generation plants and equipment located Off Site of such Designated Property, including all additions thereto and replacements thereof and the system of fluid pipes connecting the Distribution System to the Service Connection including all additions thereto and replacements thereof;
- (p) "Energy" means heated fluid and cooled fluid;
- (q) "Energy Generation Plant" means a discrete energy generation plant that generates energy from a low carbon energy source as acceptable to the City Engineer, that is capable of connecting to the Distribution System as soon as the Distribution System is extended to reach the building(s) serviced by the Energy Generation Plant, that provides space heating, space cooling and domestic hot water heating to one or more building(s), and that is located On Site of one or more of the buildings it provides energy to;
- (r) "Energy Generation Plant Designated Property" means any property located in an area in the City of Richmond delineated in the boundaries map attached as Schedule E hereto or such portions thereof as may be designated by the Council and such other areas as may be added from time to time by the Council;
- (s) "Energy Generation Plant Installation Fee" means the fee payable to the Service Provider under this Bylaw as specified in Schedule C (Fees);
- (t) "Energy Services Agreement" has the meaning given in Section 3.1 (Energy Services Agreement) of these General Terms and Conditions;
- (u) "Energy Transfer Station" means, collectively, a Heat Exchanger and Meter Set and all related pipes, fittings and other equipment which control the transfer, and CNCL 480

- measure of Energy from the Distribution System, or from an Energy Generation Plant On Site, to a Building Mechanical System;
- (v) "ETS and Service Connection Installation Fee" means the fee payable to the Service Provider under this Bylaw as specified in Schedule C (Fees);
- (w) "General Terms and Conditions" means the terms and conditions set out in this Schedule B:
- (x) "Gross Floor Area" means the total area of all horizontal floors, measured to the outer building limits, including all uses and all areas giving access such as corridors, hallways, landings, foyers, staircases and stairwells, and includes enclosed balconies and mezzanines, enclosed porches or verandas, elevator shafts and accessory buildings, except those used for parking;
- (y) "Heat Exchanger" means the equipment installed at a Designated Property to transfer Energy from the DEU to the Designated Property;
- (z) "Heating" means the energy transferred for the purpose of raising the ambient air or domestic hot water temperature in a Designated Property;
- (aa) "Meter Set" means an assembly of metering and ancillary equipment that measure the amount of Energy consumed by a Customer;
- (bb) "Off Site" means located on, or occurring at, a different parcel of real property (not including a contiguous air space parcel or remainder parcel), or real property owned by the City;
- (cc) "On Site" means located on, or occurring at, the same parcel of real property or a contiguous air space parcel or remainder parcel;
- (dd) "Owner" means a person who owns, occupies, or controls a parcel of real property with a building thereon, and includes a registered owner, an owner under agreement, an occupier of Crown land, a cooperative association incorporated or continued under the *Cooperative Association Act* of British Columbia, a strata corporation established or continued under the *Strata Property Act* of British Columbia and an owner of a freehold estate in a Strata Lot;
- (ee) "Person" or "person" means any individual, corporation, limited-liability company, partnership, firm, joint venture, association, trust, or other entity or organization, including a government authority;
- (ff) "Rates" means, collectively, the fixed monthly charges, capacity charges and volumetric charges specified in Schedule D (Rates and Charges) for Services, as amended from time to time:
- (gg) "Service Area" means the area in the City of Richmond as delineated in the boundaries map attached as Schedule A hereto or such portions thereof as may be designated by the Council and such other areas as may be added from time to time by the Council; CNCL 481

- (hh) "Service Related Charges" include, but are not limited to, the fees specified in Schedule C (Fees), the rates and charges specified in Schedule D (Rates and Charges), GST, PST and all other taxes applicable to the Services;
- (ii) "Services" means the delivery of Energy from and through the DEU to a Delivery Point and through an Energy Transfer Station for use in a Designated Property, and any service provided in connection with the DEU, including but not limited to providing, supplying and installing Service Connections, Energy Transfer Stations and/or any components thereof, providing and installing Energy Generation Plants in accordance with these General Terms and Conditions, re-activating existing Service Connections, transferring an existing account, changing the type of Services provided, or making alterations to existing Service Connections, Heat Exchangers or Meter Sets;
- (jj) "Service Connection" means that portion of the DEU extending from:
 - (i) the Distribution System to the Delivery Point, for Designated Properties receiving Energy from energy generation plants and equipment located Off Site of such Designated Property; and
 - (ii) the Energy Generation Plant to the Delivery Point, for Designated Properties receiving Energy from Energy Generation Plant(s) located On Site of such Designated Property;
- (kk) "Service Provider" means such Person or Persons appointed, contracted or otherwise engaged by Council to operate, maintain and manage the DEU on behalf of the City, and to provide the Services to Customers in accordance with the terms and conditions of this Bylaw, including its successors, assigns, officers, employees, servants, agents and contractors; and
- (ll) "Strata Lot" has the meaning given in the Strata Property Act.

PART 2: APPLICATION REQUIREMENTS

2.1 Application for Services

An Owner of a Designated Property that must utilize the DEU pursuant to Section 5 of the Bylaw, and an Owner of a Designated Property seeking the Services pursuant to Section 7 of the Bylaw, must apply to the Service Provider for the Services at least 120 days before the date the Owner requires the Services.

2.2 Required Documents

An Owner applying for Services may be required to sign an application form and an Energy Services Agreement provided by the Service Provider.

2.3 Separate Properties

If an Owner is requesting Services from the Service Provider at more than one Designated Property, then the applicant will be considered a separate Customer for each Designated Property.

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2.4 Required References

The Service Provider may require an applicant for Services to provide reference information and identification acceptable to the Service Provider.

2.5 Refusal of Application

The Service Provider may refuse to accept an application for Services for any of the reasons listed in Part 15 below (Discontinuance of Services and Refusal of Services).

PART 3: AGREEMENT TO PROVIDE SERVICE

3.1 Energy Services Agreement

"Energy Services Agreement" means an agreement between the Service Provider and a Customer for the provision of Services, whether such agreement is:

- (a) in the form of a written application of the Customer for Services that has been approved by the Service Provider and that is deemed to include the terms and conditions specified in this Bylaw; or
- (b) the Service Provider's standard services agreement signed by the Customer.

3.2 Term

An Energy Services Agreement between a Customer and the Service Provider will commence on the later of:

- (a) the date the Customer's application is approved by the Service Provider under Section 3.1(a) above; or
- (b) the date indicated in the Service Provider's standard services agreement, or if none, the date that the standard services agreement is signed by the Customer,

and will continue until the Energy Services Agreement is terminated either in accordance with the terms of the Energy Services Agreement or the terms of this Bylaw.

3.3 Customer Status

An Owner becomes a Customer of the Service Provider on the earlier of:

- (a) the date that the term of the Energy Services Agreement commences under Section 3.2 (Term) above; or
- (b) the date that the Service Provider commences the provision of Services to the Owner's Designated Property.

3.4 No Assignment/Transfer

A Customer may not transfer or assign an Energy Services Agreement without the written consent of the Service Provider.

PART 4: SERVICE CONNECTIONS, ENERGY TRANSFER STATIONS AND ENERGY GENERATION PLANTS

4.1 Service Connection and Energy Transfer Station

In order to provide the Services and bill a Customer for Energy delivered, the Service Provider will, subject to Sections 4.4 (Supply and Installation of Service Connection and Energy Transfer Station by Customer) and 4.9 (Additional Service Connections, Energy Transfer Stations) below, serve each Designated Property with one Service Connection and one Energy Transfer Station. The technical specifications of all Service Connections and Energy Transfer Stations and the components thereof will be determined by the Service Provider.

4.2 Energy Generation Plant

In order to Provide the Services to one or more Designated Property(ies) that will receive Energy from an Energy Generation Plant located On Site of a Designated Property, subject to Section 4.5 (Supply and Installation of Energy Generation Plant by Service Provider), the Owner of such Designated Property will design, construct and install an Energy Generation Plant On Site of such Designated Property. The technical specifications of all Energy Generation Plants and the components thereof will be determined by the Service Provider. Unless the Service Provider is procuring and completing the design, construction, installation and commissioning of the Energy Generation Plant pursuant to Section 4.5 (Supply and Installation of Energy Generation Plant by Service Provider), the Service Provider will have final approval of all design elements, equipment specifications, construction inspections and work approvals for the Energy Generation Plant.

4.3 Supply and Installation of Energy Transfer Station and Service Connection by Service Provider

The Service Provider will:

- (a) together with the Director, Building Approvals, designate the location of the Energy Transfer Station and Service Connection on the Designated Property and determine the amount of space that must be left unobstructed around them to ensure sufficient and safe access thereto; and
- (b) upon payment of the applicable ETS and Service Connection Installation Fee set out in Schedule C (Fees) to this Bylaw:
 - (i) provide, supply and install the Energy Transfer Station; and
 - (ii) provide, supply and install the Service Connection from the DEU to the Delivery Point on the Designated Property using the route which is the most suitable to the Service Provider.

4.4 Supply and Installation of Service Connection and Energy Transfer Station by Customer

An Owner or Customer may make an application to the Service Provider requesting prior written approval for the Owner or Customer, at its sole cost and expense, to:

- (a) provide, supply and install the Energy Transfer Station, or any component thereof; and/or
- (b) provide, supply and install the Service Connection from the DEU to the Delivery Point on the Designated Property using the route which is the most suitable to the Service Provider,

and the Service Provider, may, in its sole discretion:

- (c) approve such application subject to the Service Provider being satisfied with the design, materials, equipment, location and installation of the Service Connection and Energy Transfer Station, and each component thereof; and
- (d) waive or reduce payment of the applicable ETS and Service Connection Installation Fee set out in Schedule C (Fees) to this Bylaw.

4.5 Supply and Installation of Energy Generation Plant by Service Provider

- (a) An Owner may make an application to the Service Provider requesting that the Service Provider design, construct, install and commission the Energy Generation Plant, or any component thereof, for one or more Designated Property(ies), at the sole cost and expense of the Owner. The Service Provider may, in its sole discretion approve such application.
- (b) The Service Provider may, at its sole discretion, elect to procure and complete the design, construction, installation and commissioning of the Energy Generation Plant, or any component thereof, required for the Designated Property(ies), at the sole cost and expense of the Owner, by providing the Owner with written notice.
- (c) If the Service Provider has approved an application pursuant to Section 4.5(a) or provided the Owner with notice pursuant to Section 4.5(b), then upon payment of the applicable Energy Generation Plant Installation Fee set out in Schedule C (fees), the Service Provider will procure and complete the design, construction, installation and commissioning of the Energy Generation Plant, or such components thereof, at the sole cost and expense of the Owner.
- (d) Notwithstanding Section 4.5(c) and 9.4(b), the Service Provider may, at its sole discretion, allow the Owner to pay the Energy Generation Plant Installation Fee in installments, and may require the Owner to provide security in such form and amount as the Service Provider deems necessary, for the cost and expense of the design, construction, installation and commissioning of the Energy Generation Plant, or such components thereof.

4.6 Transfer of Service Connections, Energy Transfer Stations, and Energy Generation Plants Supplied and Installed by Owner

The Owner or Customer will, upon request of the Service Provider or the City, at any time and from time to time, execute, acknowledge and deliver, or will cause be done, executed, acknowledged and delivered, all such further acts, bills of sale, assignments, transfers, conveyances, powers of attorney and assurances as may be required by the Service Provider or the City to evidence the transfer of legal and beneficial ownership of any Service Connections, Energy Transfer Stations, Energy Generation Plants, or any components thereof, procured, supplied or installed by the Owner or Customer, to the Service Provider or the City, in such form as requested by the Service Provider or the City. Without limiting the generality of the foregoing, in such bills of sale, assignments, transfers, conveyances, powers of attorney and assurances, the Service Provider or City may require the Owner or Customer to provide indemnities, security, representations and/or warranties in favour of the Service Provider or the City with respect to the title, condition, design and ongoing operation of any Service Connections, Energy Transfer Stations, Energy Generation Plants, or any components thereof,

4.7 Use of Energy Generation Plant

The Service Provider may use an Energy Generation Plant to provide Services to any Customer of the Service Provider, and may use Energy from sources other than

- (a) the Energy Generation Plant located On Site of a Designated Property, or
- (b) the Energy Generation Plant located On Site of another building in a multibuilding development that the Designated Property is located in,

to provide Services to such Designated Property.

4.8 Customer Requested Routing

If a Customer requests:

- (a) that its piping or Service Connection enter the Designated Property at a different point of entry or follow a different route from the point or route designated by the Service Provider; and/or
- (b) that the Energy Transfer Station, or any component thereof, be installed at a different location from the location designated by the Service Provider,

then, provided that:

- (c) the Customer pays the Service Provider in advance for all additional costs as advised by the Service Provider to install the Service Connection and Energy Transfer Station, or any component thereof, in accordance with the Customer's request; and
- (d) the Service Provider is satisfied that approving the Customer's request will not have an adverse effect on the operations of the DEU or create any other

undesirable consequences, including but not limited to public health and safety concerns,

the Service Provider may accept the request. If the request is accepted, the Service Provider may either approve the requested routing or entry point or installation locations as originally requested or may, with the Customer's agreement, modify the requested routing or entry point or installation locations.

4.9 Additional Service Connections, Energy Transfer Stations

A Customer may apply to the Service Provider for one or more additional Service Connections at a Designated Property, which additional Service Connection(s) together with the related Energy Transfer Station(s) may be provided at the sole discretion of the Service Provider. If the Service Provider agrees to install an additional Service Connection and Energy Transfer Station, the Service Provider may charge the Customer additional ETS and Service Connection Installation Fees for the provision, supply, delivery and installation of the additional Service Connection and/or related Energy Transfer Station. The Service Provider may bill each additional Service Connection from a separate meter and account.

4.10 Site Preparation

Customers will be responsible for all necessary site preparation including but not limited to clearing building materials, construction waste, equipment, soil and gravel piles over the proposed service line route, to standards established by the Service Provider. The Service Provider may recover from Customers any additional costs associated with delays or site visits necessitated by inadequate or substandard site preparation.

4.11 Customer Requested Alterations

A Customer may apply to the Service Provider to remove, relocate or alter an Energy Generation Plant, a Service Connection and/or an Energy Transfer Station, any component thereof, or related equipment servicing a Designated Property, which removal, relocation or alteration may be provided at the sole discretion of the Service Provider. If the Service Provider agrees to remove, relocate, or alter an Energy Generation Plant, a Service Connection and/or Energy Transfer Station, any component thereof, or related equipment, then in addition to the provisions of section 9.4 (Basis of Fees):

- (a) the Service Provider will give the Customer an estimate of the cost; and
- (b) if any of the changes to the Energy Generation Plant, Service Connection and/or Energy Transfer Station, any component thereof, or related equipment require the Service Provider to incur ongoing incremental operating and maintenance costs, the Service Provider may recover these costs from the Customer through the billing process established by this Bylaw.

4.12 Easement, Statutory Right of Way and Section 219 Covenant

(a) An Owner of a Designated Property that is to receive Services under this Bylaw must sign and deliver to the Service Provider a Section 219 covenant and **CNCL - 487**

statutory right of way to be registered against title to the Designated Property in favour of the City, in the form or forms supplied by the City and/or the Service Provider, for the installation, operation, maintenances and related services on the Designated Property of all necessary facilities for supplying the Services to the Designated Property. Each such Section 219 covenant and statutory right of way will have priority over any other financial encumbrances registered against title to the Designated Property; and

(b) If one or more privately-owned intervening properties are located between the Designated Property and the DEU, then the Customer will be responsible for all costs of obtaining licenses, statutory rights of way, easements, leases or other agreements, the form and content of which shall be as determined in the sole discretion of the City, for non-exclusive access to, on, over and under such properties in favour of the City, for the purposes of performing installation, operation, maintenances and related services on each intervening property of all necessary facilities for supplying the Services to the Designated Property.

4.13 Maintenance by Service Provider

Subject to Section 4.14 (Maintenance by Customer) below, the Service Provider will maintain the Service Connection, the Energy Transfer Station and, once ownership has been transferred to the City or the Service Provider, the Energy Generation Plant.

4.14 Maintenance by Customer

Each Customer and Owner of Designated Property must maintain and repair the Building Mechanical Systems in all buildings on their Designated Properties, to the Delivery Points, including:

- (a) keeping the Building Mechanical Systems free of foreign material so as to prevent fouling of the Heat Exchangers; and
- (b) treating all fluids in the Building Mechanical System sufficiently to prevent corrosion of the Heat Exchangers.

4.15 Service Calls

A Customer or Owner may apply to the Service Provider to temporarily interrupt service to a Designated Property by closing the appropriate valves or by such other means as the Service Provider may find appropriate, and the applicable fees as specified in Schedule C (Fees) shall apply.

4.16 Protection of equipment

The Customer must take reasonable care of and protect all Service Connections, Energy Transfer Stations, Energy Generation Plants, all components thereof, and related equipment on the Customer's Designated Property. The Customer's responsibility for expense, risk and liability with respect to all Service Connections, Energy Transfer Stations, Energy Generation Plants and related equipment is set out in Section 17.4 (Responsibility for Equipment) below.

4.17 Damage

The Customer must advise the Service Provider immediately of any damage to the Service Connection, Energy Transfer Station, Energy Generation Plant, or any components thereof.

4.18 No Obstruction

A Customer must not construct or allow to be constructed any permanent structure which, in the sole opinion of the Service Provider, obstructs access to a Service Connection, Energy Transfer Station, Energy Generation Plant, or any components thereof.

4.19 No Unauthorised Changes

Subject to Sections 4.2 (Energy Generation Plant) and 4.4 (Supply and Installation of Service Connection and Energy Transfer Station by Customer) above, no Service Connection, Energy Transfer Station, Energy Generation Plant or any component thereof or related equipment will be installed, connected, moved or disconnected except by the Service Provider's authorized employees, contractors or agents or by other Persons acting with the Service Provider's written permission.

4.20 Removal of Equipment

If the supply of Services to a Customer's Designated Property is discontinued or terminated for any reason, then the Service Provider may, but is not required to, remove Service Connections, Energy Transfer Stations and/or Energy Generation Plants, any component thereof and related equipment from the Customer's Designated Property.

PART 5: METERING

5.1 Measurement

The quantity of Energy delivered to a Designated Property will be metered using apparatus approved by the Service Provider. The amount of Energy registered by the Meter Set during each billing period will be converted to megawatt hours and rounded to the nearest one-tenth of a megawatt hour.

5.2 Testing Meters

A Customer may apply to the Service Provider to test a Meter Set, and, upon payment of the application for meter test fee set out in Schedule C (Fees), the Service Provider will notify such Customer of the date and time the test is to occur, and the Customer is entitled to be present for the test. If the testing indicates that the Meter Set is inaccurate in its measurement by 10% or more, then:

- (a) the Customer is entitled to return of the meter testing fee paid pursuant this Section;
- (b) the cost of removing, replacing and testing the Meter Set will be borne by the Service Provider subject to Section 17.4 (Responsibility for Energy Transfer Station) below; and

(c) the Service Provider will estimate the resulting billing overpayment or shortfall, and settle with the Customer accordingly, provided any such settlement will not extend beyond 12 months before the month in which the test takes place.

5.3 Defective Meter Set

If a Meter Set ceases to register, then the Service Provider will estimate the volume of Energy delivered to the Customer according to the procedures set out in Section 11.7 (Incorrect Register) below.

PART 6: DEU EXPANSIONS AND EXTENSIONS

6.1 Expansion and Extension

The City may make extensions and expansions of the DEU in accordance with system development requirements.

PART 7: ACCESS

7.1 Access to Designated Property

The Customer must provide free access to, and the Service Provider and its authorized officers, employees, agents, servants, contractors and subcontractors have the right of entry, at any reasonable time and except in the case of emergency, upon reasonable notice, onto a Customer's Designated Property, for the purpose of reading, testing, repairing or removing Service Connections, Energy Transfer Stations, Energy Generation Plants and any components thereof, and ancillary equipment, turning Energy on or off, completing system leakage surveys, stopping leaks, examining pipes, connections, fittings and appliances and reviewing the use made of Energy delivered to the Customer, to inspect and determine whether all regulations, prohibitions and requirements contained in this Bylaw and in any Energy Services Agreement are being met, or for any other related purpose which the Service Provider requires.

7.2 Access to Equipment

The Customer must at all reasonable times and except in the case of emergency, upon reasonable notice, provide clear access to the Service Provider's equipment including the equipment described in Section 7.1 (Access to Designated Property) above.

PART 8: APPLICATION AND REACTIVATION FEES

8.1 Fees for applications

Each person who submits an application to receive Services under this Bylaw must pay the applicable fee set out in Schedule C (Fees).

8.2 Waiver of Application Fee

The application fee will be waived by the Service Provider if Services to a Customer are reactivated after they were discontinued for any of the reasons described in Section 14.2 (Right to Restrict) below.

8.3 Reactivation Fees

If Services are terminated

- (a) for any of the reasons described in Part 15 (Discontinuance of Service and Refusal of Services) of this bylaw; or
- (b) to permit a Customer to make alterations to their Designated Property,

and the same Customer or the spouse, employee, contractor, agent or partner of the same Customer requests reactivation of Services to the Designated Property within 12 months of the date of Services termination, then the applicant for reactivation must pay the greater of:

- (c) the costs the Service Provider incurs in de-activating and re-activating the Services; or
- (d) the sum of the applicable minimum Rates and charges set out in Schedule D (Rates and Charges) which would have been paid by the Customer between the time of termination and the time of reactivation of Services.

8.4 Identifying Meter Sets

If a Customer requests the Service Provider to identify the Meter Set that serves the Customer's Designated Property after the Meter Set was installed, then the Customer will pay to the Service Provider the costs the Service Provider incurs in re-identifying the Meter Set where:

- (a) the Meter Set is found to be properly identified; or
- (b) the Meter Set is found to be improperly identified as a result of Customer activity, including but not limited to:
 - (i) a change in the legal civic address of the Designated Property; or
 - (ii) renovating or partitioning the Designated Property.

PART 9: RATES, CHARGES, FEES AND OTHER COSTS

9.1 Fees and Rates Payable

Each Customer must pay to the Service Provider:

- (a) the applicable fees as specified in Schedule C (Fees), as amended from time to time; and
- (b) the applicable Rates for the Services as specified in Part 1 of Schedule D (Rates and Charges), as amended from time to time.

9.2 Excess demand fee

Pursuant to section 19.1(g), a building permit applicant must pay to the Service Provider the excess demand fee set out in Part 2 of Schedule D (Rates and Charges).

9.3 Electrical and Utility costs

The Customer shall pay:

- (a) their proportionate share of all costs of electricity and utilities consumed by an Energy Generation Plant or any component thereof, that the Customer receives Energy from; and
- (b) all costs of electricity consumed by an Energy Transfer Station or any component thereof, including electricity consumed by electrical pumps and other equipment installed for the operation of the Energy Transfer Station.

9.4 Basis of Fees

- (a) The fees specified in Schedule C (Fees) shall be estimated fees based on the full costs of providing, maintaining and/or expanding the Services, including, without limitation the capital and overhead costs of purchasing, renting, acquiring, providing, supplying, delivering and installing the Service Connection, Energy Transfer Station, Energy Generation Plant or any component thereof, at a Designated Property, and costs of design, construction, administration, operations and other related activities associated with the Services, and may be different for each Designated Property based upon the use, capacity and consumption of each Designated Property, and the Service Connection, Energy Transfer Station and Energy Generation Plant installed thereon.
- (b) Subject to Section 4.5(d), where an Owner, Customer or other person is to have work done or Services received at cost, all fees payable shall be payable in advance before commencement of the work.
- (c) After completion of the work, the Service Provider will notify the Owner, Customer or other person of the actual cost.
- (d) If the actual cost is more than the estimated cost, the Owner, Customer or other person will be liable for and must pay the Service Provider the shortfall within 30 days after demand by the Service Provider.
- (e) If the actual cost is less than the estimated cost, the Service Provider will refund to the Owner, Customer or other person the excess, except that if the Customer owes any money under this Bylaw at that time, the Service Provider may apply the excess against such debt.
- (f) Calculation of the costs or estimated costs the City or Service Provider incurs or expects to incur under this Bylaw will include, without duplication, amounts spent by the City or Service Provider using its own work force or engaging an independent contractor for gross wages, employee fringe benefits, materials, equipment rentals at rates paid by the City or Service Provider or set by the City

or Service Provider for its own equipment, and fees and other charges payable to an independent contractor, plus an amount equal to 20% of those costs to cover the City or Service Provider's overhead and administrative expenses.

PART 10: SECURITY FOR PAYMENT OF BILLS

10.1 Security Deposit

If a Customer cannot establish or maintain credit to the satisfaction of the Service Provider, then the Customer may be required to provide a security deposit in the form of cash or an equivalent form of security acceptable to the Service Provider, the amount of which shall not:

- (a) be less than \$50; and
- (b) be greater than an amount equal to the estimate of the total bill for the two highest consecutive months' consumption of Energy by the Customer.

10.2 Interest

The Service Provider will pay any accrued interest on a security deposit to a Customer. Subject to Section 10.5 (Application of Deposit), if a security deposit in whole or in part is returned to the Customer for any reason, the Service Provider will credit any accrued interest to the Customer's account at that time. No interest is payable on:

- (a) any unclaimed deposit left with the Service Provider after the account, for which security was obtained, is closed; and
- (b) a deposit held by the Service Provider in a form other than cash.

10.3 Refund of Deposit

When the Customer pays the final bill, the Service Provider will refund any remaining cash security deposit plus any accrued interest to the Customer, or will cancel the equivalent form of security and provide evidence of such cancellation upon request by the Customer.

10.4 Unclaimed Refund

If the Service Provider is, despite reasonable efforts, unable to locate the Customer to whom a cash security deposit is repayable, and the cash security deposit remains unclaimed 10 years after the date on which it first became refundable, the deposit, together with any interest accrued thereon, will be forfeit and will become the absolute property of the Service Provider.

10.5 Application of Deposit

If a Customer's bill is not paid when due, the Service Provider may apply all or any part of the Customer's security deposit and any accrued interest thereon toward payment of the bill. Even if the Service Provider utilizes the security deposit, the Service Provider may, under Part 15 (Discontinuance of Services and Refusal of Services) below, discontinue Services to the Customer for failure to pay for Services on time.

10.6 Top-Up of Deposit

If a Customer's security deposit is utilized by the Service Provider for payment of an unpaid bill, the Customer must replenish the security deposit before the Service Provider will reconnect or continue providing Services to the Customer.

10.7 Failure to Provide Security Deposit

Failure to provide a security deposit acceptable to the Service Provider may, in the Service Provider's discretion, result in discontinuance or refusal of Services as set out under Part 15 (Discontinuance of Service and Refusal of Service).

PART 11: BILLING

11.1 Basis for Billing

The Service Provider will bill the Customer in accordance with the Customer's Energy Services Agreement and this Bylaw, for the amount of each fee, rate or charge that the Customer is responsible for paying for receipt of and in relation to the Services.

11.2 Form of Bill

Each bill sent to a Customer by the Service Provider for Services provided will include:

- (a) the amounts of any fees, rates and charges, costs and taxes thereon, that are due and payable to the Service Provider;
- (b) the date when the bill is due and payable;
- (c) acceptable places and methods of payment; and
- (d) the number of megawatt hours of heat energy supplied to the Energy Transfer Station.

11.3 Meter Measurement

The Service Provider will measure the quantity of Energy delivered to a Customer using a Meter Set and the starting point for measuring delivered quantities during each billing period will be the finishing point of the preceding billing period.

11.4 Multiple Meters

For a Customer who has more than one Meter Set on their Designated Property, each Meter Set will be billed separately.

11.5 Estimates

If the Service Provider is not able to obtain a meter reading for any reason, the Service Provider may estimate the Customer's meter readings for billing purposes.

11.6 Estimated Final Reading

If an Energy Services Agreement is terminated, the Service Provider may estimate the final meter reading for final billing NCL - 494

11.7 Incorrect Register

If any Meter Set has failed to measure the delivered quantity of Energy correctly, then the Service Provider may estimate the meter reading for billing purposes, subject to Part 12 (Back-Billing).

11.8 Bills Frequency

The Service Provider may bill a Customer as often as the Service Provider considers necessary but generally will bill on a quarterly basis.

11.9 Bill Due Dates

The Customer must pay the bill for Services on or before the due date shown on each bill.

11.10 Adjustment for Partial Period

The Service Provider may pro rate the amount due from a Customer for a partial billing period, on a daily basis.

11.11 Historical Billing Information

Customers who request historical billing information may be charged the cost of processing and providing the information.

PART 12: BACK-BILLING

12.1 When Required

The Service Provider may, in the circumstances specified herein, charge and demand, and the Service Provider may collect or receive, from Customers for the Services received, a greater or lesser compensation than that specified in bills to the Customers, provided that in the case of a minor adjustment to a Customer's bill, back-billing treatment may not be applied.

12.2 Definition

Back-billing means the re-billing by the Service Provider for Services rendered to a Customer on account of a discovery that the original billings are either too high (overbilled) or too low (under-billed). The discovery may be made by either the Customer or the Service Provider. The cause of the billing error may include any of the following non-exhaustive reasons or any combination thereof:

- (a) stopped meter;
- (b) metering equipment failure;
- (c) missing meter now found;
- (d) switched meters;
- (e) double metering;

- (f) incorrect meter connections;
- (g) incorrect use of any prescribed apparatus respecting the registration of a meter;
- (h) incorrect meter multiplier;
- (i) the application of an incorrect rate;
- (j) incorrect reading of meters or data processing; and
- (k) tampering, fraud, theft or any other criminal act.

12.3 Re-Billing Basis

Where metering or billing errors occur, the consumption and demand will be based upon the records of the Service Provider for the Customer, or the Customer's own records to the extent they are available and accurate, or if not available, reasonable and fair estimates may be made by the Service Provider. Such estimates will be on a consistent basis with Designated Properties and buildings of a similar kind, or according to the Energy Services Agreement.

12.4 Tampering/Fraud

If there are reasonable grounds to believe that the Customer has tampered with or otherwise used the Service Provider's Services in an unauthorized way, or there is evidence of fraud, theft or other criminal acts, or if a reasonable Customer should have known of the under-billing and failed to promptly bring it to the attention of the Service Provider, then:

- (a) the extent of back-billing will be for the duration of the unauthorized use, subject to the applicable limitation period provided by law, and the provisions of Sections 12.7 (Under-Billing) to 12.10 (Changes in Occupancy) below will not apply;
- (b) the Customer is liable for the direct administrative costs incurred by the Service Provider and the City in the investigation of any incident of tampering, including the direct costs of repair, or replacement of equipment; and
- (c) under-billing resulting from circumstances described above will bear interest computed at the rate and at the times specified in Schedule C (Fees) until the amount under-billed is paid in full.

12.5 Remedying Problem

In every case of under-billing or over-billing, the cause of the error will be remedied as soon as possible, and the Customer will be promptly notified of the error and of the effect upon the Customer's ongoing bill.

12.6 Over-billing

In every case of over-billing, the Service Provider will credit the Customer's account with all money incorrectly collected for the duration of the error, subject to the applicable limitation period provided by law Simple interest on such over-billed amount, computed **CNCL - 496**

at the rate and at the times specified in Schedule C (Fees), will also be credited to the Customer's account.

12.7 Under-billing

Subject to Section 12.4 (Tampering/Fraud) above, in every case of under-billing the Service Provider will back-bill the Customer for the shorter of

- (a) the duration of the error;
- (b) six months; or
- (c) as set out in the Energy Services Agreement between the Customer and the Service Provider, if any.

12.8 Terms of Repayment

Subject to Section 12.4 (Tampering/Fraud) above, in all cases of under-billing, the Service Provider will offer the Customer reasonable terms of repayment. If requested by the Customer, the repayment term will be equivalent in length to the back-billing period. The repayment will be interest free and in equal instalments corresponding to the normal billing cycle. However, delinquency in payment of such instalments will be subject to the usual late payment charges.

12.9 Disputed Back-bills

Subject to Section 12.4 (Tampering/Fraud), if a Customer disputes a portion of a back-billing due to under-billing based upon either consumption, demand or duration of the error, then the Service Provider will not threaten or cause the discontinuance of Services for the Customer's failure to pay that portion of the back-billing, unless there are no reasonable grounds for the Customer to dispute that portion of the back-billing. The undisputed portion of the bill will be paid by the Customer and the Service Provider may threaten or cause the discontinuance of Services if such undisputed portion of the bill is not paid.

12.10 Changes in Occupancy

Subject to Section 14.4 (Tampering/Fraud), where changes of occupancy have occurred, the Service Provider will make a reasonable attempt to locate the former Customer who has been under-billed or over-billed. If, after a period of one year, such Customer cannot be located, then the applicable under-billing or over-billing will be cancelled.

PART 13: LATE PAYMENT AND RETURNED CHEQUE CHARGES

13.1 Late Payment Charge

If the amount due for Services or any Service Related Charges on any bill has not been received in full by the Service Provider on or before the due date specified on the bill, and the unpaid balance is \$15 or more, then the Service Provider may include the late payment charge specified in Schedule C (Fees) in the next bill to the Customer.

13.2 Returned Cheque Charge

If a cheque received by the Service Provider from a Customer in payment of a bill is not honoured by the Customer's financial institution for any reason other than clerical error, then the Service Provider may include a charge specified in Schedule C (Fees) in the next bill to the Customer for processing the returned cheque, whether or not the Service has been disconnected in accordance with the provisions of the Bylaw and these General Terms and Conditions.

13.3 Collection as Taxes

Any amount due from a Customer to the Service Provider for Services or any Service Related Charges that remains unpaid by December 31 of the year in which the amount became due, will be added to the property taxes for the Designated Property in question and collected in the same manner and with the same remedies as property taxes.

PART 14: INTERRUPTION OF SERVICE

14.1 Regular Supply

The Service Provider will use its reasonable efforts to provide the constant delivery of Energy and the maintenance of unvaried temperatures.

14.2 Right to Restrict

The Service Provider may require any of its Customers, at all times or between specified hours, to discontinue, interrupt or reduce to a specified degree or quantity, the use of Energy for any of the following purposes or reasons:

- (a) in the event of a temporary or permanent shortage of Energy, whether actual or believed to exist or anticipated by the Service Provider;
- (b) in the event of a breakdown or failure of the DEU;
- (c) to comply with any legal requirements;
- (d) to make repairs or improvements to any part of the DEU;
- (e) in the event of fire, flood, explosion or other emergency to safeguard Persons or property against the possibility of injury or damage; or
- (f) for any other reason that the Service Provider considers necessary.

14.3 Notice

The Service Provider will, to the extent practicable, give notice of any service limitations under Section 14.2 (Right to Restrict) to its Customers by:

- (a) newspaper, radio or television announcement; or
- (b) in accordance with Section 21.1 (Service of Notices).

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14.4 Failure to Comply

If, in the opinion of the Service Provider, a Customer has failed to comply with any requirement under Section 14.2 (Right to Restrict), then the Service Provider may, after providing notice to the Customer in the manner specified in Section 21.1 (Service of Notices), discontinue Services to the Customer.

PART 15: DISCONTINUANCE OF SERVICES AND REFUSAL OF SERVICES

15.1 Discontinuance With Notice and Refusal Without Notice

Subject to applicable federal, provincial, and local government laws, statutes, regulations, bylaws, orders and policies, the Service Provider may discontinue Services to a Customer with at least 48 hours written notice to the Customer, or may refuse Services for any of the following reasons:

- (a) the Customer has failed to pay the bill for Services and/or Service Related Charges on or before the due date;
- (b) the Customer or applicant has failed to furnish adequate security for billings by the specified date;
- (c) the Customer or applicant has failed to pay the bill for Services and/or Service Related Charges in respect of another Designated Property on or before the due date;
- (d) the Customer or applicant occupies the Designated Property with another occupant who has failed to pay the bill for Services and/or Service Related Charges or furnish adequate security in respect of another Designated Property which was occupied by that occupant and the Customer at the same time;
- (e) the Customer or applicant is in receivership or bankruptcy, or operating under the protection of any insolvency legislation and has failed to pay any outstanding bills for Services and/or Service Related Charges;
- (f) the Customer has failed to apply for Services;
- (g) the Customer has failed to ensure that there is an adequate supply to the Designated Property of electricity required to operate the Energy Transfer Station or any component thereof, including any electrical pumps and other equipment installed for the operation of the Energy Transfer Station, whether by failure to pay utility bills or otherwise howsoever, with the result that electricity to the Designated Property has been reduced or interrupted and either (i) the proper operation of the Energy Transfer Stations have been negatively affected, or (ii) undue or abnormal fluctuations in the temperature of Energy in the DEU may occur; or
- (h) land or a portion thereof on which the Service Provider's facilities are, or are proposed to be, located or the land or portion thereof on which an Energy

Generation Plant is, or is proposed to be located, contains contamination which the Service Provider, acting reasonably, determines has adversely affected or has the potential to adversely affect the Service Provider's facilities, the Energy Generation Plant, or the health or safety of its workers or which may cause the Service Provider to assume liability for cleanup and other costs associated with the contamination. For the purposes of this Section, "contamination" means the presence in the soil, sediment or groundwater of special waste or another substance in quantities or concentrations exceeding criteria, standards or conditions established by the British Columbia Ministry of Water, Land and Air Protection or as prescribed by present and future laws, rules, regulations and orders of any other legislative body, governmental agency or duly constituted authority now or hereafter having jurisdiction over the environment.

15.2 Discontinuance or Refusal Without Notice

Subject to applicable federal, provincial and local government laws, statutes, regulations, bylaws, orders and policies, the Service Provider may discontinue without notice or refuse the supply of Energy or Services to a Customer for any of the following reasons:

- (a) the Customer or applicant has failed to provide reference information and identification acceptable to the Service Provider, when applying for Services or at any subsequent time on request by the Service Provider;
- (b) the Customer has defective pipe, appliances, mechanical systems or Energy fittings in the Designated Property;
- (c) the Customer uses Energy in such a manner as in the Service Provider's opinion:
 - (i) may lead to a dangerous situation; or
 - (ii) may cause undue or abnormal fluctuations in the temperature of Energy in the DEU;
- (d) the Customer fails to make modifications or additions to the Customer's equipment which have been required by the Service Provider to prevent the danger or to control the undue or abnormal fluctuations described under paragraph (c);
- (e) the Customer breaches any of the terms and conditions upon which Services are provided to the Customer by the Service Provider;
- (f) the Customer fraudulently misrepresents to the Service Provider its use of Energy or the volume delivered;
- (g) the Customer vacates the Designated Property that is receiving the Services;
- (h) the Customer stops consuming Energy at the Designated Property;
- (i) either

- (i) the Customer has failed to ensure that there is an adequate supply to the Designated Property of utility services required to operate the Energy Generation Plant or any component thereof; or
- (ii) if the Service Provider has assumed responsibility for the supply of any utility services required to operate the Energy Generation Plant or any component thereof, there is an interruption in the supply of such utility service to the Designated Property

whether by failure to pay utility bills or otherwise howsoever, with the result that one or more utility services to the Designated Property has been reduced or interrupted and the proper operation of the Energy Generation Plants have been negatively affected; or

(j) the Service Provider is unable to safely access the Energy Generation Plant that provides Energy to the Customer for any reason, including, without limitation, due to any structural issues with the building in which such Energy Generation Plant is located.

PART 16: TERMINATION OF ENERGY SERVICES AGREEMENT

16.1 Termination by the Service Provider

Subject to applicable federal, provincial and local government laws, statutes, regulations, bylaws, orders and policies, the Service Provider may terminate an Energy Services Agreement by giving the Customer at least 48 hours written notice if Services are discontinued under Part 15 (Discontinuance of Services and Refusal of Services).

16.2 Continuing Obligation

The Customer is responsible for, and must pay for, all Energy delivered to the Customer's Designated Property until the Energy Services Agreement is terminated and is responsible for all damage to and loss of any Energy Transfer Station, any Energy Generation Plant, any component thereof, or other equipment of the Service Provider on the Designated Property.

16.3 Effect of Termination

Termination of an Energy Services Agreement does not release the Customer from any obligations under the Energy Services Agreement which expressly or by their nature survive the termination of the Energy Services Agreement;

16.4 Sealing Service Connection

After the termination of Services to a Designated Property and after a reasonable period of time during which a new Customer has not applied for Services at the Designated Property, the Service Provider may seal off the Service Connection to the Designated Property.

PART 17: LIMITATIONS ON LIABILITY

17.1 Responsibility for Delivery of Energy

The Service Provider, and the City if the City is not the Service Provider, and their respective elected officials, directors, officers, employees, servants, contractors, representatives and agents are not responsible or liable for any loss, damage, costs or injury (including death) incurred by any Customer or any Person claiming by or through the Customer caused by or resulting from, directly or indirectly, any discontinuance, suspension or interruption of, or failure or defect in the supply or delivery or transportation of, or refusal to supply, deliver or transport Energy, or provide Services, unless the loss, damage, costs or injury (including death) is directly attributable to the gross negligence or wilful misconduct of the Service Provider, or the City if the City is not the Service Provider, and their respective elected officials, directors, officers, employees, servants, contractors, representatives and agents provided, however, that the Service Provider and the City, and their respective elected officials, directors, officers, employees, servants, contractors, representatives and agents are not responsible or liable for any loss of profit, loss of revenues, or other economic loss even if the loss is directly attributable to the gross negligence or wilful misconduct of the Service Provider or the City, or their respective elected officials, directors, officers, employees, servants, contractors, representatives and agents.

17.2 Responsibility Before and After Delivery Point

The Customer is responsible for all expense, risk and liability for:

- (a) the use or presence of Energy, being delivered from the DEU to a Customer's Designated Property, before it passes the Delivery Point in the Customer's Designated Property;
- (b) the use or presence of Energy, being returned from a Customer's Designated Property to the DEU, after it passes the Delivery Point in the Customer's Designated Property; and
- (c) the Service Provider-owned and City-owned facilities serving the Customer's Designated Property,

if any loss or damage caused by or resulting from failure to meet that responsibility is caused, or contributed to, by the act or omission of the Customer or a Person for whom the Customer is responsible.

17.3 Responsibility After Delivery Point

The Customer is responsible for all expense, risk and liability with respect to the use or presence of Energy being delivered to the Customer's Designated Property after it passes the Delivery Point.

17.4 Responsibility for Equipment

The Customer is responsible for all expense, risk and liability with respect to all Service Connections, Energy Transfer Stations, Energy Generation Plants, any components **CNCL - 502**

thereof, and all related equipment located at, in, on, over, under, across or along the Customer's Designated Property, and is jointly and severally responsible, together with all other Customers connected to and using the Energy generated by an Energy Generation Plant, for all expense, risk and liability with respect to that Energy Generation Plant (regardless of its location, unless located on City owned real property), unless any loss or damage is:

- (a) directly attributable to the negligence of the Service Provider, its employees, contractors or agents; or
- (b) caused by or resulting from a defect in the equipment. The Customer must prove that negligence or defect.

For greater certainty and without limiting the generality of the foregoing, the Customer is responsible for all expense, risk and liability arising from any measures required to be taken by the Service Provider to ensure that the Service Connections, Energy Transfer Stations, Energy Generation Plant, or related equipment at, in, on, over, under, across or along the Customer's Designated Property are adequately protected, as well as any updates or alterations to the Service Connection(s) on the Customer's Designated Property necessitated by changes to the grading or elevation of the Customer's Designated Property or obstructions placed on such Service Connection(s).

17.5 Customer Indemnification

The Customer will indemnify and hold harmless the Service Provider, and the City if the City is not the Service Provider, and their respective employees, contractors and agents from all claims, loss, damage, costs or injury (including death) suffered by the Customer or any Person claiming by or through the Customer or any third party caused by or resulting from the use of Energy by the Customer or the presence of Energy at or in the Customer's Designated Property, or from the Customer or Customer's employees, contractors or agents damaging the Service Provider's or the City's equipment or facilities.

PART 18: OFFENCES UNDER BYLAW

18.1 Offence

A person who:

- (a) violates any provision of this Bylaw, or does any act or thing which violates any provision of this Bylaw, or suffers or allows any other person to do any act or thing which violates any provision of this Bylaw;
- (b) neglects to do or refrains from doing anything required to be done by any provision of this Bylaw; or
- (c) fails to comply, or suffers or allows any other person to fail to comply, with an order, direction, or notice given under any provision of this Bylaw,

is guilty of an offence against this Bylaw and liable to the penalties imposed under this Part.

18.2 Fine for offence

Every person who commits an offence against the Bylaw and these General Terms and Conditions is punishable on conviction by a fine of not less than \$250.00 and not more than \$10,000.00 for each offence, except that:

- (a) a person who commits an offence under section 4.14 that results in fouling of the Heat Exchangers is liable to a fine of not less than \$2000.00 for each offence; and
- (b) a person who fails to comply, or suffers or allows any other person to fail to comply, with an order, direction, or notice given under any provision of the Bylaw and these General Terms and Conditions is liable to a fine of not less than \$500.00 for each offence.

18.3 Fine for continuing offence

Each day that an offence continues is a separate offence.

18.4 Tampering with DEU

A person must not tamper, interfere with, damage, or destroy any part of the DEU.

PART 19: BUILDING PERMIT REQUIREMENTS FOR DEU COMPATIBLE BUILDING MECHANICAL SYSTEMS AND ENERGY GENERATION PLANTS

19.1 Building Permit Application

A person who applies, under the Building Regulation Bylaw, for a permit that is to authorize the installation or alteration of a Building Mechanical System, or an On Site Energy Generation Plant if the Designated Property is an Energy Generation Plant Designated Property, must include in, or submit with, the application:

- (a) an acknowledgment signed by the Owner that the building is located on a Designated Property, and, if applicable, an acknowledgement signed by the Owner that the building is located on an Energy Generation Plant Designated Property
- (b) a duly signed section 219 covenant and a statutory right of way in accordance with section 4.12, to be registered against title to the Designated Property prior to building permit being issued;
- (c) mechanical and other plans and documentation as the City Engineer may require, signed or certified by the registered professional responsible for design of the Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant (if the building is located on an Energy Generation Plant Designated Property); CNCL 504

- (d) a certificate signed by the Service Provider, acting as the City's agent for this limited purpose, that the specifications, design, mechanical and other plans relating to the Building Mechanical System are compatible with the DEU;
- (e) a certificate signed by the Service Provider, acting as the City's agent for this limited purpose, that the specifications, design, mechanical and other plans relating to the On Site Service Connection and On Site Energy Generation Plant are compatible with the DEU and to the Service Provider's satisfaction;
- (f) an energy modelling report, signed by the registered professional who is responsible for design of the Building Mechanical System, estimating the:
 - (i) peak energy demand for space heating and cooling;
 - (ii) peak heat energy demand for domestic hot water;
 - (iii) combined peak heat energy demand for any uses other than space heating and domestic hot water; and
 - (iv) hour by hour consumption of energy for space heating, cooling and domestic hot water heating;
- (g) a cheque in the amount of:
 - (i) the excess demand fee as specified in Part 2 of Schedule D; and
 - (ii) the ETS and Service Connection Installation Fee, as specified in Schedule C (Fees);
 - (iii) the Energy Generation Plant Installation Fee, as specified in Schedule C (Fees), if the building is located on an Energy Generation Plant Designated Property; and
 - (iv) building permit application DEU review fee, as specified in Schedule C (Fees). For certainty, the building permit application DEU review fee shall, notwithstanding section 9.4, be a fixed fee and not an estimated fee;
- (h) the proposed location of the Energy Transfer Station, certified by the Service Provider as approved;
- (i) the proposed location of Distribution System components in or on the Designated Property, certified by the Service Provider as approved;
- (j) the proposed location of Service Connection, certified by the Service Provider as approved;
- (k) the proposed location of the Energy Generation Plant(s), certified by the Service Provider as approved, if the building is located on an Energy Generation Plant Designated Property;

(l) the proposed location of the Delivery Points, certified by the Service Provider as approved;

- (m) the proposed schedule for installation or alteration of the Building Mechanical System, On Site Service Connection and, if the building is located on an Energy Generation Plant Designated Property, On Site Energy Generation Plant;
- (n) the proposed commencement date for the delivery of Energy by the Service Provider; and
- (o) such other information as the Service Provider or City Engineer may require.

19.2 Submission of copy of application

An applicant must submit a copy of the building permit application to the City Engineer.

19.3 Approval of Energy modelling report

The report submitted under section 19.1(f) is subject to approval by the City Engineer.

19.4 Approval of Locations - General

The location of each of the:

- (a) Energy Transfer Station, submitted under section 19.1(h);
- (b) Distribution System components in or on the Designated Property, submitted under section 19.1(i);
- (c) Service Connection, submitted under section 19.1(j);
- (d) Energy Generation Plant(s), submitted under section 19.1(k); and
- (e) Delivery Points, submitted under section 19.1(1);

is subject to approval by the Director, Building Approvals and City Engineer.

19.5 Approval of schedule

The proposed schedule for installation or alteration of the Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s) is subject to approval by the City Engineer.

19.6 Design of Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s)

The design of the Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s) is subject to approval by the City Engineer following certification by the Service Provider under section 19.1(d).

19.7 Approval of building permit

The building permit is subject to approval by the:

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- (a) Director, Building Approvals under the Building Regulation Bylaw; and
- (b) Director, Building Approvals and City Engineer under the Bylaw and these General Terms and Conditions.

19.8 No work before permit issuance

A person must not begin to install or alter a Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s) until the Director, Building Approvals has issued the building permit.

19.9 Signed Energy Services Agreement required

No building permit for a Building Mechanical System, On Site Service Connection or On Site Energy Generation Plant(s) will be issued until an Energy Services Agreement has been signed relating to the Designated Property.

PART 20: DESIGN AND INSTALLATION OR ALTERATION OF BUILDING MECHANICAL SYSTEM

20.1 Integration with DEU

The design and installation or alteration of the Building Mechanical System must integrate the Building Mechanical System and DEU in a manner that enables the Building Mechanical System to derive the most benefit possible from the DEU and the DEU to operate at peak efficiency.

20.2 Prohibited components and primary source

A Building Mechanical System must utilize the DEU for not less than 100%, or such other lesser quantity as approved by the City Engineer, of all the annual space heating and domestic water heating requirements, and when available, space cooling requirements, for a building on a Designated Property as determined in the energy modelling report required under section 19.1(f). An Owner must not itself perform, provide, install or realize, nor allow any other Person to perform, provide, install or realize any other system to provide primary space heating, domestic hot water heating, and when available, space cooling to any building on the Designated Property, and must not allow or consent to any other Person supplying or distributing primary space heating, domestic hot water heating, and when available, space cooling to any building on the Designated Property, except that:

- (a) a person who is altering an existing building may retain components otherwise prohibited under this section 20.2 to the extent permitted by the Director, Building Approvals under the Building Regulation Bylaw or by the Director, Building Approvals and City Engineer under this Bylaw;
- (b) unless pre-approved in writing by the City Engineer, in-suite gas fireplaces are not permitted; and
- (c) unless pre-approved in writing by the City Engineer, stand-alone gas make-up air units are not permitted. CNCL 507

20.3 Scheduling

An applicant must:

(a) ensure that installation of the Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s) proceeds in accordance with the schedule approved under section 19.5 (Approval of Schedule), and any changes to the schedule approved under this section 20.3; and

(b) advise the Director, Building Approvals and City Engineer within 24 hours of any proposed changes to the schedule for installation or alteration of the Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s) which proposed changes are subject to approval by the Director, Building Approvals and City Engineer.

20.4 Service Provider's scheduling

To the extent the City Engineer and Service Provider consider it necessary, convenient, or financially prudent, the Service Provider will co-ordinate its schedule for construction of any Distribution System components and Energy Transfer Stations for a Designated Property with the applicant's schedule for installation or alteration of the Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s).

20.5 Approval of installation or alteration of work

Completion of the installation or alteration of a Building Mechanical System, On Site Service Connection and On Site Energy Generation Plant(s) is subject to approval by the Director, Building Approvals and City Engineer under this Bylaw.

20.6 No occupancy allowed

An Owner is not entitled to final building inspection allowing occupancy under the Building Regulation Bylaw for a building on a Designated Property until the City Engineer has given approval under section 20.5 (Approval of Schedule), and the Owner has paid the Service Provider all applicable fees and charges in accordance with section 9.4 (Basis of Fees).

PART 21: MISCELLANEOUS AND GENERAL PROVISIONS

21.1 Service of Notices

All written notices to be given under this Bylaw may be:

- (a) sent via registered mail to the Customer's billing address or to the address of the Owner shown on the assessment roll prepared pursuant to the Assessment Act;
- (b) if the notice refers to real property, by posting it on the real property;
- (c) delivered by hand to the addressee thereof;
- (d) sent by facsimile or e-mail to the addressee thereof,

and any such notice given as aforesaid will be deemed to have been given, in the case of delivery by hand, when delivered, in the case of facsimile transmission or e-mail, when a legible facsimile or e-mail is received by the recipient if received before 5:00 p.m. on a day other than a Saturday, Sunday or statutory holiday in the Province of British Columbia or Canada (a "business day"), or on the next business day if such facsimile or e-mail is received on a day which is not a business day or after 5:00 p.m. on a business day, in the case of delivery by registered mail, on the date received, and in the case of posting on property, at the time of posting. In the event of discontinuance of postal service due to strike, lockout, labour disturbance or otherwise, notices shall be delivered by hand or facsimile transmission or e-mail.

21.2 Notice of Violation

An inspector or official of the City, or a bylaw enforcement officer, may give notice to any person ordering or directing that person to:

- (a) discontinue or refrain from proceeding with any work or doing anything that contravenes this Bylaw; or
- (b) carry out any work or do anything to bring a Building Mechanical System, On Site Service Connection and/or On Site Energy Generation Plant(s) into conformity with this Bylaw,

within the time specified in such notice.

21.3 Unauthorised Sale, Supply or Use

Unless authorized in writing by the Service Provider, a Customer will not sell or supply the Energy supplied to it by the Service Provider to other Persons or use the Energy supplied to it by the Service Provider for any purpose other than as specified in the Energy Services Agreement and this Bylaw.

21.4 Taxes

The rates and charges specified in the applicable Schedules hereto do not include any local, provincial or federal taxes, assessments or levies imposed by any competent taxing authorities which the Service Provider may be lawfully authorized or required to add to its normal levies, rates and charges or to collect from or charge to the Customer.

21.5 Conflicting Terms and Conditions

Where anything in this Bylaw conflicts with the provisions of another bylaw adopted by the City or conflicts with special terms or conditions specified under an Energy Services Agreement, then the terms or conditions specified under this Bylaw govern.

21.6 Authority of Agents of the Service Provider

No employee, contractor or agent of the Service Provider has authority to make any promise, agreement or representation not incorporated in this Bylaw or in an Energy Services Agreement, and any such unauthorized promise, agreement or representation is not binding on the Service Provider.

21.7 Additions, Alterations and Amendments

This Bylaw and its Schedules may be added to, cancelled, altered or amended by Council from time to time.

SCHEDULE C

Fees

Bylaw Section	General Terms and Conditions Section(s)	Application	Fee
	2.1	Application for service to Designated Property	No fee
7	8.1	Application for voluntary use of energy utility system	BY ESTIMATE
	4.5(c)	Energy Generation Plant Installation Fee	BY ESTIMATE
	4.2, 4.4, 4.9 & 8.1	ETS and Service Connection Installation Fee	BY ESTIMATE
	4.8	Customer requested routing	BY ESTIMATE
	4.11	Application to remove, relocate, or alter Energy Transfer Station, any component thereof, or related equipment or distribution system extension servicing	\$400.00
	4.15	Service call during Service Provider's normal business hours	\$150.00
	4.15	Service call outside Service Provider's normal business hours	\$400.00
	5.2	Application for meter test	\$400.00
	8.3	Reactivation fee	BY ESTIMATE
	8.4	Re-identification of Meter Set	BY ESTIMATE
	12.6	Interest on over-billed amounts	Bank of Canada prime rate minus 2% per annum payable monthly
	13.1	Late Payment Charge	\$100.00
	13.2	Cheque returned to the Service Provider	\$100.00
	19.1(g)(iv)	Building permit application DEU review fee charged in addition to building permit application fee under Building Regulation Bylaw.	2% of the Building Permit fee

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

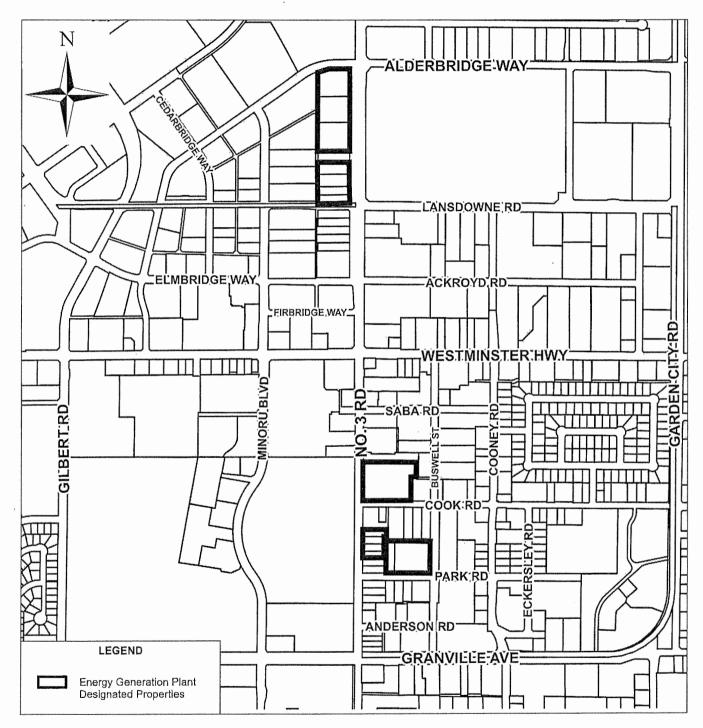
The following charges, as amended from time to time, will constitute the Rates for Services:

- (a) capacity charge a monthly charge of \$0.109 per square foot of gross floor area; and
- (b) volumetric charge a monthly charge of \$0.00 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.14 for each watt per square foot of the aggregate of the estimated peak heat energy demand referred to in section 19.1(f)(i), 19.1(f)(ii) and 19.1(f)(iii) that exceeds 6 watts per square foot.

SCHEDULE E
ENERGY GENERATION PLANT DESIGNATED PROPERTIES



18. This Bylaw is cited as "City Centre District Energy Bylaw No. 9895".

FIRST READING	JUL 2 3 2018	CITY OF RICHMOND
SECOND READING	JUL 2 3 2018	APPROVED for content by originating
THIRD READING	JUL 2 3 2018	APPROVED
ADOPTED		for legality by Solicitor
		BRB
MAYOR	CORPORATE OFFICER	



GARDEN CITY LANDS SOILS DEPOSIT FEES BYLAW NO. 9900

WHEREAS Council resolution dated May 14, 2018 (the "Council Resolution") granted the authority upon the Chief Administrative Officer and the General Manager, Community Services to enter into Soil Deposit Agreements with private contractors for the placement of soil on the Garden City Lands required for the development of the Garden City Lands;

AND WHEREAS the Council Resolution stipulated that all net revenues generated through tipping fees on the Lands be reinvested into the Lands to offset any future project costs that are not eligible for Development Cost Charge funding;

AND WHEREAS Part 7, Division 2, Section 195 of the *Community Charter* confers upon the City authority to, by bylaw, impose fees for the deposit of soil on the Garden City Lands;

NOW THEREFORE, the Council enacts as follows:

PART ONE: SOIL DEPOSIT AGREEMENTS

1.1 The Chief Administrative Officer and the General Manager, Community Services may enter into Soil Deposit Agreements with private contractors for the placement of soil on the Garden City Lands provided such Soil Deposit Agreements contain provisions substantially similar to those set out in Schedule A, which is attached and forms part of this Bylaw.

PART TWO: TIPPING FEES FOR SOIL DEPOSITS ON THE LANDS

2.1 Every person who enters into a Soil Deposit Agreement with the City must pay to the City the applicable fees as specified in the *Consolidated Fees Bylaw No. 8636*.

PART THREE INTERPRETATION

3.1 In this bylaw, unless the context requires otherwise:

CITY

means the City of Richmond.

COMMUNITY CHARTER

means *Community Charter*, SBC 2003, c. 26, as amended or replaced from time to time.

CNCL - 515

GARDEN CITY LANDS

means the property located in the City

between Westminster Highway,

Alderbridge Way, Garden City Road and No.4 Road and commonly referred to as

the Garden City Lands.

SOIL

means topsoil, sand, gravel, rock, silt, clay, peat or any other substance of which land is composed, or any combination thereof.

SOIL DEPOSIT AGREEMENT

means an agreement entered into between private contractor and the City for the supply and placement of soil on the

Garden City Lands.

PART FOUR: SEVERABILITY AND CITATION

- 4.1 If any section, section, 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.
- 4.2 This Bylaw is cited as "Garden City Lands Soil Deposit Fees Bylaw No. 9900"

PART FIVE: FEES BYLAW

5.1 The Consolidated Fees Bylaw No. 8636, as may be amended from time to time, applies to this Bylaw.

FIRST READING	JUL 2 3 2018	CITY OF RICHMOND
SECOND READING	JUL 2 3 2018	APPROVED for content by originating
THIRD READING	JUL 2 3 2018	A.K.
ADOPTED		APPROVED for legality by Solicitor
MAYOR	CORPORATE OFFICER	

SCHEDULE A TO BYLAW 9900

SOIL DEPOSIT AGREEMENTS

Each Soil Deposit Agreement will contain provisions to address the following:

- Environmental provision each private contractor will deliver to the City all reports as determined appropriate by the City verifying that the soil being deposited meets BC Contaminated Sites Regulation (BC CSR) Schedule 3.1, Column 4 standards for Agricultural Lands and is suitable for use on landscape and agricultural sites, a Phase 1 Environmental Site Assessment and additional relevant reports verifying that soil adheres to the ALC guidelines for soil quality.
- Inspection the soil will be subject to inspection by the City and a Qualified Environmental Professional (QEP) designated by the City and in the case that the deposited soil is not in keeping with the terms of the Soil Deposit Agreement the private contract shall be responsible, at its own cost, for removing the soil and remediating any portions of land and/or groundwater affected as a result these actions.
- Insurance –the private contractor will be required to provide proof of general liability insurance coverage in an amount and on terms satisfactory to the City.
- Indemnity and Release each private contractor will be required to indemnify and release the City from all claims, losses, damages, costs, actions and other proceedings occasioned by damage arising from any act or omission of the private contractor.
- Other provisions deemed necessary the Soil Deposit Agreements will contain such other provisions as the Chief Administrative Officer and General Manager, Community Services deems appropriate.

Bylaw 9903

CONSOLIDATED FEES BYLAW NO. 8636, AMENDMENT BYLAW NO. 9903

The Council of the City of Richmond enacts as follows:

- 1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by adding Schedule A attached to and forming part of this bylaw as a schedule to Consolidated Fees Bylaw No. 8636, in alphabetical order.
- This Bylaw is cited as "Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 2. 9903."

FIRST READING	JUL 2 3 2018	CITY OF RICHMOND
SECOND READING	JUL 2 3 2018	APPROVED for content by originating
THIRD READING	JUL 2 3 2018	APPROVED
ADOPTED		for legality by Solicitor
N. Control of the Con		
MAYOR	CORPORATE OFFICER	

SCHEDULE - Garden City Lands Soils Deposit Fees

Garden City Lands Soils Deposits Fees Bylaw No. 9900 Sections 2.1

	Dump Truck Type	Approximate Volume per Load	2018 Fee
1	Tandem	$7 \mathrm{m}^3$	\$150
2	Tri-Tandem	9m³	\$175
3	Truck + Transfer	12m³	\$200



Richmond Zoning Bylaw 8500 Amendment Bylaw 8714 (RZ 09-500671) 7540 ASH STREET

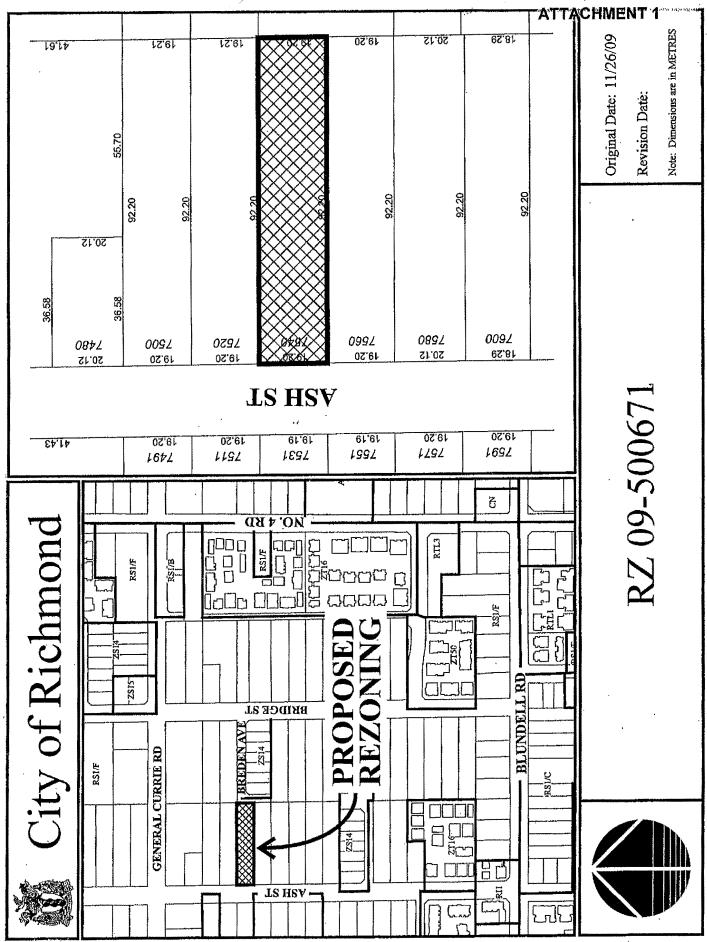
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it SINGLE DETACHED (RS2/E).

P.I.D. 003-996-069 North Half Lot 3 Block "F" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8714".

FIRST READING	MAR 2 8 2011	_
A PUBLIC HEARING WAS HELD ON	APR 1 8 2011	_
SECOND READING	APR 1 8 2011	
THIRD READING	APR 1 8 2011	
OTHER CONDITIONS SATISFIED	AUG 2 7 2018	 -
ADOPTED		-
MAYOR	CORPORATE OFFICER	•



CN_GL₆§21





Time:

3:30 p.m.

Place:

Council Chambers

Richmond City Hall

Present:

Cecilia Achiam, Chair

Robert Gonzalez, General Manager, Engineering and Public Works

John Irving, Director, Engineering

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on July 11, 2018 be adopted.

CARRIED

1. GENERAL COMPLIANCE - REQUEST BY OMICRON ARCHITECTURAL ENGINEERING CONSTRUCTION LTD. FOR A GENERAL COMPLIANCE RULING AT 15111 WILLIAMS ROAD AND RICHMOND KEY 195105

(File Ref. No.: DP 11-566011) (REDMS No. 5862615 v. 2)

APPLICANT:

Omicron Architectural Engineering Construction Ltd.

PROPERTY LOCATION:

15111 Williams Road and Richmond Key 195105

INTENT OF PERMIT:

Consider the attached plans to the staff report titled "Application by Omicron Architectural Engineering Construction Ltd. for a General Compliance Ruling at 15111 Williams Road and Richmond Key 19510," dated June 28, 2018, from the Director, Development, involving changes to the development design, in General Compliance with Development Permit DP 11-566011.

Applicant's Comments

Alisa Bailey, Omicron Canada Inc., accompanied by Angus Beattie, Omicron Canada Inc., briefed the Panel on the proposed changes to the previously approved development design of the Richmond Industrial Development at 15111 Williams Road and Key 195105 and highlighted the following

- a development permit was previously issued to the project which was endorsed by the Panel on July 13, 2016 and subsequently approved by Council on January 23, 2017:
- at the schematic design phase of the project, the applicant decided to realign and straighten Pierson Road to improve the efficiency of the use of the land base, enhance the functionality of buildings adjacent to Pierson Road, and provide extra parking space;
- the straightening of Pierson Road will increase the site's total floorspace by 8,000 square feet, improve the usability of the building footprints, increase the size of truck yards for two buildings and allow more flexibility for circulation and trailer storage;
- the proposed realignment of Pierson Road will slightly encroach into the Environmentally Sensitive Area (ESA)/Riparian Management Area (RMA) compensation area and will necessitate its redesign; and
- the revised plan for the ESA/RMA compensation area includes additional planting of trees and shrubs and adjustment of tree and plant species selection list to suit the modified terrain;
- the modified ESA/RMA compensation area will result in an overall increase in habitat balance.

Staff Comments

Wayne Craig, Director, Development, advised that (i) there is no issue in the redesign and realignment of Pierson Road from a traffic operations perspective, (ii) the encroachment into the ESA/RMA is offset by increased habitat compensation, and (iii) the applicant's response to the development design changes is appropriate.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

In reply to queries from the Panel, Ms. Bailey acknowledged that (i) the slope of the modified ESA/RMA compensation area will be steeper, (ii) proposed planting list was updated and is suitable to the new ESA/RMA configuration, (iii) preliminary studies have been conducted for the wetland and monitoring is currently being done to prove that the wetland will work in the ESA/RMA compensation area, and (iv) the modified ESA/RMA compensation area is not negatively impacted by the existing landfill on the subject site.

In reply to queries from the Panel, David Brownlee, Planner 2, noted that legal agreements and a bond requirement will ensure that the ESA/RMA compensation area will be constructed. Mr. Brownlee further noted that monitoring by a Qualified Environmental Professional (QEP) of the works done in the ESA/RMA compensation area will be required.

In reply to a query from the Panel, Ms. Bailey reviewed the works to be done to redesign the ESA/RMA compensation area and confirmed that modification of the previously proposed ESA/RMA compensation area will increase the habitat balance.

In reply to a query from the Panel, Mr. Craig advised that (i) an eastward extension of Francis Road in not currently contemplated for the Francis Road Right-of-Way (ROW) adjacent to the ESA/RMA compensation area, (ii) the Francis Road ROW will remain in place and there is no landscaping previously and currently proposed by the applicant on the ROW, and (iii) staff could work with the applicant to come up with a landscape plan for the Francis Road ROW to provide a better interface with the proposed ESA/RMA compensation area.

As a result of the discussion, direction was given to staff to work with the applicant to provide landscaping treatment to the Francis Road ROW to improve its interface with the proposed ESA/RMA compensation area.

Panel Decision

It was moved and seconded

That the attached plans to the staff report titled "Application by Omicron Architectural Engineering Construction Ltd. for a General Compliance Ruling at 15111 Williams Road and Richmond Key 19510," dated June 28, 2018, from the Director, Development, involving changes to the development design be considered in General Compliance with Development Permit DP 11-566011.

CARRIED

2. New Business

It was moved and seconded

That the Development Permit Panel meeting scheduled on Wednesday, August 15, 2018 be cancelled.

CARRIED

- 3. Date of Next Meeting: August 29, 2018
- 4. Adjournment

It was moved and seconded *That the meeting be adjourned at 3:44 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 25, 2018.

Cecilia Achiam Chair Rustico Agawin
Committee Clerk





Time:

3:30 p.m.

Place:

Council Chambers

Richmond City Hall

Present:

Joe Erceg, Chair

Cecilia Achiam, General Manager, Community Safety John Irving, Acting General Manager, Engineering

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on July 25, 2018 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 17-782793

(REDMS No. 5798142)

APPLICANT:

Christopher Bozyk Architects Ltd.

PROPERTY LOCATION:

4331 and 4431 Vanguard Road

INTENT OF PERMIT:

- 1. To permit the construction of a three storey 8,576 m2 (92,310 ft2) industrial building on a consolidated property including 4331 and 4431 Vanguard Road on a site zoned "Industrial Retail (IR1)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for buildings from 12.0 m to 14.2 m.

Applicant's Comments

Ernst Loots, Christopher Bozyk Architects Ltd, provided background information on the proposed development and highlighted the following:

- the project is essentially a vehicle service storage facility with showroom and vehicle repair components;
- the proposed architectural design and exterior materials for the three-storey industrial building provide a modern and contemporary feel;
- a living green wall frames the building's main entrance along the southern elevation of the building;
- the proposed showroom fronts Highway 99;
- two vehicle entry points are provided for the site and a vehicle ramp is incorporated into the building;
- a green roof is provided over portions of the showroom in addition to the provision of an underground storage reservoir and living green wall to comply with the City's Green Roof Bylaw; and
- in response to the Advisory Design Panel review comments, the proposed perimeter chainlink fencing along the east and a portion of the south property lines have been removed to provide a more open public frontage for the site.

Marlene Messer, PMG Landscape Architects, briefed the Panel on the main landscaping features of the proposed development, noting that (i) native and native-adaptive species and pollinators will be planted on the site, (ii) vines are proposed to grow up on the eastern wall of the main building, (iii) structural soil will be introduced in landscaped islands on at-grade outdoor parking spaces to provide adequate soil volume, (iv) frontage improvements include, among others, a treed and grass boulevard, and (v) stone paving surface treatment has been increased in front of the main building in response to comments from the Advisory Design Panel.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

In reply to queries from the Panel, Mr. Loots noted that (i) the proposed height variance for certain portions of the building is needed to provide adequate clearance for vehicle lifts, accommodate a showroom roof and improve height clearance between the floors, (ii) compliance with the City's Floodplain Bylaw requirements were considered for the proposed height of the building, (iii) the proposed building height variance applies only to the showroom and the entrance tilt panel feature, (iv) signage will be installed on the building including on the side fronting Highway 99, and (v) all signage, including the required signage by the Fire Department, will be subject to a separate sign permit application.

Staff Comments

Wayne Craig, Director, Development, advised that (i) there is a Servicing Agreement associated with the subject development for frontage improvements along Vanguard Road as well as servicing connections, (ii) the project complies with the City's Green Roof Bylaw, (iii) solar panels will be installed on a portion of the third storey roof to supplement power requirements on the site, (iv) a voluntary public art contribution will be provided by the applicant, and (v) the proposed building height variance was identified at rezoning and no concerns from the public were noted during the Public Hearing.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. permit the construction of a three storey 8,576 m² (92,310 ft²) industrial building on a consolidated property including 4331 and 4431 Vanguard Road on a site zoned "Industrial Retail (IR1)"; and
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for buildings from 12.0 m to 14.2 m.

CARRIED

2. DEVELOPMENT PERMIT 17-787403

(REDMS No. 5910864 v. 2)

APPLICANT: Concord Pacific (Sun Tech)

PROPERTY LOCATION: 8555 Capstan Way and 3400 No. 3 Road (formerly 8511

Capstan Way and 3360 No. 3 Road)

INTENT OF PERMIT:

- 1. To permit the construction of a high-rise, high density, mixed use development comprising of 530 dwellings (including 29 affordable housing units), 3,336 m² (35,910 ft²) of retail and office, and a 1,194 m² (12,850 ft²) not-for-profit arts facility at 8555 Capstan Way and 3400 No. 3 Road (formerly 8511 Capstan Way and 3360 No. 3 Road) on lands zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to allow unenclosed balconies on levels 3 to 12 of the building at the southwest corner of 8555 Capstan Way to project into the required front yard by up to 3.0 m.

Applicant's Comments

Achim Charisius, GBL Architects, with the aid of a video presentation (attached to and forming part of these Minutes as <u>Schedule1</u>), reviewed the site context for the project and noted the close proximity of the subject development to the future Capstan Canada Line station, the neighbourhood park, Capstan greenway, Early Childhood Development (ECD) hub, and mid-block trail, among others.

Mr. Charisius further noted that (i) the site is bisected into two lots by the new extension of Hazelbridge Way, (ii) 29 affordable housing units with Basic Universal Housing (UBH) features will be distributed on three levels on the west lot and one level on the east lot, (iii) all building podiums will be utilized for residential outdoor amenity areas, including the main outdoor amenity area on level 4 of the west building, and (iv) a transit plaza will be installed adjacent to the future Capstan Canada Line Station, and (v) vehicular access will be provided only off Hazelbridge Way.

In addition, Mr. Charisius advised that (i) the proposed building setback variance will be limited to only one corner of the site, (ii) the project is promoting active pedestrian circulation within the building and provides natural daylighting to the ends of building corridors, (iii) all parking stalls in the proposed development will be provided with electric vehicle charging equipment, (iv) a change in scale along the Hazelbridge Way elevation allows daylight into the public amenity courtyards, (v) a not-for-profit arts facility will be located along the public walkway fronting the future neighbourhood park.

Also, Mr. Charisius reviewed the material palette and sustainability features for the proposed development. In closing, Mr. Charisius informed the Panel that the project team is coordinating with Translink through its Adjacent Integrated Design (AID) process for the design of the future Capstan Canada Line station and the transit plaza including the proposed location of public art in the plaza.

Grant Brumpton, PWL Partnership Landscape Architects Inc., reviewed the proposed landscaping on the ground level and on different podium levels and highlighted the following:

- a layering of sidewalks, off-street bicycle lane, seating platform, rain garden, and raised planters are proposed along the Capstan greenway;
- in addition to the proposed landscaping, a dog park is provided on the mid-block trail along the east side of the site;
- family-friendly outdoor amenity spaces are provided throughout the project; and
- extensive green roof areas are provided on the west and east buildings.

Panel Discussion

In reply to a query from the Panel, Mr. Brumpton confirmed that the transit plaza design will be part of a separate servicing agreement process.

In addition, Wayne Craig, Director, Development, noted that (i) the design of the plaza adjacent to the future Capstan Canada Line Station will be subject to the Servicing Agreement, (ii) the public art component will be worked through as part of the public art plan, and (iii) the current design of the plaza and canopy structures is still at a conceptual level; however, the final design of the plaza and public art piece will be subject to coordination with Translink, the Servicing Agreement, and the Public Art Plan.

In reply to further queries from the Panel, Mr. Craig further noted that (i) the City has provided preliminary design funding to Translink for the proposed Capstan Canada Line Station, (ii) Translink has provided the City with a conceptual design for the subject station, and (iii) the City has provided comments regarding the station's conceptual design and is currently awaiting for a reply from Translink.

In reply to queries from the Panel, Suzanne Carter-Huffman, Senior Planner, Urban Design, acknowledged that (i) a portion of the transit plaza is owned and will be maintained by the City, (ii) another portion of the transit plaza and the parking underneath is on the applicant's property, (iii) responsibility for the maintenance of specific portions of the transit plaza will be determined through the Servicing Agreement, and (iv) the conceptual design for the transit plaza shows an integrated surface treatment for the portions owned by the City and the applicant; however, each portion could have different but coordinated treatments as determined by the Servicing Agreement.

In reply to queries from the Panel, Mr. Brumpton confirmed that (i) the proposed dog run will have good design standards, and (ii) residents of the east building could access the outdoor amenity area on level 4 of the west building.

In reply to a query from the Panel, Mr. Craig advised that the future Capstan Canada Line Station could only be accessed at grade.

In response to a query from the Panel, Mr. Charisius confirmed that 100 percent of residential and commercial parking stalls will be equipped with Electric Vehicle (EV) charging.

Staff Comments

Mr. Craig noted that (i) there are Servicing Agreements associated with the park and plaza construction, frontage works and site services, (ii) five percent of the subject development's floor area in the form of 29 affordable housing units will be provided, (iii) 25 percent of the residential units including all affordable housing units will have Basic Universal Housing (BUH) features, (iv) the project complies with the Capstan Station Bonusing requirements, (v) the project has been designed for future connection to a City's District Energy Utility (DEU) facility and to comply with the City's Aircraft Noise Policy.

In reply to a query from the Panel, Mr. Craig noted that the park is being designed to an interim standard through adjacent rezoning applications and will be constructed to its ultimate standard after completion of construction of the subject development and the Capstan Canada Line Station.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel commended the applicant for a well done project and noted that the project is the most important site in the neighbourhood.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. permit the construction of a high-rise, high density, mixed use development comprising of 530 dwellings (including 29 affordable housing units), 3,336 m² (35,910 ft²) of retail and office, and a 1,194 m² (12,850 ft²) not-for-profit arts facility at 8555 Capstan Way and 3400 No. 3 Road (formerly 8511 Capstan Way and 3360 No. 3 Road) on lands zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)"; and
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to allow unenclosed balconies on levels 3 to 12 of the building at the southwest corner of 8555 Capstan Way to project into the required front yard by up to 3.0 m.

CARRIED

- 3. Date of Next Meeting: September 12, 2018
- 4. Adjournment

It was moved and seconded That the meeting be adjourned at 4:15 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, August 29, 2018.

Joe Erceg Chair Rustico Agawin Committee Clerk Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, August 29, 2018.

DEVELOPMENT PERMIT PANEL PRESENTATION

DP 17-787403 8555 CAPSTAN WAY and 3400 No. 3 Road

GBL ARCHITECTS PWL LANDSCAPE ARCHITECTS AUGUST 29, 2017

CONTEXT

(1) CAPSTAN CANADA LINE STATION

Targeted for completion 2021

(2) NEIGHBOURHOOD PARK

DEVELOPMENT HUB (3) EARLY CHILDHOOD Under construction

4 MID-BLOCK TRAIL

Under construction

Existing landscaped, secured with statutory right of ways

(5) EXISTING DEVELOPMENTS

High-rise, high density, multi-family

6 TUTURE DEVELOPMENTS
Offulti-phase, high-rise, high density,
Tmixed use development

750 3 ROAD

Multi-phase, high-rise, high density, City community centre targeted for 2021 completion construction, including



SITE PLAN

High-rise, high density, mixed use development

520,418 ft2 total floor area 530 dwellings

(including 29 affordable housing units)

48,760 ft2 commercial uses

Multi-family, residential 169 Residential Units (1) Lot 1 (East Lot):

2 Lot 2 (West Lot):

Mixed-use
\$61 Residential Units
\$5,910 ft2 Retail and Office
\$7,850 ft2 not-for-profit Art's facility

3 133 BUH UNITS 904 Market [21%] 99 Affordable [100%]



OVERALL FORM AND CHARACTER

1) STEPPING FIN TOWER

COMPOSITION
Visual interest through variation in scale, terracing rooftops

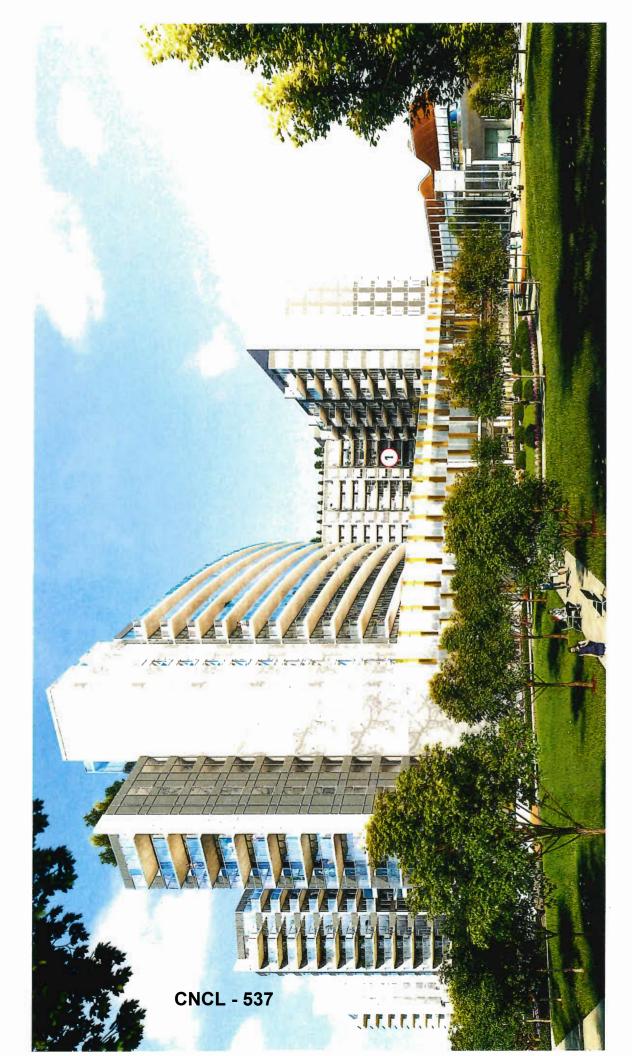
(2) LANDSCAPED COURTYARDS

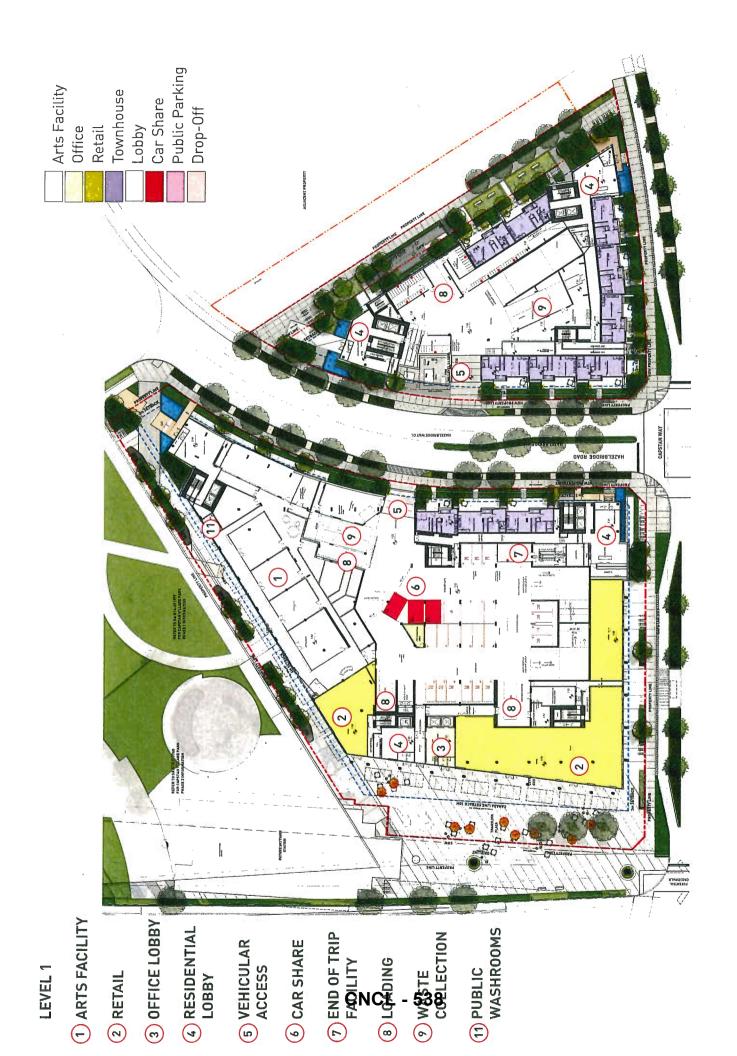
The elevated courtyards include landscaping and amenities for residents

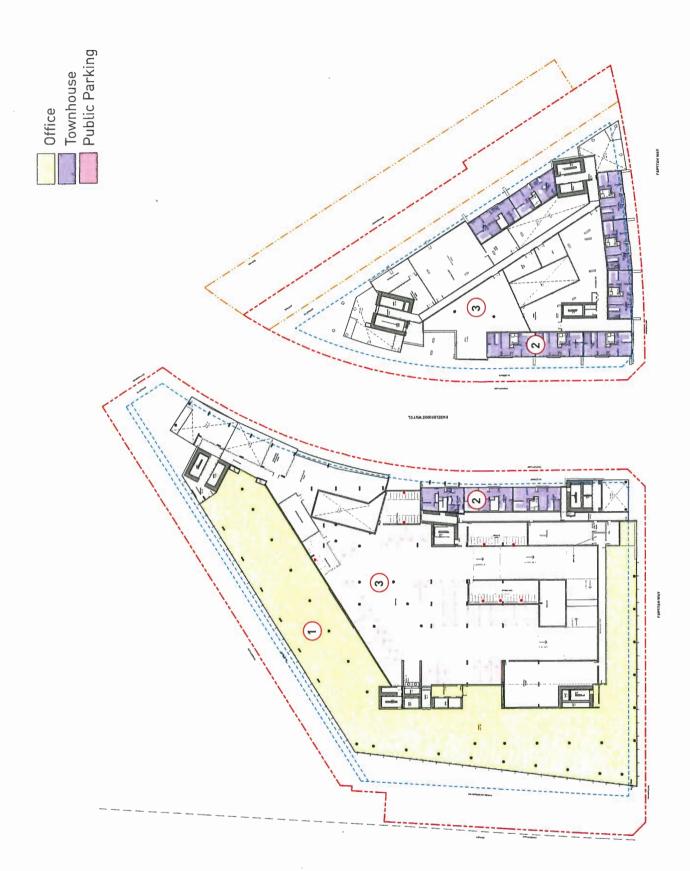


1) LOW MASSING AT PUBLIC OPEN SPACE INTERFACES

Centre of North and East Building opened up to reduce overlook and provide sunlight and views along the park and mid-block trail







1 OFFICES

LEVEL 2

2 TOWNHOUSES
3 SCREENED
PARKING AND
SERVICES



1 Bedroom 2 Bedroom

Market Units

2 OUTDOOR AMENITY

3 VARIANCE:
VARY THE PROVISIONS OF
RICHMOND ZONING BYLAW
8500 TO ALLOW UNENCLOSED
BALCONIES ON LEVEL 3 TO 12
OF THE BUILDING AT THE SW
CORNER OF 8555 CAPSTAN
WAY TO PROJECT INTO THE
REQUIRED FRONT YARD BY UP
TO 3.0M





(1) DAY-LIT CORRIDORS

LEVEL 8-12

2 DAY-LIT CORES



1 WEST LOT PARKING STALLS 470 MARKET HOUSING

PARKING PLAN

470 MARKAET HOUSING 14 AFFORDABLE HOUSING 107 RETAIL & OFFICE 41 ARTS SPACE 3 CAR SHARE

(2) EAST LOT PARKING STALLS 143 MARKET HOUSING 10 AFFORDABLE HOUSING

143 MAKKET HUUSING 10 AFFORDABLE HOUSING 16 VISITORS

ELECTRIC VEHICLES

100% RESIDENTIAL PARKING AREA EQUIPPED WITH ENERGIZED EV CHARGING EQUIPMENT



CNCL - 542

SECTIONS

(1) WEST LOT: 6 LEVELS OF PARKING (INCLUDING 3 LEVELS BELOW GRADE)

3 VARIED SCALE
HAZELBRIDGE WAY

PARKING

(7)

CNCL - 543

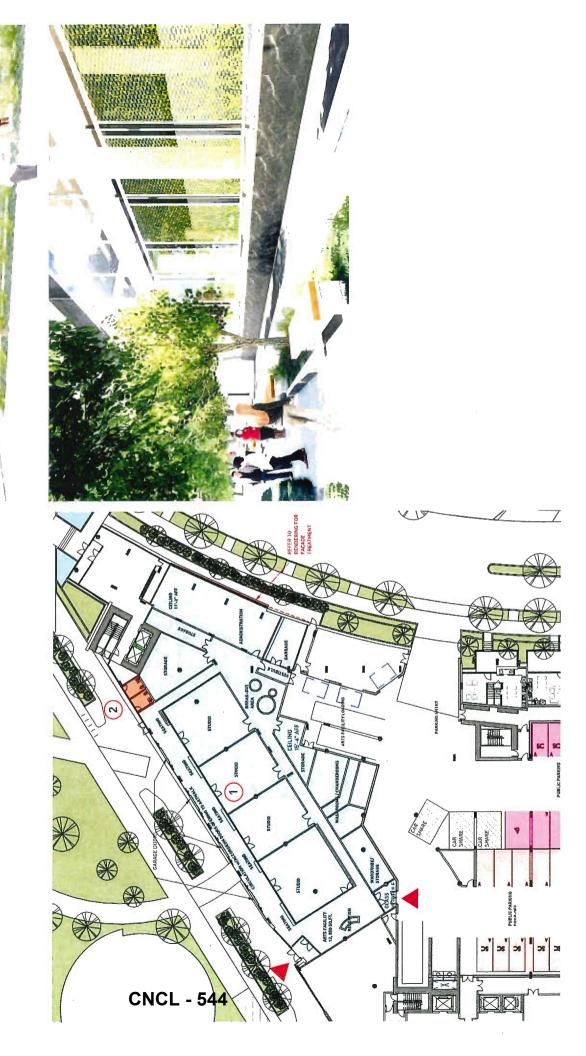
(1) ARTS FACILITY

activate the park's edge and public walkway featuring generous accordion doors and opportunities An Arts Facility for children will for outdoor performances.

3

(7)

Washrooms including change PUBLIC WASHROOMS
Two universally accessible tables



AFFORDABLE HOUSING

1) WEST LOT 17 UNITS ON LEVEL 5,6,7 3 X 1-BED BUH 7 X 2 BED BUH 7 X 3 BED BUH

TOTAL 1491.5 M2

2 EAST LOT 12 UNITS ON LEVEL 3 8 X 1-BED BUH 4 X 2 BED BUH

TOTAL 699.4M2

CNCL - 545

EAST LOT LEVEL 3

WEST LOT LEVEL 7

WEST LOT LEVEL 6

WEST LOT LEVEL 5

AMENITIES

(1) LEVEL 4

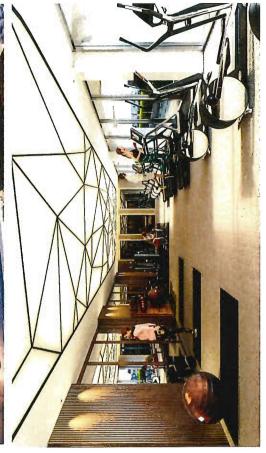
7905 SF INDOOR (West)
23680 SF OUTDOOR, (West)
3902 SF INDOOR (East)
6349 SF OUTDOOR (East)

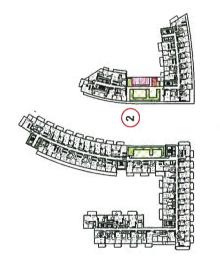
(2) **LEVEL 6**2013 SF OUTDOOR (West)
3562 SF OUTDOOR (East)

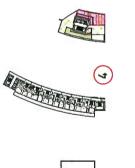
(3) **LEVEL 7** 2183 SF OUTDOOR (West)

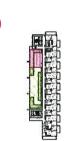
3440 SF OUTDOOR (West) 137 SF INDOOR (East) 2003 SF 0UTD00R (East) 4 LEVEL 14



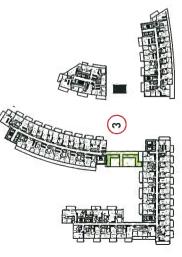


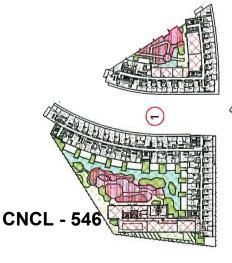












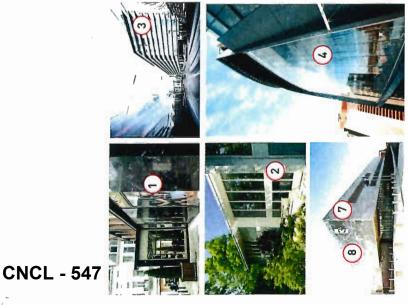
(-) (2)

NOBLE MATERIALS

- (1) Black Marble
- (2) White Brick, stack bond

3) Glazed Guardrail

- (4) Clear Glazing (Anodized Aluminum Frame)
- 5) Spandrel Glazing (Anodized Aluminum Frame)
- (7) Graphic Architectural Concrete graphic on all vertical circulation elements (Stairs, Elevators) (6) Accent Mullion (Anodized Aluminum)
- (8) Graphic Frit Pattern in glass canopies



SUSTAINABILITY KEY FEATURES

Silver equivalent

Targeting 33% energy cost improvement on the Model National Energy Code for Buildings Hydronic 4-pipe fan-coil system will provide heating and cooling for the occupied building areas

Solar Hot Water Array serving Art's facilities showers washrooms and kitchen

100% electric vehicle charging stations (residents, visitors, commercial) Danit corridors and stairs to promote active circulation **X**

Dense, pedestrian and T.O.D. with close access to variety of amenities

Chore of public transportation options including bus stops within close walking distance to the development and future planned Capstan station adjacent to the site) frequency greater than 200 stops per day)

Project is contributing to finance the Capstan station

End-of-trip facilities for employees promoting active transportation

Shading through use of Vertical privacy walls, horizontal overhangs and vertical accent fins

Reduction of urban heat island effect through 100% screened parking and landscaped outdoor amenity spaces and green roofs

Targeting 75% minimum diversion of construction waste

Preference given to building materials with recycled / regional content Daylighting and views will be maximized for all residential units and office spaces The utilization of a hydronic system will facilitate any future connection to the City's district energy utility when it becomes available



TRANSLINK ADJACENT INTEGRATED **DESIGN (AID)**

SETBACK

Œ

10m setback from drip-line



guardrail maximizing daylight and open views Residential units are located above Translink Office and Amenity Levels buffering noise

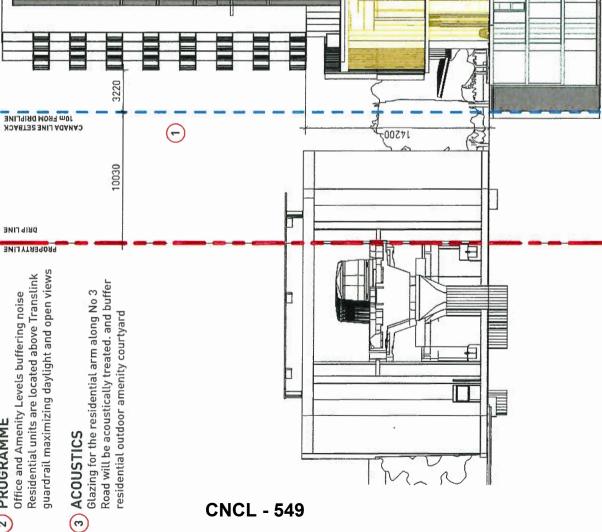
DRIPLINE PROPERTYLINE



CAPSTAN STATION

(6)

FUTURE



WADALINE SETBACK

DRIPLINE

AMENITY

(7)

PROPERYLINE

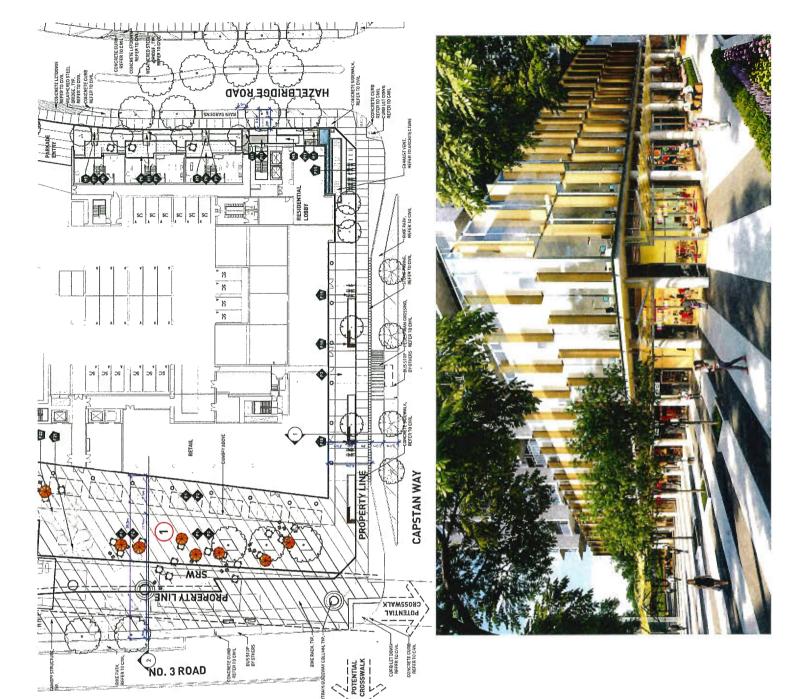
RETAIL

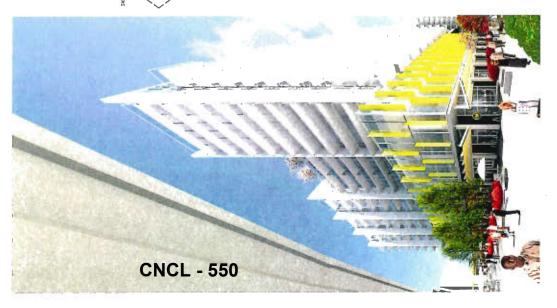
3m SETBACK PROPERTYLINE

CAPSTAN STATION INTEGRATION

 $\overline{\mathbb{C}}$

will allow for a variety of vibrant uses including food truck festivals and outdoor **TRANSIT PLAZA**A transit plaza at the Canada Line station performances

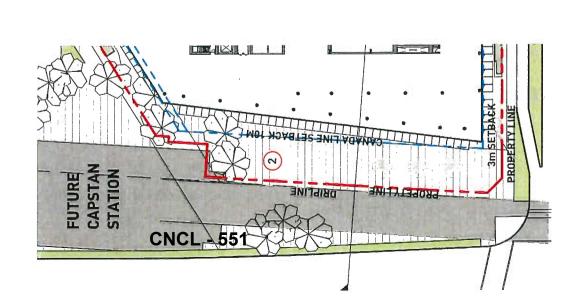


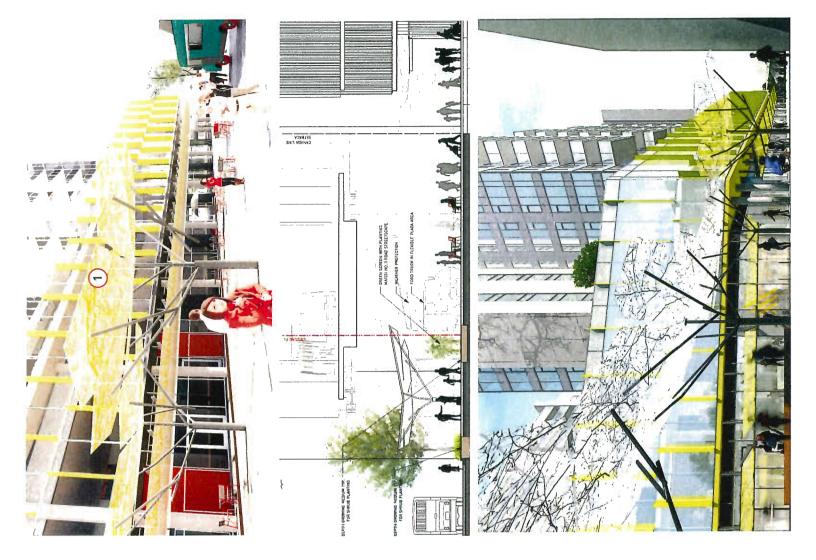


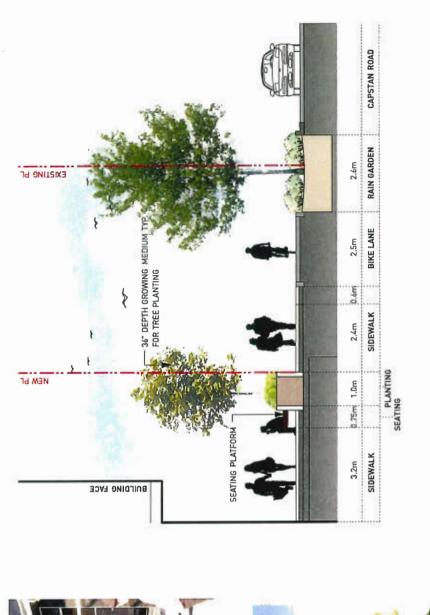
ARTFUL CANOPY DESIGN E

Tree-like canopy structures provide riders with a weather-protected path to retail commercial and art's facility spaces. The Frit pattern resembles foliage and reference the project's location at the park

2 PUBLIC ART
Public art is envisioned at the most active edge at close proximity to the Canada Line Station

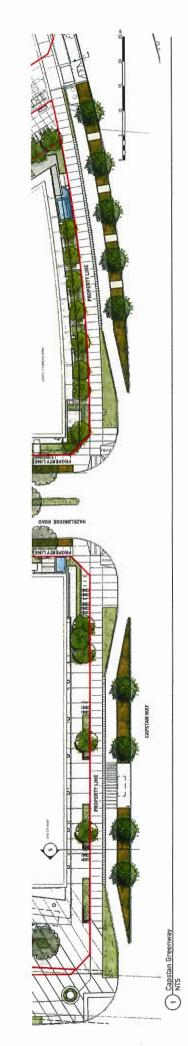




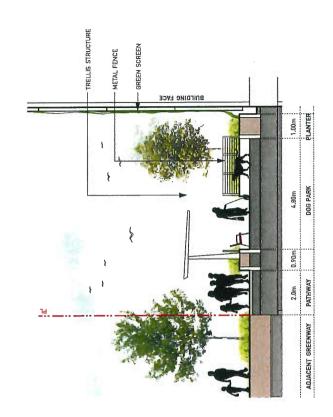






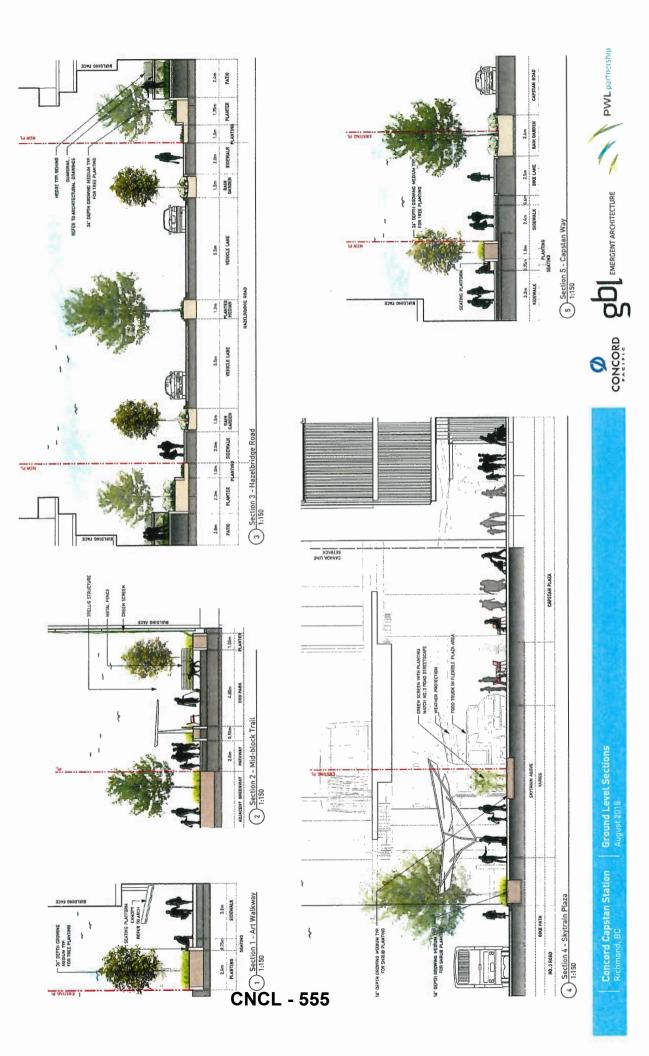








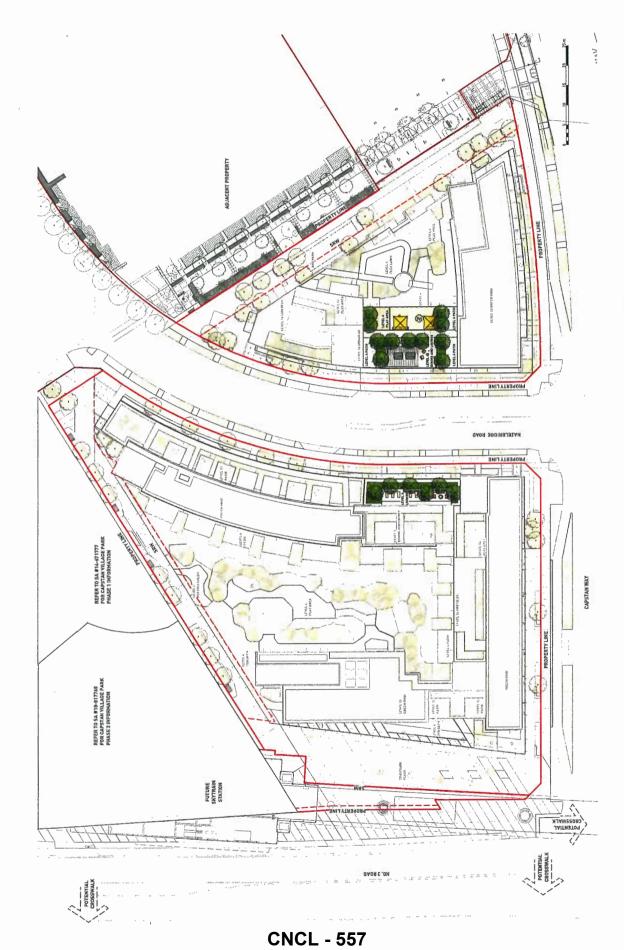


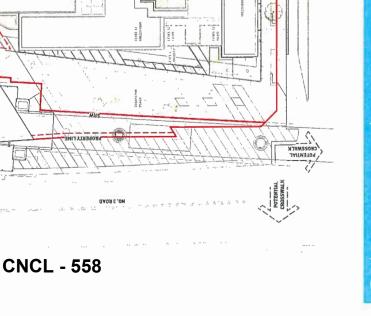




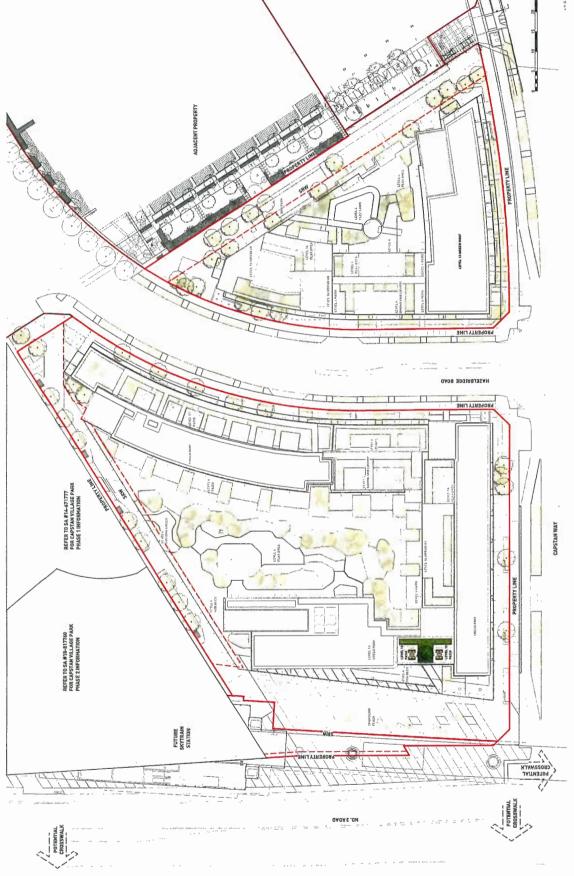














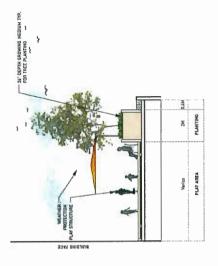


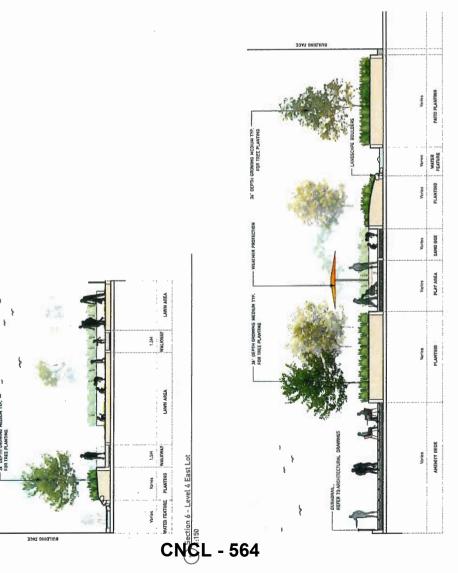




Section 9 - Level 14 Urban Agriculture

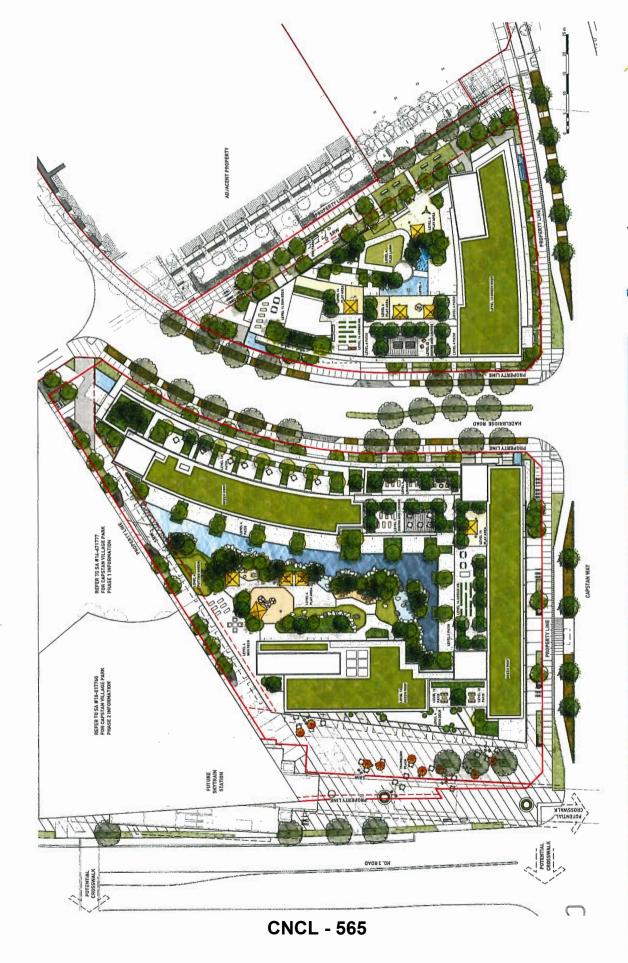






Concord Capstan Station Roof Sections
Richmond BC August 2018

3 Section 8 - Level 4 West Lot 1:150





Report to Council

To:

Richmond City Council

Date:

September 5, 2018

From:

Joe Erceg, MCIP

File:

01-0100-20-DPER1-

Chair, Development Permit Panel

01/2018-Vol 01

Re:

Development Permit Panel Meetings Held on August 29, 2018 and September

27, 2017

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:

a. a Development Permit (DP 17-787403) for the property at 8555 Capstan Way and 3400 No. 3 Road (formerly 8511 Capstan Way and 3360 No. 3 Road); and

b. a Development Permit (DP 16-726865) for the property at 8631 Alexandra Road

be endorsed, and the Permits so issued.

loe Erceg, MCIP

Chair, Development Permit Panel

(604-276-4083)

Staff Report

The Development Permit Panel considered the following items at its meetings held on August 29, 2018 and September 27, 2017.

DP 17-787403 – CONCORD PACIFIC (SUN TECH) – 8555 CAPSTAN WAY AND 3400 NO. 3 ROAD (FORMERLY 8511 CAPSTAN WAY AND 3360 NO. 3 ROAD) (August 29, 2018)

The Panel considered a Development Permit application to permit the construction of a a high-rise, high density, mixed use development comprising of 530 dwellings (including 29 affordable housing units), 3,336 m² (35,910 ft²) of retail and office, and a 1,194 m² (12,850 ft²) not-for-profit arts facility on a site zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)". A variance is included in the proposal to allow unenclosed balcony projections.

Architect Achim Charisius, of GBL Architects, and Landscape Architect Grant Brumpton, of PWL Partnership Landscape Architects Inc., provided a brief presentation, noting that:

- Affordable housing units will include Basic Universal Housing (BUH) features.
- A transit plaza will be installed adjacent to the future Capstan Canada Line Station.
- Vehicular access will be provided only off Hazelbridge Way, which bisects the site.
- The proposed building setback variance will be limited to only one corner of the site.
- The project is promoting active pedestrian circulation within the building and provides natural daylighting to the ends of building corridors.
- All parking stalls in the proposed development will be provided with electric vehicle charging equipment.
- A not-for-profit arts facility will be located on the walkway fronting the future park.
- The project team is coordinating with Translink through its Adjacent Integrated Design (AID) process for the design of the future Capstan Canada Line station and the transit plaza.
- A layering of sidewalks, off-street bicycle lane, seating platform, rain garden, and raised planters are proposed along the Capstan greenway.
- A dog park is provided on the mid-block trail along the east side of the site.
- Family-friendly outdoor amenity spaces are provided throughout the project.
- Extensive green roof areas are provided on the west and east buildings.

In response to a Panel query, Mr. Brumpton confirmed that the transit plaza design will be part of a separate servicing agreement process.

In response to Panel queries, Mr. Brumpton and Mr. Charisius advised that (i) the proposed dog run will have good design standards, (ii) residents of the east building could access the outdoor

amenity area on level 4 of the west building, and (iii) 100 percent of residential and commercial parking stalls will be equipped with Electric Vehicle (EV) charging.

In response to Panel queries, staff noted that (i) the design of the plaza adjacent to the future Capstan Canada Line Station will be subject to the Servicing Agreement, (ii) the public art component will be worked through as part of the public art plan, (iii) the current design of the plaza and canopy structures is still at a conceptual level; however, the final design of the plaza and public art piece will be subject to coordination with Translink, the Servicing Agreement, and the Public Art Plan, (iv) the City has provided preliminary design funding to Translink for the proposed Capstan Canada Line Station, (v) Translink has provided the City with a conceptual design for the subject station, (vi) the City has provided comments regarding the station's conceptual design and is currently awaiting for a reply from Translink, (vii) a portion of the transit plaza is located on rivate property and will have parking located underneath, (ix) responsibility for the maintenance of specific portions of the transit plaza and plaza design will be determined through the Servicing Agreement, and (x) the future Capstan Canada Line Station could only be accessed at grade, consistent with Translink design standards.

Staff noted that (i) there are Servicing Agreements associated with the park and plaza construction, frontage works and site services, (ii) five percent of the subject development's floor area in the form of 29 affordable housing units will be provided, (iii) 25 percent of all the residential units including all affordable housing units will have Basic Universal Housing (BUH) features, (iv) the project complies with the Capstan Station Bonusing requirements, (v) the project has been designed for future connection to a City's District Energy Utility (DEU) facility and to comply with the City's Aircraft Noise Policy.

In response to a Panel query, staff noted that the park is being designed and constructed to an interim standard through adjacent rezoning applications and will be constructed to its ultimate standard after completion of construction of the subject development and the Capstan Canada Line Station.

The Panel commended the applicant for a well done project and noted that the project is the most important site in the neighbourhood.

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

The Panel recommends that the Permit be issued.

<u>DP 16-726865 – ZHAO XD ARCHITECT LTD. – 8631 ALEXANDRA ROAD</u> (September 27, 2017)

The Panel considered a Development Permit application to permit the construction of a two-storey commercial building on a site zoned "Auto-Oriented Commercial (CA)". A variance is included in the proposal to reduce the minimum interior (west) side yard from 3 m to 0 m.

Architect Xuedong Zhao, of Zhao XD Architect Ltd., and Landscape Architect David Jerke, of van der Zalm + Associates, Inc., provided a brief presentation, noting that:

- The parking area behind the building maximizes the separation of the building from the residential neighbourhood to the north of the subject site.
- The building is sited and oriented to create a continuous street wall along Alexandra Road.
- The proposal will create a pedestrian-friendly street frontage with benches, pavers and pedestrian-friendly landscaping at the building entrances.
- Fencing and hedges are proposed at the north property line to provide a buffer between the parking area and the residential neighbourhood to the north.

In response to Panel queries, Mr. Zhao and Mr. Jerke confirmed that barrier free access is provided from the handicapped parking stall to the building entrance at the rear, and bicycle parking racks in the parking area will be visible from inside the building and from the street.

Staff noted that (i) a Servicing Agreement is associated with the project prior to issuance of the building permit for frontage improvements along Alexandra Road and Sorenson Crescent and site servicing, and (ii) the project is designed to achieve a LEED silver equivalent standard.

In response to a Panel query, staff confirmed that the requested interior side yard setback variance is a common variance granted to commercial projects to achieve a continuous street wall frontage and similar variances have been granted to projects on Alexandra Road.

Connie Tang, owner of the adjacent restaurant, addressed the Panel expressing concern regarding potential adverse impacts to the restaurant's commercial operations during project construction.

In response to Ms. Tang's concern, (i) the Chair advised that a construction traffic management plan is required to be submitted by the applicant prior to building permit issuance and suggested that she coordinates with the Planner regarding her project construction-related concerns, and (ii) Mr. Zhao stated that the project would be constructed over a period of approximately one year.

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

The Panel recommends that the Permit be issued.



Report to Council

To:

Richmond City Council

Date:

September 5, 2018

From:

Cecilia Achiam, MCIP, BCSLA

File:

01-0100-20-DPER1-

Chair, Development Permit Panel

01/2018-Vol 01

Re:

Development Permit Panel Meeting Held on July 25, 2018

Staff Recommendation

That the recommendation of the Panel to authorize the approval of changes to the design of the Development Permit (DP 11-566011) issued for the property at 15111 Williams Road and Richmond Key 195105 be endorsed, and the changes so deemed to be in General Compliance with the Permit.

Cecilia Achiam, MCIP, BCSLA Chair, Development Permit Panel

(604-276-4122)

Panel Report

- 2 -

The Development Permit Panel considered the following item at its meeting held on July 25, 2018.

GENERAL COMPLIANCE TO DP 11-566011 – OMICRON ARCHITECTURAL ENGINEERING CONSTRUCTION LTD. – 15111 WILLIAMS ROAD AND RICHMOND KEY 195105 (July 25, 2018)

The Panel considered an application for changes to the development design to be considered in General Compliance with approved Development Permit DP 11-566011.

Alisa Bailey and Angus Beattie, of Omicron Canada Inc., provided a brief presentation on the proposal, including:

- A development permit was previously issued to the project which was endorsed by the Panel on July 13, 2016 and subsequently approved by Council on January 23, 2017.
- At the schematic design phase of the project, the applicant decided to realign and straighten Pierson Road to improve the efficiency of the use of the land base, enhance the functionality of buildings adjacent to Pierson Road, and provide extra parking space.
- The straightening of Pierson Road will increase the site's total floor space by 8,000 square feet, improve the usability of the building footprints, increase the size of truck yards for two buildings and allow more flexibility for circulation and trailer storage.
- The proposed realignment of Pierson Road will slightly encroach into the Environmentally Sensitive Area (ESA)/Riparian Management Area (RMA) compensation area and will necessitate its redesign.
- The revised plan for the ESA/RMA compensation area includes additional planting of trees and shrubs, adjustment of tree and plant species to suit the modified terrain, and results in an overall increase in habitat balance.

Staff advised that (i) there is no issue in the redesign and realignment of Pierson Road from a traffic operations perspective, (ii) the encroachment into the ESA/RMA is offset by increased habitat compensation, and (iii) the applicant's response to the development design changes is appropriate.

In response to Panel queries, Ms. Bailey acknowledged that (i) the slope of the modified ESA/RMA compensation area will be steeper, (ii) proposed planting list was updated and is suitable to the new ESA/RMA configuration, (iii) preliminary studies have been conducted for the wetland and monitoring is currently being done to prove that the wetland will work in the ESA/RMA compensation area, (iv) the modified ESA/RMA compensation area is not negatively impacted by the existing landfill on the subject site, and (v) modification of the previously proposed ESA/RMA compensation area will increase the habitat balance.

In response to Panel queries, staff advised that (i) legal agreements and a bond requirement will ensure that the ESA/RMA compensation area will be constructed and monitored by a Qualified

Environmental Professional (QEP), (ii) an eastward extension of Francis Road is not currently contemplated for the Francis Road Right-of-Way (ROW) adjacent to the ESA/RMA compensation area, (iii) the Francis Road ROW will remain in place and there is no landscaping previously and currently proposed by the applicant on the ROW, and (iv) staff could work with the applicant to come up with a landscape plan for the Francis Road ROW to provide a better interface with the proposed ESA/RMA compensation area.

As a result of the discussion, direction was given to staff to work with the applicant to provide landscaping treatment to the Francis Road ROW to improve its interface with the proposed ESA/RMA compensation area.

No correspondence was submitted to the Panel regarding the General Compliance application.

Subsequent to the meeting, the applicant provided a landscape plan for the Francis Road ROW, which will be constructed through the required Servicing Agreement. The additional landscaping design was reviewed by the City's Engineering and Transportation staff and no concerns have been identified.

The Panel recommends that the changes to the development design be approved.