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**City Council**

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

**Monday, September 12, 2016  
7:00 p.m.**

Pg. #      ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on July 25, 2016* (distributed previously);
- (2) *adopt the minutes of the Special Council meeting held on September 6, 2016* (distributed previously); *and*
- (3) *receive for information the Metro Vancouver 'Board in Brief' dated July 29, 2016.*

CNCL-10



AGENDA ADDITIONS & DELETIONS

PRESENTATION

CNCL-17

**Award Presentation** – Federation of Canadian Municipalities' (FCM) Partners for Climate Protection

## COMMITTEE OF THE WHOLE

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

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3. Delegations from the floor on Agenda items.

**(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS - ITEM NO. 20.)**

4. *Motion to rise and report.*

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## RATIFICATION OF COMMITTEE ACTION

## CONSENT AGENDA

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

## CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Vancouver Airport Fuel Delivery Project - Oil and Gas Commission Permit
- George Massey Tunnel Replacement Project – Application Comments for the British Columbia Environmental Assessment Process
- Request for Approval PeopleSoft HCM 9.2 Upgrade Consulting Services
- Application by Dagneault Planning Consultants Ltd. for an Agricultural Land Reserve Non-Farm Use (Subdivision) at 7341 and 7351 No. 5 Road
- Land use applications for first reading (to be further considered at the Public Hearing on October 17, 2016):

# Council Agenda – Monday, September 12, 2016

Pg. # ITEM

- 8300/8320 St. Albans Road – Rezone from Single Detached (RS1/E) to Single Detached (RS2/B) (Volodymyr Rostotsky and Maung Hla Win – applicant)
- 10760/10780 Bird Road – Rezone from Single Detached (RS1/E) to Single Detached (RS2/B) (Jagtar Sihota – applicant)
- 2280 McLennan Avenue – Rezone from Single Detached (RS1/D) to Single Detached (RS2/B) (MTM Developments Ltd. – applicant)
- 3360/3380 Blundell Road – Rezone from Two-Unit Dwellings (RD1) to Single Detached (RS2/B) (Dod Construction Ltd. – applicant)
- 9131 Dolphin Avenue – Rezone from Single Detached (RS1/B) to Single Detached (RS2/K) (Rav Bains – applicant)
- 11600 Williams Road – Rezone from Single Detached (RS1/E) to Compact Single Detached (RC2) (1075501 BC Ltd. – applicant)

5. *Motion to adopt Items No. 6 through No. 16 by general consent.*

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6. **COMMITTEE MINUTES**

*That the minutes of:*

- CNCL-18 (1) *the **General Purposes Committee** meeting held on September 6, 2016;*
- CNCL-22 (2) *the **Finance Committee** meeting held on September 6, 2016;*
- CNCL-24 (3) *the **Planning Committee** meeting held on September 7, 2016; and*  
*be received for information.*

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Consent  
Agenda  
Item

7. **VANCOUVER AIRPORT FUEL DELIVERY PROJECT - OIL AND GAS COMMISSION PERMIT**

(File Ref. No. 10-6060-01) (REDMS No. 5106377)

CNCL-31

[See Page CNCL-31 for full report](#)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That the staff report titled “Vancouver Airport Fuel Delivery Project - Oil and Gas Commission Permit,” dated August 30, 2016, from the Director, Engineering, which includes comments regarding the Vancouver Airport Fuel Facilities Corporation’s application for the BC Oil and Gas Commission permit for the Vancouver Airport Fuel Delivery project, be endorsed for submission to the BC Oil and Gas Commission on the basis that written commitments be added regarding YVR being the sole consumer and methods for fire suppression.*



Consent  
Agenda  
Item

8. **GEORGE MASSEY TUNNEL REPLACEMENT PROJECT – APPLICATION COMMENTS FOR THE BRITISH COLUMBIA ENVIRONMENTAL ASSESSMENT PROCESS**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5120847 v. 3)

CNCL-53

[See Page CNCL-53 for full report](#)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That the City’s comments on the Provincial Environment Assessment Application for the George Massey Tunnel Replacement Project for the first round of the 30-day Working Group review period, as outlined in Attachment 1 of the staff report, titled “George Massey Tunnel Replacement Project - Application Comments for the British Columbia Environmental Assessment Process” dated August 26, 2016, be conveyed to the BC Environmental Assessment Office for consideration and response provided that comments be added regarding BC Hydro overhead transmission lines and that copies be sent to Metro Vancouver.*





Consent  
Agenda  
Item

9. **REQUEST FOR APPROVAL PEOPLESOFT HCM 9.2 UPGRADE CONSULTING SERVICES**

(File Ref. No. 04-1300-01) (REDMS No. 4998945 v. 18)

CNCL-92

See Page **CNCL-92** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the PeopleSoft HCM 9.2 Upgrade consulting services contract, as detailed in the staff report titled “Request for Approval PeopleSoft HCM 9.2 Upgrade Consulting Services” from the Director of Information Technology dated August 12, 2016, be awarded to Blackstone Consulting Group Inc; and*
- (2) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to negotiate and execute the consulting services contract with Blackstone Consulting Group Inc.*



Consent  
Agenda  
Item

10. **APPLICATION BY VOLODYMYR ROSTOTSKYY AND MAUNG HLA WIN FOR REZONING AT 8300/8320 ST. ALBANS ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009566; RZ 15-702268) (REDMS No. 5006224)

CNCL-97

See Page **CNCL-97** for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9566, for the rezoning of 8300/8320 St. Albans Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



Consent  
Agenda  
Item

11. **APPLICATION BY JAGTAR SIHOTA FOR REZONING AT 10760/10780 BIRD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009576; RZ 12-600638) (REDMS No. 4803966)

CNCL-115

See Page **CNCL-115** for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9576, for the rezoning of 10760/10780 Bird Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



Consent  
Agenda  
Item

12. **APPLICATION BY MTM DEVELOPMENTS LTD. FOR REZONING AT 2280 MCLENNAN AVENUE FROM THE "SINGLE DETACHED (RS1/D)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**  
(File Ref. No. 12-8060-20-009578; RZ 15-706060) (REDMS No. 5121692)

CNCL-139

See Page CNCL-139 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9578, for the rezoning of 2280 McLennan Avenue from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.*



Consent  
Agenda  
Item

13. **APPLICATION BY DOD CONSTRUCTION LTD. FOR REZONING AT 3360/3380 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-009579; RZ 15-710447) (REDMS No. 5009419)

CNCL-159

See Page CNCL-159 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9579, for the rezoning of 3360/3380 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.*



Consent  
Agenda  
Item

14. **APPLICATION BY RAV BAINS FOR REZONING AT 9131 DOLPHIN AVENUE FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/K)**  
(File Ref. No. 12-8060-20-009595; RZ 16-730029) (REDMS No. 5062414)

CNCL-176

See Page CNCL-176 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9595, for the rezoning of 9131 Dolphin Avenue from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.*



Consent  
Agenda  
Item

15. **APPLICATION BY 1075501 BC LTD. FOR REZONING AT 11600 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009596; RZ 16-734087) (REDMS No. 5101934)

CNCL-193

See Page CNCL-193 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9596, for the rezoning of 11600 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



Consent  
Agenda  
Item

16. **APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR AN AGRICULTURAL LAND RESERVE NON-FARM USE (SUBDIVISION) AT 7341 AND 7351 NO. 5 ROAD**

(File Ref. No. AG 16-732022) (REDMS No. 5093413 v. 2)

CNCL-210

See Page CNCL-210 for full report

PLANNING COMMITTEE RECOMMENDATION

*That authorization for Dagneault Planning Consultants Ltd. to make a non-farm use application to the Agricultural Land Commission to allow a subdivision to adjust the lot lines at 7341 and 7351 No. 5 Road be granted.*



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CONSIDERATION OF MATTERS REMOVED FROM THE  
CONSENT AGENDA

\*\*\*\*\*

PLANNING COMMITTEE

Councillor Linda McPhail, Chair

17. **APPLICATION BY KANWAR SODHI FOR REZONING AT 7200 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)**

(File Ref. No. 12-8060-20-009598; RZ 15-710175) (REDMS No. 5121136)

CNCL-223

See Page CNCL-223 for full report

PLANNING COMMITTEE RECOMMENDATION

Opposed: Cllr. Day

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9598, for the rezoning of 7200 Railway Avenue from “Single Detached (RS1/E)” to “Coach Houses (RCH1)”, be introduced and given first reading.*

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PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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De Whalen of the Poverty Response Committee and Diane Sugars of CHIMO to discuss the need for housing and wrap-around support for the homeless and at-risk population.

19. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

## BYLAWS FOR ADOPTION

- CNCL-241** Pesticide Use Control Bylaw No. 8514 Amendment **Bylaw No. 9574**  
Opposed at 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

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- CNCL-245** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9195**  
(9329 Kingsley Crescent, RZ 13-647380) Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

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- CNCL-247** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9198**  
(8511 Blundell Road, RZ 13-650522)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

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## DEVELOPMENT PERMIT PANEL

### 20. RECOMMENDATION

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

- CNCL-249** (1) *That the **minutes** of the Development Permit Panel meeting held on August 24, 2016 and the **Chair's report** for the Development Permit Panel meeting held on August 24, 2016, be received for information; and*

- CNCL-282** (2) *That the recommendations of the Panel to authorize the issuance of:*  
(a) *a Development Variance Permit (DV 15-718208) for the property at 11400 Kingfisher Drive; and*  
(b) *a Development Variance Permit (DV 16-732402) for the property at 11871 Pintail Drive;*  
*be endorsed, and the Permits so issued.*

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## ADJOURNMENT

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**For Metro Vancouver meetings on Friday, July 29, 2016**

*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, 604-451-6016, [Greg.Valou@metrovancover.org](mailto:Greg.Valou@metrovancover.org)*

## **Greater Vancouver Regional District - Parks**

**Boundary Bay Regional Park – Boundary Bay Park Association Contribution Agreement**

**APPROVED**

The Board approved the Contribution Agreement between the Greater Vancouver Regional District and the Boundary Bay Park Association for a one-year term in the amount of \$8,000, commencing November 1, 2016 and ending October 31, 2017.

**Burnaby Lake Regional Park – Burnaby Lake Park Association Contribution Agreement**

**APPROVED**

The Board approved the Contribution Agreement between the Greater Vancouver Regional District and the Burnaby Lake Park Association for a one-year term in the amount of \$10,000, commencing November 1, 2016 and ending October 31, 2017.

**Derby Reach and Brae Island Regional Parks – Derby Reach Brae Island Parks Association Contribution Agreement**

**APPROVED**

The Board approved the Contribution Agreement between the Greater Vancouver Regional District and the Derby Reach Brae Island Parks Association for a one-year term in the amount of \$9,000, commencing November 1, 2016 and ending October 31, 2017.

**Kanaka Creek Regional Park – Kanaka Education and Environmental Partnership Society Contribution Agreement**

**APPROVED**

The Board approved the Contribution Agreement between the Greater Vancouver Regional District and the Kanaka Education and Environment Partnership Society for a one-year term in the amount of \$15,000, commencing November 1, 2016 and ending October 31, 2017.



**Minnekhada Regional Park – Minnekhada Park Association Contribution Agreement**

**APPROVED**

The Board approved the Contribution Agreement between the Greater Vancouver Regional District and the Minnekhada Park Association for a one-year term in the amount of \$10,000, commencing November 1, 2016 and ending October 31, 2017.

**Pacific Spirit Regional Park – Pacific Spirit Park Society Contribution Agreement**

**APPROVED**

The Board approved the Contribution Agreement between the Greater Vancouver Regional District and the Pacific Spirit Park Society for a one-year term in the amount of \$15,000, commencing November 1, 2016 and ending October 31, 2017.

**Colony Farm Regional Park – Vancouver Avian Research Centre Licence Agreement**

**APPROVED**

The Board approved the Licence Agreement between the Greater Vancouver Regional District and the Vancouver Avian Research Centre for a four-year term and licence fee of \$10 commencing April 1, 2016 and ending March 31, 2020.

**Rivershed Society of BC Request for Funding – FraserFEST 2016**

**APPROVED**

The Board approved a \$5,000 sponsorship contribution to the Rivershed Society of BC in support of the hosting of the 2016 FraserFEST, and directed staff to review the Board Sponsorship Policy to review the implications of receiving annual requests for sponsorship funding and report back to the Board with recommendations on how to address multi-year sponsorship requests.

**Greater Vancouver Regional District Sale and Exchange of a Portion of Derby Reach Regional Park for Other Land to be used for Park Purposes Bylaw No. 1233, 2016**

**APPROVED**

The Board passed and finally adopted a bylaw for the sale and exchange of Coast Cranberries' isolated 0.1 hectare parcel for Metro Vancouver's independent 0.44 hectare parcel at Derby Reach Regional Park.



## Greater Vancouver Regional District

### **Metro Vancouver's Climate Actions and Carbon Neutral Progress in 2015**

**RECEIVED**

The Board received for information a report on carbon neutral progress, highlighting links to the Integrated Regional Climate Action Strategy, and the overall status of member jurisdictions in the region.

### **Update on Sustainability Innovation Fund Project – Home Energy Labelling Pilot Project**

**APPROVED**

The Metro Vancouver home energy labelling pilot project, now branded as the RateOurHome.ca campaign, will raise awareness of home energy labelling among homebuyers and home sellers, realtors and builders.

The Board directed staff to forward the report to member jurisdictions and to provide access to the RateOurHome.ca campaign materials in an effort to increase municipal involvement in the campaign.

### **Regional District Basic Grant – Large-Item Garbage Clean-up Event for Water Access Communities**

**APPROVED**

The Board approved up to a maximum of \$20,000 from the 2015 Regional District Basic Grants fund for a one-time large-item garbage clean-up event for the Electoral Area water access communities of Passage Island, Bowyer Island, Indian Arm and Pitt Lake, as outlined in the report.

### **Metro Vancouver 2040: Shaping our Future: Five-Year Review**

**APPROVED**

The Board:

- a) Approved the engagement process to determine the need for, and extent of, a review of Metro Vancouver 2040: Shaping our Future, the regional growth strategy, consistent with Section 452(2) of the Local Government Act and as presented in the report
- b) Will send a letter to affected local governments and agencies to provide an opportunity to comment on whether the regional growth strategy should be reviewed for possible amendment as per Local Government Act Section 452(3)
- c) Will post notice on the Metro Vancouver website to provide an opportunity for public comment on whether the regional growth strategy should be reviewed for possible amendment



**Progress toward Shaping our Future 2015 Annual Report**

**APPROVED**

The Board adopted the third annual performance monitoring report for Metro Vancouver 2040: Shaping our Future and will convey the report to the Province and member jurisdictions.

**Metro Vancouver 2040: Shaping our Future 2015 Procedural Report**

**RECEIVED**

The Board received for information the Metro Vancouver 2040: Shaping our Future 2015 Procedural Report.

**Township of Langley – Proposed Amendments to Fraser Sewerage Area Boundary**

**APPROVED**

The Board resolved that the extension of GVS&DD sewerage services to the property at 20030 – 8 Avenue is consistent with the provisions of Metro Vancouver 2040 and will forward the requested Fraser Sewerage Area expansion application to the GVS&DD Board for consideration.

**Metro Vancouver 2040: Shaping our Future Amendment Request from the Corporation of Delta – 9341 Ladner Trunk Road**

**APPROVED**

The Board determined that the proposed amendment to the regional land use designation from Agricultural to Rural for the site at 9341 Ladner Trunk Road is not required, and will convey to the Corporation of Delta that the OCP amendment and rezoning does not require a regional land use designation amendment via Metro 2040 amendment or Regional Context Statement amendment.

**The Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study**

**RECEIVED**

The Board received for information an update on the Metro Vancouver Mixed Income Transit Oriented Rental Housing study.

**Metro 2040 Implementation Guideline #6 - What Works: Sustaining and Expanding the Supply of Purpose-Built Rental Housing**

**APPROVED**

Metro Vancouver has prepared the second in a series of “What Works” documents to convey best practices for implementing regional housing policy direction. This report transmits evidence about what municipal and other measures work to sustain the existing supply of purpose-built rental housing and to facilitate the development of new purpose built-rental housing as well as highlights local municipalities’ efforts in this area. The Board received the report for information.



## **Survivor 101 Certificate of Recognition**

**APPROVED**

The Board approved the development of a "Certificate of Recognition" for Community Arts organization participants of the Survivor 101 workshop series delivered by Metro Vancouver and the Regional Cultural Development Advisory Committee.

## **Metro Vancouver Five Year Financial Plan Framework for 2017 to 2021**

**RECEIVED**

The Board received for information an outline of the 5-Year Financial Plan Framework for the preparation of the Metro Vancouver Five Year Financial Plan for 2017 to 2021.

## **Regional Industrial Lands Initiative**

**APPROVED**

The Board received for information a report about the Regional Industrial Lands Initiative, the purpose of which is to bring together a broad and multi-sectoral group of member municipalities, stakeholders, thought leaders, and key agencies, and, through research, analysis, and interactive dialogue, identify challenges with the current situation, explore opportunities, and discuss a robust set of possible responses.

## **Electoral Area A Zoning Bylaw – Minor Amendments – GVRD Electoral Area A Zoning Amendment Bylaw No. 1231, 2016**

**APPROVED**

The Board gave third reading to a Zoning Amendment Bylaw for Electoral Area A and forwarded the bylaw to the Minister of Transportation and Infrastructure for approval.

The bylaw amendments address issues identified by staff through application of the Electoral Area A Zoning Bylaw, as well as specific amendments to the Strachan Point Residential Zone - RS-3 resulting from consultation with Strachan Point residents.

## **Proposed Amendments to the Board and Committee Remuneration Bylaw**

**REFERRED**

The Board referred back to staff proposed amendments to the Remuneration Bylaw, which sets out provisions for remuneration of Board and Committee members.



## Greater Vancouver Water District

**Award of Contract Resulting from Tender No. 15-180: South Delta Main No. 1  
Replacement Phase 2 – 52nd Street from 28th Avenue to 12th Avenue**

**APPROVED**

The Board authorized additional funding in the amount of \$2,700,000 for completion of the South Delta Main No. 1 Replacement project between 28th Avenue and 12th Avenue in Delta, and awarded a contract in the amount of \$7,825,000 (exclusive of GST) to JJM Construction Ltd. resulting from Tender No. 15-180 for the South Delta Main No. 1 Replacement Phase 2.

**Requests for Access to Coquitlam Watershed**

**APPROVED**

The Board approved access to the Coquitlam Watershed for representatives from BC Hydro and the Kwikwetlem First Nation to view BC Hydro facilities in the watershed, and the Kwikwetlem First Nation to assess the potential for specific watershed areas to possess forest plants with traditional medicinal value, during the summer/fall of 2016.

**Award of Contract Resulting from RFP No. 16-086: Construction Manager for  
Services and Construction (At-Risk) for Tenant Improvements to Metrotower III**

**APPROVED**

The Board awarded a contract in an amount not to exceed \$31,600,000 (exclusive of taxes) for tenant improvements to Metrotower III to Canadian Turner Construction Company Ltd.

## Greater Vancouver Sewerage and Drainage District

**2015 GVS&DD Environmental Management & Quality Control Annual Report**

**RECEIVED**

The Board received a report summarizing the compliance, process control and regional environmental quality information gathered through various monitoring and risk assessment programs that are in place to meet GVS&DD's commitments under the Integrated Liquid Waste and Resource Management Plan.

**Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299,  
2007 – Staff Appointments**

**APPROVED**

The Board appointed Vanessa Koo and Brian Kerin as Municipal Sewage Control Officers and rescinded the appointment of Mary Gurney as a Municipal Sewage Control Officer.



**Lions Gate Secondary Wastewater Treatment Plant Project – Quarterly Report**

**RECEIVED**

The Board received for information an update on the Lions Gate Secondary Wastewater Treatment Plant project.

**Potential Impacts of Cigarette Butts on Aquatic Life**

**APPROVED**

The Board directed staff to conduct a preliminary scientific literature search, within existing staff resources, on the potential impact of cigarette butts on aquatic life and report back on the findings.

**Metro Vancouver 2015 Construction and Demolition Waste Composition Monitoring Program**

**RECEIVED**

The Board received report about the 2015 Construction and Demolition Waste Composition Monitoring Program and a summary of municipal regulatory measures in place to encourage recycling of construction and demolition materials.

**Proposed 2017 Tipping Fee Bylaw Changes**

**APPROVED**

The Board directed staff to consult with stakeholders on proposed changes to the 2017 Tipping Fee Bylaw related to personal hygiene products, organics and clean wood disposal ban enforcement thresholds, and disposal ban surcharges for loads containing any hazardous or operational impact materials or product stewardship materials, then to report back to the Board on consultation feedback, and integrate proposed changes on these items into the proposed 2017 Tipping Fee Bylaw.



The City of Richmond has received official recognition for having achieved Milestones 4 and 5 as part of the Federation of Canadian Municipalities' (FCM) Partners for Climate Protection program. FCM has previously recognized the City for achieving Milestones 1 to 3.

The Partners for Climate Protection program is a network of Canadian cities committed to reducing greenhouse gases (GHGs) from both corporate and community activities. The program includes the five following milestones:

- Milestone 1: Creating a greenhouse gas emissions inventory and forecast
- Milestone 2: Setting an emissions reductions target
- Milestone 3: Developing a local action plan
- Milestone 4: Implementing the local action plan or a set of activities
- Milestone 5: Monitoring progress and reporting results

Milestone 4 recognizes the City's reporting out on implementation of its climate action initiatives and the City's work with partner organizations (e.g. Richmond School District, BC Hydro, Fortis BC, TransLink, the BC Sustainable Energy Association and the David Suzuki Foundation). Milestone 5 recognizes the City's reporting out on updated GHG emission inventories and engaging stakeholders.

Of 285 local governments in the program, only 18 municipalities in Canada - 7 within BC - have achieved every Milestone.



## General Purposes Committee

Date: Tuesday, September 6, 2016

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 4:03 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on July 18, 2016, be adopted as circulated.*

**CARRIED**

### COMMUNITY SERVICES DIVISION

#### 1. EXHIBITIONS FOR LOCAL ARTISTS AT RICHMOND ART GALLERY

(File Ref. No. 11-7142-01) (REDMS No. 5060950 v.2)

In response to queries from Committee regarding promoting opportunities for local artists, Liesl Jauk, Manager Arts Services commented that an email list to receive information about upcoming opportunities is maintained as well as certain events have artist calls available on the City website. Ms. Jauk further clarified that both artists and non-artists have access to those resources.

**General Purposes Committee**  
**Tuesday, September 6, 2016**

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It was moved and seconded

*That the staff report titled, "Exhibitions for Local Artists at the Richmond Art Gallery" dated August 10, 2016, from the Director, Arts, Culture and Heritage Services be received for information.*

**CARRIED**

**ENGINEERING AND PUBLIC WORKS DIVISION**

**2. VANCOUVER AIRPORT FUEL DELIVERY PROJECT - OIL AND GAS COMMISSION PERMIT**

(File Ref. No. 10-6060-01) (REDMS No. 5106377)

Discussion ensued with regards to receiving assurances concerning use of the fuel line for YVR usage only and fire suppression preparation.

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

It was moved and seconded

*That the staff report titled "Vancouver Airport Fuel Delivery Project - Oil and Gas Commission Permit," dated August 30, 2016, from the Director, Engineering, which includes comments regarding the Vancouver Airport Fuel Facilities Corporation's application for the BC Oil and Gas Commission permit for the Vancouver Airport Fuel Delivery project, be endorsed for submission to the BC Oil and Gas Commission on the basis that written commitments be added regarding YVR being the sole consumer and methods for fire suppression.*

**CARRIED**

**3. VANCOUVER AIRPORT FUEL DELIVERY PROJECT - ENVIRONMENTAL ASSESSMENT CERTIFICATE AMENDMENT UPDATE**

(File Ref. No. 10-6060-01) (REDMS No. 5153808)

It was moved and seconded

**General Purposes Committee**  
**Tuesday, September 6, 2016**

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*That the comments regarding the Vancouver Airport Fuel Facility Corporation's application for amendment to the approved Vancouver Airport Fuel Delivery Project's Environmental Assessment Certificate identified in the staff report titled "Vancouver Airport Fuel Delivery Project - Environmental Assessment Certificate Amendment Update" dated August 30, 2016, from the Director, Engineering, be endorsed for submission to the BC Environmental Assessment Office provided that comments be added relating to the concerns over the hydrology of the bog ecosystem and other factors relating to the Nature Park and the need to implement the recommendations of the Cohen Commission as it pertains to cumulative effects of various projects on the Fraser River.*

The question on the motion was not called as discussion ensued regarding environmental concerns of the Vancouver Airport Fuel Delivery Project and potential impact to the Nature Park and the Fraser River.

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

4. **GEORGE MASSEY TUNNEL REPLACEMENT PROJECT – APPLICATION COMMENTS FOR THE BRITISH COLUMBIA ENVIRONMENTAL ASSESSMENT PROCESS**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5120847 v. 3)

Discussion ensued with regards to the BC Hydro relocation of transmission lines to overhead, traffic analysis completed by the Province and the impact of the project on local road systems.

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

It was moved and seconded

*That the City's comments on the Provincial Environment Assessment Application for the George Massey Tunnel Replacement Project for the first round of the 30-day Working Group review period, as outlined in Attachment 1 of the staff report, titled "George Massey Tunnel Replacement Project - Application Comments for the British Columbia Environmental Assessment Process" dated August 26, 2016, be conveyed to the BC Environmental Assessment Office for consideration and response provided that comments be added regarding BC hydro overhead transmission lines and that copies be sent to Metro Vancouver.*

**CARRIED**



**General Purposes Committee**  
**Tuesday, September 6, 2016**

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**FINANCE AND CORPORATE SERVICES DIVISION**

**5. REQUEST FOR APPROVAL PEOPLESOFT HCM 9.2 UPGRADE CONSULTING SERVICES**

(File Ref. No. 04-1300-01) (REDMS No. 4998945 v. 18)

It was moved and seconded

- (1) That the PeopleSoft HCM 9.2 Upgrade consulting services contract, as detailed in the staff report titled "Request for Approval PeopleSoft HCM 9.2 Upgrade Consulting Services" from the Director of Information Technology dated August 12, 2016, be awarded to Blackstone Consulting Group Inc; and*
- (2) That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to negotiate and execute the consulting services contract with Blackstone Consulting Group Inc.*

**CARRIED**

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:48 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 6, 2016.

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Mayor Malcolm D. Brodie  
Chair

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Amanda Welby  
Acting Legislative Services Coordinator



## Finance Committee

Date: Tuesday, September 6, 2016

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 4:49 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Finance Committee held on July 4, 2016, be adopted as circulated.*

**CARRIED**

### FINANCE AND CORPORATE SERVICES DIVISION

1. **FINANCIAL INFORMATION – 2<sup>ND</sup> QUARTER JUNE 30, 2016**  
(File Ref. No. 03-0905-01) (REDMS No. 5105618 v. 4)

In response to questions from Committee, Cindy Gilfillan, Manager, Financial Reporting and Jerry Chong, Director, Finance stated that City financial reports and statements are available for the public to access on the City website.

**Finance Committee**  
**Tuesday, September 6, 2016**

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It was moved and seconded

*That the staff report titled, "Financial Information – 2<sup>nd</sup> Quarter June 30, 2016", dated August 12, 2016 from the Director, Finance be received for information.*

**CARRIED**

2. **2<sup>ND</sup> QUARTER 2016 – FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL**  
(File Ref. No.) (REDMS No. 5145023)

It was moved and seconded

*That the report on Financial Information for the Richmond Olympic Oval Corporation for the second quarter ended June 30, 2016 from the Controller of the Richmond Olympic Oval Corporation be received for information.*

**CARRIED**

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:52 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 6, 2016.

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Mayor Malcolm D. Brodie  
Chair

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Amanda Welby  
Acting Legislative Services Coordinator



## Planning Committee

Date: Tuesday, September 7, 2016

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Carol Day  
Councillor Harold Steves

Absent: Councillor Chak Au

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on July 19, 2016, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

September 20, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY VOLODYMYR ROSTOTSKYY AND MAUNG HLA WIN FOR REZONING AT 8300/8320 ST. ALBANS ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-009566; RZ 15-702268) (REDMS No. 5006224)

Wayne Craig, Director, Development, reviewed the application, noting that there will be no site access from the portion of the property bordering the adjacent school during the demolition and construction stages.

**Planning Committee**  
**Tuesday, September 7, 2016**

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It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9566, for the rezoning of 8300/8320 St. Albans Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

**2. APPLICATION BY JAGTAR SIHOTA FOR REZONING AT 10760/10780 BIRD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009576; RZ 12-600638) (REDMS No. 4803966)

Mr. Craig briefed Committee on the proposed development, noting that (i) access to the site will be through a shared driveway from Bird Road, (ii) site access via Shell Road is not ideal because Shell Road is an arterial road and there is a jet fuel line in proximity to the site, (iii) a 6 metre wide front yard is proposed for each lot, and (iv) should the application proceed, notification will be sent prior to the Public Hearing.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9576, for the rezoning of 10760/10780 Bird Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

**3. APPLICATION BY MTM DEVELOPMENTS LTD. FOR REZONING AT 2280 MCLENNAN AVENUE FROM THE "SINGLE DETACHED (RS1/D)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**

(File Ref. No. 12-8060-20-009578; RZ 15-706060) (REDMS No. 5121692)

Mr. Craig reviewed the application, noting that three trees will be replanted in each lot and a cash contribution will be provided to satisfy tree replacement requirements. He added that seven trees along the Bridgeport Trail will be removed due to their poor condition and that the Parks Department will be receiving compensation to facilitate replacement planting on City property.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9578, for the rezoning of 2280 McLennan Avenue from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.*

**CARRIED**

**Planning Committee**  
**Tuesday, September 7, 2016**

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4. **APPLICATION BY DOD CONSTRUCTION LTD. FOR REZONING AT 3360/3380 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009579; RZ 15-710447) (REDMS No. 5009419)

Discussion ensued with regard to the number of duplex lots in the city that can be potentially subdivided.

In reply to queries from Committee, Mr. Craig remarked that the section of Blundell Road fronting the subject site is not considered to be an arterial road so a shared driveway will not be pursued for the proposed development.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9579, for the rezoning of 3360/3380 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

5. **APPLICATION BY RAV BAINS FOR REZONING AT 9131 DOLPHIN AVE FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/K)**

(File Ref. No. 12-8060-20-009595; RZ 16-730029) (REDMS No. 5062414)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9595, for the rezoning of 9131 Dolphin Avenue from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.*

**CARRIED**

6. **APPLICATION BY 1075501 BC LTD. FOR REZONING AT 11600 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009596; RZ 16-734087) (REDMS No. 5101934)

Mr. Craig reviewed the application, noting that approximately 80% of development applications are providing secondary suites instead of a cash contribution. He added that all future rezoning applications considered by Planning Committee will now be subject to the recently updated housing requirements regarding the provision of secondary suites.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9596, for the rezoning of 11600 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.*

**CARRIED**

3.

**Planning Committee**  
**Tuesday, September 7, 2016**

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**7. APPLICATION BY KANWAR SODHI FOR REZONING AT 7200 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)**

(File Ref. No. 12-8060-20-009598; RZ 15-710175) (REDMS No. 5121136)

In reply to queries from Committee, Mr. Craig noted that the applicant opted to have a balcony instead of at-grade outdoor space for the coach house and that if a balcony is provided, the balcony must be oriented towards the lane.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9598, for the rezoning of 7200 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", be introduced and given first reading.*

**CARRIED**

Opposed: Cllr. Day

**8. APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR AN AGRICULTURAL LAND RESERVE NON-FARM USE (SUBDIVISION) AT 7341 AND 7351 NO. 5 ROAD**

(File Ref. No. AG 16-732022) (REDMS No. 5093413 v. 2)

John Hopkins, Planner 3, reviewed the application, noting that the proposed adjustment of lot geometry will allow for more efficient siting of future buildings.

In reply to queries from Committee, Mr. Craig advised that a zoning change may restrict the allowable building size on-site; however no rezoning application specific to the subject site has been submitted. He added that should the application proceed, Council Minutes including Council's resolution to endorse the application, the staff report, and accompanying documents will be sent to the Agricultural Land Commission (ALC) for their consideration.

It was moved and seconded

*That authorization for Dagneault Planning Consultants Ltd. to make a non-farm use application to the Agricultural Land Commission to allow a subdivision to adjust the lot lines at 7341 and 7351 No. 5 Road be granted.*

**CARRIED**

**9. MANAGER'S REPORT**

***Gardens Development Site***

Mr. Craig advised that Townline Group will be hosting a public consultation session scheduled for September 13, 2016 at the South Arm Community Centre regarding a development permit application at the Gardens site.

**Planning Committee**  
**Tuesday, September 7, 2016**

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The Chair advised that Update of Large Homes on the Agricultural Land Reserve will be considered as Item No. 9A and Shared Driveways will be considered as Item No. 9B.

**9A. UPDATE ON LARGE HOMES ON THE AGRICULTURAL LAND RESERVE**

(File Ref. No.)

Joe Erceg, General Manager, Planning and Development, updated Committee on concerns related to the development of large homes on the Agricultural Land Reserve (ALR), noting that the City has sent the Minister of Agriculture and the Agricultural Land Commission Chair letters on the matter and that staff will follow up in the upcoming weeks.

Discussion ensued with regard to a farm property that is listed for sale along Sidaway Road (attached to and forming part of these minutes as Schedule 1).

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

It was moved and seconded

***That staff investigate the listed property at 9331 Sidaway Road if there are two separate lots and the possibility to build two separate homes on-site and what can be expected if the sale proceeds, and report back.***

The question on the motion was not called as discussion ensued with regard to addressing the issue of large homes on the ALR at the Provincial level.

In reply to queries from Committee, Mr. Erceg and Terry Crowe, Manager, Policy Planning, noted that the issue of large homes on the ALR extend to other municipalities and that copies of the letters sent to the Minister of Agriculture and the ALC Chair were sent to Metro Vancouver municipalities.

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

Discussion then took place with regard to past action taken by Metro Vancouver municipalities to address large homes on the ALR and the potential effects of the 15% tax for foreign property buyers recently introduced by the Province.

**9B. SHARED DRIVEWAYS**

(File Ref. No.)

Discussion ensued with regard to the positive effects of shared driveways and ways to encourage shared driveways in new developments.

In reply to queries from Committee, Mr. Craig remarked that shared driveways are pursued under certain traffic conditions and that staff will bring forward more information and recommendations on the matter.



**Planning Committee**  
**Tuesday, September 7, 2016**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:39 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the meeting of the Planning  
Committee of the Council of the City of  
Richmond held on Tuesday, September 7,  
2016.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



Schedule 1 to the Minutes of the Planning Committee meeting of Richmond City Council held on Tuesday, September 7, 2016.



**25 ACRE BLUEBERRY FARM  
825 FOOT FRONTAGE**



### 9331 SIDAWAY ROAD, RICHMOND

Amazing opportunity to own almost 25 acres of farmland with amazing frontage of 825' x 1300' on prestigious Sidaway Road! This great INCOME PRODUCING property includes a huge fully irrigated blueberry farm that cover approximately 22.5 acres of the land, house with 5 bedrooms, den, 4.5 bathrooms, 4216 SF & a large detached 53' x 41' barn. Possibility to build 2 homes on the property in an area surrounded by multi-million dollar homes and Estates. Just 2 properties North of the Mylora Golf Course. Excellent investment on one of the best farmland & streets in Richmond!

**\$8,500,000**

*Real Estate Weekly Aug 24, 2016*





# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** August 30, 2016

**From:** John Irving, P.Eng. MPA  
Director, Engineering

**File:** 10-6060-01/2016-Vol  
01

**Re:** Vancouver Airport Fuel Delivery Project - Oil and Gas Commission Permit

### Staff Recommendation

That the staff report titled "Vancouver Airport Fuel Delivery Project - Oil and Gas Commission Permit," dated August 30, 2016, from the Director, Engineering, which includes comments regarding the Vancouver Airport Fuel Facilities Corporation's application for the BC Oil and Gas Commission permit for the Vancouver Airport Fuel Delivery project, be endorsed for submission to the BC Oil and Gas Commission.

John Irving, P.Eng. MPA  
Director, Engineering  
(604-276-4140)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Parks Services	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO (ACTING)</b> 

## **Staff Report**

### **Origin**

The Vancouver Airport Fuel Facilities Corporation (VAFFC) letter to the City of Richmond, dated July 20, 2016, titled “ Notification and Consultation” (Attachment 1) declares the VAFFC’s intention to apply to the Oil and Gas Commission for permits to construct and operate the pipeline component of the Vancouver Airport Fuel Delivery (VAFD) project. The Oil and Gas Activities Act (the Act) and the Consultation and Notification Regulation requires the VAFFC to notify impacted stakeholders and receive their comments with respect to the VAFD project and this letter serves as that notification.

The consultation and notification process is legislated through the Act and Consultation and Notification Regulation and allows 21 days for stakeholders to comment through this process. Staff’s request for extension of the comment period was denied and the Oil and Gas Commission indicated that there is no provision for extension in the Consultation and Notification Regulation. Staff provided comments to the VAFFC and the Oil and Gas Commission within the 21 days and a copy of the response with a covering memo was distributed to Council on August 3, 2016.

Outside of the consultation and notification process, the Act allows for written submissions to the Oil and Gas Commission regarding the VAFD any time prior to a decision on the Oil and Gas Commission application for a permit. This report reviews the consultation and notification letter and recommends comments for a written submission to the Oil and Gas Commission for Council’s consideration. An update on the VAFFC Environmental Assessment Certificate Amendment process for the VAFD is being presented in a separate report on the same Committee agenda.

### **Analysis**

#### **Detailed Pipeline Information**

The VAFFC consultation and notification letter provides high level information that is consistent with materials presented previously through the Environmental Assessment Certificate Amendment process. More detailed information will be required by the Oil and Gas Commission as part of their permit process and the City has requested that the VAFFC make this more detailed information available for the City’s review prior to permit application. Staff has requested this information be made available to the City prior to the VAFFC application for Oil and Gas Commission permit and the VAFFC has verbally committed to do so. To date, the requested information has not been made available to the City. Staff recommend requesting the City be provided this information and given reasonable time to review and comment prior to Oil and Gas Commission decision regarding the permit application.

#### **North Richmond**

The VAFFC notification letter identifies three possible routes from Highway 99 to the Moray Channel. The routes are the same as those previously presented by the VAFFC and staff recommends that the City reiterate its strong preference for a pipeline route on Bridgeport Road.

### Unopened Road Dedications

The VAFD project includes a proposed alignment in the unopened Francis Road dedication. Through the Environmental Assessment Certificate Amendment process, the City had requested that the pipeline be constructed in a manner that does not impact the City's future ability to build a road in its unopened dedications. The VAFFC response to this comment was that the Municipal Access Agreement will address location-specific installation requirements. There is currently no Municipal Access Agreement and staff recommend that the VAFFC commit to constructing the pipeline in a manner that does not impact the ability to build roads in its unopened dedications. If the issue is deferred to the Municipal Access Agreement, then the City should request that the Oil and Gas Commission decision regarding the permit application be deferred until the Municipal Access Agreement is executed.

### Highway 99 and Parks

The George Massey Tunnel Replacement project team has indicated there would be surplus land east of Highway 99 that could be used for farming. Staff recommend that the City request the VAFFC to provide clarification on potential impacts of the pipeline on land east of Highway 99.

A section of the proposed alignment along the Highway 99 corridor is also in close proximity to the Nature Park East. Staff recommend that the City request the VAFFC to construct and operate the pipeline in a manner that does not impact the hydrology of the bog ecosystem on the Nature Park East.

Staff also recommend that the City request the VAFFC to construct and operate the pipeline in a manner that does not interfere with the current and future usage of the Bridgeport trail.

### Pipeline Purpose

Staff recommend that the City reiterate concerns regarding the VAFD purpose through a request that the VAFD facilities and pipeline be limited to supplying jet fuel to Vancouver International Airport.

### Comments

Staff recommend that the following comments on the proposed VAFD project pipeline be sent to the Oil and Gas Commission prior to their decision on the VAFFC application for the Oil and Gas Commission permit:

1. That the City continues to oppose the development of the VAFD project in its current configuration and that the options to deliver jet fuel directly to Sea Island be considered prior to implementation of the VAFD project;
2. That the City be given reasonable time to review and comment on the detailed information included in the Oil and Gas Commission permit application prior to Oil and Gas Commission decision;

3. That, if not directly delivered to Sea Island, the pipeline route in North Richmond be limited to the Bridgeport Road option due to the significant negative impacts to the future development of North Richmond inherent in the Bridgeport Trail and River Road options;
4. That pipelines constructed in unopened municipal road dedications be constructed in a manner that does not impact the City's ability to build roads on these dedications in the future. If this issue is deferred to the future Municipal Access Agreement, the City requests that decision on the Oil and Gas Commission permit be deferred until the Municipal Access Agreement is completed and executed;
5. That the VAFFC provide clarification on potential impacts of the pipeline on land east of Highway 99, which the George Massey Tunnel Replacement project team has indicated would be surplus land that could be used for farming;
6. That the VAFFC constructs and operates the pipeline in a manner that does not impact the hydrology of the bog ecosystem on the Nature Park East and does not interfere with the current and future usage of and improvements to the Bridgeport trail; and
7. That the VAFD installations and pipeline be limited to supplying jet fuel to YVR.

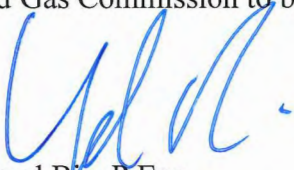
### **Financial Impact**

None.

### **Conclusion**

The VAFFC has issued notice to the City regarding its intention to apply to the Oil and Gas Commission for permit. The notification was required by the Act and the Consultation and Notification Regulation. A 21 day period for comment is required by the regulations and the City provided comments consistent with those provided through the Environmental Assessment Certificate Amendment process.

The Act allows for written comments to be received by the Oil and Gas Commission outside of the comment period but prior to Oil and Gas Commission decision on the permit. Staff recommend that Council endorse the comments in this report for written submission to the Oil and Gas Commission to be included in their decision making process.



Lloyd Bie, P.Eng.  
Manager, Engineering Planning  
(604-276-4075)

LB:lb

Att. 1: VAFFC Notification and Consultation letter, dated July 20, 2016



VAFFC / Vancouver Airport  
**Fuel Facilities Corporation**

AN FSM GROUP LIMITED CORPORATION

July 20, 2016

Sent Via Courier

**CITY OF RICHMOND**  
6911 NO. 3 ROAD  
RICHMOND BC V6Y 2C1

**RE: NOTIFICATION and CONSULTATION**

**Vancouver Airport Fuel Delivery Project  
Pipeline System to Vancouver International Airport  
Richmond, British Columbia**

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In compliance with the *Oil and Gas Activities Act (OGAA)* and the Consultation and Notification Regulation (**C&N Regulation**), this letter is to notify you that Vancouver Airport Fuel Facilities Corporation (**VAFFC**) intends to apply to the Oil and Gas Commission (**OGC**), commencing in 2016, for permits to construct and operate an aviation fuel pipeline system, and associated pipeline equipment, approximately 13 km in length ("**Pipeline**") starting from 15040 Williams Road, to the Vancouver International Airport (YVR) on Sea Island, B.C.

The C&N Regulation, and application for a permit under the OGC, are required for the transfer and delivery pipelines, and marine terminal elements located at 15040 Williams Road. For the purposes of this notification package and the application to the OGC, these elements are collectively identified as the "**Pipeline**". The Fuel Receiving Facility (as described below) require construction permits from other agencies.

Pursuant to the requirements under section 22 of the OGAA, this letter is to provide you with information on the project and maps showing the general location of the proposed Pipeline and in relation to your property.

#### **Details of Proposed Project**

##### **General**

VAFFC has received an Environmental Assessment Certificate from the provincial and federal governments for the Vancouver Airport Fuel Delivery Project. The project, as certified and amended (pending), consists of the following key components:

5. Deep water Marine Terminal on the Fraser River, capable of receiving up to Panamax class vessel shipments of aviation fuel;
6. 600mm diameter transfer pipe approximately 400 meters in length connecting the Marine Terminal to the Fuel Receiving Facility;

7. Fuel Receiving Facility, consisting of 6 storage tanks with a combined capacity of 80 million litres, as well as filtration, pumping and processing systems; and
8. A 13km long 355.6mm diameter delivery pipeline connecting the Fuel Receiving Facility to existing VAFFC storage systems at YVR.

### Pipeline

The following table provides more specific information on the Pipeline system, consisting of items 1, 2, and 4 above, which will be detailed within the application to the OGC.

General Description of proposed Project:	<p>The proposed Pipeline will consist of terminal equipment and pipeline infrastructure to transfer aviation fuel from marine vessels to a fuel receiving facility and pipeline infrastructure from the fuel receiving facility to the Vancouver International Airport.</p> <p>The pipeline infrastructure consists of a 400 meter 24" (609.6mm) receiving pipeline and a 13 km 14" (355.6mm) delivery pipeline. Pipeline infrastructure will be located on VAFFC owned or leased land, and within existing right of ways with the majority of the delivery pipeline located inside the right of way of Highway 99.</p> <p>The marine terminal elements include berthing, mooring, and containment structures to receive marine vessels, as well as offloading equipment such as loading arms, control valves, metering devices, and inline inspection systems to connect vessels to the 600mm transfer pipeline.</p>
Delivery Pipeline - Alternate Routes South Richmond	<p>Route A – starts at the marine terminal utilizing the 600mm pipeline to the fuel receiving facility and then after processing flows back through the marine terminal utilizing the 355.6mm pipeline prior to travelling north on Savage Road to connect to the Francis Road right-of-way.</p> <p>Route B – starts at the marine terminal utilizing the 600mm pipeline to the fuel receiving facility and exits the fuel receiving facility utilizing the 355.6mm pipeline travelling north paralleling the Cn Rail corridor prior to turning west onto the Francis Road right-of-way.</p>



Delivery Pipeline - Alternate Routes North Richmond	Route A - starts at the intersection of Highway 99 and Bridgeport Road, goes West alongside Bridgeport Road, across the Moray Channel and to the existing facilities on Sea Island.
	Route B – starts at the intersection of Highway 99 and Bridgeport Road and goes Northwest alongside Highway 99 to Bridgeport Trail, to Van Horne Way, southwest along Van Horne Way to Charles, west to River Road and North West along No. 3 Road, then West across the Moray Channel to the existing facilities on Sea Island.
	Route C – the initial route same as Route B but will go South off River Road to connect to Bridgeport Road.
Pipeline Equipment	The pipeline system will be equipped with metering devices and emergency shut-down valves at termination points at the marine terminal, fuel receiving facility, Moray Channel crossing, and fuel storage facility at YVR.
Product	Jet Fuel (Jet A or Jet A1). Jet fuel is a colourless to straw-coloured clear liquid used by almost all commercial airlines worldwide. Similar to diesel fuel, it has a high flash point and low volatility and is considered a combustible rather than flammable liquid. As a refined product, it will almost completely evaporate over time.
Maximum H2S Level:	There is no H2S associated with this pipeline.
Phases	There will be two phases associated with this project. The first is the construction phase, which will include the cleanup of the construction areas. The second will be the operations phase which will include maintenance as set out in the Integrity Management plan.
Project Scheduling:	<p>Construction of the proposed Pipeline (including clearing, soil handling, grading, trenching, testing and cleanup) is anticipated to begin in early 2017 (Subject to the receipt of regulatory approval).</p> <p>Construction phasing includes the following general segments:</p> <ul style="list-style-type: none"> <li>• 600mm transfer pipeline: 2 months</li> <li>• 355.6mm pipeline to Highway 99: 4 months</li> <li>• 355.6mm pipeline along Highway 99: 7 months</li> <li>• 355.6mm pipeline along Bridgeport Road: 3 months</li> <li>• 355.6mm pipeline across Moray Channel and YVR: 3 months</li> <li>• </li> </ul> <p>Some segment schedules may overlap, with a total anticipated construction period of twelve to eighteen months, beginning in early 2017. The proposed Project is expected to be in-service by late 2018.</p>

Equipment Required:	Equipment for the construction of the proposed Project will include: regular pickup trucks, welding trucks, tracked excavators, pipe layers, dozers, side booms, dump trucks, tractor trailer units and horizontal drilling rigs.
Flaring/Incineration Operations:	There will be no flaring/incineration associated with the operation of the pipeline.
Noise:	Prior to construction VAFFC will have an approved Noise Management Plan in place. Noise will be monitored and managed in accordance with Richmond city bylaws, as well as special conditions contained in the EAC that are relevant to the Pipeline system. Once in-service, noise will be limited to vehicles involved in routine maintenance, occurring typically during business hours.
Traffic:	<p>During the construction phase of the proposed Project there will be a slight increase in traffic along the route.</p> <p>VAFFC will work closely with the Ministry of Transportation and Infrastructure (MOTI) and the City of Richmond to manage various road and traffic strategies to ensure that impacts to public roads and related residents are minimized. Some of these strategies may include traffic control, dust control and coordination of access in sensitive areas. There will be some temporary traffic disruptions on St. Edwards Road, Bridgeport Road and as well as some portions of the undeveloped road allowance on Francis Road.</p> <p>Once construction is complete there will be minimal traffic during routine maintenance.</p> <p>Please see the attached "Road Used For Activities" map showing the main roads to be used during Construction and Reclamation.</p>
Air Quality and Dust Control	Prior to construction VAFFC will have an approved Air Quality and Dust Control Management Plan. Construction equipment emissions will be monitored in accordance with conditions of the Environmental Assessment Certificate. Dust will be controlled within constructions sites along the Pipeline corridor with sweepers or suppressed with water spray. Once construction is complete there will be no dust or emissions associated with the normal operation of the Pipeline.
Safety	VAFFC takes safety very seriously. All activities associated with the design, construction and operation of the proposed Project will be conducted in accordance with applicable safety regulations, OGC requirements and VAFFC's and its contractor's safety programs. Prior to Construction VAFFC will have an approved Emergency Response Plan in place.

### **Consultation**

As a person receiving this Notification, you may provide a written response to VAFFC within 21 days of receiving this notice, either:

- iv) advising VAFFC that you do not object to the proposed Project, or
- v) setting out the reasons why the proposed activities, that will be the subject of the applicant's application, should be modified, or
- vi) request a meeting with VAFFC to discuss the proposed Project in more detail.

Please also note that pursuant to Section 22(5) of the OGAA you also have the ability to file a written submission directly to the OGC at any point, prior to permits being issued for the proposed Pipeline. Please consult the OGC's website and publications for more information on filing a written submission. The written submission form can be downloaded from the OGC website at (<https://www.bcogc.ca/content/written-submission-form>).

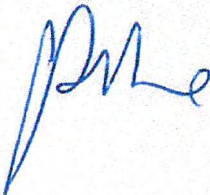
If your residence falls within the area of the Alternate Routes as described above we will inform you of the final route selection once we have decided on the optimum route.

### **VAFFC Contact**

Any questions or objections regarding this project can be directed to the following:

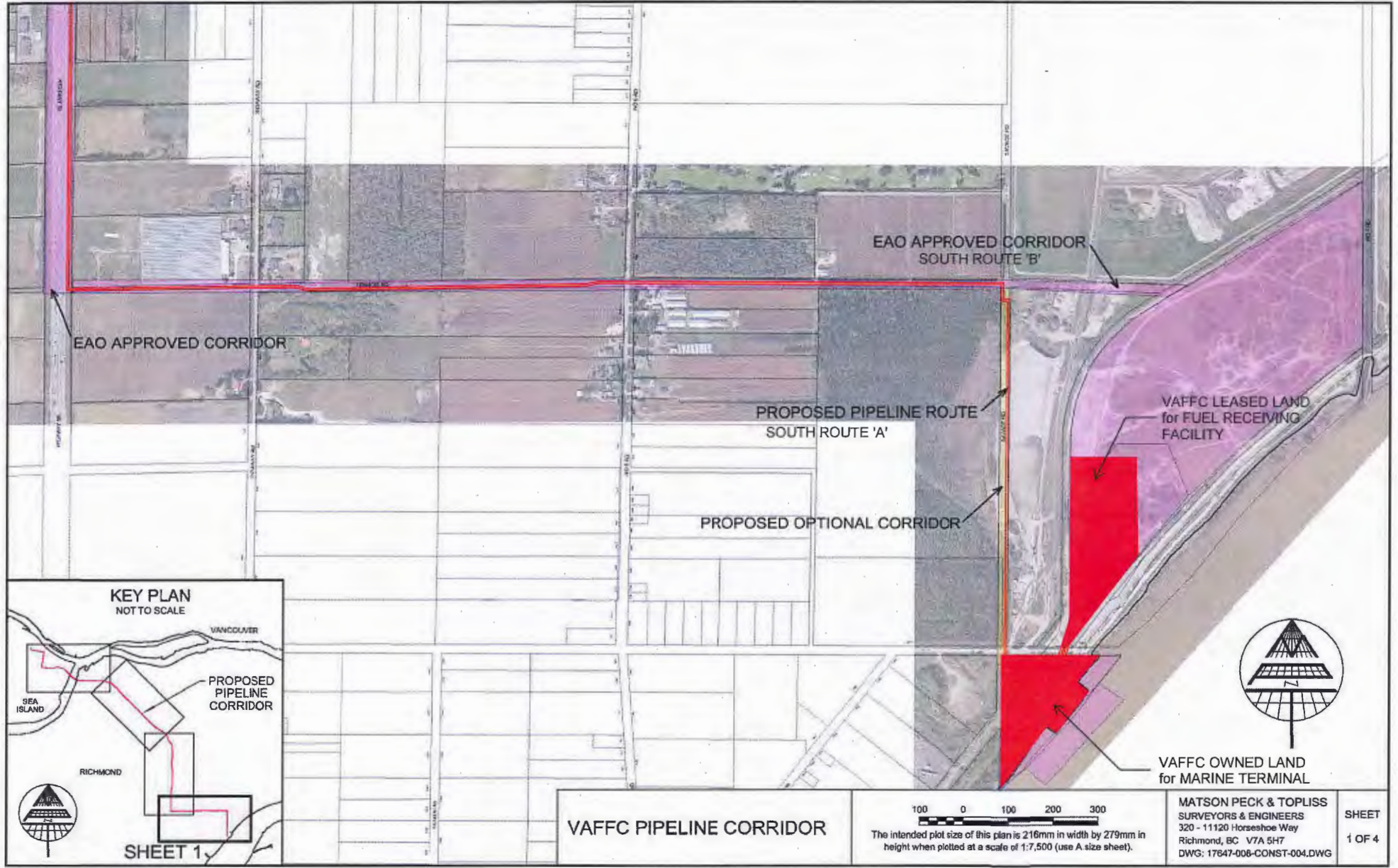
*Adrian Pollard, Project Director  
Vancouver Airport Fuel Delivery Project  
Box 34, 505 Burrard Street, Vancouver, BC V7X 1M4  
Phone: 604-638-7463 Fax: 604-684-6981  
Email: [info@vancouverairportfuel.ca](mailto:info@vancouverairportfuel.ca)*

Yours truly,  
Vancouver Airport Fuel Facilities Corporation

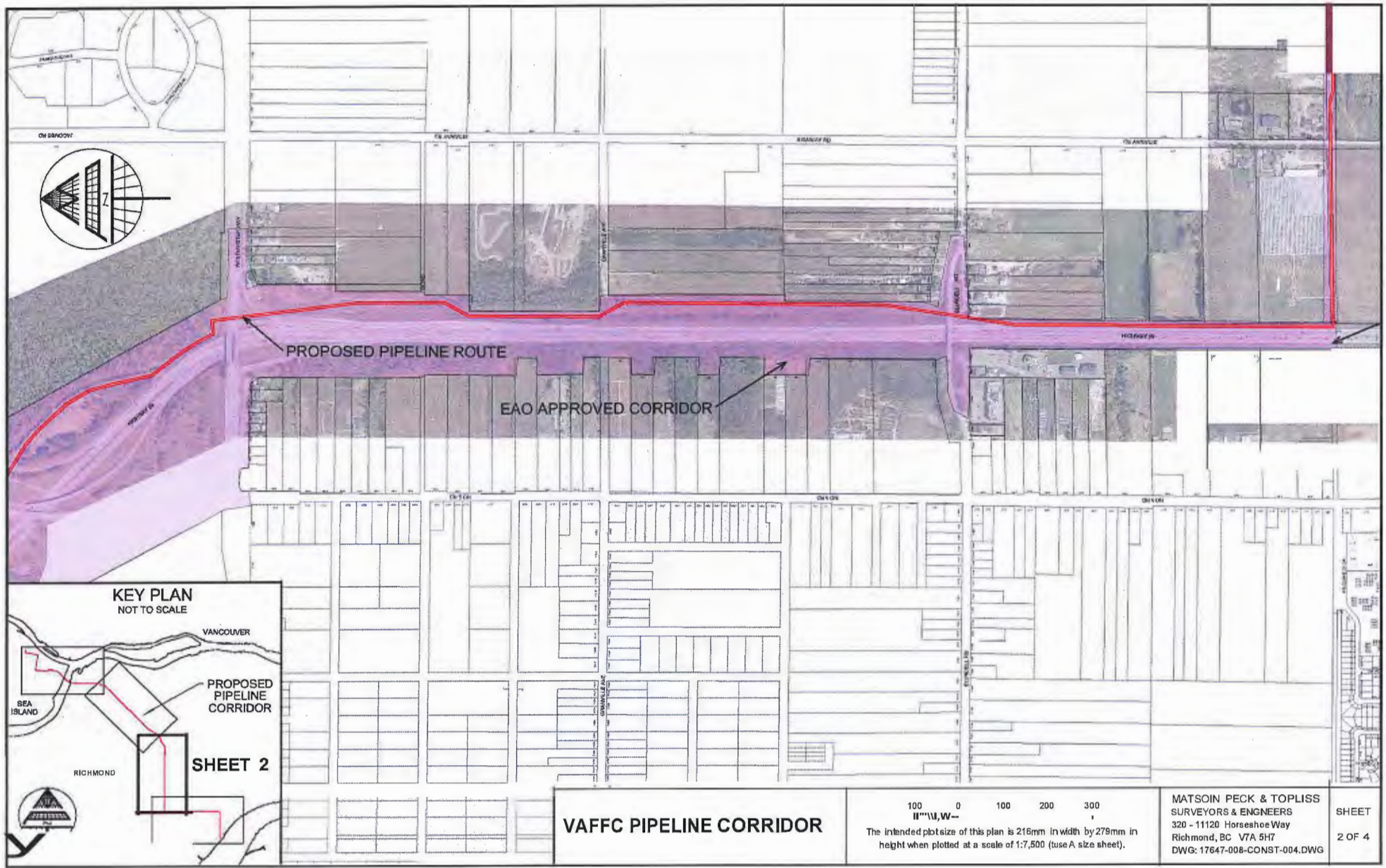


Adrian Pollard, P.Eng.  
Project Director

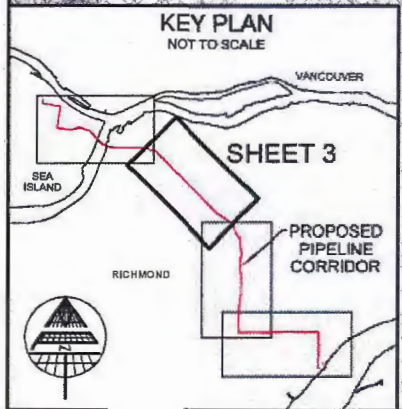
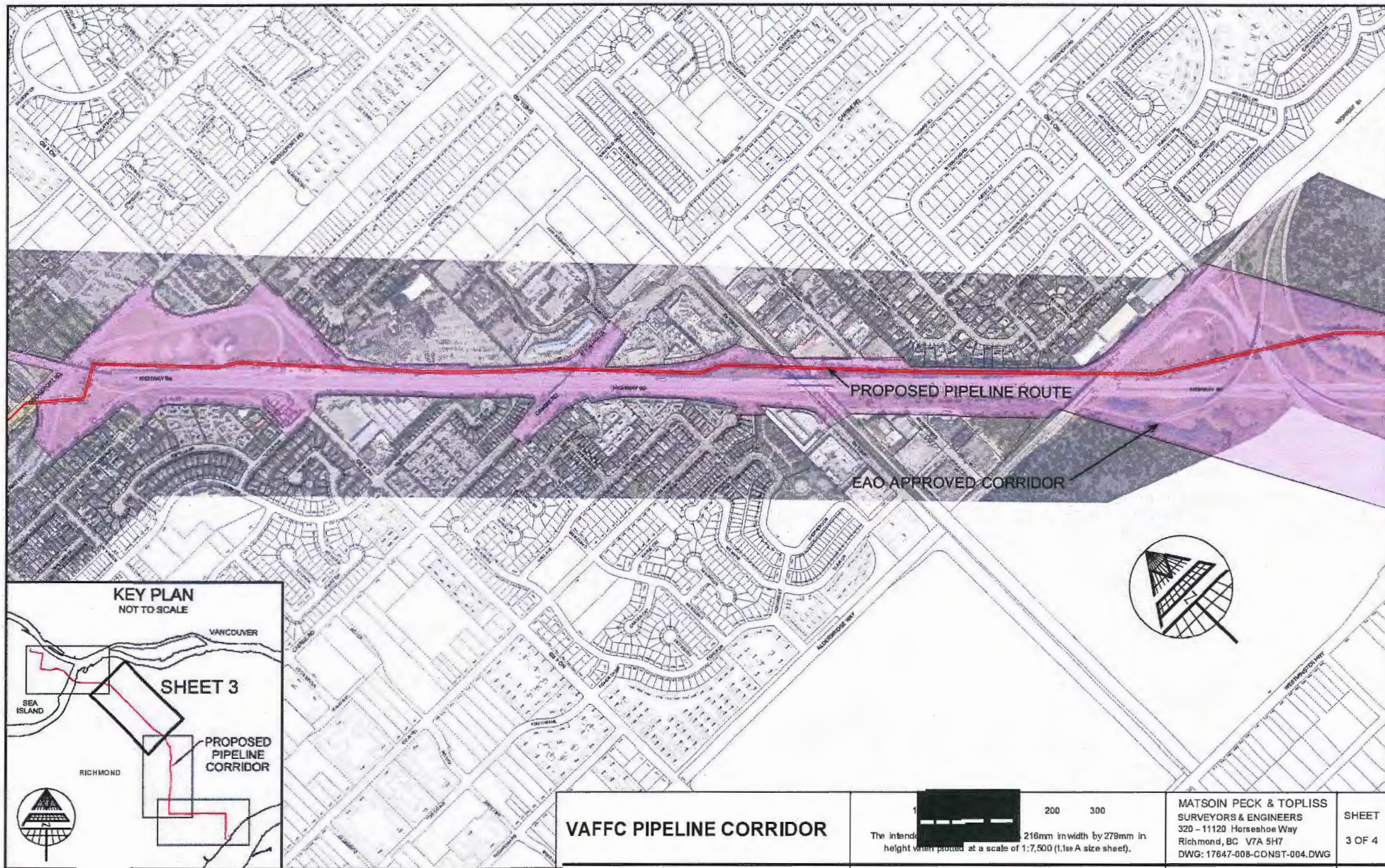







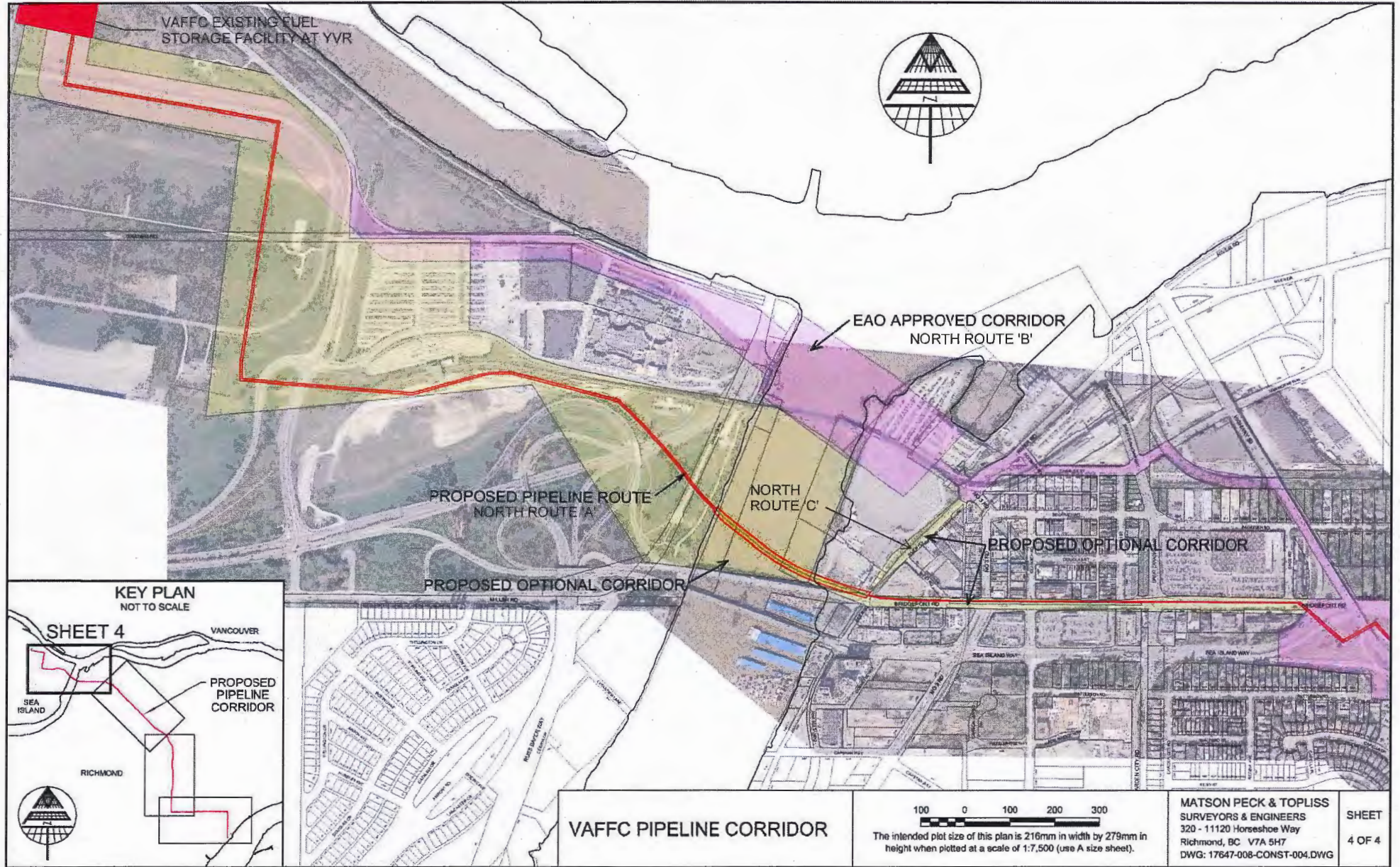




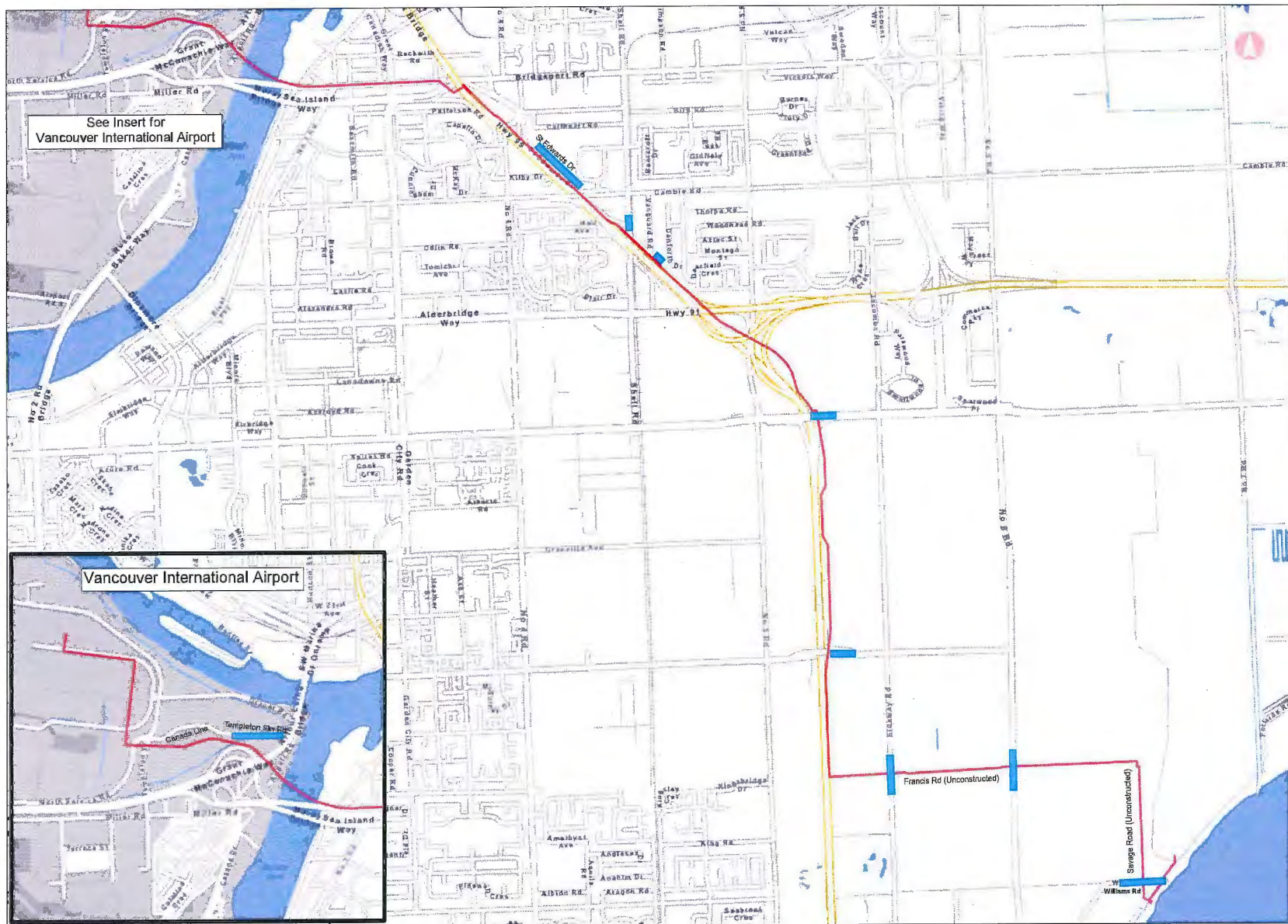


<b>VAFFC PIPELINE CORRIDOR</b>	 <p>The intended drawing is 216mm in width by 279mm in height when plotted at a scale of 1:7,500 (1.1m A size sheet).</p>	<b>MATSOIN PECK &amp; TOPLISS</b> SURVEYORS & ENGINEERS 320 - 11120 Horseshoe Way Richmond, BC V7A 5H7 DWG: 17647-008-CONST-004.DWG	<b>SHEET</b> 3 OF 4
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**Vancouver Airport Fuel  
Delivery Project Roads  
Used for Proposed  
Activities**

**Legend**

- Pipeline Route
- Roads Used for  
Proposed Activities

0 0.51 1.0 km

1: 25,000





## Vancouver Airport Fuel Delivery Project



### ABOUT THE PROJECT

Vancouver Airport Fuel Facilities Corporation (VAFFC) is constructing a new aviation fuel delivery system to serve the airlines at Vancouver International Airport (YVR). It includes a Marine Terminal and Fuel Receiving Facility at existing industrial sites on the South Arm of the Fraser River and an underground pipeline connecting the facility with YVR.

In December 2013, following more than a decade of comprehensive planning, research, review and consultation by VAFFC, the project completed a comprehensive harmonized federal/provincial environmental assessment process, with the BC Environmental Assessment Office (EAO) coordinating the review requirements of both the Canadian Environmental Assessment Act and BC Environmental Assessment Act.

The assessment included Environment Canada, Transport Canada, Health Canada, Department of Fisheries and Oceans, Canadian Coast Guard, Canadian Wildlife Service, Natural Resources Canada, Canadian Transportation Agency, Port Metro Vancouver, 12 First Nations, Metro Vancouver, City of Richmond, Corporation of Delta, BC Oil & Gas Commission, BC Utilities Commission, BC Ministry of Environment, Ministry of Community, Sport & Culture and Vancouver Airport Authority.

On a stand-alone basis, the risks of this project are few and will be managed to insignificant levels with well understood and proven risk management methods, best practices and technology. On a comparative basis, the risks of this project are far less than the current fuel delivery methods and infrastructure.



## PROJECT COMPONENTS

### Marine Terminal

The new Marine Terminal will be located on the north shore of the south arm of the Fraser River, at one of the widest and deepest sections of the river. An upgrade of an existing wharf, in an area that is already zoned for heavy industrial use, will be based on best practice designs and incorporate state-of-the-art mooring and offloading technologies.

The marine terminal will be designed to handle small barge shipments and large overseas shipments. These will be short in duration and only a few times a month, based on projected YVR fuel demand. A barge could be expected to deliver fuel once every two weeks with an unloading time around 12 hours, while a Panamax class vessel could be expected once a month with an unloading time of between 24 to 36 hours.



Marine Terminal and Fuel Receiving Facility

#### Operations:

- Fuel will be transferred from vessels to shore using hydraulically-operated articulated unloading arms
- The unloading arms will be designed with flexibility for tides and ship movement during offloading
- If the movement of the vessel exceeds the safe range, the fuel transfer process will be automatically stopped and the arms will be disconnected using leak-free emergency release couplings
- The terminal will be equipped with pre-deployed permanent booming complete with a pile deflection/protection system and skimmers to collect any fuel spilled

#### Emergency Preparedness and Response:

- Spill response vessels will be deployed upon arrival of a vessel in the river, and will accompany the vessel to the terminal
- Before a vessel is offloaded, booms and skimmers will be positioned around the vessel to contain a spill in the unlikely event of an accidental release of product onto water, and to recover the product as quickly as possible
- The response boats would be on standby to deploy containment and absorbent booms in the water if required

The Marine Terminal site will be protected by perimeter fencing and landscape barriers along the dyke trail. The dyke trail will connect users in the Waterstone Pier area with existing and future trail systems further upstream.

#### Vessels:

- All vessels will be double-hulled for optimal safety
- All vessel movements will be guided by tugboats and government-certified marine pilots on the river and at the Marine Terminal
- All vessels calling on the terminal will be pre-screened and vetted through a tanker acceptance program
- All vessels will have a Shipboard Oil Pollution Emergency Plan, and required to carry pollution liability insurance



Rendering of Fuel Receiving Facility – view looking north

## Fuel Receiving Facility

The Fuel Receiving Facility will include six above-ground vertical carbon steel single wall tanks, each approximately 33.5 metres in diameter and 14.6 metres high, with an overall height of 21 metres above sea level. The tanks will provide a combined total capacity of approximately 80 million litres.

### Operations:

- The Fuel Receiving Facility will operate quietly with little noticeable activity
- Fuel will be moved through contained systems from pipes to tanks with pumps that will be housed to reduce operating noise levels
- Tank systems will be equipped to reduce vapour emissions during fuel transfers and will be only locally noticeable
- Lighting and security of the facility will use state-of-the-art LED and motion detection to reduce the ambient level of light during night-time operation
- Noise, air quality and traffic will be mitigated through our comprehensive Operations Environmental Management Plan which will include a telephone information line



The tanks will have impermeably lined secondary containment areas

### Emergency Preparedness and Response:

The Fuel Receiving Facility will be constructed to the National Building Code and the B.C. Building Code.

The facility will feature state-of-the-art fire detection and suppression systems including:

- Early detection systems inside tanks and in the piping/process area
- Automatic fire valves on tanks in the process area
- Foam suppression system inside each fuel storage tank
- Foam/water monitors and tank cooling system
- Fire hydrants at strategic and perimeter locations for access and operation by Richmond Fire Rescue
- Auxiliary and portable fire-fighting equipment

Environmental protection measures will include:

- Secondary containment and under-tank leak detection
- Redundant high level control to prevent tank overflow
- SCADA process monitoring system
- Emergency shut-down devices and emergency shut-down valves
- Process equipment located on concrete pads, with all drainage connected to an oil/water separator
- Drainage detection system to prevent a product release to ditches
- 24/7 monitoring by operations staff, with on-site spill response equipment, including portable spill response kits, spill response trailer and a vacuum truck



## Pipeline

Modern pipeline systems have the benefit of precise locating technologies, new materials and coatings, and high-tech installation techniques to reduce disturbances during construction.

The pipeline will be about 14 kilometres long, 355.6 millimetres in diameter and buried for its entire length approximately 2.5 metres underground.

The pipeline will consist of specialty steel pipe and will be installed to meet a minimum Canadian Standards Association (CSA) Standard Z245.1 Grade 359 for Oil and Gas Pipeline Systems. The pipeline installation and operation will be regulated by the BC Oil and Gas Commission.

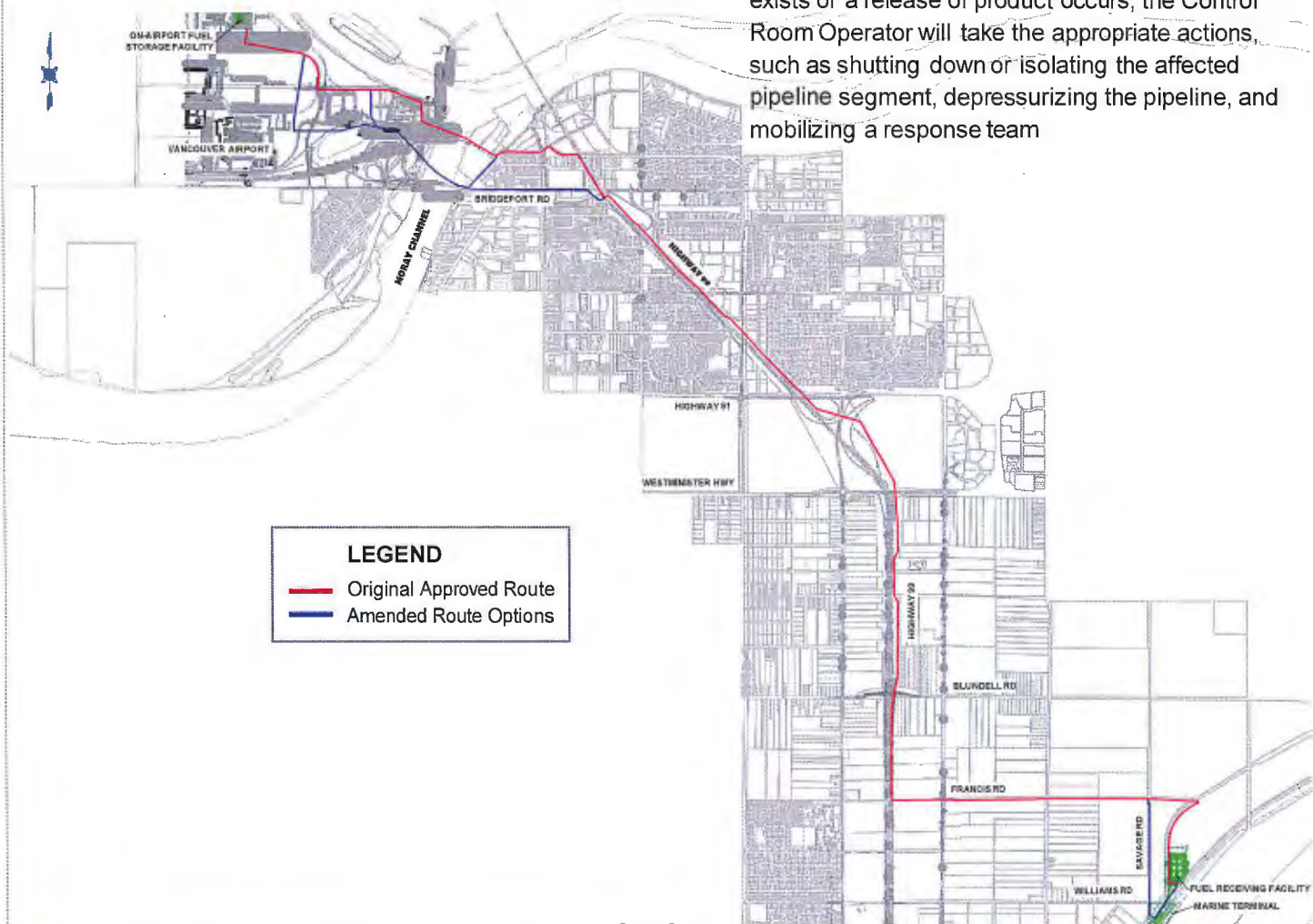
Prior to commissioning, the pipeline will be thoroughly tested and cleaned in accordance with construction and operational requirements, and clearly marked along its entire length. Similar to all other utility installation, location information will be provided to the City of Richmond and locator services.

## Operations:

- The pipeline will be controlled and monitored by operations personnel during all fuel transfer activities
- It will be pressurized only during fuel transfer operations between the Fuel Receiving Facility and YVR (it will not operate 24/7)

## Emergency Preparedness and Response:

- Prior to construction, an emergency response plan will be developed in conjunction with other municipal and regional emergency response plans
- The pipeline will include state-of-the-art corrosion protection and leak detection technologies
- The pipeline will be equipped automatic emergency shutdown devices, and pressure and flow monitors that will transmit data to a Control Centre
- Any abnormalities in pressure or flow will trigger an alarm or shutdown
- If the unlikely event that an abnormal condition exists or a release of product occurs, the Control Room Operator will take the appropriate actions, such as shutting down or isolating the affected pipeline segment, depressurizing the pipeline, and mobilizing a response team



## CONSTRUCTION

### Marine Terminal

The Marine Terminal construction is expected to start in late 2016, beginning with modifications to the existing dock. To meet the seismic performance requirements of the facility, significant rehabilitation of the shoreline will be undertaken to allow construction of off-shore mooring structures. Shoreline and underwater habitat will be restored as part of the development. Significant barge activity will occur during the fall and winter seasons, however no significant pile driving is anticipated until 2017.

Most noticeable activity in 2016 and early 2017 will be associated with the removal of unsuitable fill materials and components of the existing dock structure. These materials will be transported off-site. New structures will begin being installed in mid to late 2017.

### Fuel Receiving Facility

The project recently received a Project Permit from the Vancouver Fraser Port Authority to commence construction of the Fuel Receiving Facility to be located on Port Authority owned land. This permit was awarded following a technical review and public consultation held in August/September 2015.

The Fuel Receiving Facility construction will begin in spring 2016 and consist of the following two key phases:

#### First phase

- The first phase will involve site preparation and ground improvement to provide the stability for the tanks to withstand a major seismic event
- This will involve heavy machinery movements and some localized ground vibrations. Some activity at the marine terminal is expected for delivery of bulk materials

#### Second phase

- In 2016, construction will start on the utilities, foundations and structural steel components of the fuel receiving facility
- Locally supplied materials such as concrete, rebar, mechanical and electrical components will arrive by road, while large-scale tank steel components, pipe, and other bulk materials are expected to arrive through the Marine Terminal

- Tank and foundation construction will take approximately one year and consist mostly of crane work and welding
- The final stage of construction will include perimeter road works, paving, fencing and landscaping, including screening vegetation

### Pipeline

The pipeline will be constructed with resilient materials to current seismic design standards. Construction will include extensive use of directional drilling (particularly for water body crossings and intersections) to mitigate potential environmental impacts and avoid disruption of vehicle and marine vessel traffic.

Construction activities will include surveying and staking, preparing the right-of-way, digging the trench in which the pipeline will be placed, preparing the pipeline for installation (fitting it to the terrain) and applying a protective coat, installing the pipeline and associated valves and fittings, covering the pipeline and testing.

Pipeline construction is expected to begin in late 2016 or early 2017.





## WHY THE PROJECT IS NEEDED

- The project is needed because the existing fuel delivery system it will replace is unsustainable. It relies on only two sources of fuel – the Chevron Refinery in Burnaby and the BP Cherry Point Refinery in Washington State. If one of these refineries shut down for an extended period, airport and airline operations would be jeopardized.
- Chevron supplies 40% of the airport's needs through the 40-km Kinder Morgan pipeline that originates near Burrard Inlet and crosses Burnaby and north Richmond.
- The pipeline was built at a time when four local refineries were operating. Chevron is the only one still in operation.
- Cherry Point supplies the remaining 60%, of which 40% is shipped via barges to the Westridge Marine Terminal, from where it is offloaded and shipped to the airport through the Kinder Morgan pipeline, and the remaining 20% is via tanker truck deliveries, which can total up to 40 a day.
- The Kinder Morgan pipeline, which is only 150 mm (6 in) diameter, is at capacity and since the late 1990s the tanker truck deliveries have been required to meet YVR's fuel demand.
- Any growth in fuel demand at YVR depends on more cross-border fuel truck shipments. For example, adding just one daily flight to Asia would require an additional 800 trucks a year.

## PROJECT BENEFITS

- The project's spill prevention and response strategies for the Fraser River are robust and go well beyond industry standards and best practices, and is described by Environment Canada as the current state-of-the-art for spill modelling and potential incident preparation.
- The project will enhance the response capability on the Fraser River that will benefit all other users on the river.
- The project will have a smaller environmental footprint than the existing fuel delivery system, and will remove all the tanker trucks that carry fuel to YVR (over 1,200 each month) from Washington State through Surrey, Delta and Richmond.
- The project will help ensure that YVR remains a critical part of British Columbia's role as Canada's Pacific Gateway.
- The project will also help is needed to ensure YVR continues to have the fuel capacity to add the new flights.
- The project represents a \$110 million investment and construction jobs in the Lower Mainland.

## VANCOUVER AIRPORT FUEL FACILITIES CORPORATION

Vancouver Airport Fuel Facilities Corporation (VAFFC) is a not-for-profit company owned by a consortium of commercial airlines representing most of the domestic and international carriers serving Vancouver International Airport (YVR).

VAFFC owns and operates fuel storage and distribution facilities at YVR. These facilities are shared among the airlines, allowing them to avoid duplication and minimize costs. Similar fuel facility corporations operate at all of the major international airports across Canada and throughout the world.

The company has more than 20 years of experience in aviation fuel handling activities at YVR.

VAFFC contracts the management, construction and operation of its facilities to qualified organizations, and draws expertise from a network of experienced engineering and environmental consultants specializing in aviation fuel infrastructure.

## FOR MORE INFORMATION

Email: [info@vancouverairportfuel.ca](mailto:info@vancouverairportfuel.ca)  
Phone: 604.638.7463  
Website: [vancouverairportfuel.ca](http://vancouverairportfuel.ca)



Vancouver Airport  
**Fuel Facilities Corporation**

AN FSM GROUP COMPANY



**VAFFC / Vancouver Airport**  
**Fuel Facilities Corporation**

AN FSM GROUP MANAGED CORPORATION

Vol 1. May 2016

## Pipeline Construction

The pipeline will consist of specialty steel pipe manufactured in accordance with the American Society for Testing and Materials (ASTM) Standard A53 (Grade B) and will be installed to the standards established by the Canadian Standards Association (CSA) Standard Z662-03 for Oil and Gas Pipeline Systems. The pipeline installation and operation will be regulated by the BC Oil and Gas Commission.

Pipeline construction will follow these phases:

### Surveying and staking

Crews survey and mark the right-of-way and temporary workspace. Not only will the right-of-way contain the pipeline, it is also where all construction activities occur.

### Preparing the right-of-way

The clearly marked right-of-way is cleared of trees and brush and the top soil is removed and stockpiled for future reclamation. The right-of-way is then leveled and graded to provide access for construction equipment.

### Digging the trench

Once the right-of-way is prepared, a trench is dug and the centre line of the trench is surveyed and re-staked. The equipment used to dig the trench varies depending on the type of ground conditions. (Fig. 1)

### Stringing the pipe

Individual lengths of pipe are brought in from stockpile sites and laid out end-to-end along the right-of-way.

### Bending and joining the pipe

Individual joints of pipe are bent to fit the terrain using a hydraulic bending machine. Welders join the pipes together using either manual or automated welding technologies. Welding shacks are placed over the joint to prevent the wind from affecting the weld. The welds are then inspected and certified by X-ray or ultrasonic methods.

### Coating the pipeline

Coating both inside and outside the pipeline are necessary to prevent it from corroding either from ground water or the product carried in the pipeline. The pipes arrive at the construction site pre-coated, however the welded joints must be coated at the site.



(Fig. 1)



#### Positioning the pipeline

The welded pipeline is lowered into the trench using equipment with special cranes called sidebooms. (Fig. 2)

#### Backfilling the trench

Once the pipeline is in place in the trench, the topsoil is replaced in the sequence in which it was removed and the land is re-contoured and re-seeded for restoration. Sections that are along roadways will be repaved.

#### Pressure Testing

The pipeline is pressure tested before it begins operations.

#### Final clean-up

The final step is to reclaim the pipeline right-of-way and remove any temporary facilities.

Construction information courtesy of the Canadian Energy Pipeline Association

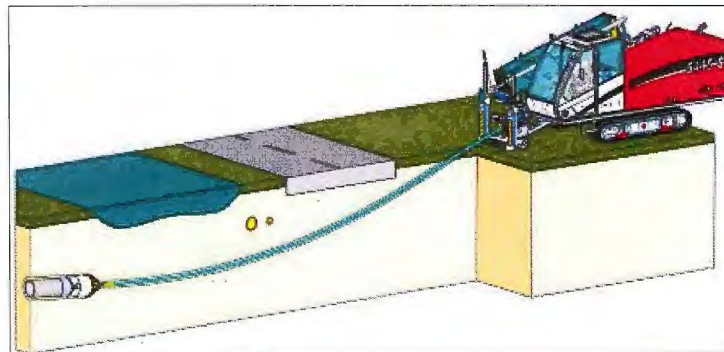


(Fig. 2)

#### Directional Drilling

Construction will include extensive use of directional drilling (particularly for water body crossings and intersections) to mitigate potential environmental impacts and avoid disruption of vehicle and marine vessel traffic.

Directional drilling allows for extended sections of pipeline to be installed below congested or sensitive ground surfaces with very small surface disturbance. For example, the proposed section under the Moray Channel will be almost 800m long, almost 50 meters deep under the river bed, and enter and exit more than 100 meters from the water's edge.







# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** August 26, 2016

**From:** John Irving, P.Eng. MPA  
Director, Engineering  
Victor Wei, P.Eng.  
Director, Transportation

**File:** 01-0150-20-  
THIG1/2016-Vol 01

**Re:** **George Massey Tunnel Replacement Project - Application Comments for the British Columbia Environmental Assessment Process**

### Staff Recommendation

That the City's comments on the Provincial Environment Assessment Application for the George Massey Tunnel Replacement Project for the first round of the 30-day Working Group review period, as outlined in Attachment 1 of the staff report, titled "George Massey Tunnel Replacement Project - Application Comments for the British Columbia Environmental Assessment Process" dated August 26, 2016, be conveyed to the BC Environmental Assessment Office for consideration and response.

John Irving, P.Eng. MPA  
Director, Engineering  
(604-276-4140)

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

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Economic Development	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Fire-Rescue	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO (ACTING)</b> 

## Staff Report

### Origin

On July 27, 2016, the British Columbia Environmental Assessment Office (BCEAO) advised the City that the 180-day Application Review stage for the George Massey Tunnel Replacement Project (the Project) was initiated.<sup>1</sup> During this period, the BCEAO will receive and review comments from the Working Group (includes City staff) and public as well as compile the Assessment Report for the Minister, which should be completed by January 23, 2017.

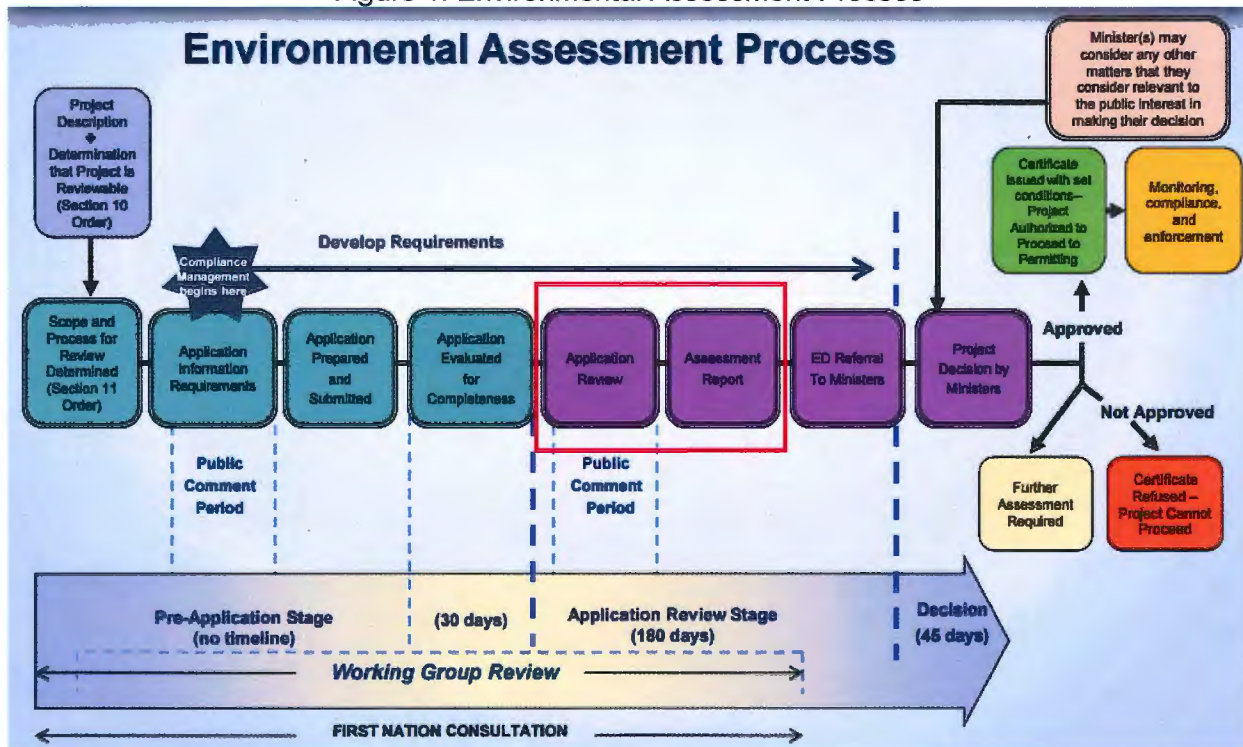
This report presents staff's initial comments on the Environmental Assessment Application (the Application) as part of the 30-day Working Group comment period (July 27-August 26, 2016), which is intended to comprise a technical review of the Application and the identification of outstanding issues that require clarification, analysis, mitigations, and possible conditions of the Environmental Assessment Certificate.

### Findings of Fact

#### 180-Day Application Review Stage

Figure 1 depicts the stages of the environmental assessment process. The Application Review stage (highlighted by red box) includes Working Group and public comment periods (described further below) and the drafting of the Assessment Report (the Report) by the BCEAO.

Figure 1: Environmental Assessment Process



<sup>1</sup> The Application and related documents are available on the BCEAO website at [http://a100.gov.bc.ca/appsdata/epic/html/deploy/epic\\_project\\_home\\_430.html](http://a100.gov.bc.ca/appsdata/epic/html/deploy/epic_project_home_430.html).

The Report documents the findings of the assessment, including the extent to which concerns have been addressed and whether any issues remain outstanding. Following the Working Group and public comment periods, the BCEAO will share its draft assessment report with the Ministry of Transportation & Infrastructure (which is the proponent) and the Working Group and seek input. The BCEAO typically provides approximately three weeks for such comment.

#### Working Group 30-Day Comment Period

The City and other Working Group members have 30 days beginning July 27, 2016 to provide the BCEAO with comments on the Application. This is the last remaining opportunity that the City and other Working Group members have to identify technical issues, gaps and omissions as subsequent discussions between the BCEAO and Working Group members would focus on the items raised. Facilitated by the BCEAO, the Ministry of Transportation & Infrastructure (the Ministry) will respond to the Working Group comments and Working Group members will then have a second opportunity (tentatively September 12-30, 2016) to respond to the proponent's comments. Two Working Group meetings are scheduled during this time: September 20 (all day) and September 21 (half day).

Due to the relatively short and poorly scheduled comment period for the Working Group, City staff requested a 30-day extension to the deadline; the BCEAO granted an extension to September 14, 2016 to enable staff to bring forth this report for Committee and Council consideration.

#### Public 60-Day Comment Period

The 60-day public comment period is occurring August 3-October 3, 2016. During this period three open houses are scheduled as shown in Table 1. Application materials are also available at the Project office (2030-11662 Steveston Highway) at Ironwood Plaza. Staff will attend the open house to be held in Richmond.

Table 1: BCEAO Public Open Houses

Date	Location	Time
Aug 17	Delta Town and Country 6005 Highway 17A (at Highway 99) Delta, BC	2:00 pm to 8:00 pm
Sep 14		
Sep 13	Sandman Signature Hotel Vancouver Airport 10251 St. Edwards Drive Richmond, BC	2:00 pm to 8:00 pm

The intention of seeking public comments is to ensure that all potential effects – environmental, economic, social, heritage, and health – that might result from the proposed Project are identified for consideration as part of the environmental assessment process.

#### Referral to Ministers and Project Decision

In addition to the Assessment Report, the BCEAO provides two ministers (the Minister of Environment and the Minister of Community, Sport & Cultural Development) with recommendations as to whether or not to issue an environmental assessment certificate and a draft of the certificate. The draft certificate will identify the details according to which the Project must be designed and constructed, and the commitments the proponent has made to address concerns raised through the environmental assessment process. The ministers have 45 days in which to make a decision and have three choices: (1) issue an environmental assessment certificate with any conditions they consider necessary; (2) refuse to issue the certificate; or (3) require further study or assessment.



## Analysis

There are significant gaps in the assessment of the impacts of the Project, omissions of technical analysis as well as unsubstantiated claims of predicted Project benefits. Key issues and concerns are summarized below for the relevant sections of the Application. Attachment 1 contains a draft list of all staff comments on the Application. Following Council approval, these comments would be forwarded to the BCEAO.

## Traffic

### *Impacts on Local Roads*

The Application includes existing (2014) and forecast (2045) traffic volume information for Highway 99 interchanges and one municipal intersection (Steveston Highway-No. 5 Road) in Richmond but there is no analysis of the impacts of this increased traffic on local roads and intersections upstream and/or downstream of the Project, and thus no identification of measures to mitigate any impacts.

Table 2 identifies the forecast increases in traffic volumes for key locations that are of significant concern. Increases in traffic volumes range from 33 to 164 percent during the peak periods. Of particular concern is the Steveston Highway Interchange where all Highway 99 on- and off-ramps will be free flow (i.e., not controlled by traffic signals). There is a substantial downstream impact on the Steveston Highway-No. 5 Road intersection, particularly for westbound traffic approaching No. 5 Road where traffic volumes are forecast to increase by 890 vehicles per hour (117 percent) in the PM peak. The concern of increased westbound traffic volumes is exacerbated by the potential increase in conflicts arising from southbound traffic exiting Highway 99 at Steveston Highway and seeking to weave across the lanes to make a westbound-to-southbound left-turn at the intersection.

Table 2: Existing and Forecast Traffic Volumes at Key Locations in Richmond

Location	Direction	Forecast Traffic Increase
Bridgeport Road-Sea Island Way Interchanges	EB Sea Island Way to SB Hwy 99	+500 vph (124%) in AM peak +520 vph (48%) in PM peak
	NB Highway 99 Off-Ramp to Bridgeport Road	+570 vph (51%) in AM peak +480 vph (78%) in PM peak
Shell Road Interchange	NB On-Ramp to Highway 99	+490 vph (64%) in PM peak
Westminster Highway Interchange	EB Westminster Hwy to SB Hwy 99	+930 vph (107%) in PM peak
	NB Hwy 99 Off-Ramp	+440 vph (58%) in AM peak
	WB Westminster Hwy to SB Hwy 99	+380 vph (89%) in PM peak
Steveston Highway Interchange	NB Hwy 99 Off-Ramp	+250 vph (33%) in AM peak +590 vph (164%) in PM peak
	EB Steveston Hwy to SB Hwy 99	+750 vph (88%) in PM peak
	SB Hwy 99 Off-Ramp	+170 vph (142%) in PM peak
Steveston Highway-No. 5 Road	EB Steveston Hwy approaching No. 5 Road	+540 vph (69%) in PM peak
	SB No. 5 Road to EB Steveston Hwy	+130 vph (70%) in PM peak
	NB No. 5 Road to EB Steveston Hwy	+300 vph (43%) in PM peak
	WB Steveston Hwy approaching No. 5 Road	+420 vph (33%) in AM peak +890 vph (117%) in PM peak
NB=northbound      SB=southbound      EB=eastbound      WB=westbound vph=vehicles per hour      AM peak=7:30-8:30 am      PM peak=4:30-5:30 pm		

Forecast traffic volume data as well as detailed analysis assumptions (e.g., lane capacity, number of lanes, traffic signal phasing, geometric characteristics) and outputs (e.g., level of service, volume/capacity ratios, queuing analysis, other capacity performance indicators) are required so that the traffic impacts on municipal roads can be assessed and improvements identified, including but not limited to the following locations:

- Proposed Transit Only Lanes: intersection of lanes at Van Horne Way and Great Canadian Way-Van Horne Way.
- Bridgeport Road-Sea Island Way Interchanges: Garden City Road-Sea Island Way, Garden City Road-Bridgeport Road, and Bridgeport Road-Highway 99 northbound off-ramp.
- Shell Road Interchange: Cambie Road-Shell Road and Shell Road-Highway 99 ramps.
- Highway 91 Interchange: Alderbridge Way-Shell Road.
- Westminster Highway Interchange: Westminster Highway-No. 5 Road and Westminster Highway-Sidaway Road.
- Steveston Highway Interchange: Steveston Highway-No. 5 Road and Steveston Highway-Sidaway Road.
- Proposed Rice Mill Road Ramps: intersection of ramps at Rice Mill Road and No. 5 Road-Rice Mill Road.

Richmond Fire-Rescue has also identified that the projected increases in traffic volumes at the above locations, which include locations with relatively higher rates of traffic crashes, may lead to an increase in calls for service, potential rescue calls and possible longer response times due to increased traffic congestion on local roads. Given the increase in hourly vehicle volumes, ICBC should be requested to provide forecast collision data for these locations.

To enable faster response times to crashes on Highway 99 or elsewhere in the city using Highway 99 as a response route, Richmond Fire-Rescue suggest new additional on-ramps accessible by first responders only at the following two locations:

- Northbound on-ramp to Highway 99 from westbound Westminster Highway
- Southbound on-ramp to Highway 99 from eastbound Cambie Road

The Project should be responsible for the funding and implementation of any necessary local road improvements to facilitate the impact of the increased traffic and thus achieve the benefits of increased safety, reliability and travel time savings claimed by the Project. The stated benefits should not rely on the actions of a third party, such as the host municipality.

#### *Impacts on Local Pedestrian and Cycling Networks*

The new interchanges and same forecast traffic volume increases identified for local roads will also impact local pedestrian and cycling networks. Of particular concern are the proposed transit only lanes underneath the Oak Street Bridge that will cut across the Bridgeport Trail and the off-street multi-use pathway on Van Horne Way with the latter being the key pedestrian-cycling connection to the Canada Line Bridge. Both facilities also provide links between the Bridgeport Canada Line Station and Transit Exchange and the Tait neighbourhood to the east. Despite anticipated frequencies of one bus every three minutes using the transit only lanes during peak periods, the Application provides no discussion, analysis or measures to mitigate this significant impact to trail and path users.

Similarly, Rice Mill Road is a popular cycling route used by cyclists destined to east Richmond that allows bypass of the Steveston Highway Interchange. Rice Mill Road is currently has a rural two-lane cross-section with gravel shoulders. The proposed Highway 99 on- and off-ramps connecting to Rice Mill Road will introduce significantly higher traffic volumes on the roadway but, again, the Application does not identify any improvements to address this impact to other road users such as cyclists.

The new interchanges at Westminster Highway and Steveston Highway, which both feature free flow on- and/or off-ramps, and the forecast increased traffic volumes at local intersections in the vicinity of the interchanges (e.g., Steveston Highway-No. 5 Road) will also impact pedestrians and cyclists crossing the intersections and/or Highway 99.

The Ministry's Cycling Policy states that *"Our goal to integrate bicycling on the province's highways by providing safe, accessible and convenient bicycle facilities and by supporting and encouraging cycling"* and *"Provisions for cyclists are made on all new and upgraded provincial highways."* Given that the Project scope extends from Bridgeport Road in Richmond to Highway 91 in Delta and the current reference concept does not include continuous cycling facilities along this section of the Highway 99 corridor, the Project should be responsible for the funding and implementation of alternative cycling facilities within the host municipalities. This would enable a continuous, safe and convenient route that will help achieve the Project's stated goals to encourage a higher mode share for cycling, walking and transit in line with local and regional targets.

#### *Impacts at Oak Street Bridge*

The Application states that traffic volumes over the Oak Street Bridge have declined between 2010 and 2015 since the introduction of the Canada Line but also acknowledges that northbound AM peak period traffic may make *"queue lengths at Oak Street a little longer during the busiest part of the rush hour."* Forecast traffic volumes at the Sea Island Way Interchange indicate a notable increase of 720 vehicles per hour (24 percent) for northbound highway traffic approaching the Oak Street Bridge in the AM peak. The Application states that the transit improvements included in the Project will *"enable a mode shift toward greater use of transit in the Highway 99 corridor, including the Canada Line, and away from single occupancy vehicle-based commuting trips across the Oak Street Bridge"* but does not provide any evidence to substantiate this claim.

Given that 40 percent of the traffic through the Tunnel is to/from Vancouver as determined by the Ministry's Bluetooth origin-destination surveys, the project scope should include the Oak Street Bridge as otherwise the anticipated travel time savings or improved travel time reliability for traffic travelling to/from Vancouver would not be achieved in the peak periods. Further, the Application does not identify any contingency plan to address the potential lengthening queues at the Oak Street Bridge during the peak periods.

#### *Impacts at Alex Fraser Bridge*

One of the Provincial tolling guidelines is that tolls will be implemented only if a reasonable non-tolled alternative is available. The Application states that the Project will be tolled. The non-tolled alternative crossing for the south arm of the Fraser River, the Alex Fraser Bridge, is

forecast to experience an increase of 20,000 vehicles per day (17 percent) with a tolled Project in place versus without the Project (from 120,000 to 140,000 vehicles per day). The Application states that the Alex Fraser Bridge already experiences greater congestion than the Tunnel during the peak periods; the forecast traffic diversion will only exacerbate this issue. The Ministry announced planned improvements in the Highway 91 corridor (i.e., new interchange at Highway 91-72<sup>nd</sup> Avenue) in June 2016 but the Application does not identify this work or to what extent, if any, the changes may mitigate the impact of the traffic diversion. The forecast scenario also reinforces the need to move to a region-wide mobility pricing policy consistent with the Mayors' Council vision for regional transportation investments in Metro Vancouver.

### *Modal Shift Change*

There are repeated qualitative comments in the Application regarding the putative positive effects of the Project on modal split but there is no technical evidence to substantiate these statements such as traffic model forecasts showing the modal split. Even with these potential positive impacts the Application states that "*Analysis indicates that improvements in HOV and transit alone will not substantially address the current Highway 99 traffic challenges*" but again does not offer any supporting analysis for this claim. The Project includes improved transit infrastructure but there is no complementary funding to support enhanced transit service to help achieve a modal shift. The Application cites the success of the Canada Line as the rationale for declining vehicle volumes across the Oak Street Bridge but, conversely, does not consider this same scenario of improved transit service to the south of Fraser region as a viable Project alternative.

### *Traffic Forecasts and Rationale for 10-Lane Bridge*

The Application states that the Tunnel currently carries an average of 80,000 vehicles per day and traffic would grow to 100,000 vehicles per day by 2045 without a new bridge. Based on traffic forecasts with a new tolled bridge, traffic volumes would drop to 71,000 vehicles per day in the first year and grow to 84,000 vehicles per day by 2045.

Separate information in Appendix B (Traffic Data Overview) to the Traffic chapter states that "*Modelling results...predict that by 2045 traffic through the existing Tunnel will grow to approximately 100,000 vehicles per day and that traffic over a new 10-lane bridge will be approximately 115,000 vehicles per day.*" Presumably, these forecast traffic volumes are based on a non-tolled crossing. These higher traffic volumes appear to be used to support the design of Project elements including the determination of the number of lanes required for the bridge.

However, the Application clearly states that the new bridge will be tolled. Thus, given that the forecast daily traffic volumes in 2045 are not substantially different from current daily traffic volumes for a tolled crossing, it is unclear why such an expansion of vehicle capacity (more than doubling from four to 10 lanes) is necessary. Moreover, per the Ministry's traffic data program, average annual daily traffic volumes for the Tunnel have declined over the 2003 to 2014 period from 82,297 to 79,105 vehicles (-0.36 percent annual growth).

## Land Use

### *Compatibility with Provincial, Regional and Local Land Use and Transportation Plans*

The Application references *A Long-Range Transportation Plan for Greater Vancouver: Transport 2021*, jointly produced in 1993 by the Ministry of Transportation and Highway (MoTH) and the Greater Vancouver Regional District and developed in support of the 1996 Livable Region Strategic Plan, and states that the report identified “the need” for additional capacity across the north and south arms of the Fraser River. However, the Transport 2021 report context is that the suggested additional capacity is one of several long-term corridor options for investigation, not an identified need. Moreover, the report states that “*The choke points of the bridges and tunnels across the Fraser River and across Burrard Inlet would be used to “draw the line” and limit access to the single-occupant vehicle*” and that a single occupant vehicle restraint strategy should be followed with no increase in mixed traffic peak hour capacity (i.e., high and single occupant vehicles).

The Mayors’ Council *Regional Transportation Investments: a Vision for Metro Vancouver* has a headline target to “*make half of all trips by walking, cycling and transit.*” One of the five goals of *Metro Vancouver 2040: Shaping our Future* (Metro Vancouver’s Regional Growth Strategy) is to “*Support sustainable transportation choices.*” While the Project includes dedicated transit-HOV lanes, the expanded vehicle capacity for single occupant vehicles is not consistent with the Vision and the Regional Growth Strategy, or with the City’s modal shift targets of the *2041 Official Community Plan* given the lack of substantiation in the Application regarding forecast modal split.

With respect to cycling and walking, the proposed cycling and pedestrian infrastructure would be implemented primarily within the Highway 99 right-of-way only and any new overpasses would have a sidewalk on one side only. As noted above, municipalities appear to be responsible for any tie-ins to local networks with no additional cost-share funding to be made available. Instead, Richmond would have to compete for provincial BikeBC funding, which is currently limited to \$6 million annually for the entire province.

### *Impacts on the City of Richmond’s Gardens Agricultural Park*

The Application contains no information on the impacts of the Project to the City’s Gardens Agricultural Park. The Project requires 0.875 hectares of land within the park and the loss of this land would result in the eastern park boundary shifting, on average, 35 metres to the west of its current location and equates to an overall 17.8 percent reduction in the size of the park. Such a shift in the park’s eastern boundary would significantly impact the approved park plan. In particular, the parking lot, community gardens, agricultural demonstration gardens, and landscape buffer would all be reduced in size by approximately 50 percent and would no longer function in the manner envisioned in the approved park plan. Mitigating measures to address the impacts should include:

- Financial support to the City to prepare and implement a new park plan based on a re-examination of the park’s original program elements and an assessment of the extent to which the displaced elements can be integrated into the new plan or accommodated



elsewhere in the city including additional consulting services and a new public consultation process; and

- Identification of how the Project impacts of the widening of Highway 99 and the multi-level Steveston Highway Interchange will be managed to attenuate the additional traffic noise and reduce the poorer quality impacts on the recently approved private “Gardens” mixed use (e.g., residential, commercial, child care) development.

#### *Impacts on the Richmond Nature Park*

The Richmond Nature Park is bisected by Highway 99. While the widening of Highway 99 in this area is understood to be contained within the existing right-of-way, the additional infrastructure to be constructed in this area (i.e., wider highway, new Westminster Highway Interchange, new ramp connection from Highway 91) could have the potential to impact water levels and quality in the area and, in turn, the sustainability of the adjacent bog. The Application should include an assessment of this potential impact and, if required, identify any mitigating measures.

#### Agricultural Use

##### *Widening of Highway 99 to West versus East*

The Application does not contain any discussion or rationale as to why the widening of Highway 99 in Richmond will occur on the west side as opposed to the east side. Given that adjacent property is required for the Project, the City’s preference is to widen Highway 99 on the east side as property on the west side is within the City’s *Backlands Policy* area. In 1990, the City of Richmond and the Agricultural Land Commission (ALC) entered into an agreement to increase farming within the Backlands; as such, the west side should not be affected.

##### *Impacts to Agricultural Lands*

The Application states that the total projected removal of land within the Agricultural Land Reserve (ALR) is a maximum of approximately 20 hectares (ha), of which approximately 17 ha is currently productive. As discussed in the staff report regarding the Ministry’s application to the Provincial Agricultural Land Commission for Transportation, Utility and Recreational Trail Use to allow for the widening of Highway 99 considered by Council at its July 25, 2016 meeting, the highway right-of-way identified for potential return to agricultural use is currently not farmed nor can the Ministry guarantee that it will be farmed. Given that there is no certainty that there will be new farming activity to off-set the loss of the actively cultivated parcels that are required for the Project, the Application should identify any mitigation measures to ensure that the Project will not negatively impact agricultural lands.

The Application provides information on the land capability rating for soils that are presently adjacent to the Highway 99 alignment and proposes the offset of land in the ALR that is anticipated to be of similar or better capability than land acquired for the Project. Further information is required to clarify how topsoil conservation will be undertaken and to validate that the highway right-of-way identified for potential return to agricultural use will be improved to a soil capability class equal to or better than that for the parcels required for the Project to ensure a net gain in soil quality, and a net zero or positive impact to agricultural land.

### *Riparian Management Area/ Environmentally Sensitive Area*

The Application does not reference the City's designated Riparian Management Areas (RMAs) or 2041 Official Community Plan Environmentally Sensitive Areas (ESAs), which are located on both sides of Highway 99, or the Ecological Network Management Strategy. During biweekly meetings with the proponent for the past year or more, City staff have repeatedly articulated the need to replace, compensate and establish a net gain of RMA and ESA habitat. The current Application does not include any information regarding these details. The Application should demonstrate how the Project will maintain, protect and enhance the City's RMAs and ESAs within agricultural lands on both sides of Highway 99 through a net gain approach.

### *Impacts to Drainage and Irrigation*

The Application proposes to improve irrigation and drainage infrastructure. However, it does not include drainage plans that consider the impacts to and status of the RMAs. Detailed plans should show the future status of RMAs and also enhance drainage and irrigation water supply to agricultural lands east and west of the Project. Compensating irrigation and drainage infrastructure should be proposed and funded as part of the Project.

### *Flood Protection*

The Application identifies the proposed construction of a median barrier along Highway 99 for Mid-Island flood protection, which the City supports. Further details regarding how this essential life safety protection element will be designed, constructed and funded are required.

The Application should also specify that the City's perimeter dike, which is within close proximity of the proposed bridge, will be upgraded to 4.7 m GSC (Geodetic Survey of Canada datum) as part of the Project, and that the bridge landing area accommodate the future dike upgrade to a minimum of 5.5 m GSC.

### Visual Quality

The Application includes a Visual Quality Assessment (VQA) for the project with a primary focus on the impacts of the proposed bridge; however, there is little discussion of the actual proposed changes for the Steveston Highway Interchange or of the potential changes to the Highway 99 corridor. The Application notes that "*a review of the existing information and the state of knowledge pertaining to visual quality assessment was undertaken to identify the appropriate analysis methods for the Project.*" For guidance in conducting the VQA, the Application cites one application method (*Protocol for Visual Quality Effectiveness Evaluation*, B.C. MOF 2008) and four precedent projects in which "visual quality evaluations" were conducted. However, it is unclear how the VQA methodologies cited in the report have been applied.

Furthermore, there are additional visual landscape assessment criteria<sup>2</sup> that address a broader range of considerations (e.g., coherence, complexity, imageability, visual scale, historicity,

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<sup>2</sup> Landscape Institute, *Guidelines for the Landscape and Visual Impact Assessment* 2013; Bell, Simon. *Landscape: Pattern, Perception and Process*, Routledge Press 2012; Ode, S A and M. S. Tveit, *Capturing Landscape Visual Character Using Indicators: Touching Base with Landscape Aesthetic Theory*, Landscape Research 2008.

ephemera, etc as noted in Ode et al) that are appropriate for a project of this scope and that are neither cited nor applied. These VQA approaches should be included in the Application.

In addition, the Application should provide a VQA for the entire corridor including viewpoint analysis, as well as for the City's Gardens Agricultural Park and the Steveston Highway Interchange, considering that the proposal is to replace the current two-lane overpass with a multi-level, multi-lane structure, the scale and extent of which is not currently present along the Highway 99 corridor.

Finally, the Application should clearly describe how the visual impacts will be mitigated either through the design of the bridge and its overpasses, and/or through adjacent landscape development.

### Air Quality

The Air Quality assessment concludes that the project will result in reduction of some emissions (volatile organic compounds, vehicle-caused particulates, sulphur dioxide, some hydrocarbons) and increases in some other parameters (carbon monoxide, nitrous oxides, dust-related particulates, and some hydrocarbons). However, several aspects of the supporting study are incongruous with the rest of the Application, including traffic estimates and projections within the Highway 99 corridor that vary from those used in other parts of the Application. The Proponent should fully address these issues.

The fleet profile used for the Air Quality study is a regional average fleet study, and is not representative of the fleet profile for the current tunnel or for the projected bridge use as indicated in the supporting traffic study. This difference in fleet profile appears to significantly underestimate the number of both light and heavy trucks, especially diesel vehicles. The potential for a substantial shift in fleet profile towards electric and other low- or zero-emission vehicles is also underestimated in the regional fleet profile (e.g., the fleet profile used projects that electric vehicles will constitute 0.01 percent of the passenger vehicle fleet in 2031).

Most significantly, the Air Quality study only addresses traffic within the Highway 99 corridor, and measures the emissions related to that traffic. As discussed above, this project is anticipated to cause significant traffic changes away from the study corridor – including the Alex Fraser Bridge, the Knight and Oak Street bridges, and gateway intersections in Richmond, including Steveston Highway and No. 5 Road, Bridgeport Road, Sea Island Way, and Westminster Highway. The emissions impacts of increased traffic and congestion in these locations were not evaluated in the study. In this sense, overall emissions are not likely to have been reduced, but are likely to have been displaced, largely into developed commercial and residential areas of Richmond, where the applied dispersion models may not be applicable.

### Atmospheric Noise

As previously noted, the Application does not currently fully acknowledge the impact of the Project on the City's Gardens Agricultural Park, and the extent of parkland that will be required by the Project to accommodate the Project. Consequently, the Application provides no discussion of the impacts that the Project will have on noise within the park or the private Gardens development. This noise analysis should be added to the Application as well as

proposed mitigation strategies including sound walls along the park's east boundary and sound deflectors integrated into the proposed multi-level, multi-lane Steveston Highway Interchange.

### Human Health

The Application does not consider the safety impacts of increased exposure to higher traffic volumes and speeds, especially for pedestrians and cyclists at interchanges and local intersections upstream/downstream of Highway 99. The Application also states "*Emergency responders report that isolated areas, such as the bases of bridges, can attract high-risk populations to create temporary shelters that may be associated with elevated rates of petty crime*" but does not identify any mitigating measures to address this concern. The Proponent should fully address these concerns.

### Economic Impact


The Application does not feature an "Economic Impact" section; however, regional economic drivers and a (separate) business case are referenced as part of the project justification. An evaluation of the potential positive and/or negative economic impacts on businesses in the City of Richmond is required to understand how the Proponent will address business community concerns. As an example, the potential for increased traffic congestion resulting from the project at key intersections on No. 5 Road, Steveston Highway, Sea Island Way, and Bridgeport Road (as described above) must be evaluated in context of protecting or improving reliable accessibility to key commercial and industrial areas of Richmond.

### **Financial Impact**

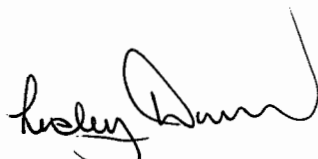
None.

### **Conclusion**

The 180-day Application Review stage for the George Massey Tunnel Replacement Project has commenced. As part of the initial 30-day Working Group comment period, staff have identified a number of omissions and gaps in the analysis of the impacts of the Project, both locally and regionally, and recommend that the comments be conveyed to the BC Environmental Assessment Office to ensure that the Proponent fully addresses the impacts and that Project does not impose any permanent negative impacts on the community and the region.



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JC:jc

Att. 1: Staff Comments on Environmental Assessment Application for the George Massey Tunnel Replacement Project

**Environmental Assessment for the proposed George Massey Tunnel Replacement Project**
**WORKING GROUP ISSUES TRACKING TABLE**

\*Please refer to "**Instructions**" tab for directions

For Working Group Use					
ID #	Comment Date (e.g., 5-Aug-16)	Commenter Name/ Agency (e.g., John Smith, EAO)	Section of EA (e.g., 6.1.2)	Subject (e.g., Air Quality)	Comment (include Memo ID as applicable)
1	19-Aug-16	City of Richmond	1.1.1	Overview - Land use plans	Document states: "The Project has been developed in consideration of national, provincial, regional and local economic, transportation and land use plans" including Metro Vancouver's Regional Growth Strategy (2011) and City of Richmond's Official Community Plan (2012). Project is contrary to the sustainability goals of these plans and objectives of these plans to reduce reliance on vehicles by encouraging alternate modes such as transit, ie the bridge would provide a significant increase in capacity for single occupant vehicles.
2	19-Aug-16	City of Richmond	1.1.11.1	Overview - Project Benefits	Travel time savings are measured for the project corridor only. Are there still travel time savings if adjacents access/exit points are included (e.g., Oak St-70th Ave, No. 5 Road-Steveston Hwy)?
3	26-Aug-16	City of Richmond	1.1.11.1	Overview - Project Benefits	An evaluation of the potential positive and/or negative economic impacts on businesses in the City of Richmond is essential to understanding how the proponent will address concerns for the City's business community. As an example, the potential for increased traffic congestion resulting from the project at key intersections on No. 5 Road, Steveston Highway, Sea Island Way, and Bridgeport Road (as described above) must be evaluated in context of protecting or improving reliable accessibility to key commercial and industrial areas of Richmond.
4	24-Aug-16	City of Richmond	1.1.11.2	Overview - Social and community benefits	Impacts on businesses in commercial and industrial areas adjacent to major construction locations Stevestons highway, No 5 Road, Rice Mill Road, Bridgeport, Cambie, during the construction phase must be evaluated and appropriate mitigation strategy developed.

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5	19-Aug-16	City of Richmond	1.1.11.2	Overview - Social and community benefits	"... new access to/from Rice Mill Road will improve access for commercial and industrial areas in South Richmond" - project needs to ensure connection extends to area of activity. Currently, Rice Mill Rd is a 2 lane local road that comes to a T-intersection at No. 5 Road; traffic would need to access industrial area south to Machrina. Project needs to analyze impact to local roads and ensure tie-in is appropriate to handle the traffic in order to realize benefits at no cost to the City of Richmond.
6	19-Aug-16	City of Richmond	1.1.11.4	Overview - Health	"The Project will result in significant traffic safety benefits, reducing collision rates by more than 35 per cent." Analysis needed to determine if benefits realized from reducing number of collisions at the Tunnel are offset by an increase in number of collisions at south end of Oak Street Bridge as well as at east leg of Steveston Hwy/No 5 Road intersection and other access/egress points.
7	24-Aug-16	City of Richmond	1.1.3.3	Overview - Project Rationale	Specify what are the points being used to measure delay. Use this same measurement of queue length for a before/after analysis to assess impacts to the local road network.
8	23-Aug-16	City of Richmond	1.1.3.6	Overview - Public Support	"Strong levels of public support" - Application should state whether or not the public consultation results are statistically significant or fully representative of the Metro Vancouver population.
9	19-Aug-16	City of Richmond	1.1.6	Overview - Effects of the Environment on the Project	The City supports the project's proposed construction of a median barrier along Highway 99 for mid-island flood protection. The City requests more detail regarding this mid-island dike.

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10	19-Aug-16	City of Richmond	1.1.6	Overview - Key project components	"Construct a dedicated transit road under the Oak Street Bridge between Van Horne Way and Bridgeport Road." This connection will cut across the Bridgeport Trail and the off-street multi-use pathway on Van Horne Way with the latter being the key pedestrian-cycling connection to the Canada Line Bridge. Both facilities also provide links between the Bridgeport Canada Line Station and Transit Exchange and the Tait neighbourhood to the east. Despite anticipated frequencies of one bus every three minutes using the transit only lanes during peak periods, the Application provides no discussion, analysis or measures to mitigate this significant impact to trail and path users.
11	19-Aug-16	City of Richmond	1.1.6	Overview - Key project components	"Replace the Westminster Highway interchange to accommodate all existing connections and improve cyclist/pedestrian connectivity across Highway 99." Cycling/pedestrian connectivity should be on both sides of any new structures in order to accommodate any existing and future facilities.
12	19-Aug-16	City of Richmond	1.1.6	Overview - Key project components	"...and provide a new direct connection between Rice Mill Road and Highway 99 to help alleviate congestion at the Steveston Highway/No. 5 Road intersection" - Provide traffic analysis for Steveston Hwy/No 5 Rd intersection that justifies the connection to Rice Mill Road.
13	19-Aug-16	City of Richmond	1.1.7	Overview - Project Design Considerations	"relevant highway design standards" should be replaced with TAC, municipal and Ministry design standards
14	19-Aug-16	City of Richmond	1.1.8.3	Overview - Tolling	A regional road pricing strategy should be developed to address whether tolling is the most appropriate methodology as this could have an impact on the type of infrastructure needed to accommodate it.
15	19-Aug-16	City of Richmond	1.1.8.3	Overview - Tolling	With tolling of the new bridge, forecast traffic volumes using the new bridge may be affected significantly, ie may not need 10 lane bridge.
16	19-Aug-16	City of Richmond	1.4.1	Overview - Lane Requirements	"10-lane bridge provides a higher benefit-cost ratio". How does the benefit-cost ratio of an 8-lane bridge compare to the 10-lane bridge and what is the cost difference?

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17	24-Aug-16	City of Richmond	4.2	Sediment - Water Quality	Construction phase: Groundwater being intercepted and/or pumped during excavations or other works must not be discharged to the City's storm drainage system, including the City's open watercourses, closed storm drainage network, or pump station infrastructure without authorization from the City in accordance with City Bylaw #8475. Discharged groundwater quantity and quality must be closely monitored, and reporting available to the City such that appropriate protection of the receiving infrastructure and environment can be assured. The City's drainage system is connected directly to the Fraser River and fisheries habitat, and all waters discharged to the City's drainage system must meet quality standards protective of freshwater and marine aquatic life.
18	24-Aug-16	City of Richmond	4.4	Sediment - Water Quality	Disturbance of fill used for tunnel construction presents specific sediment quality hazards not otherwise considered. Construction practice in 1959 did not consider the quality of fill materials and potential impact of fill containing industrial waste products or other pollutants. Fill quality sampling prior to disturbance must be carried out to prevent the entrainment of unknown and potentially deleterious substances to fish-bearing water column.
19	24-Aug-16	City of Richmond	4.10.3	Atmospheric Noise - Potential Effects	The Application does not currently acknowledge the impact of the Project on The Gardens Agricultural Park, and the extent of parkland that will be required by the Project to accommodate the widened Highway 99 and the Steveston Highway Interchange. Consequently, the Application provides no discussion of the impacts that the Project will have on noise within the park. This noise analysis should be added to the Application as well as proposed mitigation strategies including sound walls along the park's east boundary and sound deflectors integrated into the proposed multi-level, multi-lane Steveston Highway Interchange.



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20	19-Aug-16	City of Richmond	4.9.2	Air Quality - Existing Conditions	Document refers to "the travel demand modelling system EMME/2 used to estimate the volume of traffic expected along the Project corridor in the future (2031)." Why is the horizon year of 2031 used for the air quality assessment whereas the traffic section has a horizon year of 2045?
21	18-Aug-16	City of Richmond	4.9.3.2	Air Quality - Potential Effects	"Even with an increase in traffic, the 2031 scenario with the Project is predicted to result in an overall improvement in air quality compared to existing and future conditions without the Project." Does this take into account the impact to air quality of additional traffic queuing at Oak St Bridge, Knight St Bridge, Alex Fraser Bridge due to the project? Moving 40% of the traffic using the new bridge to get to Vancouver faster across the new bridge does not reduce the traffic queuing to get into Vancouver. This queuing problem would be expected to grow for the 2045 horizon year. Tolling this bridge would also cause longer queues at the Alex Fraser Bridge.
22	18-Aug-16	City of Richmond	5.1	Traffic - Appendix B - Traffic Data Overview	Congestion analysis does not include impact at Oak St Bridge, specifically queue lengths, etc.
23	18-Aug-16	City of Richmond	5.1	Traffic - Appendix B - Traffic Data Overview	Document states: "a 10-lane bridge (eight lanes for general traffic and two for transit/HOV) would best meet Project requirements for 2045." Where is the justification. What is the cost-benefit ratios for a 10-lane bridge and for an 8-lane bridge? Is the cost-benefit ratio for an 8-lane bridge better than for a 10-lane bridge?
24	18-Aug-16	City of Richmond	5.1	Traffic - Appendix B - Traffic Data Overview	Document states: "On opening day during the AM rush hour an eight-lane bridge would be in a congested state similar to today." What is the analysis to support this statement? What about queue lengths? Are the queue lengths better with an 8-lane bridge than it is today or are they similar?
25	23-Aug-16	City of Richmond	5.1	Traffic - Appendix C - Traffic Forecasts	The laning requirements appear to be based on 2045 forecast volumes for a non-tolled facility. Laning requirements should be based on a tolled facility.

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26	18-Aug-16	City of Richmond	5.1	Traffic - Appendix C - Traffic Forecasts	Document states: "annual traffic growth shows a reduction of -0.7% between 2005 and 2014" for the Tunnel; this contradicts other statements indicating a "need for added capacity at Tunnel" (Overview page 1.1-7)
27	18-Aug-16	City of Richmond	5.1	Traffic - Appendix C - Traffic Forecasts	Document states: "a slight reduction in Massey Tunnel traffic during the peak hours (from 6,300 vehicles/hr in 2005 to 5,800 vehicles/hr in 2014)"; this contradicts other statements indicating a "need for added capacity at Tunnel" (Overview page 1.1-7)
28	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	The Application includes existing (2014) and forecast (2045) traffic volume information for Highway 99 interchanges and one municipal intersection (Steveston Highway-No. 5 Road) in Richmond but there is no analysis of the impacts of this increased traffic on local roads and intersections upstream and/or downstream of the Project, and thus no identification of measures to mitigate any impacts. Increases in forecast traffic volumes range from 33 to 164 percent during the peak periods.
29	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	Forecast traffic volume data for at locations in Richmond as well as detailed analysis assumptions (e.g., lane capacity, number of lanes, traffic signal phasing, geometric characteristics) and outputs (e.g., level of service, volume/capacity ratios, queuing analysis, other capacity performance indicators) are required so that the traffic impacts on municipal roads can be assessed and improvements identified. The Project should be responsible for the funding and implementation of any necessary local road improvements to facilitate the impact of the increased traffic and thus achieve the benefits of increased safety, reliability and travel time savings claimed by the Project. The stated benefits should not rely on the actions of a third party, such as the host municipality.

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30	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	Local intersections where traffic volume data and detailed analysis is required include: Proposed Transit Only Lanes (intersection of lanes at Van Horne Way and Great Canadian Way-Van Horne Way), Bridgeport Road-Sea Island Way Interchanges (Garden City Road-Sea Island Way, Garden City Road-Bridgeport Road, and Bridgeport Road-Highway 99 northbound off-ramp), Shell Road Interchange (Cambie Road-Shell Road and Shell Road-Highway 99 ramps), Highway 91 Interchange (Alderbridge Way-Shell Road), Westminster Highway Interchange (Westminster Highway-No. 5 Road and Westminster Highway-Sidaway Road), Steveston Highway Interchange (Steveston Highway-No. 5 Road and Steveston Highway-Sidaway Road), Proposed Rice Mill Road Ramps (intersection of ramps at Rice Mill Road and No. 5 Road-Rice Mill Road).
31	18-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	Document shows an increase in traffic (+700 vehicles per hour or 24%) northbound to Oak Street Bridge from year 2014 to DHV (ie 2045). This is a substantial increase in the traffic volumes at Oak St Bridge, which will create longer queues than exist today. How will the project address or mitigate this?
32	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	Document shows a significant increase in traffic that will impact the local road system: eastbound to southbound traffic (increase of ~500 vph or 124% in AM peak and ~520 vph or 48% in PM peak); northbound highway traffic exiting onto Bridgeport Road (increase of ~570 vph or ~51% in AM peak and ~480 vph or ~78% in PM peak). How will the project address these significant impacts? These volumes could also impact pedestrians and cyclists (eg shorter crossing times, etc). Costs of any improvements or measures to mitigate this traffic should be borne by the project.

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33	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	The new interchanges and same forecast traffic volume increases identified for local roads will also impact local pedestrian and cycling networks. Of particular concern are the proposed transit only lanes underneath the Oak Street Bridge that will cut across the Bridgeport Trail and the off-street multi-use pathway on Van Horne Way with the latter being the key pedestrian-cycling connection to the Canada Line Bridge. Both facilities also provide links between the Bridgeport Canada Line Station and Transit Exchange and the Tait neighbourhood to the east. Despite anticipated frequencies of one bus every three minutes using the transit only lanes during peak periods, the Application provides no discussion, analysis or measures to mitigate this significant impact to trail and path users.
34	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	The new interchanges and same forecast traffic volume increases identified for local roads will also impact local pedestrian and cycling networks. Also of particular concern is the new connection to Rice Mill Road. This road currently has a narrow rural 2-lane cross-section but is well-used by cyclists due to its low traffic volumes. The new ramp connections will introduce high volumes of vehicle traffic but the Application provides no discussion, analysis or measures to mitigate this significant impact to cyclists.
35	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	The new interchanges at Westminster Highway and Steveston Highway, which both feature free flow on- and/or off-ramps, and the forecast increased traffic volumes at local intersections in the vicinity of the interchanges (e.g., Steveston Highway-No. 5 Road) will also impact pedestrians and cyclists crossing the intersections and/or Highway 99.

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36	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	The proposed cycling and pedestrian infrastructure would be implemented primarily within the Highway 99 right-of-way only and any new overpasses would have a sidewalk on one side only. As noted above, municipalities appear to be responsible for any tie-ins to local networks with no additional cost-share funding to be made available. Instead, Richmond would have to compete for provincial BikeBC funding, which is currently limited to \$6 million annually for the entire province.
37	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes	The Ministry's Cycling Policy states that "Our goal to integrate bicycling on the province's highways by providing safe, accessible and convenient bicycle facilities and by supporting and encouraging cycling" and "Provisions for cyclists are made on all new and upgraded provincial highways." Given that the Project scope extends from Bridgeport Road in Richmond to Highway 91 in Delta and the current reference concept does not include continuous cycling facilities along this section of the Highway 99 corridor, the Project should be responsible for the funding and implementation of alternative cycling facilities within the host municipalities to enable a continuous, safe and convenient route that will help achieve the Project's stated goals to encourage a higher mode share for cycling, walking and transit in line with local and regional targets
38	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes - Shell Road Interchange	Document shows a significant increase in traffic that will impact the local road system: Northbound on-ramp traffic from Shell Road (increase of ~490 vph 64% in PM peak). How will the project address these significant impacts? These volumes could also impact pedestrians and cyclists (eg shorter crossing times, etc). Costs of any improvements or measures to mitigate this traffic should be borne by the project.

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39	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes - Steveston Hwy Interchange	Document shows a significant increase in traffic that will impact the local road system: Northbound to westbound traffic (increase of ~ 250 vph or ~33% in AM peak and ~ 590 vph or ~164% in PM peak); Eastbound to southbound traffic (increase of ~ 750 vph or ~88% in PM peak); Southbound to westbound traffic (increase of ~ 170 vph or ~142% in PM peak). How will the project address these significant impacts? These volumes could also impact pedestrians and cyclists (eg shorter crossing times, etc). Costs of any improvements or measures to mitigate this traffic should be borne by the project.
40	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes - Steveston Hwy-No. 5 Road	There is a substantial downstream impact on the Steveston Highway-No. 5 Road intersection, particularly for westbound traffic approaching No. 5 Road where traffic volumes are forecast to increase by 890 vehicles per hour (117 percent). The concern of increased westbound traffic volumes is exacerbated by the potential increase in conflicts arising from southbound traffic exiting Highway 99 at Steveston Highway and seeking to weave across the lanes to make a westbound-to-southbound left-turn at the intersection. How will the project address these significant impacts? These volumes could also impact pedestrians and cyclists (eg shorter crossing times, etc). Costs of any improvements or measures to mitigate this traffic should be borne by the project.
41	23-Aug-16	City of Richmond	5.1	Traffic - Appendix D - Design Hourly Volumes - Westminster Hwy Interchange	Document shows a significant increase in traffic that will impact the local road system: Eastbound to southbound traffic (increase of ~ 930 vph or ~107% in PM peak); Northbound to westbound traffic (increase of ~ 440 vph or ~58% in AM peak); Westbound to southbound traffic (increase of ~ 380 vph or ~89% in PM peak). How will the project address these significant impacts? These volumes could also impact pedestrians and cyclists (eg shorter crossing times, etc). Costs of any improvements or measures to mitigate this traffic should be borne by the project.

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42	23-Aug-16	City of Richmond	5.1.1.1	Traffic - Assessment Context	Need to expand pedestrian and cycling networks beyond the Hwy 99 corridor (i.e., to include local networks) as part of the project in order to achieve stated project benefits re modal shift.
43	18-Aug-16	City of Richmond	5.1.1.1	Traffic - Assessment Context	Document states that "Project-related changes to the road network have been designed to facilitate travel time savings and reduced idling, while providing greater travel time reliability and substantial safety improvements, which will result in health benefits". However, the scope of the project does not include the Oak Street Bridge where 40% of the traffic to/from the new bridge will be crossing, therefore, travel time savings, reduced idling and greater travel time reliability will not be realized for 40% of the traffic. How are "substantial safety benefits" quantified? Although the number of more minor accidents (eg fender-benders) may be reduced, the severity of accidents (eg due to free flowing traffic coming to an abrupt stop at congested adjacent traffic signals) may increase.
44	18-Aug-16	City of Richmond	5.1.1.3	Traffic - Assessment Boundaries	LAA should be expanded to include the Oak Street Bridge as well as Knight Street Bridge and Arthur Laing Bridge, particularly for analysis purposes. Reasons as noted above (40% of traffic to/from the new bridge will be crossing into/out of Vancouver. How will congestion at these crossings be mitigated? Should severe queues form based on current proposal, there should be a contingency plan on how to address/mitigate this congestion.



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45	26-Aug-16	City of Richmond	5.1.1.3	Traffic - Assessment Boundaries	There is no information regarding the potential risk associated with the increased motor vehicle traffic adjacent to the LAA. There is a potential for an increase in first responders based on projected traffic increase: No 5 Road: Westminster Highway to Rice Mill Road, Bridgeport Road-Sea Island Way Interchanges, Shell Road Interchange, Westminster Highway Interchange, Steveston Highway Interchange, Steveston Highway-No. 5 Road. Given these intersections or interchanges are high traffic collision locations, has ICBC provided collision data for these locations due to the increase of cars per hour projections?
46	18-Aug-16	City of Richmond	5.1.1.3	Traffic - Assessment Boundaries	Document states that "Port Mann Bridge tolling framework has been applied to the new bridge, with the adjacent Alex Fraser Bridge (AFB) and Highway 91 corridor considered as the free alternative." With AFB as the free alternative, congestion problems currently at the Tunnel will be exacerbated at the AFB. Has the impact of the new bridge been assessed at the AFB? How will this added congestion be mitigated?
47	26-Aug-16	City of Richmond	5.1.2.3	Traffic - Existing Conditions	To enable faster response times to crashes on Highway 99 or elsewhere in Richmond using Highway 99 as a response route and thus help the Project achieve the stated benefits of increased safety, suggest new additional on-ramps accessible by first responders only at the following two locations: (1) Northbound on-ramp to Highway 99 from westbound Westminster Highway; and (2) Southbound on-ramp to Highway 99 from eastbound Cambie Road.

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48	18-Aug-16	City of Richmond	5.1.2.3	Traffic - Existing Conditions	There are repeated qualitative comments in the Application regarding the putative positive effects of the Project on modal split but there is no technical evidence to substantiate these statements such as traffic model forecasts showing the modal split. Even with these potential positive impacts the Application states that <i>"Analysis indicates that improvements in HOV and transit alone will not substantially address the current Highway 99 traffic challenges"</i> but again does not offer any supporting analysis for this claim. The Project includes improved transit infrastructure but there is no complementary funding to support enhanced transit service to help achieve a modal shift. The Application cites the success of the Canada Line as the rationale for declining vehicle volumes across the Oak Street Bridge but, conversely, does not consider this same scenario of improved transit service to the south of Fraser region as a viable Project alternative.
49	18-Aug-16	City of Richmond	5.1.2.3	Traffic - Existing Conditions	Document states that "traffic to Vancouver accounts for only 40 per cent of the total traffic through the Tunnel"; however, projections show a substantial increase in the traffic volumes at Oak St Bridge. For example, data in Appendix D indicates that traffic in the northbound direction in the morning peak hour increases from 2958 to 3680 vehicles per hour (vph) equating to 700 vph or 24% increase, creating longer queues than exist today.

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50	26-Aug-16	City of Richmond	5.1.2.3	Traffic - Existing Conditions	<p>Traffic safety is assessed by comparing collision rates for a segment of a roadway to provincial averages for the same roadway type and classification. The average collision rate is measured in units of collisions per million vehicle kilometers (c/mvk), and provides a measure of the frequency of collisions in the study segment. An assessment of collision rates for the LAA is presented in the report titled <i>George Massey Tunnel Replacement Project Collision Data Analysis</i> (Delcan 2015). Results show that the segment of Highway 99 which includes the Steveston Highway interchange, the Tunnel, and the Highway 17A interchange, has an average collision rate of 0.44 c/mvk, which is much higher than the 0.30 c/mvk provincial average (Delcan 2015). These high traffic collision rates present an ongoing risk to safety and human health. The Steveston Highway interchange has the highest number of collisions along the assessment corridor, including relevant nearby intersections and roadways. There were 625 collisions at this interchange between 2008 and 2012. Additionally, the Steveston Highway/No. 5 Road intersection, immediately west of Highway 99, had the second highest number of collisions (545) during this period. There were 491 collisions at the Highway 99/Highway 17A interchange between 2008 and 2012, which is the third highest number of collisions along the study corridor (Delcan 2015). The Application lacks information and recommendations as to how the above collision rates will be reduced.</p>

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51	23-Aug-16	City of Richmond	5.1.2.3	Traffic - Existing Conditions and Traffic - Appendix B	<p>The Application states that the Tunnel currently carries an average of 80,000 vehicles per day and traffic would grow to 100,000 vehicles per day by 2045 without a new bridge. Based on traffic forecasts with a new tolled bridge, traffic volumes would drop to 71,000 vehicles per day in the first year and grow to 84,000 vehicles per day by 2045.</p> <p>Separate information in Appendix B (Traffic Data Overview) to the Traffic chapter states that "Modelling results...predict that by 2045 traffic through the existing Tunnel will grow to approximately 100,000 vehicles per day and that traffic over a new 10-lane bridge will be approximately 115,000 vehicles per day." Presumably, these forecast traffic volumes are based on a non-tolled crossing. These higher traffic volumes appear to be used to support the design of Project elements including the determination of the number of lanes required for the bridge.</p> <p>However, the Application clearly states that the new bridge will be tolled. Thus, given that the forecast daily traffic volumes in 2045 are not substantially different from current daily traffic volumes for a tolled crossing, it is unclear why such an expansion of vehicle capacity (more than doubling from four to 10 lanes) is necessary. Moreover, per the Ministry's traffic data program, average annual daily traffic volumes for the Tunnel have declined over the 2003 to 2014 period from 82,297 to 79,105 vehicles (-0.36 percent annual growth).</p>
52	23-Aug-16	City of Richmond	5.1.2.4	Traffic - Traffic Forecasting	<p>Application states that traffic demand is forecast to be 84,000 vehicles per day by 2045. Presumably, this is based on a tolled facility. These volumes are essentially the same as today so how is a 10-lane facility justified?</p>

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53	18-Aug-16	City of Richmond	5.1.2.4	Traffic - Traffic Forecasting	Document indicates that the modelled results at the Oak Street Bridge "show little change at the Oak Street during peak hours with or without a new bridge to replace the Tunnel"; this would be expected because the limited capacity of the 4 lanes at the Oak Street Bridge is the same with or without the new bridge (ie at capacity in the peak direction during peak hours), however, a comparison of the queue lengths at the Oak Street Bridge with and without the new bridge would provide more meaningful information. This information is missing from the document. Similarly, queue lengths based on forecast volumes are missing.
54	23-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	Table 5.1-2: how can 2045 VKT without the project increase if the tunnel is already congested and traffic volumes have been declining?
55	23-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	Table 5.1-3: why is there no change in 2045 VHT with or without the project?
56	23-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	Table 5.1-4: One of the Provincial tolling guidelines is that tolls will be implemented only if a reasonable non-tolled alternative is available. The Application states that the Project will be tolled. As the non-tolled alternative crossing for the south arm of the Fraser River, the Alex Fraser Bridge is forecast to experience an increase of 20,000 vehicles per day (17 percent) with a tolled Project in place versus without the Project (from 120,000 to 140,000 vehicles per day). The Application states that the Alex Fraser Bridge already experiences greater congestion than the Tunnel during the peak periods; the forecast traffic diversion will only exacerbate this issue. However, the Application does not identify any measures to mitigate this impact. The forecast scenario also reinforces the need to move to a region-wide mobility pricing policy consistent with the Mayors' Council vision for regional transportation investments in Metro Vancouver.

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57	18-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	Document states: "when comparing with and without the Project for the Fraser River North Arm crossings, Knight Street Bridge, Arthur Laing Bridge, and Oak Street Bridge, results show a small decrease in traffic with the Project." Comparison of the queue lengths at all crossings is missing.
58	18-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	Document states: "transit improvements included in the Project, in conjunction with tolling, will support and enable a mode shift towards greater use of transit in the Highway 99 corridor, including the Canada Line, and away from single occupancy vehicle-based commuting trips across the Oak Street Bridge." Where is the evidence to substantiate this statement? Project does not include increase in transit service or buses; building infrastructure (transit lanes) does not equate to more buses without commitment to funding more transit service. Need to substantiate this statement on modal shift.
59	23-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	The Application states that traffic volumes over the Oak Street Bridge have declined between 2010 and 2015 since the introduction of the Canada Line. The Application cites the success of the Canada Line as the rationale for declining vehicle volumes across the Oak Street Bridge but, conversely, does not consider this same scenario of improved transit service to the south of Fraser region as a viable Project alternative.
60	26-Aug-16	City of Richmond	5.1.2.4.2	Traffic - Regional Traffic Forecasts	Projected increases in traffic volumes at local road intersections, which include locations with relatively higher rates of traffic crashes (eg., Steveston Highway-No. 5 Road), may lead to an increase in calls for service, potential rescue calls and possible longer response times due to increased traffic congestion on local roads. The Application does not identify mitigating measures to address these impacts.
61	26-Aug-16	City of Richmond	5.1.3.2.1	Traffic - Construction	The Construction Traffic Management Plan should include a Construction Rescue Plan (i.e., working over water/working at height, technical high angle rope rescue) and Rescue Plan to be developed jointly with Delta Fire & Emergency Services and Richmond Fire-Rescue

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62	18-Aug-16	City of Richmond	5.1.4	Traffic - Mitigation Measures	This section talks about mitigation measures during construction. What is missing are mitigation measures beyond construction when the project is complete and operational. For example, should traffic queues at Oak Street Bridge be substantial, how will this be addressed, what is the contingency plan, can the other adjacent crossings at Arthur Laing Bridge and Knight Street Bridge handle the extra traffic?
63	24-Aug-16	City of Richmond	5.3.2.4	Land Use Planning	The Application references <i>A Long-Range Transportation Plan for Greater Vancouver: Transport 2021</i> , jointly produced in 1993 by the Ministry of Transportation and Highway (MoTH) and the Greater Vancouver Regional District and developed in support of the Livable Region Strategic Plan, and states that the report identified "the need" for additional capacity across the north and south arms of the Fraser River. However, the Transport 2021 report context is that the suggested additional capacity is one of several long-term corridor options for investigation, not an identified need. Moreover, the report states that " <i>The choke points of the bridges and tunnels across the Fraser River and across Burrard Inlet would be used to "draw the line" and limit access to the single-occupant vehicle</i> " and that a single occupant vehicle restraint strategy should be followed with no increase in mixed traffic peak hour capacity (i.e., high and single occupant vehicles). A 10-lane bridge is not consistent with this Plan.
64	24-Aug-16	City of Richmond	5.3.2.4	Land Use Planning	The Mayors' Council <i>Regional Transportation Investments: a Vision for Metro Vancouver</i> has a headline target to " <i>make half of all trips by walking, cycling and transit</i> ." One of the five goals of <i>Metro Vancouver 2040: Shaping our Future</i> (Metro Vancouver's Regional Growth Strategy) is to " <i>Support sustainable transportation choices</i> ." While the Project includes dedicated transit-HOV lanes, the expanded vehicle capacity for single occupant vehicles is not consistent with the Vision, the Regional Growth Strategy or the City's <i>Official Community Plan</i> .



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65	17-Aug-16	City of Richmond	5.3.2.5	Land Use	The application presents an inventory of current uses within 500m on each side of the project. However, no comparisons were made between the impacts on the east and west sides. The proponent should provide these options and a feasibility analysis of realigning the highway further to the east
66	17-Aug-16	City of Richmond	5.3.2.5	Land Use	The proposal will result in the reduction in the overall size of the City land comprising the Gardens Agricultural Park by 17.8% but this is not mentioned in the application. A mitigation/compensation plan for the Park including redesign, public consultation, and other costs is required.
67	24-Aug-16	City of Richmond	5.3.2.5	Land Uses	The Application contains no information on the impacts of the Project to the City's Gardens Agricultural Park. The Project requires 0.875 hectares of land within the park and the loss of this land would result in the eastern park boundary shifting, on average, 35 metres to the west of its current location and equates to an overall 17.8 percent reduction in the size of the park. Such a shift in the park's eastern boundary would significantly impact the approved park plan. In particular, the parking lot, community gardens, agricultural demonstration gardens, and landscape buffer would all be reduced in size by approximately 50 percent and would no longer function in the manner envisioned in the approved park plan. Mitigating measures to address the impacts should include: (1) financial support to develop a new park plan based on a re-examination of the park's original program elements and an assessment of the extent to which the displaced elements can be integrated into the new plan including additional consulting services and a new public consultation process; and (2) attenuation of noise and visual quality effects arising from the closer proximity of a widened Highway 99 and the multi-level Steveston Highway Interchange.

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68	24-Aug-16	City of Richmond	5.3.2.5	Land Uses	The Richmond Nature Park is bisected by Highway 99. While the widening of Highway 99 in this area is understood to be contained within the existing right-of-way, the additional infrastructure to be constructed in this area (i.e., wider highway, new Westminster Highway Interchange, new ramp connection from Highway 91) could have the potential to impact water levels and quality in the area and, in turn, the health of the adjacent bog. The Application should include an assessment of this potential impact and, if required, identify any mitigating measures.
69	17-Aug-16	City of Richmond	5.3.3.3	Traffic/Land Use/Human Health	The proposal is not supported by the Richmond OCP objective to reduce the need for added road capacity (limit expansion of travel lane capacity of single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles). Please justify that the proposal is consistent with this policy.
70	17-Aug-16	City of Richmond	5.3.3.4	Land Use	The Coriolis study indicates a small localized shift in regional population and employment growth as a result of the project based on modelling of an eight-lane highway. Further study and modelling is needed using the actual proposed 10-lane project to demonstrate that it is consistent with the Regional Growth Strategy (Metro Vancouver) and Regional Transportation Strategy (TransLink). Otherwise, provide justification of how the 10-lane option is preferred over the eight-lane proposal.

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71	24-Aug-16	City of Richmond	5.4.2.3.2	Agricultural Use - Existing Conditions	The Application does not reference the City's designated Riparian Management Areas (RMAs) or Environmentally Sensitive Areas (ESAs), which are located on both sides of Highway 99, or the Ecological Network Management Strategy. During biweekly meetings with the proponent for the past year or more, City staff have repeatedly articulated the need to replace, compensate and establish a net gain of RMA and ESA habitat. The current Application does not include any information regarding these details. The Application should demonstrate how the Project will maintain, protect and enhance the City's RMAs and ESAs within agricultural lands on both sides of Highway 99 through a net gain approach.
72	24-Aug-16	City of Richmond	5.4.3	Agricultural Use - Potential Effects	The Application does not contain any discussion or rationale as to why the widening of Highway 99 in Richmond will occur on the west side as opposed to the east side. Given that adjacent property is required for the Project, the City's preference is to widen Highway 99 on the east side as property on the west side is within the City's <i>Backlands Policy</i> area. The City of Richmond and the Agricultural Land Commission (ALC) entered into an agreement to increase farming within the Backlands; as such, the west side should not be affected.
73	24-Aug-16	City of Richmond	5.4.3	Agricultural Use - Potential Effects	The Application states that the total projected removal of land within the Agricultural Land Reserve (ALR) is a maximum of approximately 20 ha, of which approximately 17 ha is currently productive. The highway right-of-way identified for potential return to agricultural use is currently not farmed nor can the Ministry guarantee that it will be farmed. Given that there is no certainty that there will be new farming activity to off-set the loss of the actively cultivated parcels that are required for the Project, the Application should identify any mitigation measures to ensure that the Project will not negatively impact agricultural lands.

**Environmental Assessment for the proposed George Massey Tunnel Replacement Project**
**WORKING GROUP ISSUES TRACKING TABLE**

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74	24-Aug-16	City of Richmond	5.4.3	Agricultural Use - Potential Effects	The Application provides information on the land capability rating for soils that are presently adjacent to the Highway 99 alignment and proposes the offset of land in the ALR that is anticipated to be of similar or better capability than land acquired for the Project. Further information is required to clarify how topsoil conservation will be undertaken and to validate that the highway right-of-way identified for potential return to agricultural use will be improved to a soil capability class equal to or better than that for the parcels required for the Project to ensure a net gain in soil quality, and a net zero or positive impact to agricultural land.
75	24-Aug-16	City of Richmond	5.4.3	Agricultural Use - Potential Effects	The Application does not reference the City's designated Riparian Management Areas (RMAs) or Environmentally Sensitive Areas (ESAs), which are located on both sides of Highway 99, or the Ecological Network Management Strategy. The Application should demonstrate how the Project will maintain, protect and enhance the City's RMAs and ESAs within agricultural lands on both sides of Highway 99 through a net gain approach.
76	24-Aug-16	City of Richmond	5.4.3	Agricultural Use - Potential Effects	The Application proposes to improve irrigation and drainage infrastructure. However, it does not include drainage plans that consider the impacts to and status of the RMAs. Detailed plans should show the future status of RMAs and also enhance drainage and irrigation water supply to agricultural lands east and west of the Project. Compensating irrigation and drainage infrastructure should be contemplated.
77	17-Aug-16	City of Richmond	5.4.3.2.1	Agricultural Use	As the proposal reduces the farmable area, please indicate how affected owners will be compensated for the loss of farmland as well as its long term productivity.
78	17-Aug-16	City of Richmond	5.4.3.2.1	Agriculture/Vegetation/Territorial Wildlife/ River Hydraulics and River Morphology	Demonstrate how the Project will maintain, protect and enhance the City's Riparian Management Areas and Environmentally Sensitive Areas within agricultural lands on both sides of Highway 99 through a net gain approach.

**Environmental Assessment for the proposed George Massey Tunnel Replacement Project**
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79	17-Aug-16	City of Richmond	5.4.3.2.1	Agriculture/Vegetation/Terrrestrial Wildlife/ River Hydraulics and River Morphology	The proposal is not supported by <b>Metro Vancouver – Regional Growth Strategy (RGS) Strategy 3.2</b> to protect and enhance natural features and their connectivity by identifying where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features and considering watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans. Clarify how this will be avoided or mitigated at the proponent's expense.
80	17-Aug-16	City of Richmond	5.4.3.2.1	Agriculture/Vegetation/Terrrestrial Wildlife/ River Hydraulics and River Morphology	The proposal is not supported by <b>City of Richmond – Regional Context Statement (RCS)</b> to protect and enhance natural features and their connectivity by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes a best practices Ecological Network Concept, Riparian Area and enhanced 2012 ESA policies and guidelines. Clarify how this will be avoided or mitigated at the proponent's expense.
81	17-Aug-16	City of Richmond	5.4.3.2.2	Agriculture/Human Health	Increased salinity of the Fraser River at the up-river extent of the salt wedge following Tunnel removal is identified as a potential project-related effect. Clarify how the increased salinity will be mitigated at the proponent's expense.
82	17-Aug-16	City of Richmond	5.4.3.2.3	Agriculture/Land Use	The proposal is not supported by <b>Metro Vancouver – Regional Growth Strategy (RGS) Strategy 2.3</b> to support agricultural viability including discouraging subdivision of agricultural land leading to farm fragmentation. Clarify how this will be avoided or mitigated at the proponent's expense.
83	17-Aug-16	City of Richmond	5.4.3.2.3	Agriculture/Land Use	The proposal is not supported by <b>City of Richmond – Regional Context Statement (RCS)</b> that discourages subdivision into small farms which would create impractical farm sizes. Clarify how this will be avoided or mitigated at the proponent's expense.



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84	17-Aug-16	City of Richmond	5.4.4.2.1	Agriculture/Sediment and Water Quality	Conduct a soils analysis study to better document and assess the soil capability of the parcels required for the Project and the highway right-of-way identified for potential return to agricultural use. Clarify how topsoil conservation will be undertaken.
85	17-Aug-16	City of Richmond	5.4.4.2.2	Agricultural Use - Mitigation Measures	The applicant proposes to improve irrigation and drainage infrastructure. More detailed drainage plans that enable highway drainage and also enhance drainage and irrigation water supply to agricultural lands east and west of the project are required. The City of Richmond also requests that the proponent construct new compensating irrigation and drainage infrastructure at their expense with the City's guidance.
86	17-Aug-16	City of Richmond	5.4.4.4.1	Agriculture/Sediment and Water Quality	Validate that the highway right-of-way identified for potential return to agricultural use will be improved to a soil capability class equal to or better than that for the parcels required for the Project to ensure a net gain in soil quality, not just total area. Demonstrate how this will achieve a net zero or positive impact to agricultural land.
87	17-Aug-16	City of Richmond	5.4.4.4.1	Agricultural Use - Mitigation Measures	Ensure that the highway right-of-way identified for potential return to agricultural use will be farmed upon completion of the Project and state who and how it is to be farmed.

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88	24-Aug-16	City of Richmond	5.5.4	Visual Quality - Potential Effects	The Application includes a Visual Quality Assessment (VQA) for the project, with a primary focus on the impacts of the proposed bridge and little discussion of changes proposed for the Steveston Highway Interchange, nor of potential changes to the Highway 99 corridor. The Application notes that <i>"a review of the existing information and the state of knowledge pertaining to visual quality assessment was undertaken to identify the appropriate analysis methods for the Project."</i> For guidance in conducting the VQA, the Application cites one application method ( <i>Protocol for Visual Quality Effectiveness Evaluation</i> , B.C. MOF 2008) and four precedent projects in which "visual quality evaluations" were conducted. However, it is unclear how the VQA methodologies cited in the report have been applied.
89	24-Aug-16	City of Richmond	5.5.4	Visual Quality - Potential Effects	There are additional visual landscape assessment criteria that address a broader range of considerations (e.g., coherence, complexity, imageability, visual scale, historicity, ephemera, etc) that are appropriate for a project of this scope and that are neither cited nor applied. These VQA approaches should be included in the Application.
90	24-Aug-16	City of Richmond	5.5.4	Visual Quality - Potential Effects	The Application should provide a VQA for the entire corridor including viewpoint analysis, as well as for The Gardens Agricultural Park and the Steveston Highway Interchange, considering the proposal is to replace the current two-lane overpass with a multi-level, multi-lane structure, the scale and extent of which is not currently present along the Highway 99 corridor.
91	24-Aug-16	City of Richmond	5.5.4	Visual Quality - Potential Effects	The Application should clearly describe how the visual impacts will be mitigated either through the design of the bridge and its overpasses, and/or through adjacent landscape development.
92	24-Aug-16	City of Richmond	7.1.3	Human Health - Potential Effects	The Application does not consider the impacts of increased exposure to higher traffic volumes and speeds, especially for pedestrians and cyclists at interchanges and local intersections upstream/downstream of Highway 99.

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93	24-Aug-16	City of Richmond	7.2.5.10	Human Health - HIA - Safety and Security	The Application states "Emergency responders report that isolated areas, such as the bases of bridges, can attract high-risk populations to create temporary shelters that may be associated with elevated rates of petty crime" but does not identify any mitigating measures to address this concern.
94	26-Aug-16	City of Richmond	8.0	Accidents and Malfunctions	Emergency responder access to the highway will be improved due to the additional capacity, reduction in traffic congestion, and improved emergency vehicle access to incidents. Notwithstanding these considerations, the Application does not included analysis of traffic-related crashes and malfunctions during Project operations.
95	19-Aug-16	City of Richmond	9.5	Effects of the Environment on the Project	The City requests that the perimeter dike within close proximity of the GMTR bridge be upgraded to 4.7m GSC as part of this project, and that the bridge landing area accommodates future upgrade of the dike to a minimum of 5.5m GSC.
96	19-Aug-16	City of Richmond	11.1.2	Public Consultation - Stakeholder Profiles	The list of questions and interests are not complete with respect to the City of Richmond.
97	23-Aug-16	City of Richmond	11.1.2	Public Consultation - Stakeholder Profiles	Does not identify that the Board of Metro Vancouver is opposed to the project.
98	24-Aug-16	City of Richmond	12.5	Management Plans - CEMP & OEMP	Request opportunity to review the Construction Environmental Management Plan and Operation Environmental Management Plan for completeness as part of the current EA process.
99	24-Aug-16	City of Richmond	16.1	Reference Concept Drawings	Response #111 from the proponent during the dAIR process stated "The Application will include additional conceptual design details which will support the assessment on the local road network." The information available in the Application is insufficient to allow this assessment.

**Environmental Assessment for the proposed George Massey Tunnel Replacement Project**
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100	24-Aug-16	City of Richmond	16.5	Air Quality Study - Potential Effects	The fleet profile used for the Air Quality study is a regional average fleet study, and is not representative of the fleet profile for the current tunnel or for the projected bridge use as indicated in the SDG traffic study. This difference in fleet profile appears to significantly underestimate the number of both light and heavy trucks, especially diesel vehicles. The potential for a substantial shift in fleet profile towards electric and other low- or zero-emission vehicles is also underestimated in the regional fleet profile (e.g: the fleet profile used projects that electric vehicles will constitute 0.01% of the passenger vehicle fleet in 2031).
101	24-Aug-16	City of Richmond	16.5	Air Quality Study - Potential Effects	Air Quality study only addresses traffic within the Highway 99 corridor, and measures the emissions related to that traffic. The project is anticipated to cause significant traffic changes away from the study corridor – including the Alex Fraser Bridge, the Knight and Oak Street bridges, and gateway intersections in Richmond, including Steveston and No 5 Road, Bridgeport Road, Sea Island Way, and Westminster Highway. The emissions impacts of increased traffic and congestion in these locations were not evaluated in the study. Overall emissions are not likely to have been reduced, but are likely to have been displaced, largely into developed commercial and residential areas of Richmond, where the applied dispersion models may not be applicable.
102	24-Aug-16	City of Richmond	16.5	Air Quality Study - Potential Effects	The Air Quality assessment uses current traffic estimates from 2011 and projected traffic estimates for 2031 that are not the same as those used in other parts of the EA. Use of TransLink RTM (Table 11) is limiting.



# City of Richmond




## Report to Committee

**To:** General Purposes Committee  
**From:** Grant Fengstad  
Director, Information Technology  
**Date:** August 12, 2016  
**File:** 04-1300-01/2016-Vol 01  
**Re:** Request for Approval PeopleSoft HCM 9.2 Upgrade Consulting Services

### Staff Recommendation

1. That the PeopleSoft HCM 9.2 Upgrade consulting services contract, as detailed in the staff report titled "Request for Approval PeopleSoft HCM 9.2 Upgrade Consulting Services" from the Director of Information Technology dated August 12, 2016, be awarded to Blackstone Consulting Group Inc; and
2. That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to negotiate and execute the consulting services contract with Blackstone Consulting Group Inc.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Finance Department Human Resources	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b>  
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  	<b>APPROVED BY CAO (Accepted)</b>  



## Staff Report

### Origin

The City entered into a Software End User License and Services Agreement with PeopleSoft Canada on May 29, 1998 to purchase a Human Resources Management system. This agreement encompasses the PeopleSoft Human Capital Management (HCM) system which includes modules such as Human Resources Management, Payroll, Base Benefits, Time & Labour and Enterprise Learning. The PeopleSoft HCM system is a critical system, and is used daily by City staff.

In December 2004, Oracle Canada announced that it had acquired PeopleSoft Canada. The agreement was updated to transfer the Software Update License & Support services from PeopleSoft Canada to Oracle Canada.

The last PeopleSoft HCM upgrade was completed in 2011 from version 8.9 to 9.1. The total cost for the upgrade was \$560,429.

In 2015 Oracle's Software Technical Support Policies identified that the City's current version of PeopleSoft HCM system version 9.1 will no longer be supported after January 2018. The software upgrade from PeopleSoft HCM system version 9.1 to 9.2 was approved by Council in the 2016 Capital Budget.

The following are the primary functionalities and statistics with the current PeopleSoft HCM system:

- produces biweekly payroll – approximately \$4.5 million;
- processes biweekly time sheets – 21,000 time entries, approximately 126,000 hours;
- manages and administer 2,077 employees;
- manages and administer 21 benefit plans;
- administers the organization's salary plans including 188 salary grades and 472 salary plans
- manages and administer 4 collective agreements and 2 management pay groups;

This report supports Council's 2014-2018 Term Goal #7 Strong Financial Stewardship:

*Maintain the City's strong financial position through effective budget processes, the efficient and effective use of financial resources, and the prudent leveraging of economic and financial opportunities to increase current and long-term financial sustainability.*

*7.1. Relevant and effective budget processes and policies.*

*7.2. Well-informed and sustainable financial decision making.*

*7.4. Strategic financial opportunities are optimized.*

## **Analysis**

The purpose of this report is to request approval authority for the City to enter into a consulting services contract with Blackstone Consulting Group Inc. for the upgrade of the PeopleSoft Human Capital Management System from version 9.1 to 9.2. The proposed agreement will include project management, functional and technical consultant services to assist in the design, configuration and/or construction activities, testing and implementation of the application and infrastructure components of the upgrade from PeopleSoft HCM 9.1 to 9.2.

### **Scope of the Work**

The Blackstone Consulting Group will aid the City in the full PeopleSoft Upgrade project lifecycle, from requirements analysis to go live and post implementation support. The PeopleSoft consultants will provide expertise, guidance, recommendations and estimates, as well as confirming impacts, identifying risks and mitigations.

The Blackstone Consulting Group will lead the design, configure and/or construction activities, test, integrate and implement the application and the infrastructure components as required. The Blackstone Consulting Group will also conduct knowledge transition to City staff such that they are equipped to support the post-implementation solution.

The City is also planning to leverage the upgrade process to enhance and improve the existing Human Resources and payroll business processes and to take advantage of new system functionalities. Some of the primary enhancements include:

- Implementation of an employee self-service web portal that will provide all employees with secure access over the internet to view pay advice, manage and view T4/T4A and self-update employee information from any location. This will result in the reduction and or elimination of printed pay advices and T4 slips.
- Implementation of a manager self-service web portal/dashboard to view job information, employee leave balances and training summaries. This will be a single view of staff information in an easy to view and user friendly format.
- Automation of online workflow functionalities such as employee licenses and certifications resulting in less paper flow and increased flexibility for the routing process.
- Review and streamline existing processes for benefits enrollment, license and certifications, designation and memberships tracking.

Public Bidding

A Request for Expression of Interest RFEOI 5687 was issued on March 21, 2016. The following responses were received on April 5, 2016:

<b>Company</b>	<b>Total Amount</b>
Propel Solutions Ltd. <i>*only responded to project management, not the entire RFP</i>	\$89,440
Blackstone Consulting Group Inc.	\$616,800
EAInfoBiz Inc.	\$633,482
Graviton Consulting Services	\$673,384
Spyre Solutions Inc.	\$1,127,828
Annex Consulting Group	Only provided hourly rate

An evaluation committee consisting of representatives from Payroll, Human Resources, Purchasing and Information Technology evaluated the responses based on predetermined criteria including, but not limited to, value for money, proponent qualifications, proposal quality, project methodology and references. Each section was scored independently using the City's standard evaluation matrix. The consolidated score determined that Blackstone Consulting Group Inc. was the highest and was deemed to be the lead respondent.

As determined by the evaluation, Blackstone Consulting Group Inc. provided the response that met the City's requirements and provides the best value. Blackstone Consulting Group Inc. submitted a solid project methodology and implementation plan, and reference checks were conducted to confirm their ability to meet the proposed scope of the project.

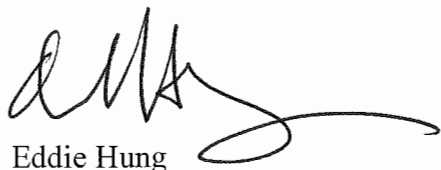
**Financial Impact**

The budget for PeopleSoft HR and Payroll System Upgrade and Workforce Management was approved by Council in the 2016 Capital Budget. The budget for the system upgrade portion of the project is \$951,000. Funding is available to award this contract to Blackstone Consulting Group Inc. for \$616,800, exclusive of taxes.

## **Conclusion**

This request is in compliance with the City's Procurement Policy and Officer and General Manager Bylaw. The PeopleSoft Human Capital Management system is a critical system, used daily by City staff and the City has no plans to change the Human Resources and Payroll systems. In March 2016, the City signed a five year agreement with Oracle to continue using the PeopleSoft Financial and Human Capital Management systems, with the added benefit of no inflationary adjustment rate increase for the term of the agreement.

It is therefore recommended that 5687 RFEOI for PeopleSoft HCM 9.2 Upgrade Consulting Services be awarded to the bidder Blackstone Consulting Group Inc., who proposed best value to the City in the amount of \$616,800, exclusive of taxes.

A handwritten signature in black ink, appearing to read 'Eddie Hung', with a long, sweeping horizontal line extending to the right.

Eddie Hung  
Manager, Business and Enterprise Systems  
(604-276-4232)

GF:eh



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** August 22, 2016  
**File:** RZ 15-702268

**Re:** Application by Volodymyr Rostotskyy and Maung Hla Win for Rezoning at 8300/8320 St. Albans Road from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9566, for the rezoning of 8300/8320 St. Albans Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Wayne Craig  
Director, Development

WC:jr  
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	<i>T. ROWE for Joe Brock</i>



## **Staff Report**

### **Origin**

Volodymyr Rostotskyy and Maung Hla Win have applied to the City of Richmond for permission to rezone 8300/8320 St. Albans Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone to the property to be subdivided to create two (2) lots (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing duplex on the property, which would be demolished.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

- To the North and South: single-family homes on lots in the “Single Detached (RS1/E)” zone fronting St. Albans Road.
- To the East: the sports fields for Palmer Secondary School; which are in the “School & Institutional Use (SI)” zone.
- To the West, across St. Albans Road: one (1) single-family home fronting Lunen Road and one (1) single-family home fronting St. Albans Road; both in the “Single Detached (RS1/E)” zone.

### **Related Policies & Studies**

#### **Official Community Plan**

The subject property is located in the Garden City neighbourhood of the Broadmoor planning area (Attachment 4). The Official Community Plan (OCP) land use designation for the subject property is “Neighbourhood Residential.” The proposed rezoning and subdivision are compliant with this designation.

#### **Single-Family Lot Size Policy 5423**

The subject property is located within the area governed by Single-Family Lot Size Policy 5423, adopted by Council on November 20, 1989 and subsequently amended in 2003 and 2004 (Attachment 5). This Single-Family Lot Size Policy permits subdivision of properties containing an existing duplex into no more than two (2) equal lots consistent with the “Single Detached (RS2/B)” zoning bylaw. The proposed rezoning and subdivision are compliant 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 first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the Local Government Act.

**Analysis****Existing Legal Encumbrances**

There is an existing covenant registered on title that restricts the property use to a duplex only (registration number RD44048). This covenant must be discharged prior to subdivision approval.

Cancellation of the existing strata plan (NW850) is required prior to subdivision approval.

**Proposed Site Access**

Vehicle access is proposed to be from St. Albans Road via separate driveway crossings to each new lot. The location of the driveway crossings will be established as a part of site servicing.

Richmond School District No. 38 has requested that there be no site access from the rear of the property during demolition or construction stages, and to be notified of work prior to demolition stage. Staff will notify the School District of the rezoning approval, and advise the applicant to contact the School District before demolition begins.

**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 eight (8) bylaw-sized trees on the subject site (Tag # 2-9), one (1) tree on a neighbouring property (Tag # 10), and one (1) City-owned tree (Tag # 1).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted a visual tree assessment, and provides the following comments:

- Three (3) trees (Tag # 2, 3 and 4) located on the development site along the front property line are in good condition and should be retained and protected. Install tree protection fencing a minimum of 3 m out from the base of the tree.
- Two (2) trees (tag # 7 and 9) located on the development site in the rear yard are in good or moderate condition, and should be retained and protected. Install tree protection fencing as per Arborist's Report recommendations.

- Two (2) Birch trees (Tag # 6 and 8) are not good candidates for retention, and should be removed and replaced.
- One (1) neighbouring tree (Tag # 10) is to be retained and protected.
- One (1) City-owned tree (Tag # 1) is to be retained and protected.

### *Tree Protection*

Five (5) bylaw-sized trees on the subject property, one (1) tree on a neighbouring property, and one (1) City-owned tree are to be retained and protected (Tag # 2, 3, 4, 7, and 9). In order to retain the three (3) trees in the front yard (Tag # 2, 3, and 4), the existing driveway crossings must be used to provide access to the property. Work on the driveway within the tree protection zone requires supervision by a Certified Arborist. A Tree Protection Plan showing the location of the retained trees and the necessary tree protection fencing is contained in Attachment 6. 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, registration of a legal agreement on title specifying that the driveway crossings for each lot must correspond with the existing driveway crossings.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, the City's acceptance of a survival security in the amount of \$10,000, for the five (5) trees to be retained on the subject property and \$1,300 for the one (1) City-owned tree; for a total survival security of \$11,300.
- 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*

Three (3) trees are recommended for removal (Tag # 5, 6, and 8). The 2:1 replacement ratio would require a total of six (6) replacement trees. Given that five (5) trees are recommended for retention and the resulting limited available planting area for new trees, staff recommends that only two (2) replacement trees be required on each proposed lot, for a total of four (4) replacement trees. Based on the size of the trees being removed, replacement trees shall be a minimum size of 6 cm deciduous caliper or 3.5 m high conifer, as per Tree Protection Bylaw No. 8057. Prior to rezoning approval, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500 per tree) to ensure these trees are planted.

**Affordable Housing Strategy**

As per the City's Affordable Housing Strategy, single-family rezoning applications received prior to September 14, 2015 require a secondary suite or coach house on 50% of new lots created, or a cash-in-lieu contribution of \$1.00 per square foot of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to make a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,355.55) to the City's Affordable Housing Reserve Fund.

**Site Servicing and Frontage Improvements**

At future development stage, the applicant must complete the required servicing works as described in Attachment 7.

**Financial Impact or Economic Impact**

This rezoning proposal 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 rezoning application is to rezone 8300/8320 St. Albans 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 (2) lots.

This rezoning application complies with the land use designations and applicable policies for the subject site contained within the OCP.

The list of rezoning considerations is included in Attachment 7; which has been agreed to by the applicants (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9566 be introduced and given first reading.



Jordan Rockerbie  
Planning Technician  
(604-276-4092)

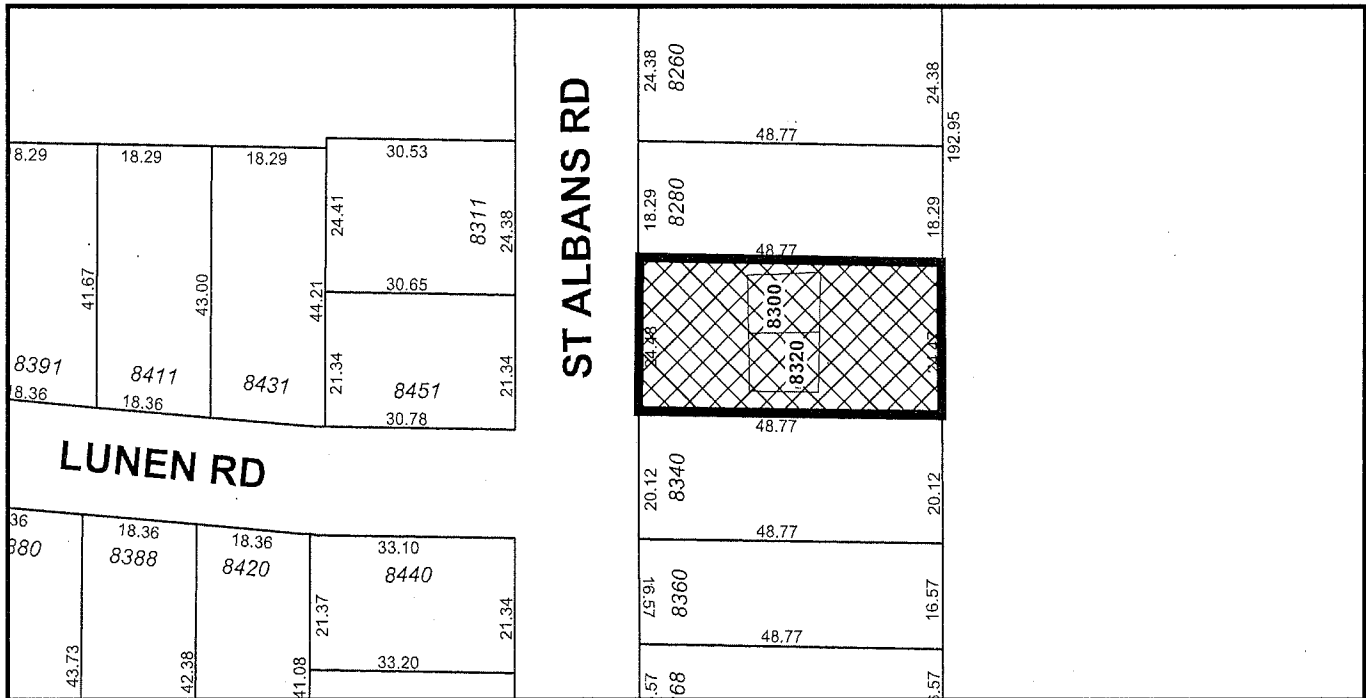
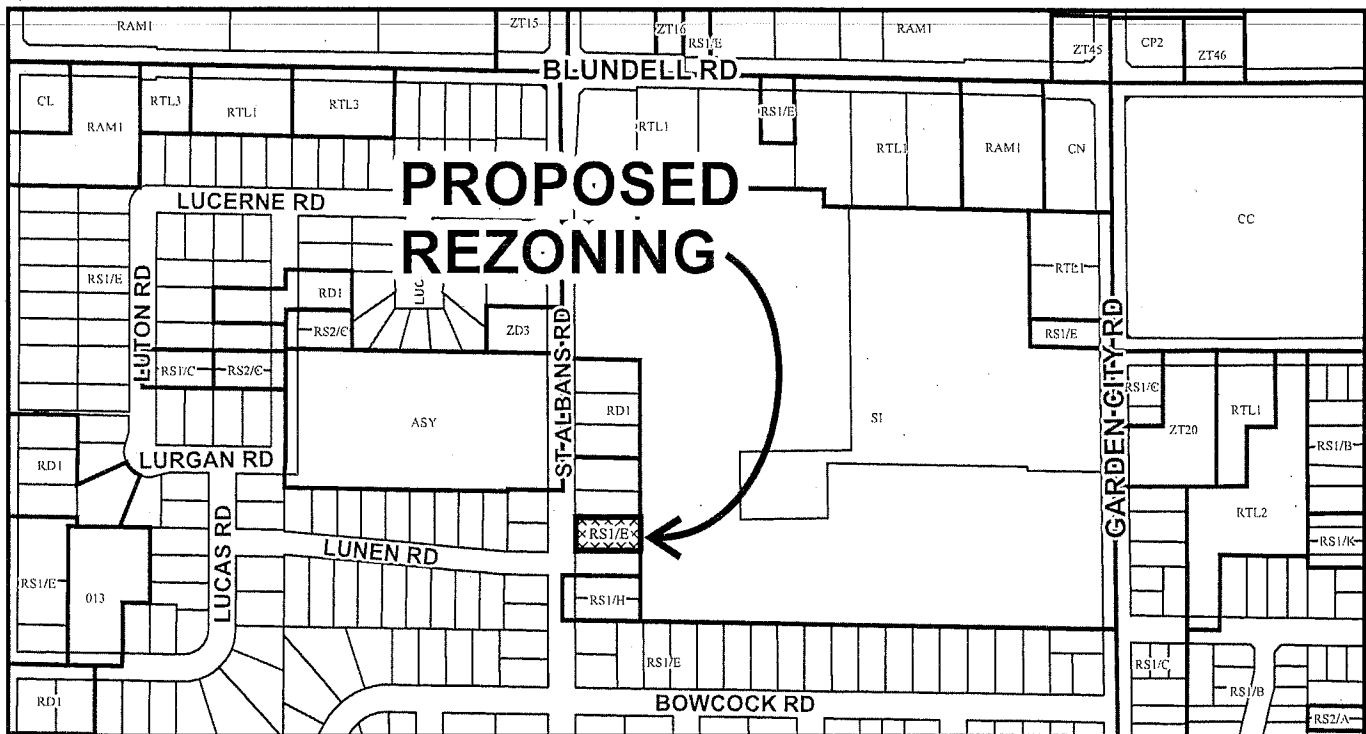
JR:blg

Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Survey showing proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Broadmoor Planning Area Land Use Map
- Attachment 5: Single-Family Lot Size Policy 5423
- Attachment 6: Proposed Tree Retention Plan
- Attachment 7: Rezoning Considerations



City of  
Richmond



RZ 15-702268

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 15-702268

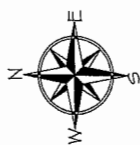
Original Date: 07/16/15

Revision Date:

Note: Dimensions are in METRES

# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN NW850 SECTION 21 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

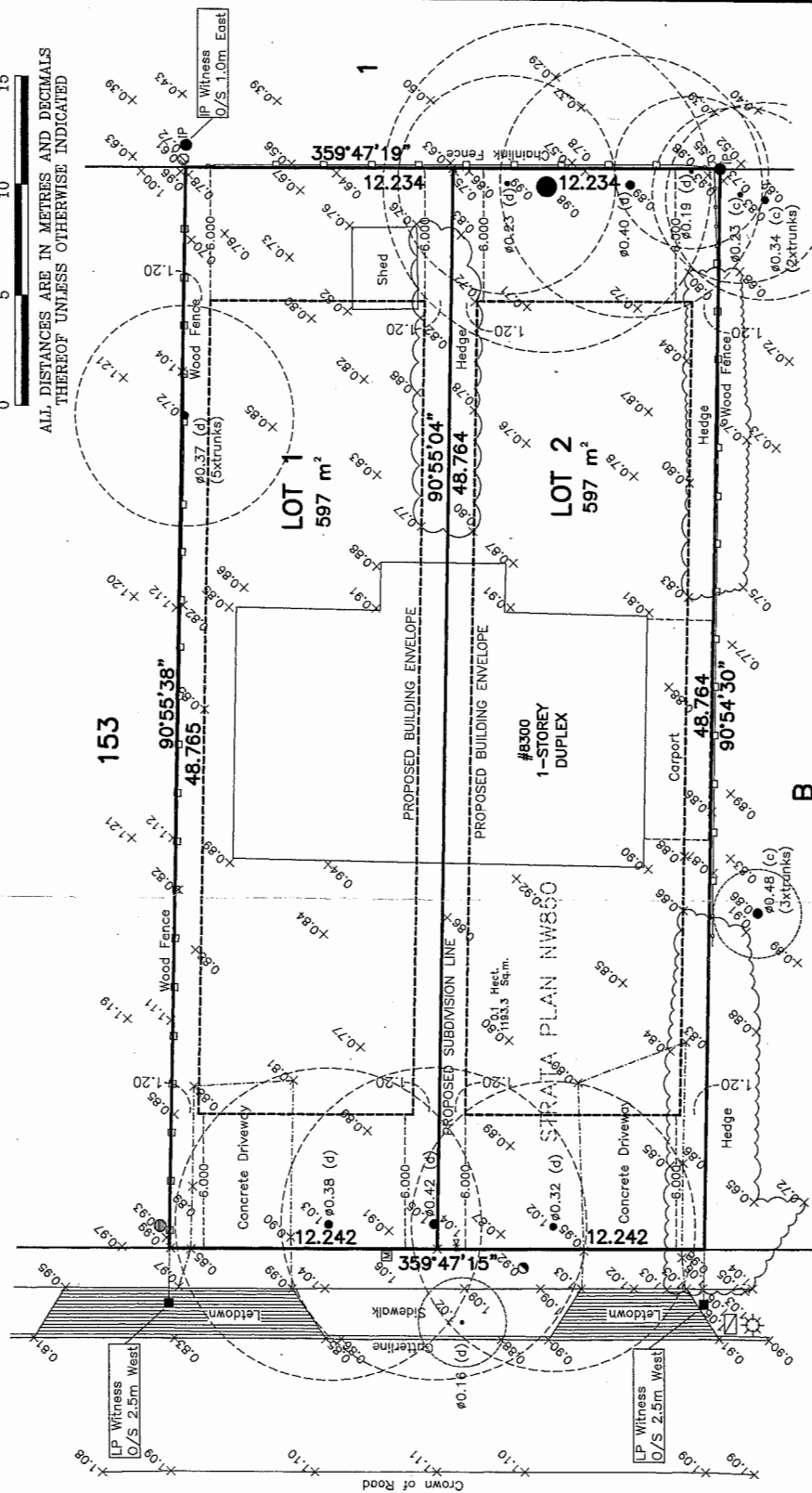
#8300 ST. ALBANS ROAD,  
RICHMOND, B.C.  
P.I.D 001-541-960



## LEGEND:

- denotes tree
- denotes round catch basin
- ⊗ denotes water meter
- ⊕ denotes water valve
- ⊖ denotes cleanout
- ⊗ denotes electrical box
- ⊗ denotes deciduous
- (c) denotes conifer
- ⊗ denotes lamp standard
- ⊗ denotes power pole
- ⊗ denotes iron post set
- ⊗ denotes lead plug set
- IP denotes

St. ALBANS ROAD



NOTE:  
Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #202,  
Control Monument 77H4623  
Located at CL South bound left turn  
lane @ No. 3 Road and Bennett Road.  
Elevation = 1.452 metres

CERTIFIED CORRECT:  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.  
FEBRUARY 13th, 2015

copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: (604) 214-8928  
Fax: (604) 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5880  
FB-273 P52-56  
Drawn By: WK

DWG No. 5880-TOPO

CNCL - 105



**RZ 15-702268**

**Attachment 3**

Address: 8300/8320 St. Albans Road

Applicant: Volodymyr Rostotskyy and Maung Hla Win

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Maung Hla Win Volodymyr Rostotskyy	To be determined
Site Size (m <sup>2</sup> ):	1,194 m <sup>2</sup>	Two lots, each 597 m <sup>2</sup>
Land Uses:	One (1) duplex	Two (2) single-family homes
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Neighbourhood Residential	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 applied to 464.5 m <sup>2</sup> of the lot area together with 0.30 applied to the balance	Max. 0.55 applied to 464.5 m <sup>2</sup> of the lot area together with 0.30 applied to the balance	none permitted
Buildable Floor Area*:	Max. 295.225 m <sup>2</sup> (3,177.78 ft <sup>2</sup> )	Max. 295.225 m <sup>2</sup> (3,177.78 ft <sup>2</sup> )	none permitted
Lot Coverage – Buildings:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Live Plant Material:	Min. 25%	Min. 25%	none
Lot Size (min. dimensions):	360.0 m <sup>2</sup>	597 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

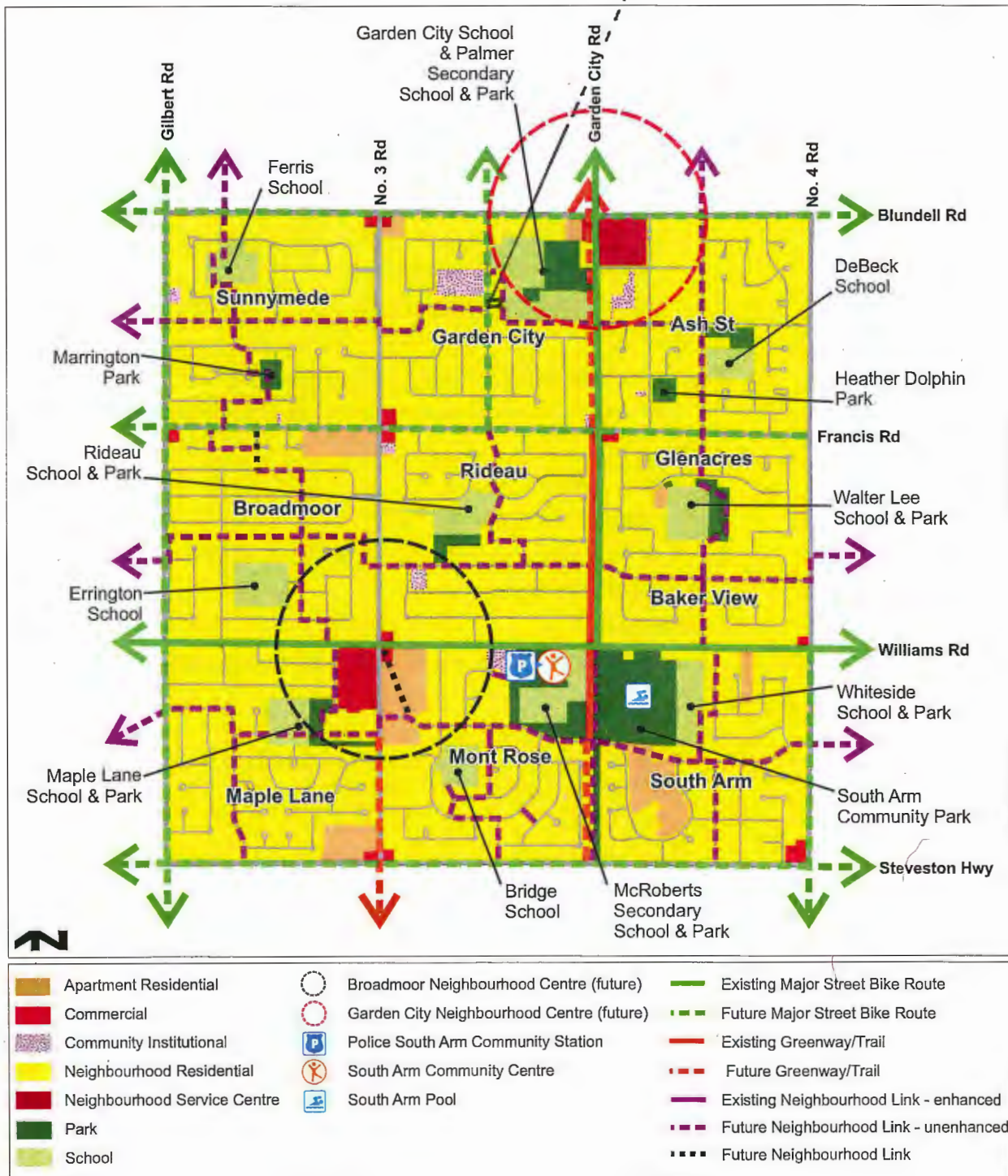
\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.





## 6. Broadmoor

SUBJECT PROPERTY



CNCL - 107





# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: November 20, 1989

Amended by Council: November 17<sup>th</sup>, 2003Amended by Council: March 15<sup>th</sup>, 2004**POLICY 5423**

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 21-4-6**

## **POLICY 5423:**

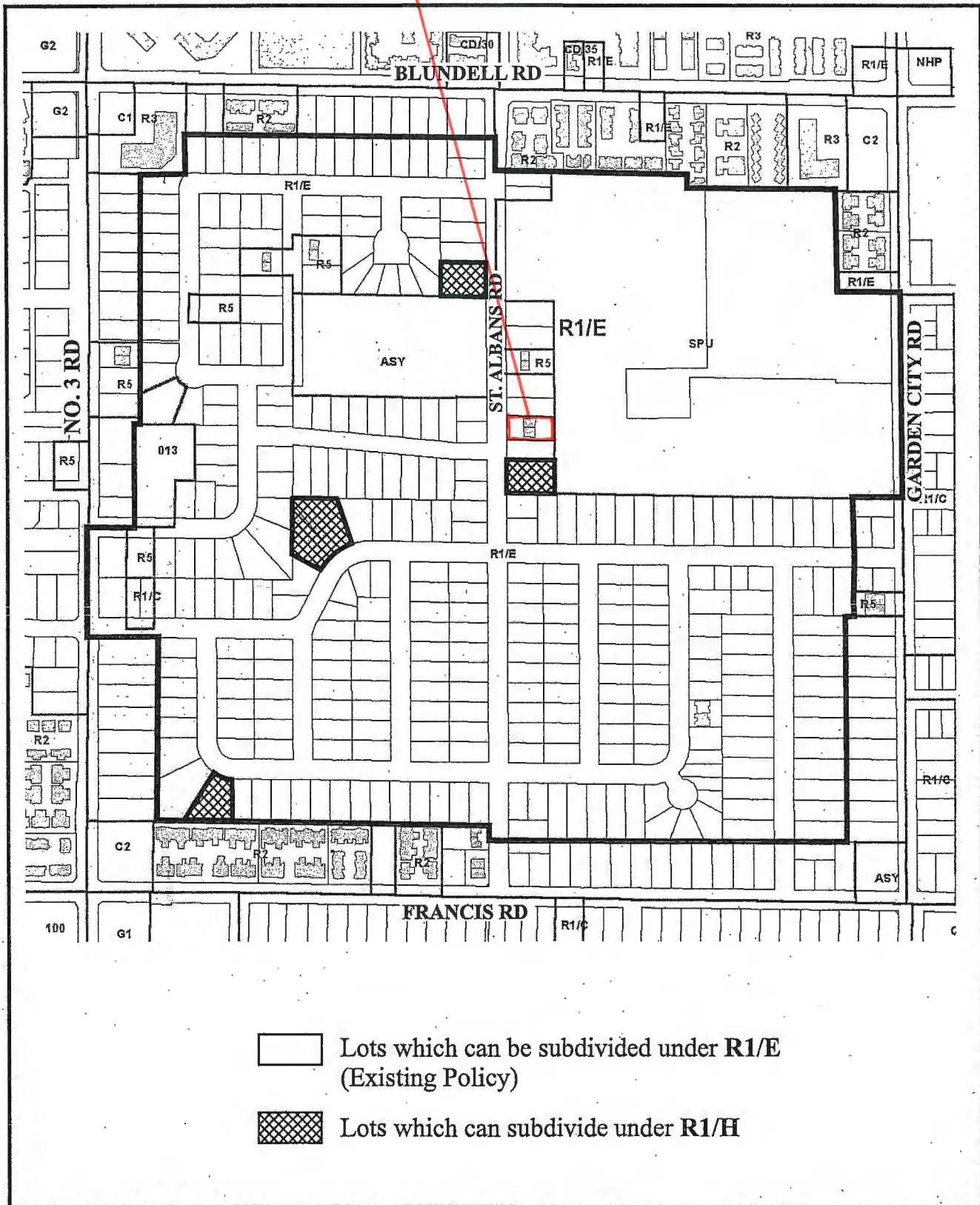
The following policy establishes lot sizes within the area generally bounded by **Blundell Road, No. 3 Road, Francis Road and Garden City Road** (in a portion of Section 21-4-6):

That properties within the area generally bounded by Blundell Road, No. 3 Road, Francis Road and Garden City Road, in a portion of Section 21-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw 5300, with the exception that:

- a) properties with duplexes be permitted to subdivide into two equal halves, provided that each lot created meets the requirements of the Single-Family Housing District (R1/B) or (R1/C).
- b) five properties highlighted on the map be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future 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..

SUBJECT PROPERTY



□ Lots which can be subdivided under R1/E  
(Existing Policy)

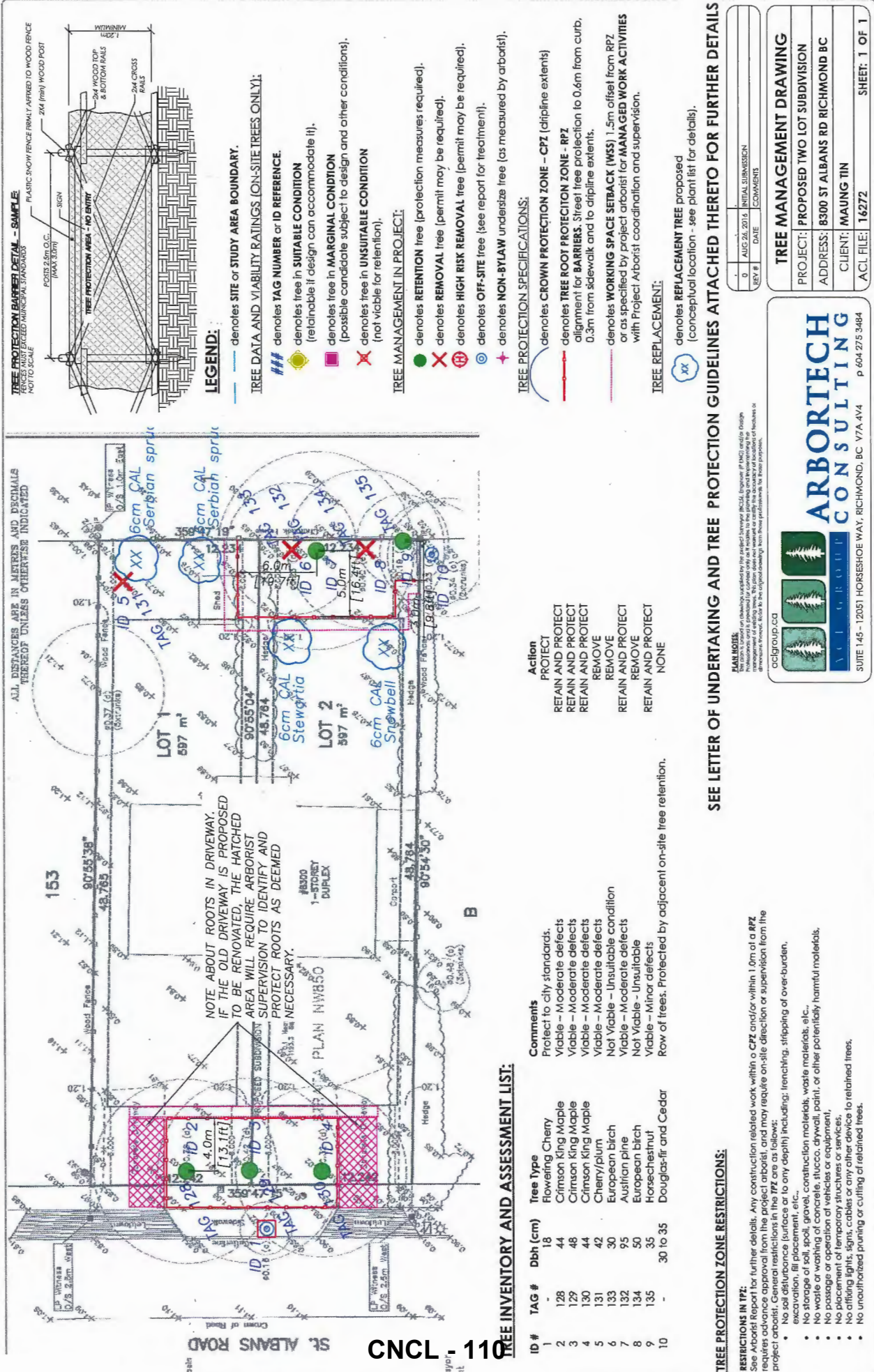
▨ Lots which can subdivide under R1/H



Policy 5423  
Section 21, 4-6

Adopted Date: 11/20/89  
Amended Date: 03/15/04







**Address:** 8300/8320 St. Albans Road

**File No.:** RZ 15-702268

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9566, the developer is required to complete the following:**

1. 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.
2. Submission of a Tree Survival Security to the City in the amount of \$11,300 for the five (5) on-site trees and one (1) City-owned tree to be retained.
3. Submission of a Landscape Security to the City in the amount of \$2,000 to ensure that a total of four (4) replacement trees are planted on the new lots.
4. Registration of a flood indemnity covenant on Title.
5. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,355.55) to the City's Affordable Housing Reserve Fund.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

**At Subdivision\* stage, the applicant must complete the following requirements:**

1. Discharge of covenant RD44048 from the title of the strata lots, which restricts the property to a duplex.
2. Cancellation of the existing strata plan (NW850).

**At Demolition\* stage, the applicant must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Send notification to Richmond School District No. 38 of on-site demolition works.

**At Building Permit\* stage, the applicant must complete the following requirements:**

1. Submit a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. 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.
3. The following servicing works and off-site improvements to be designed by the City at Building Permit stage and constructed by City crews via a work order:

*Water Works:*

- Using the OCP Model, there is 755.0 L/s of water available at a 20 psi residual at the St. Albans Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- The Developer is required to:
  - Retain the existing water service connections.
  - 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 and Building designs.

*Storm Sewer Works:*

- At Developer's cost, the City is to:
  - Cut and cap the existing storm service connection at the northwest corner of the development site.
  - Cut and cap the existing storm service connection and remove the existing inspection chamber along the St. Albans Road frontage.
  - Install a new storm service connection and inspection chamber complete with dual connections at the adjoining property line of the newly subdivided lots along the St. Albans Road frontage. Additional right-of-way will be required to accommodate the new inspection chamber.

*Sanitary Sewer Works:*

- At Developer's cost, the City is to:
  - Cut and cap the existing sanitary service connection at the northeast corner of the development site.
  - Install one (1) new sanitary service connection complete with new inspection chamber at the adjoining property line of the newly subdivided lots along the east property line within the existing statutory right-of-way. All sanitary works to be completed prior to any on-site building construction.

*Frontage Improvements:*

- Developer to coordinate with BC Hydro, Telus and other private communication service providers:
  - To underground Hydro service lines.
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
- All removal and relocation of sidewalk panels and curb letdowns to be done at Developer's cost.

*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 may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Note:**

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

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



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

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

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9566 (RZ 15-702268)  
8300/8320 St. Albans 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. 001-541-960

Strata Lot 1 Section 21 Block 4 North Range 6 West New Westminster District Strata Plan NW850 together with an interest in the Common Property in proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-541-978

Strata Lot 2 Section 21 Block 4 North Range 6 West New Westminster District Strata Plan NW850 together with an interest in the Common Property in proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9566"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

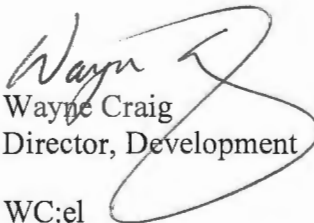
**Date:** August 22, 2016

**File:** RZ 12-600638

**Re:** Application by Jagtar Sihota for Rezoning at 10760/10780 Bird Road from Single Detached (RS1/E) to Single Detached (RS2/B)

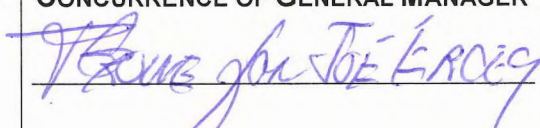
### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9576, for the rezoning of 10760/10780 Bird Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:el

Att.8

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

## **Staff Report**

### **Origin**

Jagtar Sihota has applied to the City of Richmond to rezone the properties at 10760/10780 Bird Road (Attachment 1) from “Single Detached (RS1/E)” zone to “Single Detached (RS2/B)” zone in order to permit the properties to be subdivided into three (3) single-family lots fronting Shell Road with a shared driveway from Bird Road (see Attachment 2). The site is occupied by an existing duplex, which will be demolished.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

### **Surrounding Development**

The subject property is a large lot located at the southwest corner of Bird Road and Shell Road, in an existing residential neighbourhood that has experienced on-going redevelopment to smaller lots through rezoning and subdivision applications in recent years.

To the North: Directly across Bird Road, large single-family residential lots zoned “Single Detached (RS1/E)”.

To the South: Directly behind the subject site, single-family residential lots zoned “Single Detached (RS1/E)” fronting Caithcart Road.

To the East: Across Shell Road, a railway corridor, and then large single-family residential lots zoned “Single Detached (RS1/D)” and “Single Detached (RS1/E)”.

To the West: A non-conforming duplexes on a lot zoned “Single Detached (RS1/E)”, and small single-family residential lots zoned “Single Detached (RS1/B)”.

### **Related Policies & Studies**

#### **Official Community Plan/East Cambie Area Plan**

The subject property is located in the East Cambie Planning Area. The OCP’s Land Use Map designation for this property is “Neighbourhood Residential”. The East Cambie Area Plan’s Land Use Map designation for this property is “Residential (Single-Family Only)”. This redevelopment proposal is consistent with these designations.

#### **Single Family Lot Size Policy 5424**

The subject site is located within the area covered by Single Family Lot Size Policy 5424, adopted by City Council on November 20, 1989 (Attachment 4). This Policy permits rezoning and subdivision of properties on Bird Road in accordance with the “Single Detached (RS2/B)” zone.

This redevelopment proposal would permit a subdivision to create three (3) lots fronting Shell Road, each approximately 14.32 m wide and 371 m<sup>2</sup> in area, consistent with Single Family Lot Size Policy 5424.

### **Aircraft Noise Sensitive Development (ANSD) Policy**

The ANSD Policy applies to the subject site, which is located within the “Aircraft Noise Notification Area (Area 4)”. In accordance with this Policy, all aircraft noise sensitive land uses may be considered. Registration of an Aircraft Noise Sensitive Use Covenant on Title will be required prior to final adoption of the rezoning bylaw.

### **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 1<sup>st</sup> 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**

#### **Built Form and Architectural Character**

The applicant has submitted conceptual development plans showing:

- The proposed architectural elevations of the dwelling to be located on the corner lot at Bird Road and Shell Road (Attachment 5); and
- The proposed landscaping in the front and exterior side yards as well as landscaping along the shared driveway (Attachment 6).

The proposed elevations and landscape plans respond to the City’s urban design objectives by providing an articulated and visually interesting façade along both road frontages, and by enhancing the front and exterior side yard of the lot with a mix of coniferous and deciduous trees and a variety of evergreen shrubs.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a restrictive covenant on title specifying that the Building Permit application and ensuing development at the subject site must be generally consistent with the plans included in Attachment 5. Plans submitted at Building Permit application stage must comply with all City regulations. The



Building Permit application process includes coordination between Building Approvals and Planning staff to ensure that the covenant is adhered to.

In order to ensure that this landscaping work is undertaken, the applicant is required to submit a final landscape plan along with a landscape security based on 100% of the cost estimates, including installation cost, provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

### **Existing Legal Encumbrances**

There is an existing 3.0 m wide statutory right-of-way (SRW) registered on Title of the lot for utilities along the south property line. Staff from the Engineering Department advised that the extent of this SRW may be reduced subject to the Servicing Agreement design. As part of the Servicing Agreement, the applicant may propose to replace the existing SRW with a new SRW that is 3.0 m wide (measured from the south property line) and extend 3.0 m east of the centre of the existing sanitary manhole onsite. The exact dimensions of the SRW are to be confirmed by a field survey, to the satisfactory of the Director of Engineering. In case the existing SRW cannot be reduced, the building envelope of the proposed Lot 3 (southern lot) will be reduced correspondingly.

### **Transportation and Site Access**

The Transportation Division has stipulated that no direct vehicular access is permitted to Shell Road; vehicular access to the new lots is to be only from a new 6.0 m wide shared driveway secured by an access easement along the west property line of the subject site. Registration of a legal agreement on Title ensuring that vehicle access is limited to Bird Road only, at the west property line of the site, will be required prior to final adoption of the rezoning bylaw. This agreement will also include language that no subdivision of the property is permitted until such time that the abovementioned 6 m wide cross-access easement is registered.

An additional 1.0 m setback to the building will be required from the easement to facilitate vehicular turning. The southern parcel will be required to have its garage situated at the north edge of the site (subject to the minimum side yard setback requirement under the RS2/B zone). Registration of a restrictive covenant to reflect the above access arrangement and additional setbacks will be required prior to subdivision approval.

### ***British Columbia Ministry of Transportation and Infrastructure (MOTI) Referral***

The subject site is located within 800 m of a controlled access highway (i.e., Highway 99), and the rezoning application was referred to the BC Ministry of Transportation and Infrastructure (MOTI). Preliminary approval of the subject rezoning was granted on August 4, 2016 for a period of one (1) year pursuant to Section 52(3)(a) of the Transportation Act. Prior to final adoption of the rezoning bylaw, final approval from MOTI is required.

## **Tree Retention and Replacement**

A Tree Survey and a Certified Arborist's Report were submitted as part of the application. The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist Report and has provided the following comments:

- Three (3) trees located on site, including a 21 cm cal Douglas Fir tree (tag# 474), a 31 cm cal Portuguese Laurel tree (tag#476), and a 23 cm cal Japanese Maple tree (tag# 477), have been historically topped and are in direct conflict with the proposed development; these trees cannot be retained.
- Six (6) bylaw-sized White Cedar trees (tag #475) located at the northeast corner of the development site are in poor condition due to historical topping and should be removed.
- Five (5) trees (tag# A, B, C, D & E) located on neighbouring property to the west along the common property line must be protected as per the Arborist's recommendations.
- A 38 cm cal Red Maple tree (tag# 473) located on the city boulevard along the Bird Road frontage of the subject site is in good condition and matches the rest of the street planting; this tree must be retained at its current location.

### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) and the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, 18 replacement trees in a mix of minimum 6 cm to 8 cm calliper deciduous trees and minimum 3.5 m to 4.0 m high coniferous trees are required to compensate for the removal of the nine (9) trees listed above.

According to the Preliminary Landscape Plan provided (Attachment 6), the developer is proposing to plant a minimum of nine (9) new trees on-site. The total number of new trees to be planted on site and the size of replacement trees will be reviewed in detail after the functional plan for future frontage works is completed, prior to final adoption of the rezoning bylaw. The applicant has agreed to provide a voluntary cash contribution in the amount of \$500/tree to the City's Tree Compensation Fund if required replacement trees cannot be accommodated on-site.

### *Tree Protection*

A Tree Management Plan (Attachment 7) has been submitted as part of this application. Tree protection fencing is required to be installed prior to any construction activities (including demolition) occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

**Affordable Housing Strategy**

For single-family development proposals received prior to September 14, 2015, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$1.00/ft<sup>2</sup> of total buildable area of the single-family developments (i.e. \$6,552.64) in-lieu of providing a secondary suite on 50% of the new lots.

**Site Servicing and Frontage Improvements**

Prior to final adoption, the developer is required to dedicate a 4 m x 4 m corner cut at the northeast corner of the site and provide a statutory right-of-way (SRW) along the Shell Road frontage to accommodate future frontage improvements (see Attachment 8 for details). A functional plan of the SRW and frontage works design is required prior to final adoption to determine the exact dimension of the SRW.

Prior to approval of the Subdivision, the developer is required to enter into a City's standard Servicing Agreement for the design and construction of the shared driveway along the west property line. The design must include new storm and sanitary sewers within the proposed shared driveway, as well as water, storm and sanitary connections for all three (3) proposed lots (see Attachment 8 for details).

Prior to approval of the Subdivision, the developer is also required to pay DCC's (City & GVS&DD), School Site Acquisition Charge, and Address assignment fee.

*Kinder Morgan Canada Inc. (KMC) - Jet Fuel Line – Not Affected*

The jet fuel line to YVR is located in close proximity to the proposed development site along Shell Road. No frontage improvement works is required along the Shell Road frontage of the property. As such, a Pipeline Proximity Installation Permit from Kinder Morgan is not required.

**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

This rezoning application to permit the subdivision of the subject site into three (3) lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and with Single-Family Lot Size Policy 5424.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 8.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9576 be introduced and given first reading.

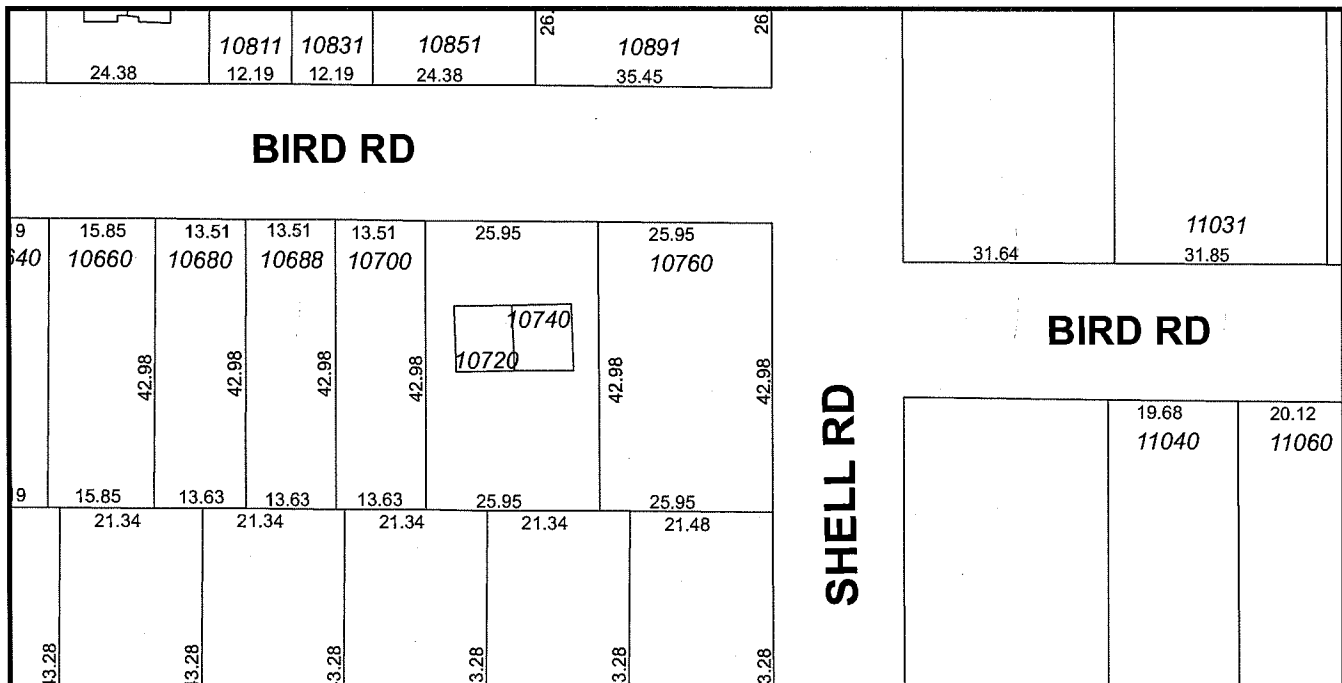


Edwin Lee  
Planner I

EL:rg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5424
- Attachment 5: Proposed Building Elevations
- Attachment 6: Preliminary Landscape Plan
- Attachment 7: Tree Management Plan
- Attachment 8: Rezoning Considerations

City of  
Richmond



RZ 12-600638

Note: Dimensions are in METRES





RZ 12-600638

Original Date: 02/24/12

Revision Date: 06/07/16

Note: Dimensions are in METRES





**RZ 12-600638**

**Attachment 3**

Address: 10760/10780 Bird Road

Applicant: Jagtar Sihota

Planning Area(s): East Cambie

	Existing	Proposed
<b>Owner:</b>	Jagtar Singh Sihota, Baldish Kaur Sihota, Gurpreet Singh Sihota	To be determined
<b>Site Size (m<sup>2</sup>):</b>	1,115 m <sup>2</sup>	Approx. 371.6 m <sup>2</sup> each
<b>Land Uses:</b>	One (1) non-conforming duplex	Three (3) single-family lots
<b>OCP Designation:</b>	Neighbourhood Residential	Complies
<b>Area Plan Designation:</b>	Residential (Single-Family Only)	Complies
<b>702 Policy Designation:</b>	Lot Size Policy 5424	Complies
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/B)
<b>Number of Units:</b>	2 units (duplex)	3 single family lots
<b>Other Designations:</b>	N/A	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height:	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m <sup>2</sup> ):	Min. 360m <sup>2</sup>	Approx. 371.6 m <sup>2</sup> each	none
Lot Width (m):	Min. 12 m	14.32 m	none
Lot Depth (m):	Min. 24 m	Approx. 25.95 m	none
Lot Frontage (m):	Min. 6.0 m	14.32 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.





Page 1 of 1

Adopted by Council: November 20, 1989

Policy 5424

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 26-5-6

**Policy 5424:**

The following policy establishes lot sizes in Section 26-5-6, located on **Bird Road** and **Caithcart Avenue**:

That properties located in a portion of Section 26-5-6, be permitted to subdivide on Bird Road and at the westerly end of Caithcart Road in accordance with the provisions of Single-Family Housing District (R1/B) and be permitted to subdivide on the remainder of Caithcart Road in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, and that this policy, as shown on the accompanying plan, be used to determine the disposition of future 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.



**POLICY 5424**  
**SECTION 26, 5-6**

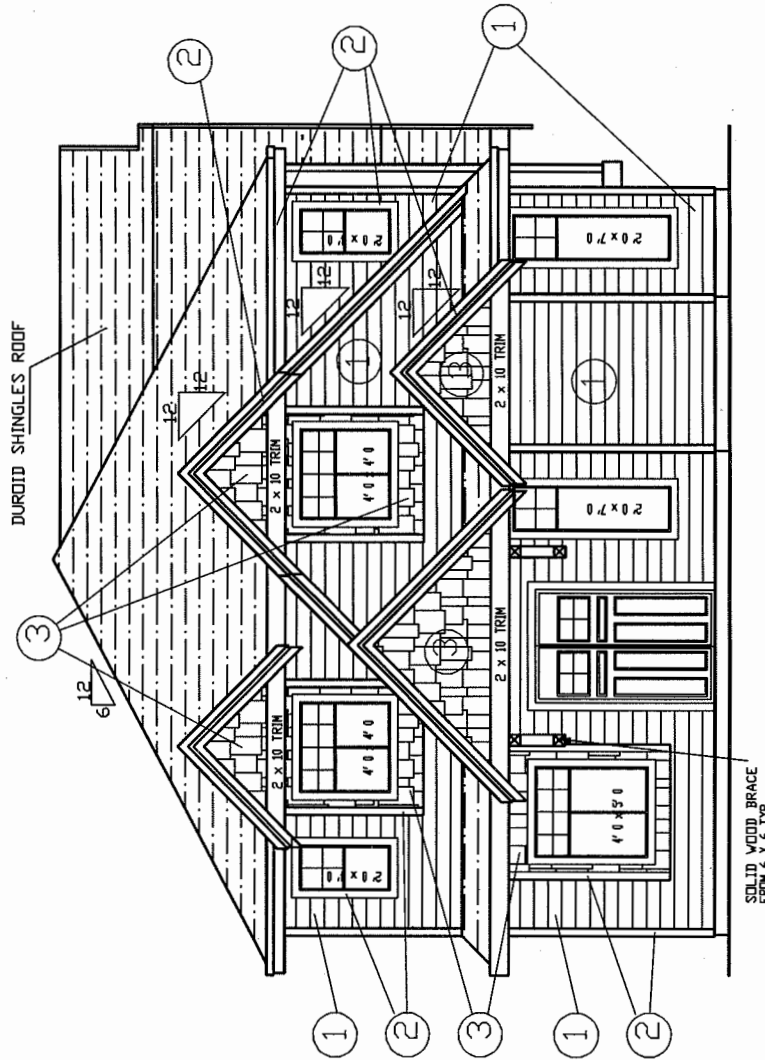
Adopted Date: 11/20/89

Amended Date:



# SHELL ROAD

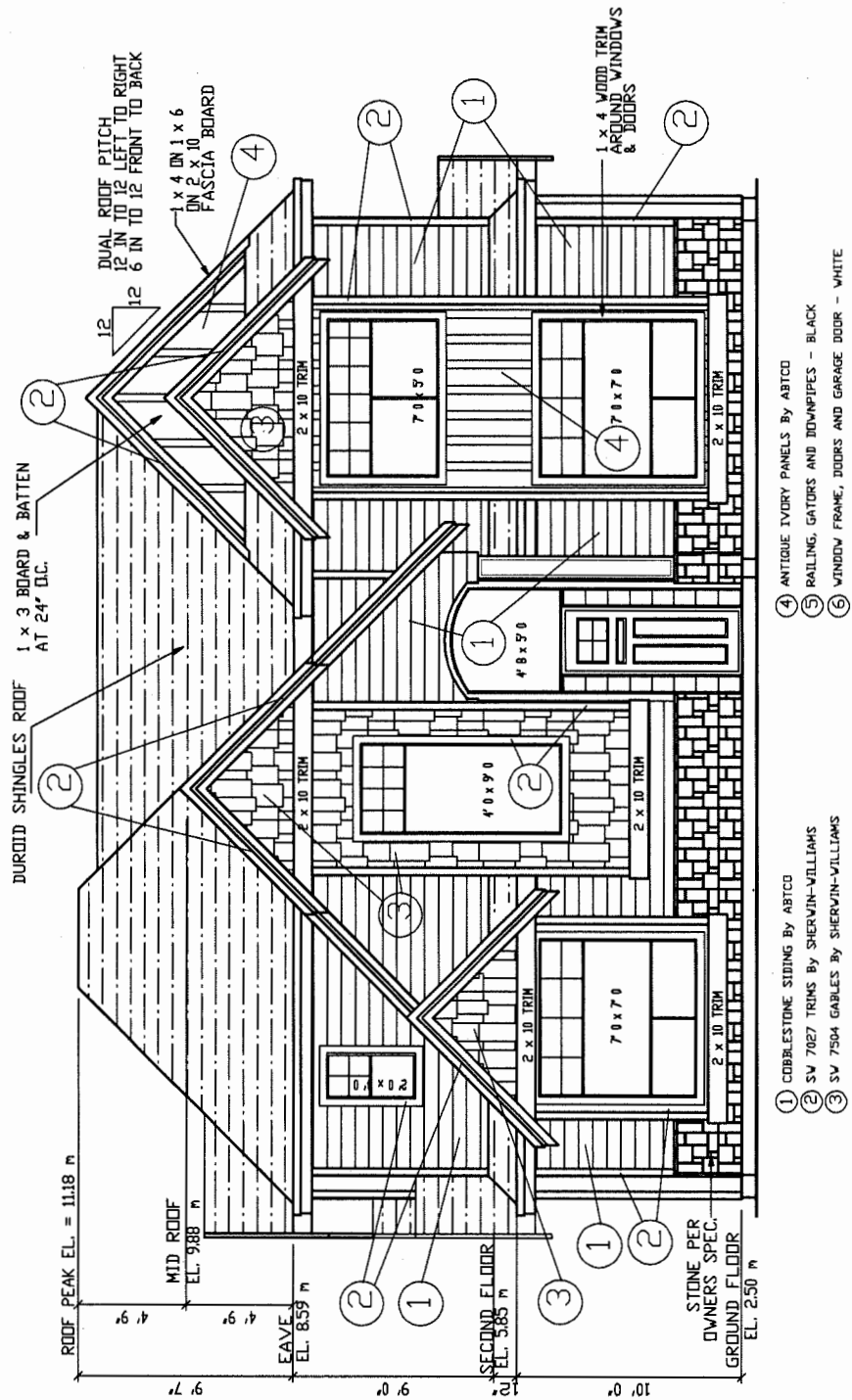
## LEFT SIDE ELEVATION



- ① CUBBLESTONE SIDING BY ABTCD
- ② SW 7027 TRIMS BY SHERVIN-WILLIAMS
- ③ SW 7504 GABLES BY SHERVIN-WILLIAMS
- ④ ANTIQUE IVORY PANELS BY ABTCD
- ⑤ RAILING, GATORS AND DOWNPIPES - BLACK
- ⑥ WINDOW FRAME, DOORS AND GARAGE DOOR - WHITE

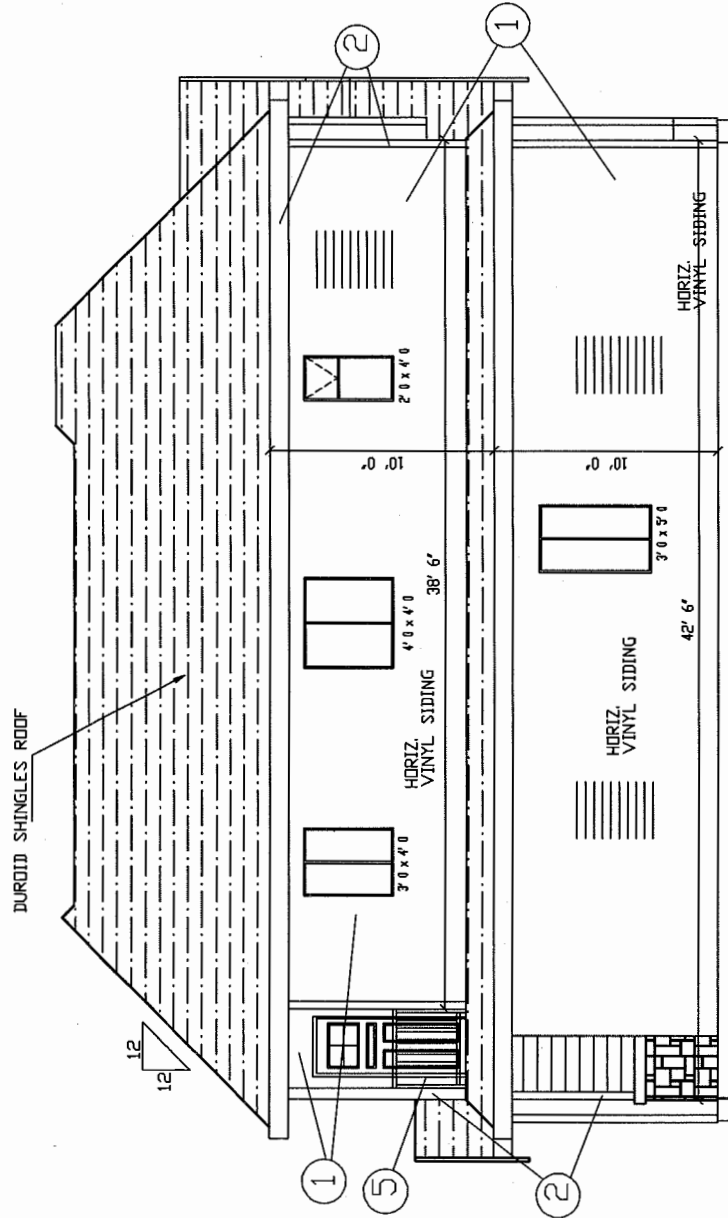
BIRD ROAD

FRONT ELEVATION





# REAR ELEVATION



- ① COBBLESTONE SIDING BY ABTCD
- ② SV 7027 TRIMS BY SHERVIN-WILLIAMS
- ③ SV 7504 GABLES BY SHERVIN-WILLIAMS
- ④ ANTIQUE IVORY PANELS BY ABTCD
- ⑤ RAILING, GATORS AND DOWNPIPES - BLACK
- ⑥ WINDOW FRAME, DOORS AND GARAGE DOOR - WHITE

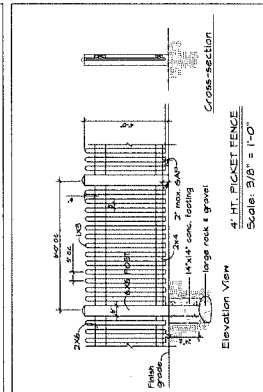
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**NOTE:**

1. All plant materials shall meet or exceed the AECMA standard.
2. All grass trays shall be sodded unless otherwise indicated.
3. All "P" denotes types to be determined at the nursery during plant material inspection.
4. For all other requirements, see Landscape Specifications & Details on 8.5"x11" sheets.

(Space to be used for Amendment & construction notes)

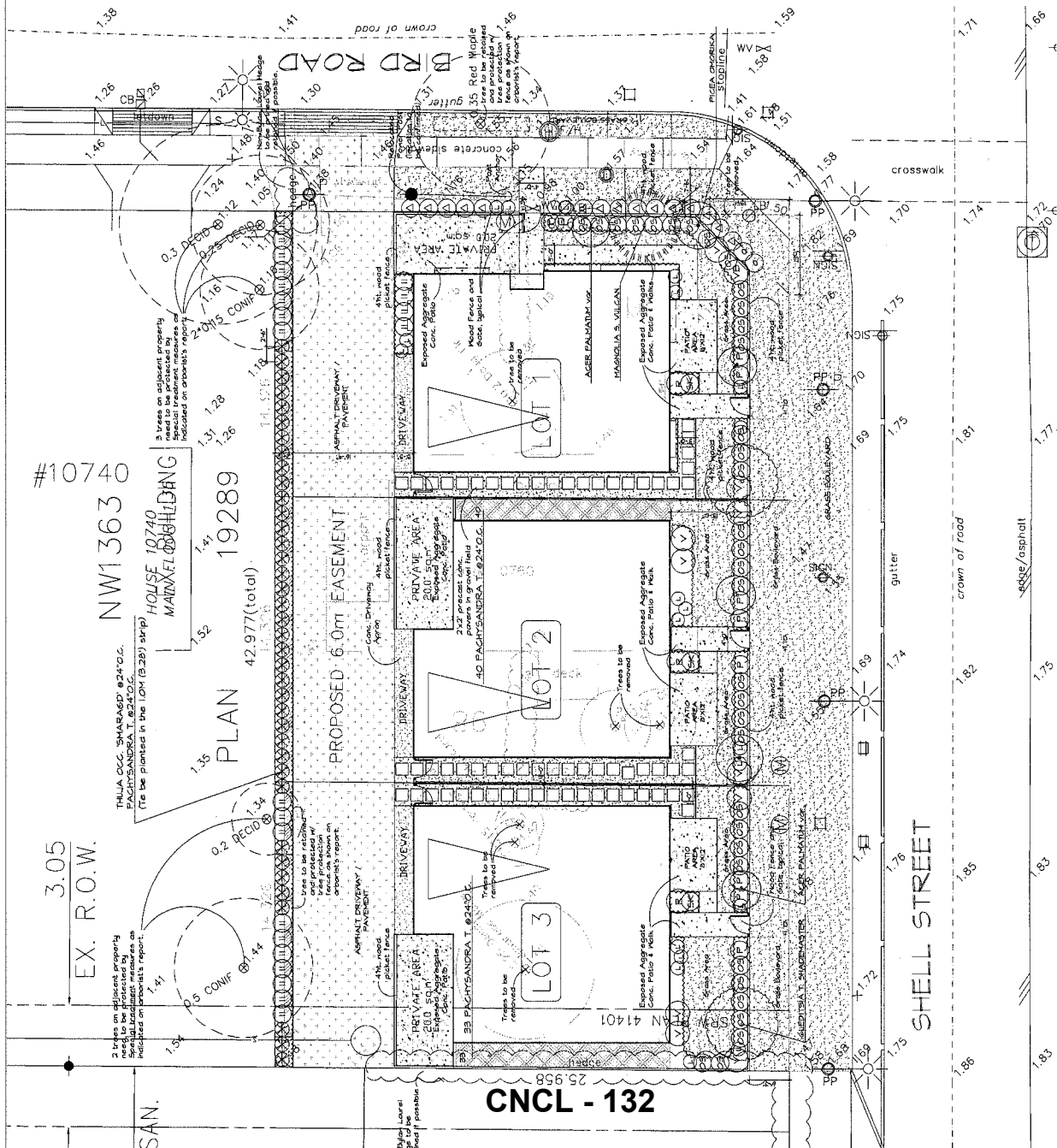
NO	REASON	DATE
ASTONISH DESIGNS		
Cell: 604.128.0394		
Email: nate@astonishmail.com		

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**FRED LIU & ASSOCIATES, INC.**  
BCSLA CSLA ASLA  
2080 Scarborough Ave., Vancouver B.C. V5P 2L9

FAX: 604 327 1550 TEL: 604 327 1541

DRAWING TITLE	LANDSCAPE SITE / PLANTING PLAN	
REVISION	DRAWING #	L1 of 1
	#6	



**CNCL - 132**







**Address:** 10760/10780 Bird Road

**File No.:** RZ 12-600638

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9576, the developer is required to complete the following:**

1. A 4 m x 4 m corner cut dedication at the southwest corner of the intersection between Bird Road and Shell Road.
2. Submission of a functional design to accommodate the future frontage works including but not limited to: a new 2.0 m concrete sidewalk at east property line, with the remaining space to existing curb set by sidewalk at the southwest corner of Bird Road/Shell Road intersection to be landscaped boulevard, curb and gutter and pavement widening. A 9m corner radius is required for the new curb at the southwest corner of the intersection. A 30:1 transition from new curb to existing extruded curb /walkway on Shell Road is required.
3. The granting of a statutory public-rights-of-passage right-of-way along the entire east property line (Shell Road frontage) for future frontage works (exact dimension to be confirmed via Owners' BCLS and as per the functional design).
4. Registration of an aircraft noise sensitive use covenant on title.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on title to ensure that, at the Building Permit stage, the proposed development at the subject site is generally consistent with the plans included in Attachment 5. Minor modifications to the plans at the Building Permit application stage are acceptable and may be required to ensure compliance with all City regulations.
7. Registration of a legal agreement on Title ensuring that:
  - a) the only means of vehicle access is to Bird Road, at the west property line of the site; and that there be no access to Shell Road;
  - b) upon subdivision of the property, registration of a cross-access easement, restrictive covenant, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development; language must be included in the legal documents to ensure that:
    - (1) vehicular access to all new lots to be from a new 6.0 m wide access easement along the west property line of the subject site. The cross section for the 6.0 m shared driveway from east to west will be: 0.15m rollover curb, 5.1m pavement width and 0.75m landscaped buffer;
    - (2) all buildings to be set back 1.0 m from the eastern boundary of the access easement to facilitate vehicular turning;
    - (3) any garages on the southern parcel to be situated at the north edge of the site (subject to minimum side yard setback requirement under the RS2/B zone); and
    - (4) the easement must not be modified or discharged without City Consent.
8. Submission of a Landscape Plan for the front yards along Shell Road and the exterior side yard of the proposed corner lot, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - not include hedges along property lines abutting the street;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan included in Attachment 7; and
  - include six (6) replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree
16	6 cm
2	8 cm

or

Minimum Height of Coniferous Tree
3.5 m
4.0 m

Note: the security will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a 1-year maintenance period.

9. City acceptance of the developer's offer to voluntarily contribute \$500/tree to the City's Tree Compensation Fund for off-site planting if required replacement trees cannot be accommodated on-site as per the final landscape plan.
10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within or near the tree protection zones of the protected trees on the adjacent properties and on city boulevard. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection (e.g. pruning etc.), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
11. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,552.64) to the City's Affordable Housing Reserve Fund.

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

1. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 188 L/s of water available at a 20 psi residual at the Bird Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) 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.
- c) At the Developers cost, the City is to:
  - Cut and cap the existing water service connection along the Bird Rd frontage.
  - Install 3 new water service connections complete with meters and meter boxes, 1 on the Bird Road frontage and 2 on Shell Road frontage, locations to maximize the distance away from the existing jet fuel line (minimum distance 8m). The Shell Rd meters should be located within the property line, SRW required.

Storm Sewer Works:

- d) The Developer is required to install a rear lane storm sewer tying into the Bird Rd drainage system via a new manhole. An additional manhole is required at the new mains south end.
- e) At the Developers cost, the City is to:
  - Cut and cap existing storm service connections located at the sites northwest corner and 15m east of property 10740 Bird Rd.
  - Along the Shell Rd frontage, install one new storm service connection complete with IC and dual connections located at the adjoining property line of the two most southern newly subdivided Lots. The IC should be within the property line, SRW required.

Sanitary Sewer Works:

- f) The Developer is required to construct a new sanitary sewer within the proposed lane complete with two new ICs (one to have dual connections). A new manhole may be required to tie the new sewer into the existing sewer.
- g) At the Developers cost, the City is to cut, cap and remove the existing sanitary service connection.
- h) The developer may propose to replace the existing SRW along the south property line with a new SRW that is 3.0 m wide (measured from the south property line) and extend 3.0 m east of the centre of the existing sanitary manhole onsite. Exact dimensions of the SRW to be confirm by a field survey.

Frontage Improvements:

i) The Developer is required to:

- Coordinate with BC Hydro, Telus and other private communication service providers:
  - To underground Hydro service lines and to locate an LPT within the most northern lot along the Bird Road frontage.
  - 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 on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- Install a new lane complete with drainage, asphalt, rollover curbs and street lighting ducts (to facilitate future light installation).
- Review street lighting levels along Bird Road and upgrade lighting as required.
- Relocate or underground existing utility poles. The landscape plan shows the poles in the sidewalk are too close to the curb at the corner, which is not acceptable.
- No City infrastructure shall be installed within 7.5m of the Kinder Morgan jet fuel line.

General Items:

j) The Developer is required to:

- Enter into a servicing agreement.
  - Provide a 6m utility and public right of passage SRW along the properties entire west property line.
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs. Servicing costs will be determined via the Servicing Agreement.
  3. Registration of a cross-access easement, restrictive covenant, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, on Title ensuring that:
    - a) vehicular access to all new lots to be from a new 6.0 m wide access easement along the west property line of the subject site. The cross section for the 6.0 m shared driveway from east to west will be: 0.15m rollover curb, 5.1m pavement width and 0.75m landscaped buffer;
    - b) all buildings to be set back 1.0 m from the eastern boundary of the access easement to facilitate vehicular turning;
    - c) any garages on the southern parcel to be situated at the north edge of the site (subject to minimum side yard setback requirement under the RS2/B zone); and
    - d) the easement must not be modified or discharged without City Consent.

**At Demolition Permit Stage, 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:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning.

ENCL - 136

Initial: \_\_\_\_\_

3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

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Signed

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9576 (RZ 12-600638)  
10760/10780 Bird 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. 002-981-815

Lot 98 Section 26 Block 5 North Range 6 West New Westminster District Plan 19289

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9576"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by <i>PK</i>
APPROVED by Director or Solicitor <i>al</i>



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

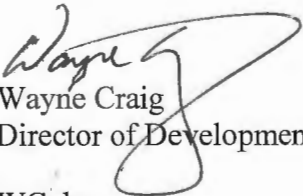
**Date:** August 29, 2016

**File:** RZ 15-706060

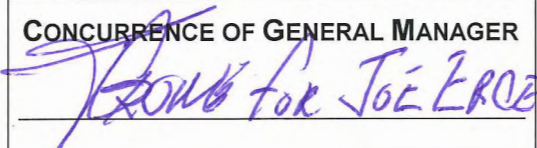
**Re:** Application by MTM Developments Ltd. for Rezoning at 2280 McLennan Avenue  
from the "Single Detached (RS1/D)" Zone to the "Single Detached (RS2/B)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9578, for the rezoning of 2280 McLennan Avenue from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC: hc  
Att. 8

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

## **Staff Report**

### **Origin**

MTM Developments Ltd. has applied to the City of Richmond for permission to rezone the property at 2280 McLennan Avenue (Attachment 1) from “Single-Detached (RS1/D)” to “Single Detached (RS2/B)” in order to subdivide with three (3) single family lots (Attachment 2). This site currently contains a single family dwelling which will be demolished.

### **Findings of Fact**

A Development Application Data Sheet, providing the details of the development proposal, is provided in Attachment 3.

### **Surrounding Development**

Development immediately surrounding the subject property includes:

- To the north along Finlayson Drive and McLennan Avenue, single family dwellings on lots zoned “Single Detached (RS1/B)” and “Single Detached (RS1/D)”.
- To the south is the Bridgeport Trail.
- To the east along Baydala Court, single family dwellings on lots zoned “Single Detached (RS1/D)”.
- To the west along McLennan Avenue, single family dwellings on lots zoned “Single Detached (RS1/B)” and “Single Detached (RS1/D)”.

### **Related Policies & Studies**

#### **Official Community Plan/Bridgeport Area Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”, and the Bridgeport Area Plan designation for the subject site is “Residential (Single-Family)”. The proposed rezoning and subdivision would comply with these designations.

#### **Single-Family Lot Size Policy 5448/Zoning Bylaw 8500**

The subject site is located within the area for Lot Size Policy 5448 that Council adopted on September 16, 1991 and amended on February 20, 2012 (Attachment 4). The Policy permits properties within the area to be rezoned and subdivided in accordance with the regulations in the “Single Detached (RS1/B)”. However, “Single Detached (R1/B)” has been replaced with “Single Detached (RS2/B)”, as per Zoning Bylaw Section 2.3.8, where minimum lot size is 450 m<sup>2</sup> and minimum lot width is 12 m. Given the proposed subdivision is three lots of 613 m<sup>2</sup> with lot width of 12.19 m, the proposed subdivision complies with zone standards and Lot Size Policy 5448.

**Aircraft Noise Sensitive Development Policy**

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 2. Within Area 2, this policy allows rezoning from one (1) Single-Family Housing District (RS1) to another Subdivision Area (A-H, J-K, or RS2), subject to compliance with the applicable policies. The development proposal complies with the ANSD Policy. Registration of an aircraft noise sensitive use covenant on Title is required prior to the final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9578, to address public awareness and ensure that aircraft noise mitigation is incorporated into the dwelling design and construction.

**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 the final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9578.

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have received one (1) piece of correspondence from the public (Attachment 5) about the rezoning application in response to the placement of the rezoning sign on the property. The member of the public is supportive of a rezoning for single family but would prefer to see two (2) not three (3) houses to retain more green space and to mitigate a perceived impact on traffic circulation. Staff have responded with an acknowledgement letter.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9578, it 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****Transportation and Site Access**

Vehicle access to the proposed lots is from McLennan via three (3) driveway crossings (Attachment 6) arranged to maximize the availability of street parking along McLennan Avenue. The location of the driveways will be secured at subdivision stage via the Servicing Agreement.

**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 a total of 14 bylaw-sized trees on the subject property, and seven (7) street trees on City property along the Bridgeport Trail.

The City's Tree Preservation Coordinator and Parks Department Arborist have reviewed the Arborist's Report and have the following comments:

- 13 trees (tags #808, #809, #811, #812, #813, #814, #815, #816, #817, #818, #820, #821, #829) located on the development site should be removed due to poor condition.
- One (1) tree (tag #810), a multi-branched English Holly must be retained and protected.
- Seven (7) trees (tags #A-G) in the City Right-of-Way along Bridgeport Trail should be removed due to poor condition.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

#### *Tree Replacement*

The applicant wishes to remove 13 on-site trees (Trees #808, #809, #811, #812, #813, #814, #815, #816, #817, #818, #820, #821 and #829). The 2:1 replacement ratio would require a total of 26 replacement trees. The applicant has agreed to plant three (3) trees on each lot proposed for a total of nine (9) trees. All required replacement trees must comply with 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
3	11 cm	6 m
3	10 cm	5.5 m
3	9 cm	5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$8,500 to the City's Tree Compensation Fund in lieu of the remaining 17 replacement trees that cannot be accommodated on the subject property after redevelopment.

Additionally, seven (7) trees on City land along the Bridgeport Trail will be removed due to poor health. The applicant will contribute \$9,100 to the City's Tree Compensation to facilitate replacement planting by the Parks Department.

#### *Tree Protection*

The applicant has submitted a tree protection plan showing the one (1) tree to be retained on-site and the measures taken to protect it during development stage (Attachment 8). To ensure that the tree identified for retention is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.



- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### **Affordable Housing Strategy**

The City's Affordable Housing Strategy policy for single-family rezoning applications received prior to September 14, 2015 requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to construct a legal secondary suite on two (2) of three (3) lots proposed for the subject site. To ensure that the secondary suites are built to the satisfaction of the City, in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement to be registered on title stating that no final Building Permit inspection will be granted until 2 (two) secondary suites are constructed in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9578.

### **Site Servicing and Frontage Improvements**

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9578, the applicant is required to enter into a Servicing Agreement for the design and construction of off-site improvements along the McLennan Avenue frontage, as detailed in Attachment 8.

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

This rezoning would result 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/or traffic signals.

### **Conclusion**

The purpose of this rezoning application is to rezone 2280 McLennan Avenue from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create three (3) lots.

The rezoning application complies with the land use designations and other policies in the OCP, Bridgeport Area Plan and Lot Size Policy 5448 which are applicable to the subject site.

The list of rezoning considerations is included in Attachment 8; which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9578 be introduced and given first reading.

Helen Cain

Helen Cain  
Planner 2

HC: cas

Attachment 1: Location Map/Aerial Map  
Attachment 2: Land Survey of Proposed Subdivision  
Attachment 3: Development Application Data Sheet  
Attachment 4: Lot Size Policy 5448  
Attachment 5: Public Comments on Rezoning Application  
Attachment 6: Sketch Plan with Driveway Locations  
Attachment 7: Tree Retention and Removal Plan  
Attachment 8: Rezoning Considerations



City of  
Richmond



RZ 15-706060

Original Date: 08/06/15

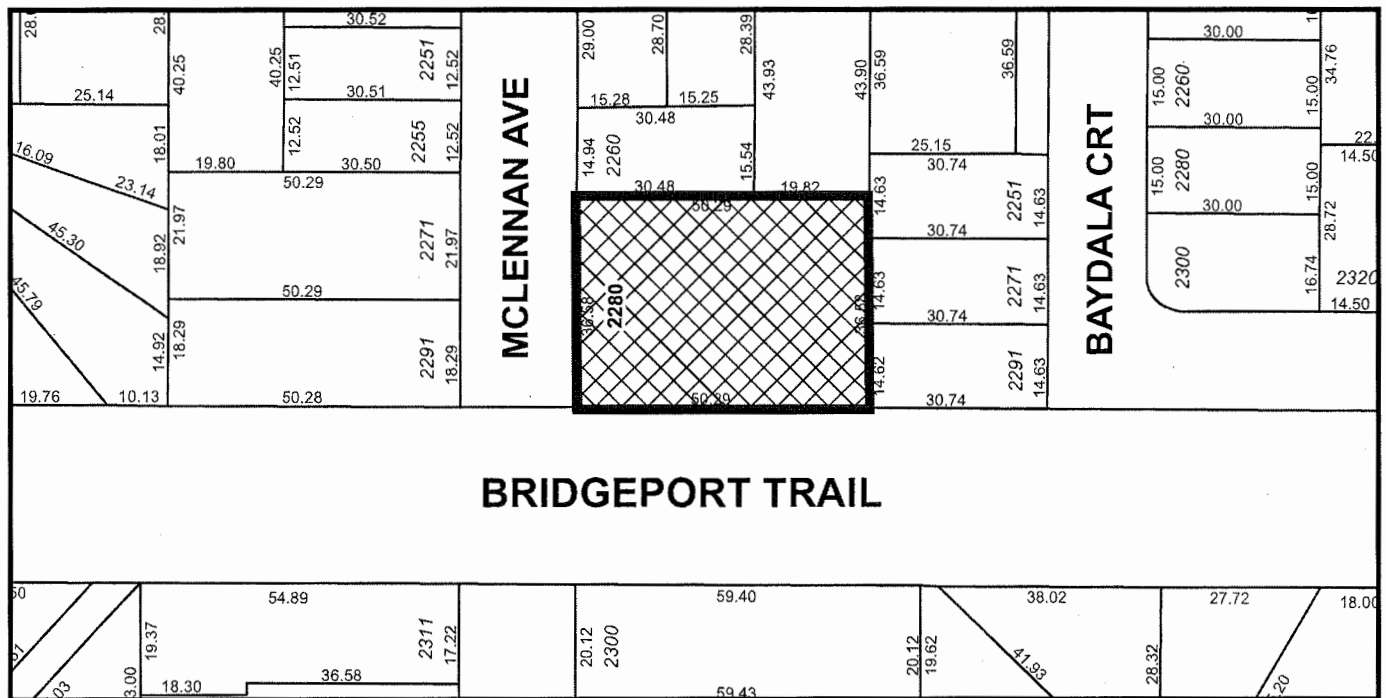
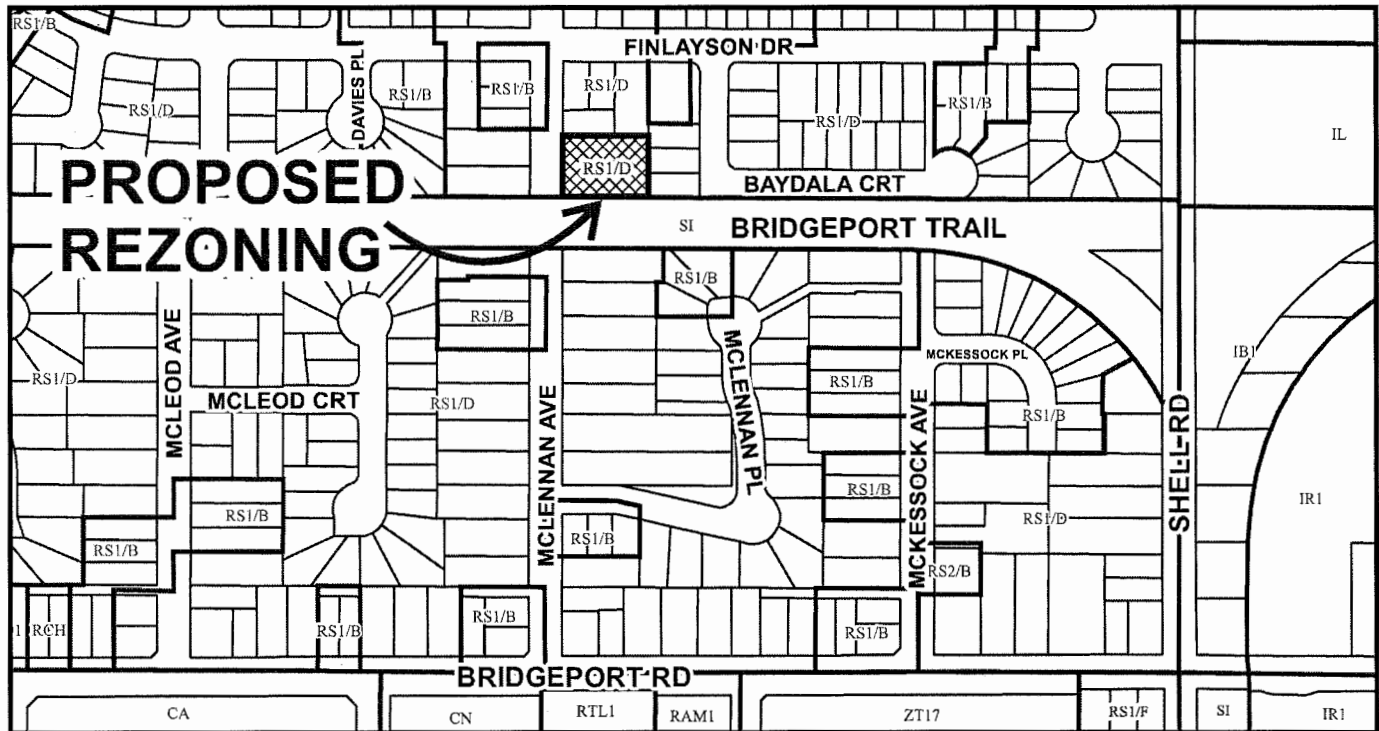
Revision Date:

Note: Dimensions are in METRES





# City of Richmond



**RZ 15-706060**

Original Date: 08/06/15

Revision Date:

Note: Dimensions are in METRES

SCALE: 1:200

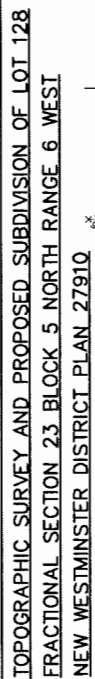
0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

**JOHNSON C. TAM, B.C.L.S.,**

JULY 2nd, 2015.



#2280 McCLENNAN AVENUE,  
RICHMOND, B.C.  
P.I.D. 008-982-210

**CNCL - 147**

Legend

- denotes deciduous
- denotes catch basin
- denotes round catch basin
- denotes water meter
- denotes manhole
- denotes cleanout
- denotes sign
- denotes power post
- HW denotes headwall
- INV. denotes invert

**NOTE:**  
Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #194  
Control Monument 02H2415  
Elevation: 3.337m  
Benchmark: HPN #196  
Control Monument 77H4970  
Elevation: 1.793m

**NOTE:**  
Use site Benchmark Tog #399 for  
construction elevation control.

© copyright  
C. Tom and Associates  
Penacoda and B.C. Land Surveyor  
1515 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: [office@jctom.com](mailto:office@jctom.com)  
Website: [www.jctom.com](http://www.jctom.com)  
Box No. 6097  
Edmonton - B-284 P28-33, 41  
Edmonton Bys. 10

WG No. 6097-Topo-01





**RZ 15-706060**

**Attachment 3**

Address: 2280 McLennan Avenue

Applicant: MTM Developments Ltd.

Planning Area(s): Bridgeport

	Existing	Proposed
<b>Owner:</b>	MTM Developments Ltd.	N/A
<b>Site Size (m<sup>2</sup>):</b>	1,839 m <sup>2</sup>	Lots 1, 2 and 3 – 613 m <sup>2</sup>
<b>Land Uses:</b>	Single Family Dwelling	Single Family Dwelling
<b>OCP Designation:</b>	Neighbourhood Residential	Neighbourhood Residential
<b>Area Plan Designation:</b>	Residential (Single Family)	Residential (Single Family)
<b>702 Policy Designation:</b>	5448	5448
<b>Zoning:</b>	RS1/D	RS2/B
<b>Number of Units:</b>	1 single family dwelling	3 single family dwellings and 2 secondary suites
<b>Other Designations:</b>	Aircraft Noise Sensitive Area 2	Aircraft Noise Sensitive Area 2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	One principal dwelling	One principal dwelling	none permitted
Floor Area Ratio:	Max. 0.55	0.55 (with a suite)	none permitted
Buildable Floor Area*	Lot A: Max. 500 m <sup>2</sup> (5,382 ft <sup>2</sup> ) Lot B: Max. 500 m <sup>2</sup> (5,382 ft <sup>2</sup> ) Lot C: Max. 408 m <sup>2</sup> (4,392 ft <sup>2</sup> )	Lot A: Max. 500 m <sup>2</sup> (5,382 ft <sup>2</sup> ) Lot B: Max. 500 m <sup>2</sup> (5,382 ft <sup>2</sup> ) Lot C: Max. 408 m <sup>2</sup> (4,392 ft <sup>2</sup> )	none permitted
Lot Coverage – Building:	Max. 45%	45%	none
Lot Size (min. dimensions):	450 m <sup>2</sup>	613 m <sup>2</sup>	none
Setback – Front Yard (m):	Min. 6 m	Min. 6 m	none
Setback – Side & Rear Yards (m):	Min. 1.2 m (side) Min. 6.0 m (rear)	Min. 1.2 m (side) Min. 6.0 m (rear)	none
Height (m):	Max. 2 ½ storeys, or Max. 7.5 m for a flat roof	Max. 2 ½ storeys, or Max. 7.5 m for a flat roof	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) per unit	2 (R) per unit	none
Off-street Parking Spaces – Total:	2	2	none

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	permitted	N/A	none
Amenity Space – Indoor:	N/A	N/A	none
Amenity Space – Outdoor:	N/A	N/A	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: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

## POLICY 5448:

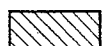
The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single Detached (RS1/C) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;

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.

**SUBJECT  
PROPERTY**



Rezoning and subdivision permitted as per **RS1/B** except:

1. River Drive: **RS1/C** unless there is a lane or internal road access, then **RS1/B**.
2. Shell Road: **RS1/D** unless there is a lane or internal road access, then **RS1/B**.
3. No. 4 Road: **RS1/C** unless there is a lane or internal road access then **RS1/B**.
4. Bridgeport Road: **RS1/D** unless there is a lane or internal road access then **RS1/B**.



Rezoning and subdivision permitted as per **RS1/B** unless there is a lane access then **RC2** or **RCH**.



## Policy 5448 Section 23, 5-6

**CNCL - 151**

Adopted Date: 09/16/91

Amended Date: 02/20/12

August 25, 2015.

re: RZ 15-706060-2280 McMannan Cove.

We would like to see re-zoned for 2 houses instead of 3.

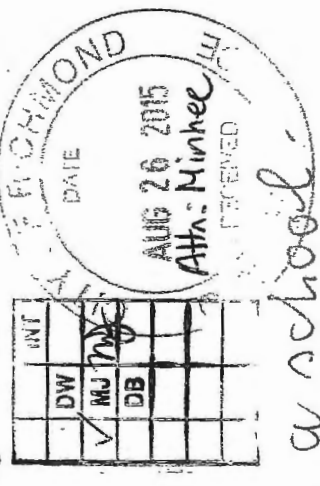
Reason:

More traffic: it is on a school route: TAIT school.

Cross of fresh air: greenery gone. no space between the new houses.

We like the new houses but 2- not 3. Thank you for your attention.

2311 McMannan Ave. T. Minke  
V6X 2H6





## 2280 MCLENNAN AVENUE

CITY FILE: SD15-XXXXXX

WG. No: Ob-XXX

CHECKED: JTY	SCALE: 1 : 250	DATE: 2016/01/04
ENGINEER: JTY	SEC. Nº: 23-5-8	SHT. Nº: 1 OF 1

TITLE:

## REVISIONS

## REFERENCE DRAWINGS

PROPERTY ACQUISITION  
SURVEY PLAN & PROFILE  
ROAD CONSTRUCTION  
STORM SEWER INSTALLATION  
WATERMAIN INSTALLATION  
ORNAMENTAL STREET LIGHTS  
TRAFFIC SIGNALS  
SANITARY SEWER INSTALLATION

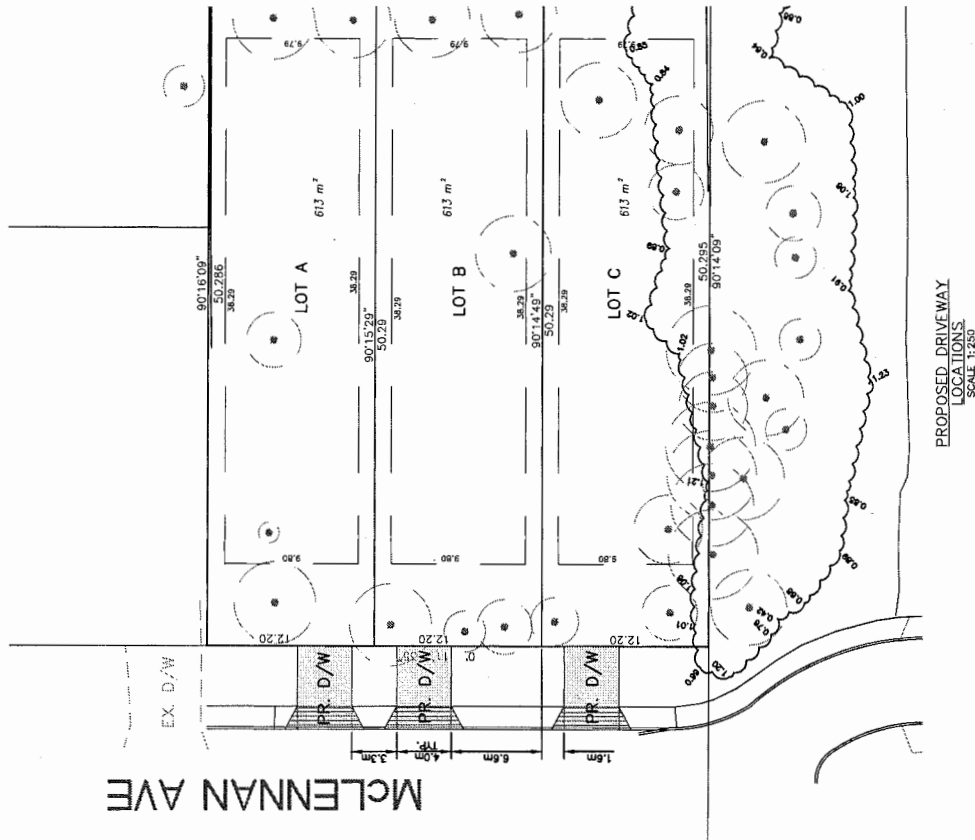
NOTE - PROVE LOCATION OF ALL UTILITIES / SERVICES BEFORE STARTING CONSTRUCTION.



**EFINITY**  
Engineering Consulting

Property Development consultancy  
Permit drawing/ Civil Engineering design

EMAIL: [efinityconsulting@gmail.com](mailto:efinityconsulting@gmail.com)







# City of Richmond

## Rezoning Considerations

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

**Address:** 2280 McLennan Avenue

**File No.:** RZ 15-706060

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9578, the developer is required to complete the following:**

- Submission of a Landscape Security in the amount of \$4,500 (\$500/tree) to ensure that a total of three (3) replacement trees are planted and maintained on each lot proposed (for a total of nine (9) trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees as referenced below:**

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
3	11 cm		6 m
3	10 cm		5.5 m
3	9 cm		5 m

- In lieu of the on-site planting of a total of 17 replacement trees, City acceptance of the developer's offer to voluntarily contribute \$8,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
- City acceptance of the developer's offer to voluntarily contribute \$9,100 to the City's Tree Compensation Fund for the planting of replacement trees on City property.
- 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 one (1) tree to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- Submission of a Tree Survival Security to the City in the amount of \$1,000 for the one (1) tree to be retained.
- Installation of appropriate tree protection fencing around the one (1) tree to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

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

- the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- Registration of a flood indemnity covenant on Title.
  - Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two (2) of the three (3) future lots, to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500.

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

- Enter into a Servicing Agreement\* or Work Order for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

*Water Works:*

- Using the OCP Model, there is 235.0 L/s of water available at a 20 psi residual at the McLennan Avenue 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 and Building designs.
- At Developer's cost, the City will (a) cut and cap at main the existing water service connections along the McLennan Avenue frontage; and (b) install three (3) new water service connections complete with meters and meter boxes along the McLennan Avenue frontage.

*Storm Sewer Works:*

- The Developer is required to (a) extend the existing 600mm storm sewer north approximately 33m along the McLennan Avenue frontage complete with outlet structure as required; and (b) install two (2) new storm service connections complete with a new IC located at the proposed northern subdivided lot and a new IC complete with dual connections located at the adjoining property line of the middle and southern subdivided lots.

*Sanitary Sewer Works:*

- At Developer's cost, the City will (a) cut and cap the existing sanitary service connection and remove the existing IC located at the northwest corner of the development site; and (b) install two (2) new sanitary service connections complete with a new IC located at the proposed northern subdivided lot and a new IC complete with dual connections located at adjoining property line of the proposed middle and southern subdivided lots.

*Frontage Improvements:*

- The Developer is required to:
  - Ensure that the design and construction of road and infrastructure works along the McLennan Avenue frontage are matched to those approved for Park Riviera (per SA- 10-542184).
  - Transportation-related works include but are not limited to (a) pavement widening; (b) curb and gutter; and (c) minimum 1.5 m width of new concrete sidewalk at the curb.
  - The cross slope of driveways must not exceed 2%. Transition and tapers must tie into the existing roadway, as per the TAC Manual and Engineering Design Specifications.
  - Reinstate the existing driveway fronting Lot 2260 due to the extent of new storm sewer works.
  - Secure the location of the three (3) driveways identified in the site plan for the rezoning.
  - Review street lighting levels along the entire McLennan Avenue frontage of the development site for any additional street lighting requirements and / or upgrade(s).
  - Coordinate with BC Hydro, Telus and other private communication service providers in order to (a) underground Hydro service lines; (b) relocate or modify any existing power poles and/or guy wires within the property frontages; and (c) to determine if above ground structures are required and coordinate locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Traffic Management Plan shall include: location(s) for parking for services, deliveries, workers and loading; application for any lane closures; and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 212 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





# City of Richmond

**Bylaw 9578**

## **Richmond Zoning Bylaw 8500 Amendment Bylaw 9578 (RZ 15-706060) 2280 McLennan Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/B)**.

P.I.D. 008-982-210

Lot 128 Fractional Section 23 Block 5 North Range 6 West New Westminster District Plan 27910

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9578"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

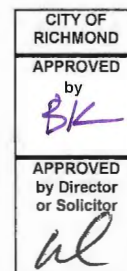
MINISTRY OF TRANSPORTATION  
AND INFRASTRUCTURE

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee

**Date:** August 22, 2016

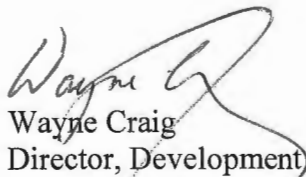
**From:** Wayne Craig  
Director, Development

**File:** RZ 15-710447

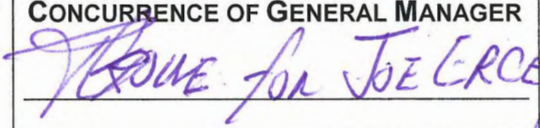
**Re:** Application by Dod Construction Ltd. for Rezoning at 3360/3380 Blundell Road from Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9579, for the rezoning of 3360/3380 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:sds  
Att. 6

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

## **Staff Report**

### **Origin**

Dod Construction Ltd. has applied to the City of Richmond for permission to rezone the property at 3360/3380 Blundell Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from Blundell Road (Attachment 1). The site is currently occupied by a stratified duplex, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

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

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Dalemore Road.

To the East: Duplex dwellings on lots zoned “Two-Unit Dwellings (RD1)” fronting Blundell Road.

To the West: Single-family dwelling on a lot zoned “Single Detached (RS1/E)” fronting Dalemore Road.

### **Related Policies & Studies**

#### **Official Community Plan**

The Official Community Plan (OCP) land use designation for the subject property is “Neighbourhood Residential”. The proposed rezoning and subdivision would comply with this designation.

#### **Single-Family Lot Size Policy 5474/Zoning Bylaw 8500**

The subject property is located within the area governed by Single-Family Lot Size Policy 5474 (adopted by Council on May 20, 2008) (Attachment 4). The Policy permits properties with existing duplexes to be rezoned and subdivided into no more than two (2) equal single-family lots. Each lot proposed at the subject site will be approximately 12 m (39 ft.) wide and approximately 446 m<sup>2</sup> (4,800 ft<sup>2</sup>) in area. The proposed subdivision would comply with these requirements, and the minimum lot dimensions and size of the “Single Detached (RS2/B)” zone.

## **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 1<sup>st</sup> reading of 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 registered on Title for utilities in the rear yard of the subject property; which will not be impacted by the proposed development. The applicant is aware that encroachment into the statutory right-of-way is not permitted.

There is also an existing restrictive covenant registered on the Title of each strata lot, restricting the use of the subject property to a duplex (Document No. AE26583 and AE26584). These covenants must be discharged from Title as a condition of rezoning.

### **Site Access**

Vehicle access to the proposed lots will be from Blundell Road via separate driveway crossings.

### **Tree Retention and Replacement**

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal related to the proposed development. The report assesses three (3) trees on the subject property, two (2) trees on neighbouring properties, and one (1) tree on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- Retain and protect one (1) Cedar tree (tag# 19) located on-site due to its good condition (46 cm dbh). The City's Tree Preservation Coordinator recommends that the applicant install tree protection fencing a minimum 3.0 m from the base of the tree.

- Retain and protect one (1) City-owned Douglas fir tree (tag# 18) located in front of the subject property due to its good condition (23 cm dbh). The tree has been identified by Parks Arboriculture staff for retention.
- Retain and protect one (1) Katsura tree (tag# 17) and one (1) Silver maple tree (tag# A) located on neighbouring properties due to their good condition (23 cm & 150 cm dbh).
- Remove one (1) Cedar tree (tag# 16) and one (1) Apple tree (tag# 20) located on-site due to either being dead, dying, infected, or exhibiting structural defects (35 cm & 22 cm dbh).

### *Tree Protection*

The proposed Tree Management Drawing is shown in Attachment 5, which outlines the protection of one (1) tree on-site and three (3) trees off-site, including one (1) City tree.

To ensure the protection of the four (4) trees (tag# 17, 18, 19, & A), the applicant is required to complete the following items prior to final adoption of the rezoning bylaw:

- Submission of a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of monitoring inspections, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- Submission of a Survival Security in the amount of \$2,280 for the one (1) City tree. The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City staff.
- Submission of a Tree Survival Security to the City in the amount of \$5,000 for the one (1) on-site tree to be retained.

Prior to the demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around all on and off-site 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 must remain in place until construction and landscaping works are completed.

### *Tree Replacement*

For the removal of the two (2) trees, the OCP tree replacement ratio goal of 2:1 requires four (4) replacement trees to be planted and maintained on the proposed lots. The applicant has proposed to plant a minimum of two (2) trees on each lot for a total of four (4) replacement trees on-site.

As per Tree Protection Bylaw No. 8057, based on the size of the trees being removed (35 cm & 22 cm dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees		Minimum Caliper of Deciduous Replacement Tree	or	Minimum Height of Coniferous Replacement Tree
2		6 cm		3.5 m
2		8 cm		4.0 m



To ensure that the four (4) replacement trees are planted on-site at development stage, and that the front and rear yards of the subject site are enhanced, the applicant is required to submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect for the proposed works, prior to final adoption of the rezoning bylaw. A portion of the security will be released after construction and landscaping of the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure that the landscaping survives.

### **Affordable Housing Strategy**

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015, requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$1.00/ft<sup>2</sup> of total buildable area of the single-family developments (i.e. \$5,280.77) in-lieu of providing a secondary suite on 50% of the new lots. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

### **Site Servicing and Frontage Improvements**

At future construction stage, the applicant is required to complete frontage improvements, which include, but are not limited to, the following:

- A minimum 1.5 m wide grass and treed boulevard along Blundell Road (width of the boulevard is exclusive of the 0.15 m wide top of curb) and a 1.5 m wide concrete sidewalk behind the boulevard. A second boulevard is to be provided between the sidewalk and the property line.
- Driveways constructed to City design standards. If the existing driveways need to be reconstructed or relocated, the finished frontage works must conform to the boulevard and sidewalk standards described above.

At future subdivision and Building Permit stage, the applicant is required to pay the current year's taxes in full and complete the required service connection works as described in Attachment 6.

Prior to subdivision, the applicant must cancel the existing Strata Plan (NW112) from the Title of the subject property.

### **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).

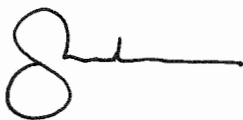
## **Conclusion**

The purpose of this rezoning application is to rezone the property at 3360/3380 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", to permit the property to be subdivided to create two (2) lots.

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 6, 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 9579 be introduced and given first reading.



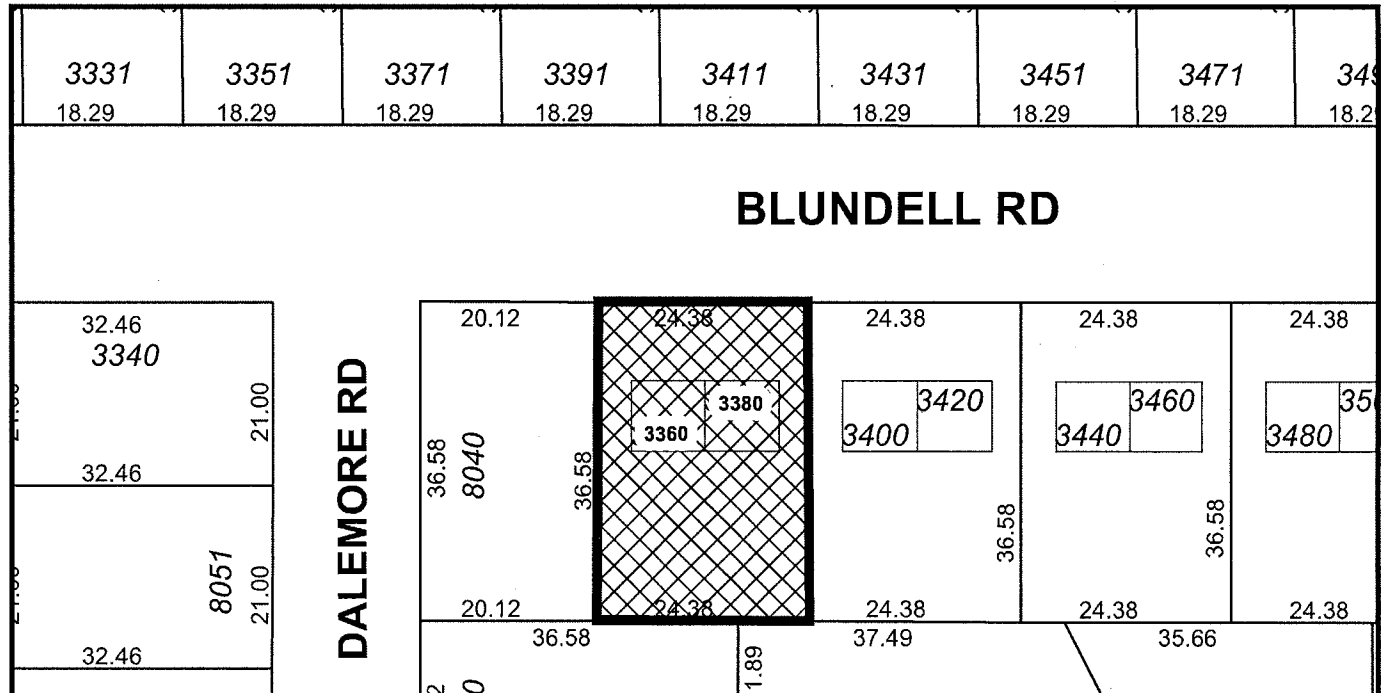
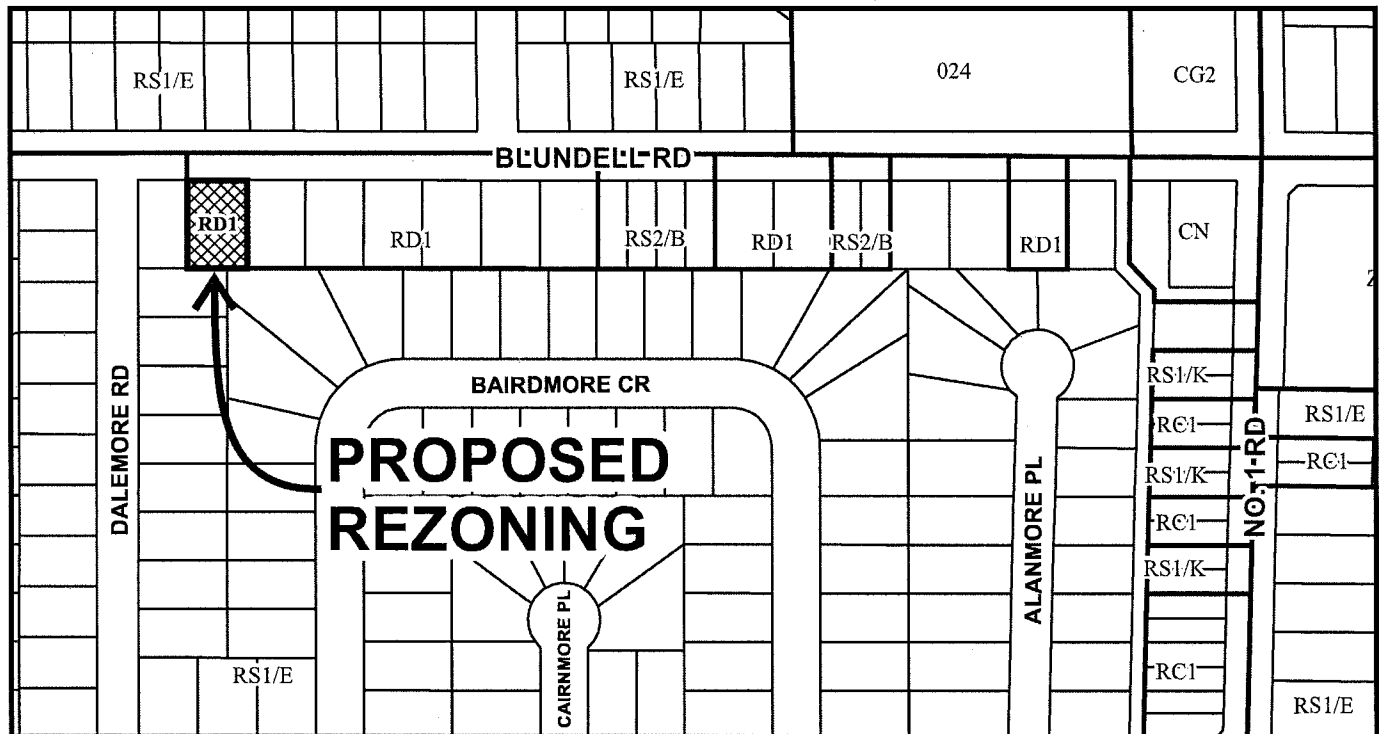
Steven De Sousa  
Planning Technician – Design

SDS:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5474
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



# City of Richmond



## RZ 15-710447

Original Date: 10/07/15

Revision Date: 08/19/16

Note: Dimensions are in METRES



# City of Richmond



RZ 15-710447

Original Date: 10/08/15

Revision Date:

Note: Dimensions are in METRES

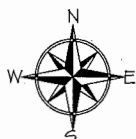


# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN NW112 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

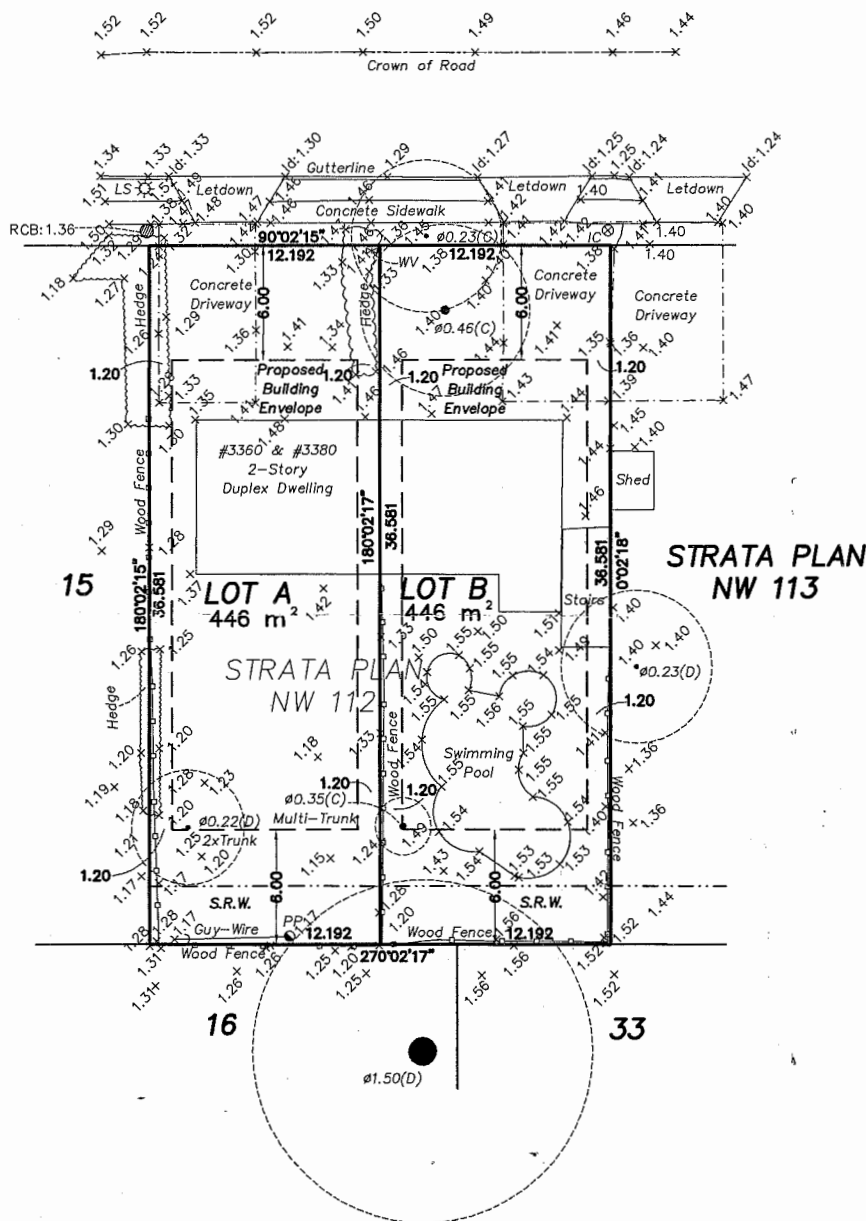
#3360 BLUNDELL ROAD,  
RICHMOND, B.C.  
P.I.D 001-124-056  
#3380 BLUNDELL ROAD,  
RICHMOND, B.C.  
P.I.D 001-124-064

SCALE: 1:250

0 5 10 20  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



BLUNDELL ROAD



## LEGEND:

- IP ● denotes iron post set
- LP ● denotes lead plug set
- WT denotes witness
- ⊙ denotes tree
- PP ● denotes power pole
- RCB ● denotes round catch basin
- WV ● denotes water valve
- (D) denotes deciduous
- (C) denotes conifer
- IC ● denotes inspection chamber
- denotes anchor
- ld denotes letdown

## NOTE:

Elevations shown are based on City of Richmond HPN Benchmark network. Benchmark: HPN #234, Control Monument 77H4891, Located at CL Gibbons Dr & Gamba Dr, E side of grass median

Elevation = 1.125 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.

OCTOBER 10th, 2014

© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5766  
FB-268 P6-9  
Drawn By: VC

DWG No. 5766-TOPO

CNCL - 167





**RZ 15-710447**

**Attachment 3**

Address: 3360/3380 Blundell Road

Applicant: Dod Construction Ltd.

Planning Area(s): Seafair

	Existing	Proposed	
Owner:	3360 Blundell Rd: Dod Construction Ltd. 3380 Blundell Rd: B. Matta	To be determined	
Site Size:	Approx. 892 m <sup>2</sup> (9,600 ft <sup>2</sup> )	Lot A: 446 m <sup>2</sup> (4,800 ft <sup>2</sup> ) Lot B: 446 m <sup>2</sup> (4,800 ft <sup>2</sup> )	
Land Uses:	One (1) two-family dwelling	Two (2) single-family dwellings	
Designations: OCP Lot Size Policy 5474	Neighbourhood Residential Existing duplex into two (2) equal halves	No change No change	
Zoning:	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)	
Units:	2	2	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	None permitted
Buildable Floor Area*:	Lot A: Max. 245 m <sup>2</sup> (2,640 ft <sup>2</sup> ) Lot B: Max. 245 m <sup>2</sup> (2,640 ft <sup>2</sup> )	Lot A: Max. 245 m <sup>2</sup> (2,640 ft <sup>2</sup> ) Lot B: Max. 245 m <sup>2</sup> (2,640 ft <sup>2</sup> )	None permitted
Lot Coverage: Buildings Non-Porous Landscaping	Max. 45% Max. 70% Min. 25%	Max. 45% Max. 70% Min. 25%	None
Lot Size: Frontage Width Depth Area	Min. 6.0 m Min. 12.0 m Min. 24.0 m Min. 360 m <sup>2</sup>	12 m 12 m 36 m 446 m <sup>2</sup>	None
Setbacks: Front Yard Side Yard Rear Yard	Min. 6 m Min. 1.2 m Min. 6 m	Min. 6 m Min. 1.2 m Min. 6 m	None
Height:	Max. 2 ½ storeys & within Residential Vertical Lot Envelopes	Max. 2 ½ storeys & within Residential Vertical Lot Envelopes	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 5474:**

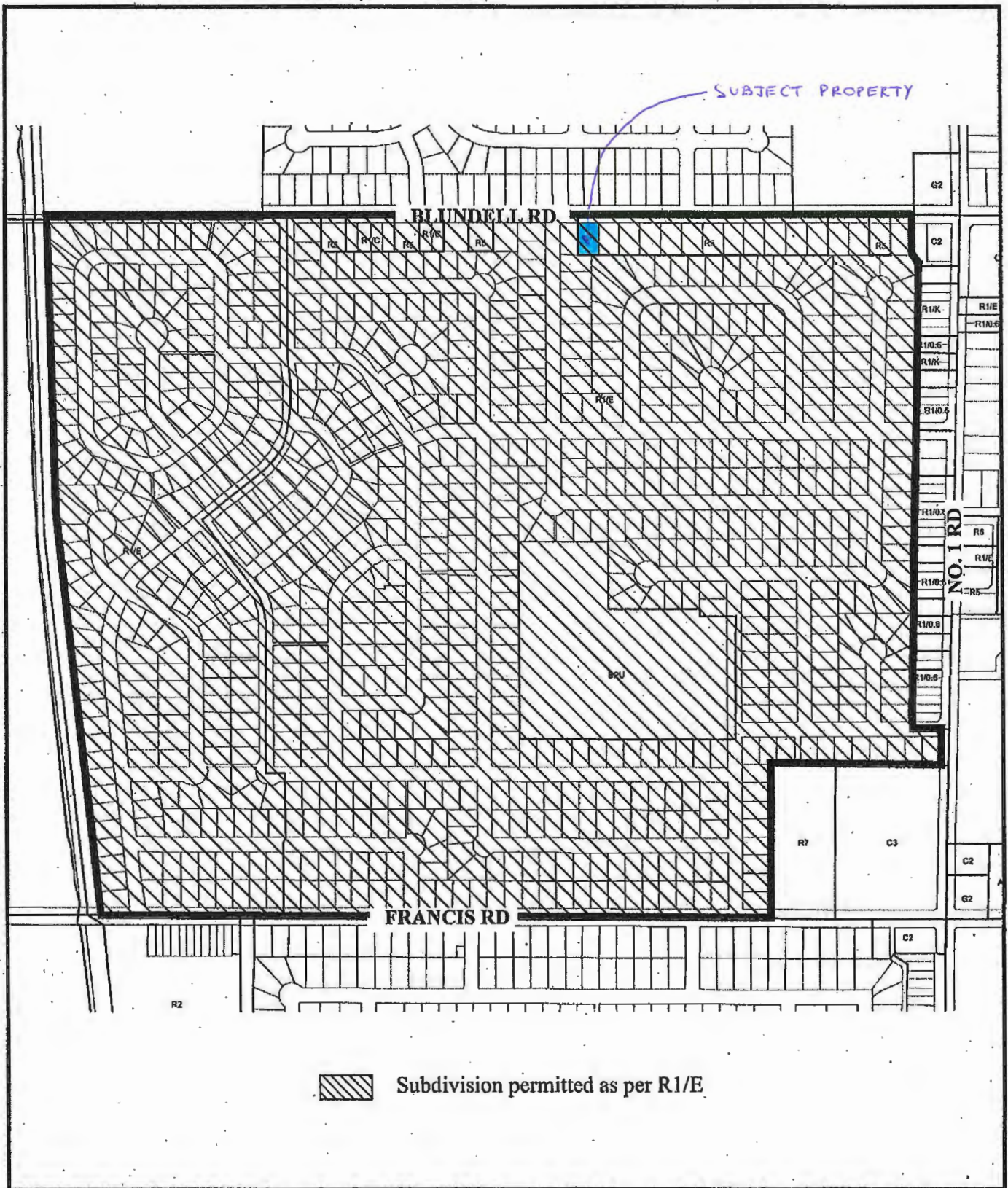
The following policy establishes lot sizes in Sections 21-4-7 & 22-4-7, in the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail as shown on the attached map:

1. That properties within the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail in Section 21-4-7 & 22-4-7, as shown on the attached map, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw No. 5300 with the following exceptions:

That lots with existing duplexes be permitted to rezone and subdivide into two (2) equal halves lots;

and that this policy 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 amended according to Zoning and Development Bylaw No. 5300.

2. Multiple-family residential development shall not be permitted.



Policy 5474  
21-4-7 & 22-4-7

Original Date: 02/29/08

Amended Date: 05/20/08

Note: Dimensions are in METRES



## BLUNDELL ROAD



Tree #20  
Apple  
22cm DBH

Tree #19  
Cedar  
46cm DBH

Tree #18  
Douglas Fir  
23cm DBH

1.5 meters  
or 5' radial

3 meters  
or 10' radial

1.5 meters  
or 5' radial

# STRATA PLAN NW 113

Tree #17  
Katsura  
23cm DBH

Tree #16  
Cedar  
35cm DBH

Tree A  
Silver Maple  
150cm DBH

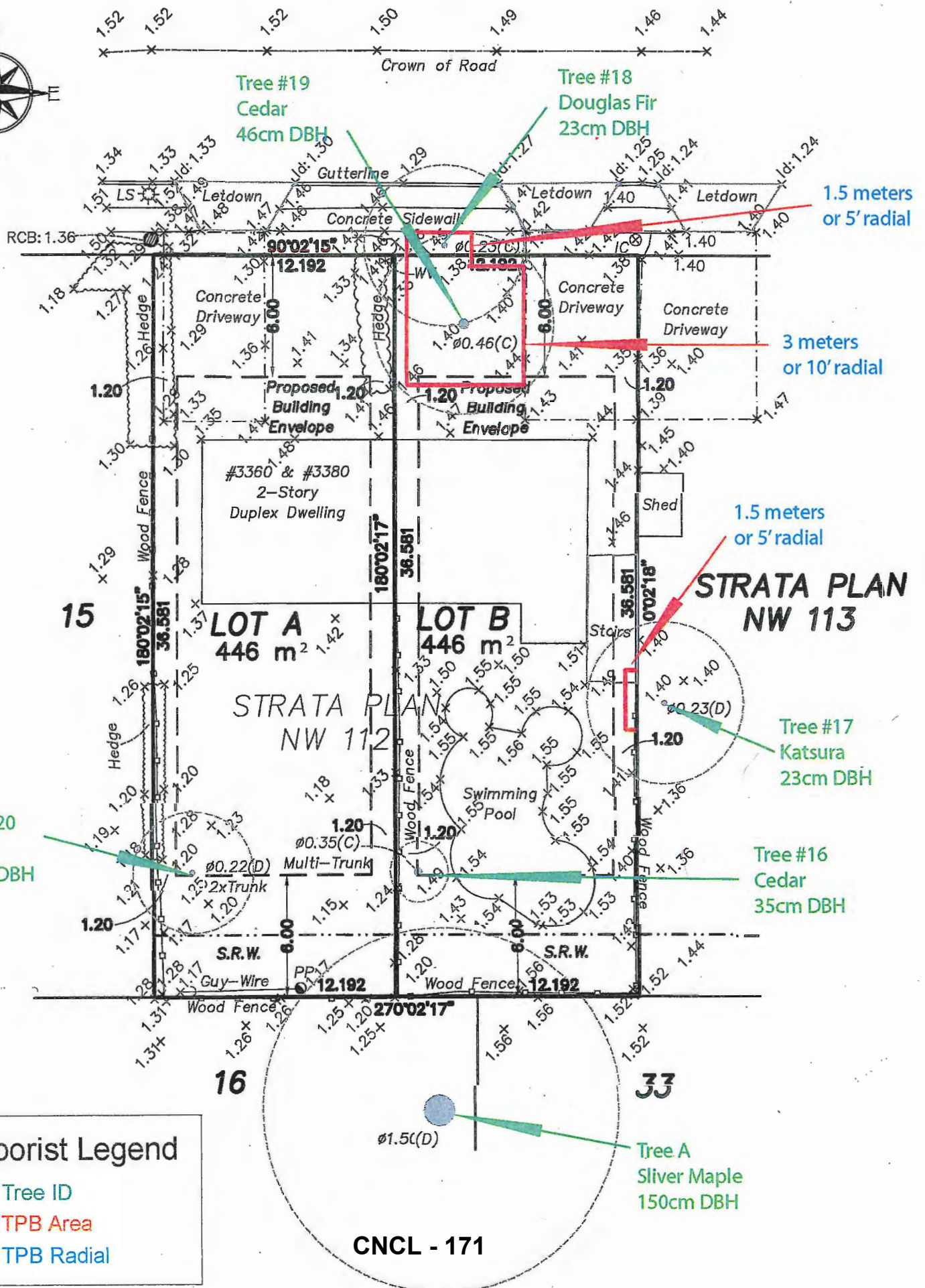
## Arborist Legend

# - Tree ID

□ TPB Area

# - TPB Radial

CNCL - 171





# City of Richmond

## Rezoning Considerations

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

**Address:** 3360/3380 Blundell Road

**File No.:** RZ 15-710447

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9579, the developer is required to complete the following:**

- Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include low fencing outside of the rear yard (max 1.2 m);
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
  - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4.0 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

- 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.
- Submission of a Tree Survival Security to the City in the amount of \$5,000 for the one (1) on-site tree to be retained.
- Submission of a Tree Survival Security to the City in the amount of \$2,280 for the one (1) City tree to be retained. The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period.
- Registration of a flood indemnity covenant on title.
- The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,280.77) to the City's Affordable Housing Reserve Fund.
- Discharge of the existing covenants registered on Title of the subject property (i.e. AE26583 and AE26584); which restrict the use of the subject property to a duplex.

**At Demolition Permit\* stage, the developer is required to complete the following:**

- 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 must remain in place until construction and landscaping on-site is completed.

**At Subdivision\* and Building Permit\* stage, the developer must complete the following requirements:**

- Cancellation of existing Strata Plan (NW112).
- Payment of current year's taxes and the cost associated with the completion of the required servicing works and frontage improvements.
- The following servicing works and off-site improvements may be completed through either a) a Servicing Agreement\* entered into by the applicant to design and construct the works to the satisfaction of the Director of



Engineering; or b) a cash contribution (based on the City's cost estimate for the works) for the City to undertake the works at development stage:

*Water Works:*

- a) Using the OCP Model, there is 157.0 L/s of water available at a 20 psi residual at the Blundell Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) 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 and Building designs.
- c) At Developers cost, the City is to:
  - Cut and cap the existing water service connection along the Blundell Rd frontage.
  - Install 2 new water service connections complete with meters and meter boxes along the Blundell Rd frontage.

*Storm Sewer Works:*

- d) At Developers cost, the City is to:
  - If required, upgrade the existing storm inspection chamber and lead at the northwest corner of the lot. The existing connection to the box culvert on the north side of Blundell Rd may be utilized, granted on terms that the condition of it is okay, to the satisfaction of City crews.
  - Install a new storm service connection complete with IC located at the north east corner of the lot.

*Sanitary Sewer Works:*

- e) At Developers cost, the City is to:
  - If required, upgrade the existing sanitary inspection chamber and lead at the northeast corner of the lot. The existing connection to the 200mm AC sewer on Blundell Rd may be utilized, granted on terms that the condition of it is okay, to the satisfaction of City crews.
  - Install a new sanitary service connection complete with IC located at the northwest corner of the lot.

*Frontage Improvements:*

- f) The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - To underground Hydro service lines.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
  - Complete other frontage improvements as per Transportation's requirements.
- g) Transportation's frontage improvements requirements, include but are not limited to:
  - Construct a minimum 1.5 m wide grass/treed boulevard along Blundell Road (width of the boulevard is exclusive of the 0.15 m wide top of curb); and a 1.5 m wide concrete sidewalk behind the boulevard. A second boulevard is to be provided between the sidewalk and the property line.
  - Driveways are to be constructed to City design standards (4.0 m driveway width at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard). If the existing driveways need to be reconstructed or relocated, the finished frontage works must conform to the boulevard and sidewalk standards described above.
  - Adjust sidewalk alignment for tree protection purposes and submit a new frontage improvement plan to show the new sidewalk alignment for staff approval.

*General Items:*

- a) 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, 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.
4. 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.
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 copy on file]

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9579 (RZ 15-710447)  
3360/3380 Blundell 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. 001-124-056

Strata Lot 1 Section 22 Block 4 North Range 7 West New Westminster District Strata Plan NW112 together with an interest in the Common Property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-124-064

Strata Lot 2 Section 22 Block 4 North Range 7 West New Westminster District Strata Plan NW112 together with an interest in the Common Property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9579"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>al</i>

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

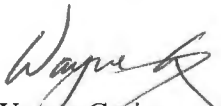
**Date:** August 22, 2016

**File:** RZ 16-730029

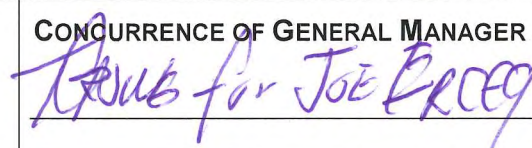
**Re:** Application by Rav Bains for Rezoning at 9131 Dolphin Ave from Single Detached (RS1/B) to Single Detached (RS2/K)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9595, for the rezoning of 9131 Dolphin Avenue from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:jr  
Att. 7

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

## **Staff Report**

### **Origin**

Rav Bains has applied to the City of Richmond for permission to rezone 9131 Dolphin Avenue from the “Single Detached (RS1/B)” zone to the “Single Detached (RS2/K)” zone, to permit the property to be subdivided to create two (2) single-family lots with vehicle access to Dolphin Avenue (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing home on the property, which would be demolished.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

- To the North, two (2) homes on lots zoned “Single Detached (RS1/B),” fronting Myron Court.
- To the South, across Dolphin Avenue, one (1) home on a lot zoned “Single Detached (RS1/B),” fronting Dolphin Court.
- To the East, one (1) home on a lot zoned “Single Detached (RS1/B),” fronting Dolphin Avenue.
- To the West, one (1) home on a lot zoned “Single Detached (RS1/B),” fronting Dolphin Avenue.

### **Related Policies & Studies**

#### **Official Community Plan/Broadmoor Area Plan**

The subject property is located in the Broadmoor planning area. The Official Community Plan (OCP) designation for the subject property is “Neighbourhood Residential” (Attachment 4). The proposed rezoning is consistent with this designation.

The subject property is located within the area governed by the Ash Street Sub-Area Plan contained in the OCP. The land use designation for the subject property is “Low Density Residential” (Attachment 5). The proposed rezoning is consistent with this designation.

The Ash Street Sub-Area Plan permits the development of lands outside of designated infill sites shown on the Land Use Map to be governed by the City’s normal development application process (Attachment 5). Lots fronting Dolphin Avenue on this block range from widths of 10.06 metres to 22.71 metres. The proposed rezoning and subdivision would result in lots 11.31 metres wide, which is generally consistent with other redeveloped properties in the area. One (1) property immediately to the west and the three (3) properties to the east have similar subdivision potential.



**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 1<sup>st</sup> 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 metre-wide Statutory Right-of-Way (SRW) for the municipal sewer along the north and east property lines (registration number X112484). The applicant is aware that encroachment into the SRW is not permitted.

**Transportation and Site Access**

Vehicle access is proposed to be provided from Dolphin Avenue via separate driveway crossings to each new lot.

**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 eight (8) bylaw-sized trees on the subject property, nine (9) trees on neighbouring properties, and one (1) tree on City property.

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

- Five (5) trees located on the development site (Tag # 16, 17, 19, 20, and 21) are to be retained and protected as per the Arborist's Report.
- Four (4) trees on neighbouring properties (Tag # OS1, OS2, OS5, and OS6) are to be retained and protected as per the Arborist's Report.

- One (1) City tree (Tag # CI) is to be retained and protected. Install tree protection barrier 2 m from base of tree.
- Three (3) trees located in the side yard of the development site (Tag # 15, 22, and 23) are in fair to poor condition. These trees are in conflict with the anticipated building footprint and should be removed and replaced.
- Five (5) trees on a neighbouring property (Tag # OS3, OS7, OS8, OS9, and OS10) forming a Cedar hedge will be impacted by site grading and require written permission from the adjacent property owner for removal. Retain and protect as per City of Richmond Tree Protection Information Bulletin TREE-03. The applicant must obtain written permission from the adjacent property owner and obtain a valid tree removal permit before removing these trees.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

#### *Tree Protection*

Five (5) trees on the subject property, four (4) trees on neighbouring properties, and one (1) City-owned tree are to be retained and protected (Tag # 16, 17, 19, 20, 21, OS1 OS2, OS5, OS6, and CI). Five (5) trees forming a cedar hedge (Tag # OS3, OS7, OS8, OS9, and OS10) on a neighbouring property are recommended for removal, but are to be retained and protected if permission from the neighbour is not granted. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$10,000.00 for the five (5) on-site trees and \$7,400 for the one (1) City-owned tree to be retained, for a total of \$17,400.
- 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 three (3) on-site trees (Tag # 15, 22, and 23). The 2:1 replacement ratio would require a total of six (6) replacement trees. Five (5) trees forming a cedar hedge are proposed for removal, but require permission from the neighbour. The applicant has agreed to plant three (3) trees on each lot proposed; for a total of six (6) 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	6 cm	3.5 m
2	8 cm	4 m

Prior to final adoption of the rezoning bylaw, the applicant must provide a \$3,000 Landscape Security, which is equal to \$500 per replacement tree, to ensure that the six (6) required replacement trees are planted and maintained on the subject property.

Five (5) trees on a neighbouring property (Tag # OS3, OS7, OS8, OS9, and OS10) forming a Cedar hedge are recommended for removal, but require permission from the adjacent property owner. Replacement trees for the hedge to be removed will be established in the tree removal permit, if approved.

### **Affordable Housing Strategy**

The City's Affordable Housing Strategy requires a secondary suite or coach house on 100% of new lots created through single-family rezoning and subdivision applications, or a secondary suite or couch house on 50% of new lots created and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft<sup>2</sup> of the total buildable area of the remaining lots.

To comply with the City's Affordable Housing Strategy, the applicant proposes to construct a secondary suite on one (1) of the two (2) future lots and provide a cash-in-lieu contribution of \$5,695.50 to the City's Affordable Housing Reserve Fund for the remaining lot. Prior to rezoning, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection will be granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

### **Site Servicing and Frontage Improvements**

At a future development stage, the applicant must complete the required servicing works as described in Attachment 7, through a work order.

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

This rezoning application results in an insignificant Operation Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

### **Conclusion**

The purpose of this application is to rezone 9131 Dolphin Avenue from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, to permit the property to be subdivided to create two (2) lots.

This rezoning application complies with the land use designations and applicable policies for the subject site contained within the OCP and the Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9595 be introduced and given first reading.



Jordan Rockerbie  
Planning Technician

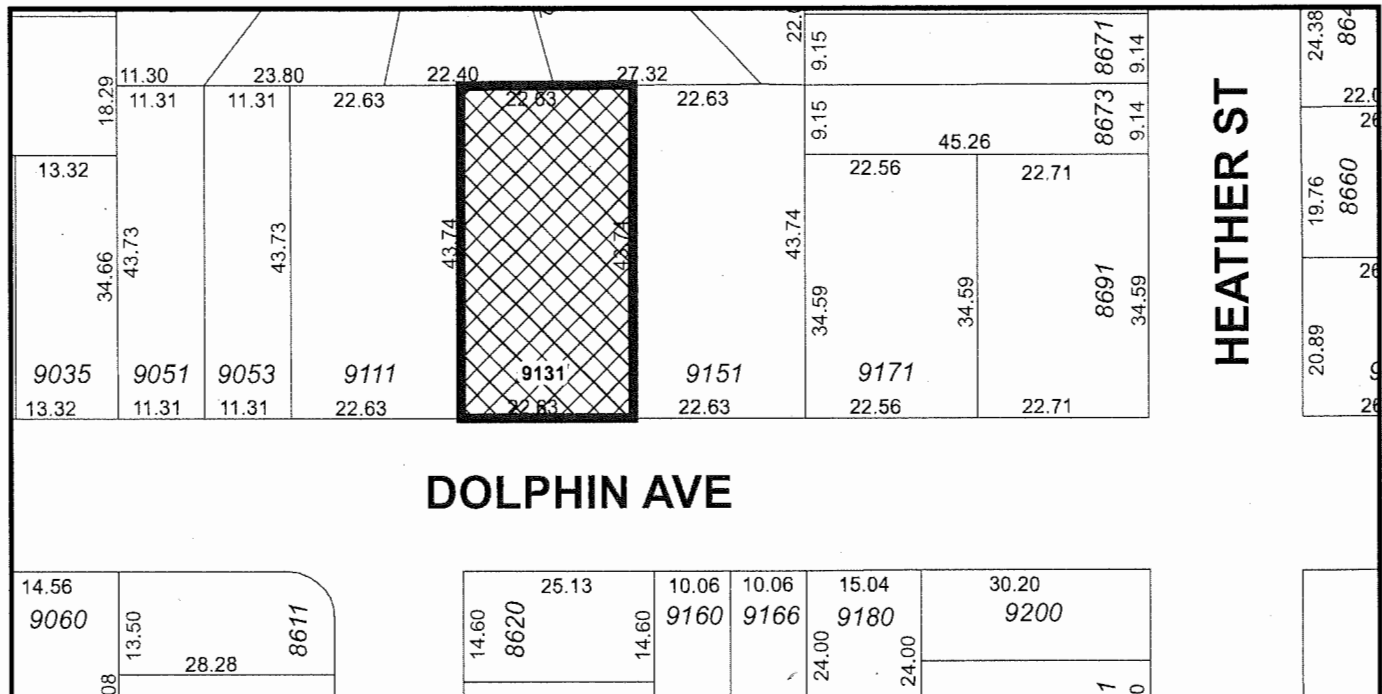
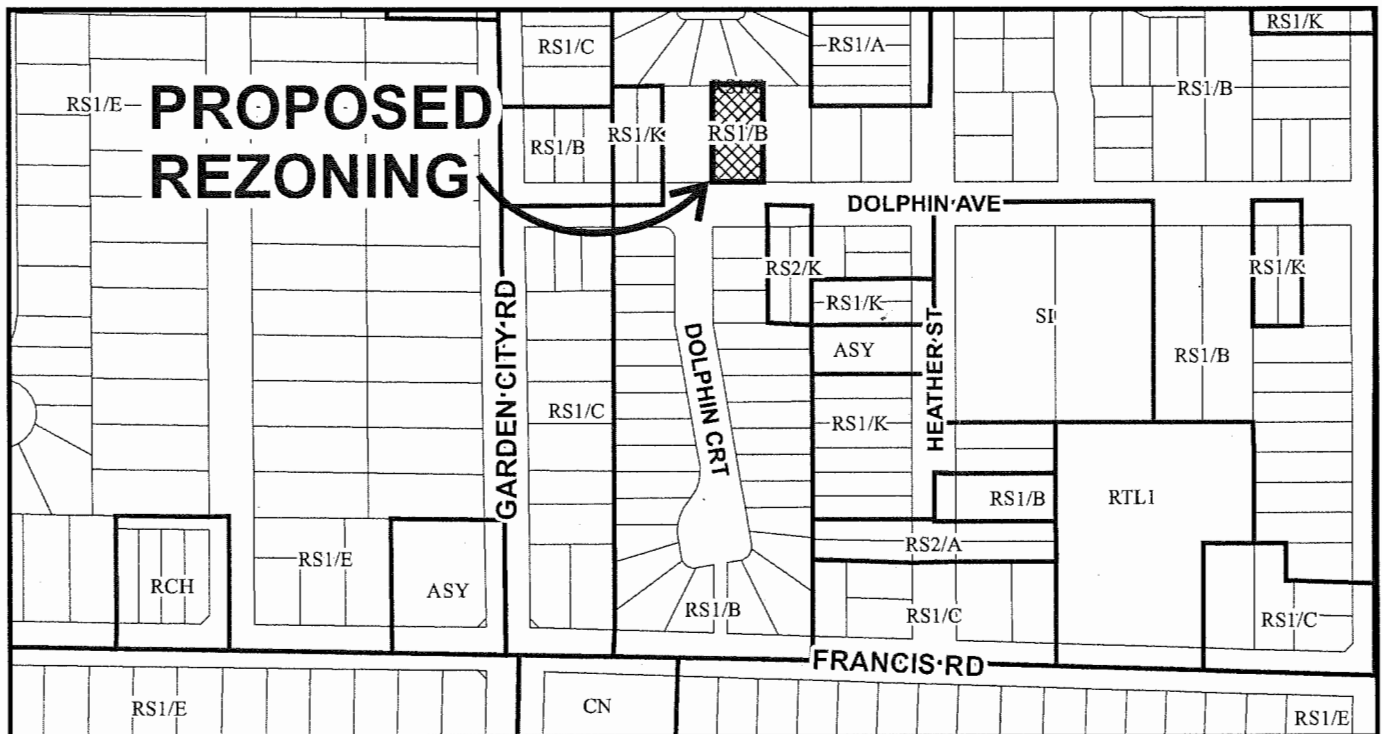
JR:rg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Broadmoor Area Plan Land Use Map
- Attachment 5: Ash Street Sub-Area Plan Land Use Map
- Attachment 6: Tree Protection Plan
- Attachment 7: Rezoning Considerations



# City of Richmond

ATTACHMENT 1



## RZ 16-730029

Original Date: 05/03/16

Revision Date:

Note: Dimensions are in METRES





# City of Richmond



RZ 16-730029

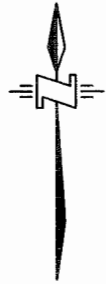
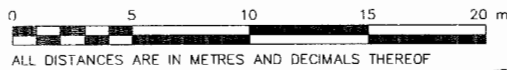
Original Date: 05/03/16

Revision Date:

Note: Dimensions are in METRES

# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF W 1/2 LOT 46 EXCEPT: PT SUBDIVIDED BY PLAN 68168, SEC. 22, BLK. 4 N., RGE. 6 W., N.W.D., PLAN 8142

SCALE 1 : 200



PID: 000-648-221

CIVIC ADDRESS: 9131 DOLPHIN AVENUE  
RICHMOND, B.C.PROPERTY LINE BASE ON FIELD SURVEY  
AND LAND TITLE OFFICE RECORDS.

BENCHMARK

ELEVATIONS ARE BASED ON:

CITY OF RICHMOND SECONDARY

BENCH MARK #478

ELEVATION = 1.459 METRE

GEODETIC DATUM = CVD28GVRD

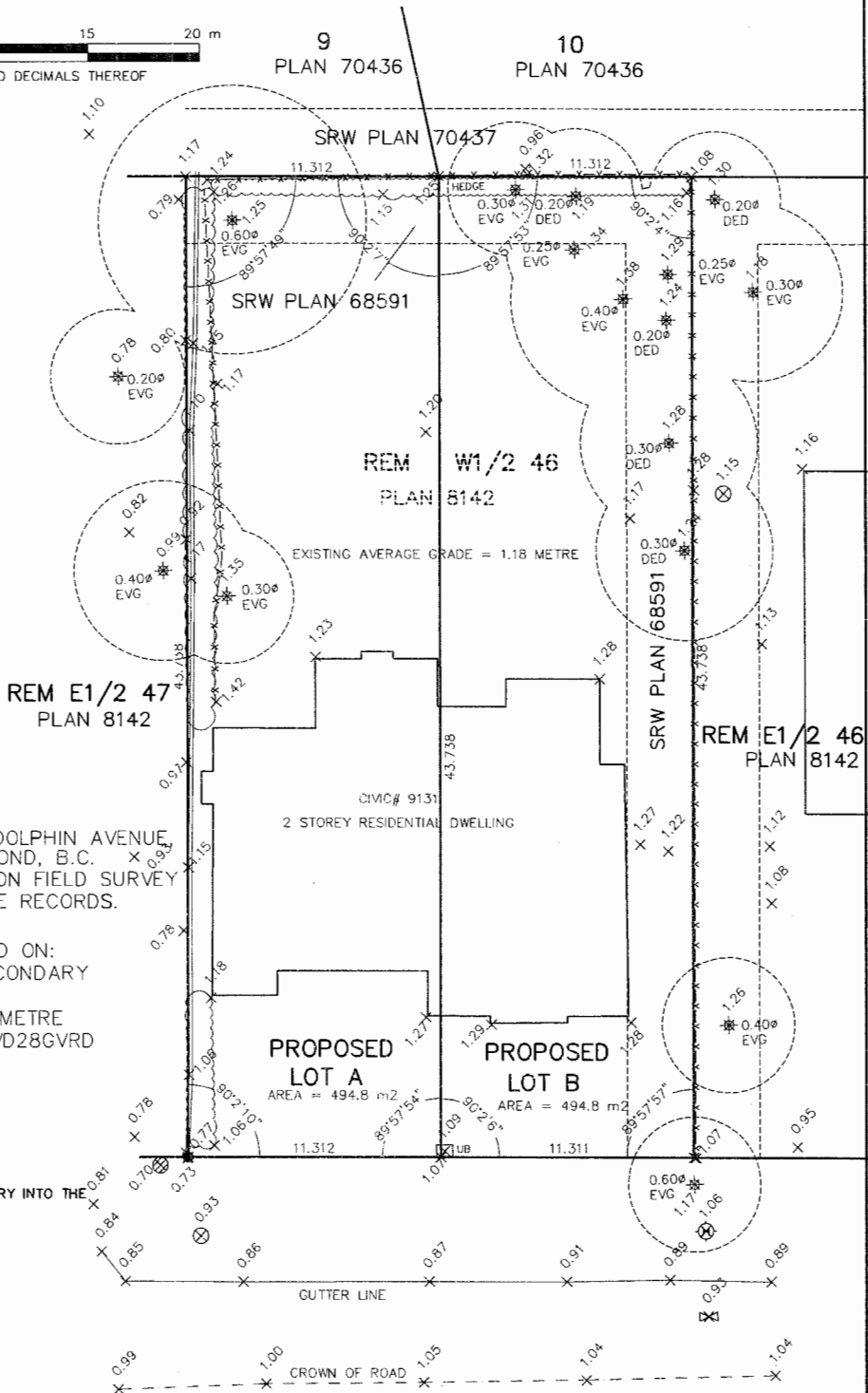
**LEGEND:**

- GROUND ELEVATION
- TREE WITH DRIPLINE  
(TIED AT POINT OF ENTRY INTO THE  
GROUND)
- UTILITY BOX
- FENCE
- FIRE HYDRANT
- DECIDUOUS
- EVERGREEN
- ROUND CATCH BASIN
- LEGAL IRON PIN

CERTIFIED CORRECT ACCORDING TO FIELD  
SURVEY THIS 11TH DAY OF MAR., 2016.

RICHARD S FU B.C.L.S.

THIS PLAN WAS PREPARED FOR MUNICIPAL AND/OR MORTGAGE PURPOSES AND IS FOR THE  
EXCLUSIVE USE OF OUR CLIENT. THIS DOCUMENT SHOWS THE RELATIVE LOCATION OF THE SURVEYED  
STRUCTURES AND FEATURES WITH RESPECT TO THE BOUNDARIES OF THE PARCEL DESCRIBED ABOVE.  
THIS DOCUMENT SHALL NOT BE USED TO DEFINE PROPERTY LINES OR PROPERTY CORNERS. THE  
SIGNATORY ACCEPTS NO RESPONSIBILITY OR LIABILITY FOR ANY DAMAGES THAT MAY BE SUFFERED BY  
A THIRD PARTY AS A RESULT OF ANY DECISIONS MADE, OR ACTIONS TAKEN BASED ON THIS  
DOCUMENT.



**RICHARD FU**  
LAND SURVEYING INC.  
3817 MCKAY PLACE  
RICHMOND BC V6X 3R6  
TEL: 604-313-2883  
FILE: 1602-005

CNCL - 184



**RZ 16-730029**

**Attachment 3**

Address: 9131 Dolphin Ave

Applicant: Rav Bains

Planning Area(s): Broadmoor, Ash Street Sub-Area

	Existing	Proposed
<b>Owner:</b>	Paramjit Singh Kahlon Gurdev Singh Kahlon Inderbir Kaur Kahlon	To be determined
<b>Site Size (m<sup>2</sup>):</b>	989.6 m <sup>2</sup>	Lot A: 494.8 m <sup>2</sup> Lot B: 494.8 m <sup>2</sup>
<b>Land Uses:</b>	One (1) single-family lot	Two (2) single-family lots
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Low density residential	No change
<b>Zoning:</b>	Single Detached (RS1/B)	Single Detached (RS2/K)

On Future Subdivided Lots		Bylaw Requirement	Proposed	Variance
Floor Area Ratio:		Max. 0.55 applied to 464.5 m <sup>2</sup> of the lot area, together with 0.30 applied to the balance	Max. 0.55 applied to 464.5 m <sup>2</sup> of the lot area, together with 0.30 applied to the balance	none permitted
Buildable Floor Area*		Lot A: Max. 264.565 m <sup>2</sup> (2,847.75 ft <sup>2</sup> ) Lot B: Max. 264.565 m <sup>2</sup> (2,847.75 ft <sup>2</sup> )	Lot A: Max. 264.565 m <sup>2</sup> (2,847.75 ft <sup>2</sup> ) Lot B: Max. 264.565 m <sup>2</sup> (2,847.75 ft <sup>2</sup> )	none permitted
Lot Coverage	Building:	Max. 40%	Max. 40%	none
	Non-permeable Surfaces:	Max. 70%	Max. 70%	none
	Live Plant Material:	Min. 20%	Min. 20%	none
Lot Size:		Min. 315.0 m <sup>2</sup>	Lot A: 494.8 m <sup>2</sup> Lot B: 494.8 m <sup>2</sup>	none
Setback – Front & Rear Yards:		Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yard:		Min. 1.2 m	Min. 1.2 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.

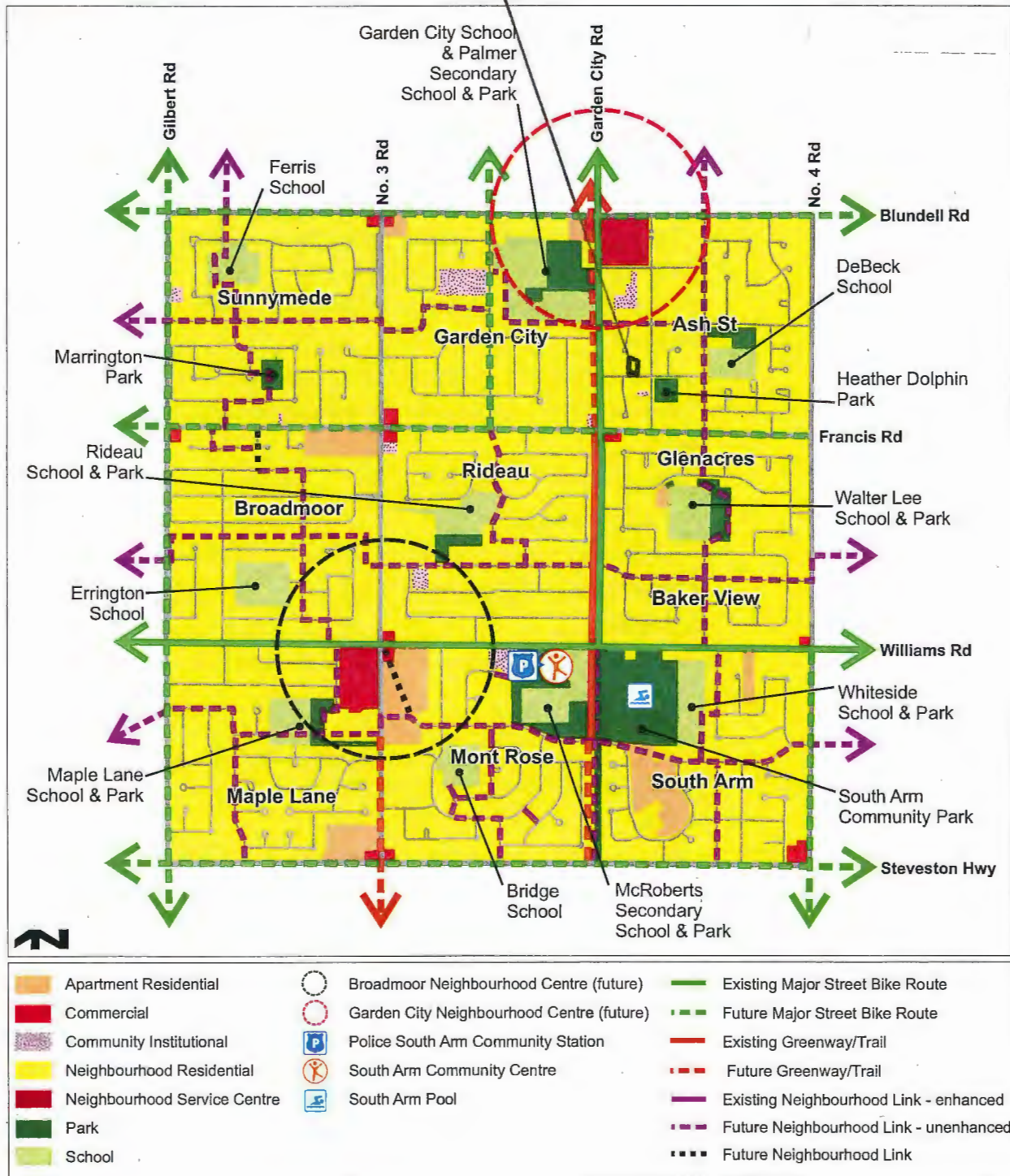




## 6. Broadmoor

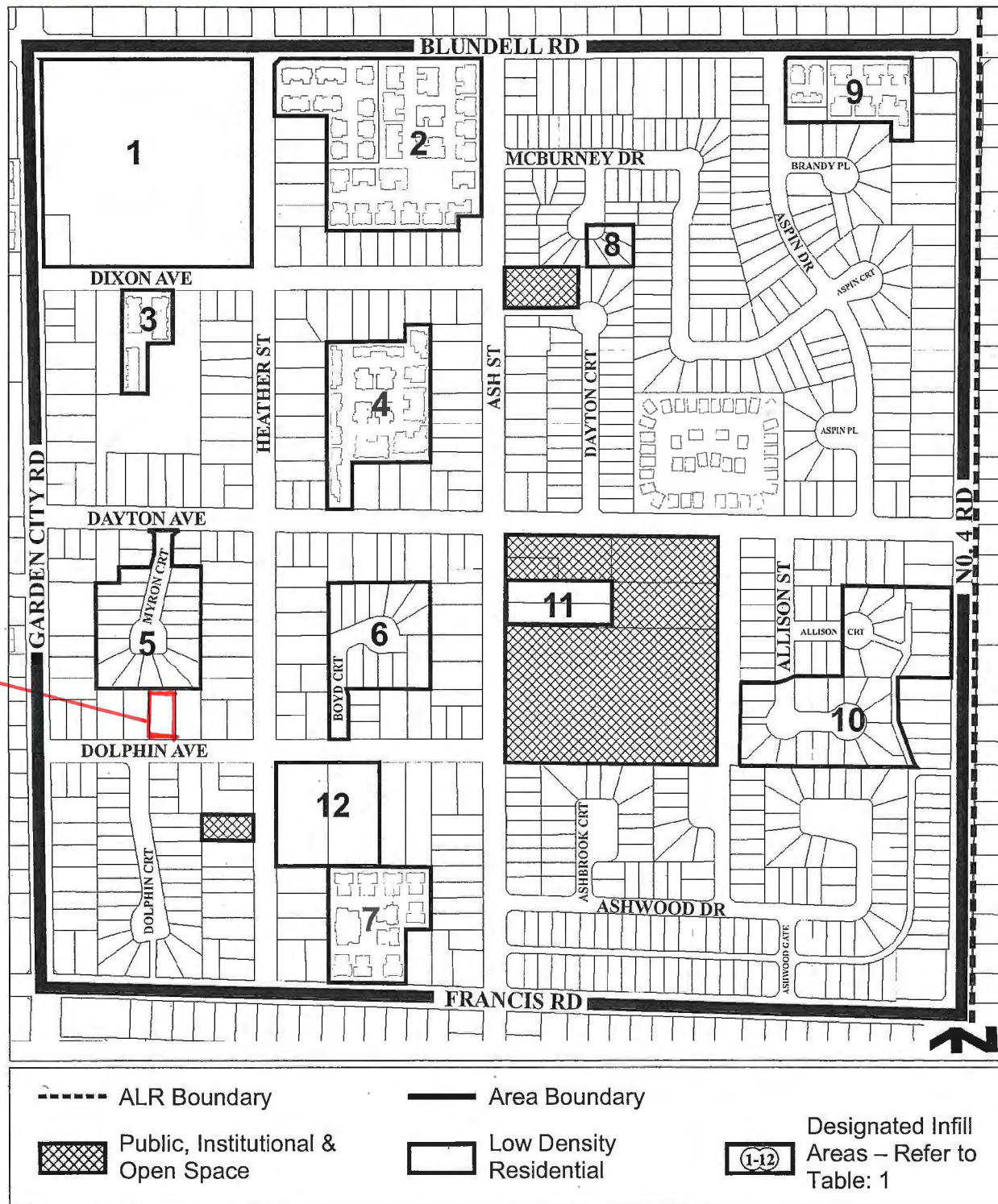
SUBJECT PROPERTY

ATTACHMENT 4

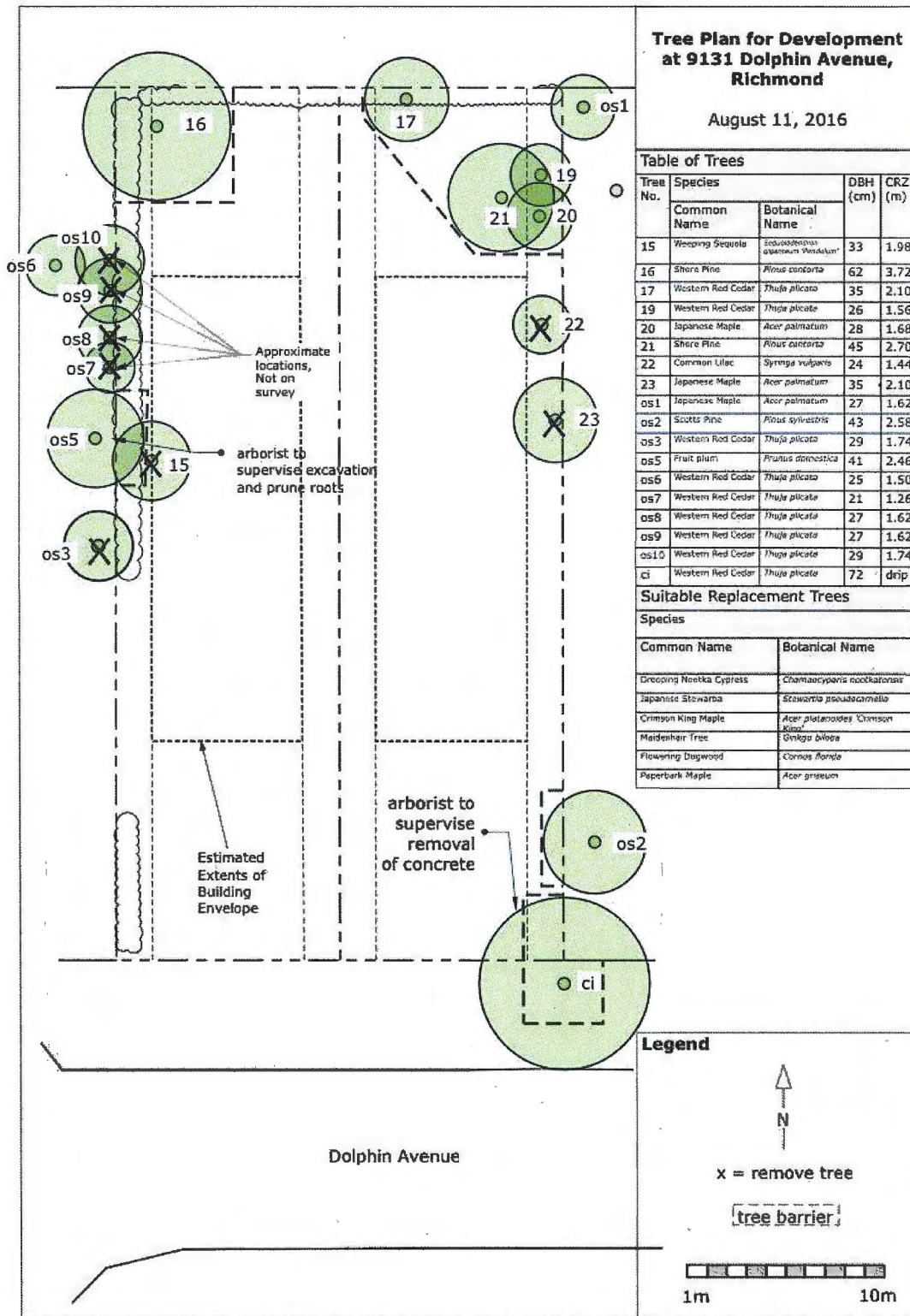


# Land Use Map

Bylaw 9086  
2015/04/27









**Address:** 9131 Dolphin Ave

**File No.:** RZ 16-730029

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9595, the applicant is required to complete the following:**

1. Submission of a Landscape Security in the amount of \$3,000 (\$500/tree) to ensure that a total of three (3) replacement trees are planted and maintained on each lot proposed (for a total of six (6) trees). Replacement trees should result in a mix of coniferous and deciduous trees on each lot, and must be of the following minimum sizes:

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

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$17,400.00 for the five (5) on-site trees and one (1) City-owned tree to be retained.
4. Registration of a flood indemnity covenant on title.
5. 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 (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
6. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$5,695.50) to the City's Affordable Housing Reserve Fund.

**At Demolition\* stage, the applicant must complete the following requirements:**

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

**At Building Permit\* stage, the applicant must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. 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\* or Building Permit\* stage, the applicant must complete the following requirements:**

1. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement\* or a City work order.

*Water Works*

- Using the OCP model, there is 203 L/s of water available at a 20 psi residual at the Dolphin Avenue frontage. Based on the proposed development, the site requires a minimum fire flow of 95 L/s.

- The Developer is required to:
  - Submit a 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 the Developer's cost, the City is to:
  - Cut and cap at main the existing water service connection along the Dolphin Avenue frontage.
  - Install two (2) new water service connections complete with meter and meter box off of the existing 150 mm AC watermain on Dolphin Avenue.

#### *Storm Sewer Works*

- The Developer is required to:
  - Retain the existing storm service connection at the middle of the subject site's Dolphin Avenue frontage.

#### *Sanitary Sewer Works*

- At the Developer's cost, the City is to:
  - Install a new sanitary service connection, complete with inspection chamber and dual service leads off of the 200 mm PVC sewer on Dolphin Avenue, at the adjoining property line of the newly created lots.
  - Cut, cap, and remove the existing sanitary service connection inspection chamber SIC16750 at the east property line of the subject site.

#### *Frontage Improvements*

- The Developer is required to:
  - Coordinate with BC Hydro, Telus, and other private communication service providers:
    - To underground Hydro service lines.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus kiosks, etc.).

#### *General Items*

- 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, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

#### **Note:**

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

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

Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

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

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9595 (RZ 16-730029)  
9131 Dolphin Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (RS2/K)"**.

P.I.D. 000-648-221

West Half Lot 46 Except: Part Subdivided by Plan 68168, Section 22 Block 4 North Range  
6 West New Westminster District Plan 8142

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9595"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

CITY OF RICHMOND
APPROVED by <i>BIZ</i>
APPROVED by Director or Solicitor <i>W</i>

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Fast Track Application Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

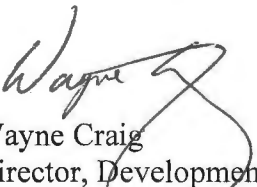
**Date:** August 22, 2016

**File:** RZ 16-734087

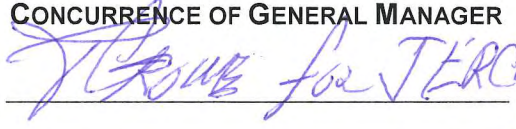
**Re:** Application by 1075501 BC Ltd. for Rezoning at 11600 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9596, for the rezoning of 11600 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:sds  
Att. 6

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

**Staff Report**

Item	Details		
Applicant	1075501 BC Ltd.		
Location	11600 Williams Road (Attachment 1)		
Zoning	Existing: Single Detached (RS1/E)		
	Proposed: Compact Single Detached (RC2) (Attachment 2)		
Development Data Sheet	Attachment 3		
OCP Designation	Neighbourhood Residential	Complies:	Yes
Lot Size Policy	5434 (Attachment 4)	Complies:	Yes
Arterial Road Policy	Compact Lots or Coach House	Complies:	Yes
Affordable Housing Strategy Response	Secondary suites on two (2) of the two (2) lots proposed.	Complies:	Yes
Surrounding Development	North:	Single-family dwellings on lots zoned "Compact Single Detached (RC2)" fronting Williams Road.	
	South:	Across a lane, single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Seabrook Crescent.	
	East & West:	Single- family dwellings on lots zoned "Single Detached (RS1/E)" fronting Williams Road.	
Rezoning Considerations	Attachment 6		

**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 1<sup>st</sup> 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**

1075501 BC Ltd. has applied to the City of Richmond for permission to rezone the property at 11600 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from the existing rear lane (Attachment 1). The site is currently occupied by a single-family dwelling, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

**Existing Legal Encumbrances**

There are no existing legal encumbrances registered on the Title of the subject property.

**Site Access**

Vehicle access to the proposed lots is to be from the existing rear lane; with no access permitted from Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Prior to the issuance of a Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City's Transportation Department for review.

**Tree Retention and Replacement**

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses one (1) bylaw-sized tree located on the subject site and one (1) City-owned tree.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- Retain and protect one (1) City-owned Sweetgum tree (tag# 1) located in front of the subject property due to its good condition (30 cm dbh). The tree has been identified by Parks Arboriculture staff for retention.
- Remove one (1) Plum tree (tag #2) located on-site due to poor condition from being historically topped and infected with Thortix borer (58 dbh comb.).

*Tree Protection*

The proposed Tree Management Diagram is shown in Attachment 5; which outlines the protection of the one (1) City-owned tree.

To ensure the protection of the one (1) City-owned tree (tag# 1), the applicant is required to complete the following items prior to final adoption of the rezoning bylaw:

- Submission of a contract with a Certified Arborist for supervision of all works conducted within 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.
- Submission of a Survival Security in the amount of \$3,590 for the one (1) City tree. The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City staff.

Prior to the demolition of the existing dwelling on the subject site, the applicant is required to install 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*

For the removal of the one (1) tree on-site, the OCP tree replacement ratio goal of 2:1 requires two (2) replacement trees to be planted and maintained on the proposed lots. Policy #5032 for Tree Planting (Universal) (adopted by Council on July 10, 1995 and amended in 2015) encourages a minimum of two (2) trees to be planted and maintained on every lot. The applicant has proposed to plant and maintain a minimum of two (2) trees on each lot for a total of four (4) replacement trees on-site.

As per Tree Protection Bylaw No. 8057, based on the sizes of the on-site tree being removed (58 dbh comb.), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	or	Minimum Height of Coniferous Replacement Tree
2	6 cm		3.5 m
2	10 cm		5.5 m

To ensure that the four (4) replacement trees are planted on-site at the development stage, and that the front and rear yards of the subject site are enhanced consistent with the landscape guidelines of the Arterial Road Policy, the applicant is required to submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect for the proposed works, prior to final adoption of the rezoning bylaw. A portion of the security will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure that the landscaping survives.

### **Affordable Housing Strategy**

The City's current Affordable Housing Strategy (adopted by Council September 14, 2015) for single-family rezoning applications requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots plus a cash-in-lieu contribution of \$2.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if no secondary suites are provided.

The applicant proposes to provide a legal secondary suite in each of the two (2) lots proposed at the subject site. To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

Prior to rezoning, the applicant is also required to register a legal agreement on Title, to ensure that the principle dwelling and the secondary suite cannot be stratified.

### **Site Servicing and Frontage Improvements**

There are no servicing concerns with the proposed rezoning.

Prior to final adoption of the rezoning bylaw, the applicant must provide a new 3.0 m wide utility statutory right-of-way along the north property line for storm sewer. The applicant is aware that encroachment into the statutory right-of-way is not permitted.

At future subdivision and building permit stage, the applicant is required to complete the following:

- Frontage upgrades including, but not limited to, removal of the existing driveway from Williams Road and replace with a new curb and gutter and a minimum 2.10 m wide treed boulevard and sidewalk.
- Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 6.
- Payment to the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 4, in the amount of \$21,364.00 to recover lane improvement construction costs associated with the works and services that have been constructed and financed by the City.

### **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**

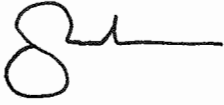
The purpose of this rezoning application is to rezone the property at 11600 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots.

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 6, 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 9596 be introduced and given first reading.



Steven De Sousa  
Planning Technician - Design

SDS:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single-Family Lot Size Policy 5434
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



# City of Richmond



11511	11531	11539	11551	11571	11577	11591	11599	11611	11617	11631	11633	11651	11661
20.15	10.08	10.08	20.15	10.08	10.08	10.08	10.08	10.07	10.07	10.07	10.07	10.07	10.07
<b>WILLIAMS RD</b>													
9.15	9.15	9.15	20.12	20.12	18.29	18.29	18.29	18.29	18.29	9.15	9.15	9.15	9.15
11528	11540	11548	11560	11580	11600	11620	11640	11660	11680	11700	11720	11740	11760
33.59	33.58	33.58	33.53	33.53	33.53	33.53	33.53	33.53	33.52	33.52	33.52	33.52	33.52
9.15	9.15	9.15	20.12	20.12	18.29	18.29	18.29	18.29	18.29	9.15	9.15	9.15	9.15
50	18.50	18.50	19.81	18.29	18.29	18.29	18.29	18.29	18.29	18.29	18.29	18.29	18.29



## RZ 16-734087

Original Date: 07/05/16

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 16-734087

Original Date: 07/05/16

Revision Date:

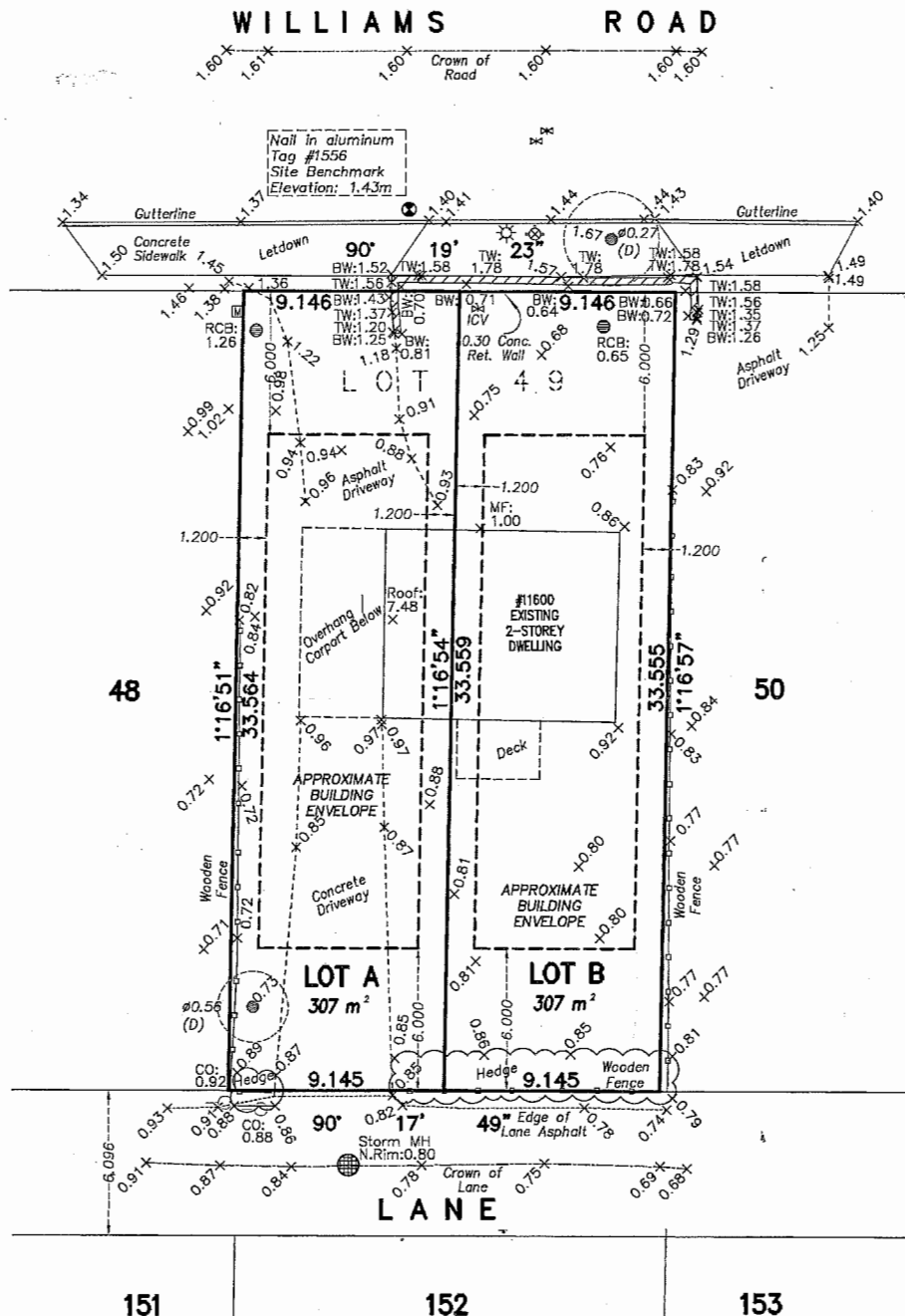
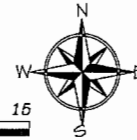
Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF  
LOT 49 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 28788**

#11600 WILLIAMS ROAD,  
RICHMOND, B.C.  
P.I.D. 009-004-491

SCALE: 1:200

0 5 10 15  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



© copyright

J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6546  
FB-311 P32-34  
Drawn By: IO

**NOTE:**

Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #190  
Control Monument 94H1624  
Elevation: 2.353m  
Benchmark: HPN #191  
Control Monument 02H2453  
Elevation: 1.664m

**NOTE:**

Use site Benchmark Tag #1556  
for construction elevation control.

**LEGEND:**

(C) denotes conifer  
(D) denotes deciduous  
■ denotes catch basin  
● denotes round catch basin  
⊗ denotes water valve  
⊕ denotes water meter  
⊙ denotes manhole  
○ denotes cleanout  
⊗ denotes lamp standard  
⊕ denotes fire hydrant  
⊙ denotes power post  
MF denotes main floor  
BW denotes bottom of retaining wall  
TW denotes top of retaining wall

**CERTIFIED CORRECT:**

LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.

MAY 11th, 2016.

DWG No. 6546-Topo

CNCL-201





# City of Richmond

## Development Application Data Sheet

Development Applications Department

**RZ 16-734087**

**Attachment 3**

Address: 11600 Williams Road

Applicant: 1075501 BC Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1075501 BC Ltd.	To be determined
Site Size:	614 m <sup>2</sup> (6,610 ft <sup>2</sup> )	Lot A: 307 m <sup>2</sup> (3,305 ft <sup>2</sup> ) Lot B: 307 m <sup>2</sup> (3,305 ft <sup>2</sup> )
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
Designations: OCP 702 Policy	Neighbourhood Residential Permits "Compact Single Detached (RC2)" for properties fronting Williams Road with a lane	Complies Complies
Arterial Road Policy	Compact Lot or Coach House	Complies
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	None permitted
Buildable Floor Area:*	Max. 184.2 m <sup>2</sup> (1,982 ft <sup>2</sup> )	Max. 184.2 m <sup>2</sup> (1,982 ft <sup>2</sup> )	None permitted
Lot Coverage:			
Buildings	Max. 50%	Max. 50%	None
Non-Porous	Max. 70%	Max. 70%	
Landscaping	Min. 20%	Min. 20%	
Lot Size:			
Frontage	Min. 9 m	9 m	None
Width	Min. 9 m	9 m	
Depth	Min. 24 m	33 m	
Area	Min. 270 m <sup>2</sup>	307 m <sup>2</sup>	
Setbacks:			
Front Yard	Min. 6 m	Min. 6 m	None
Rear Yard	Min. 6 m	Min. 6 m	
Side Yard	Min. 1.2 m	Min. 1.2 m	
Height:	Max. 2 ½ Storeys & within Residential Vertical Lot Envelopes	Max. 2 ½ Storeys & within Residential Vertical Lot Envelopes	None
Private Outdoor Space:	Min. 20 m <sup>2</sup>	Min. 20 m <sup>2</sup>	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

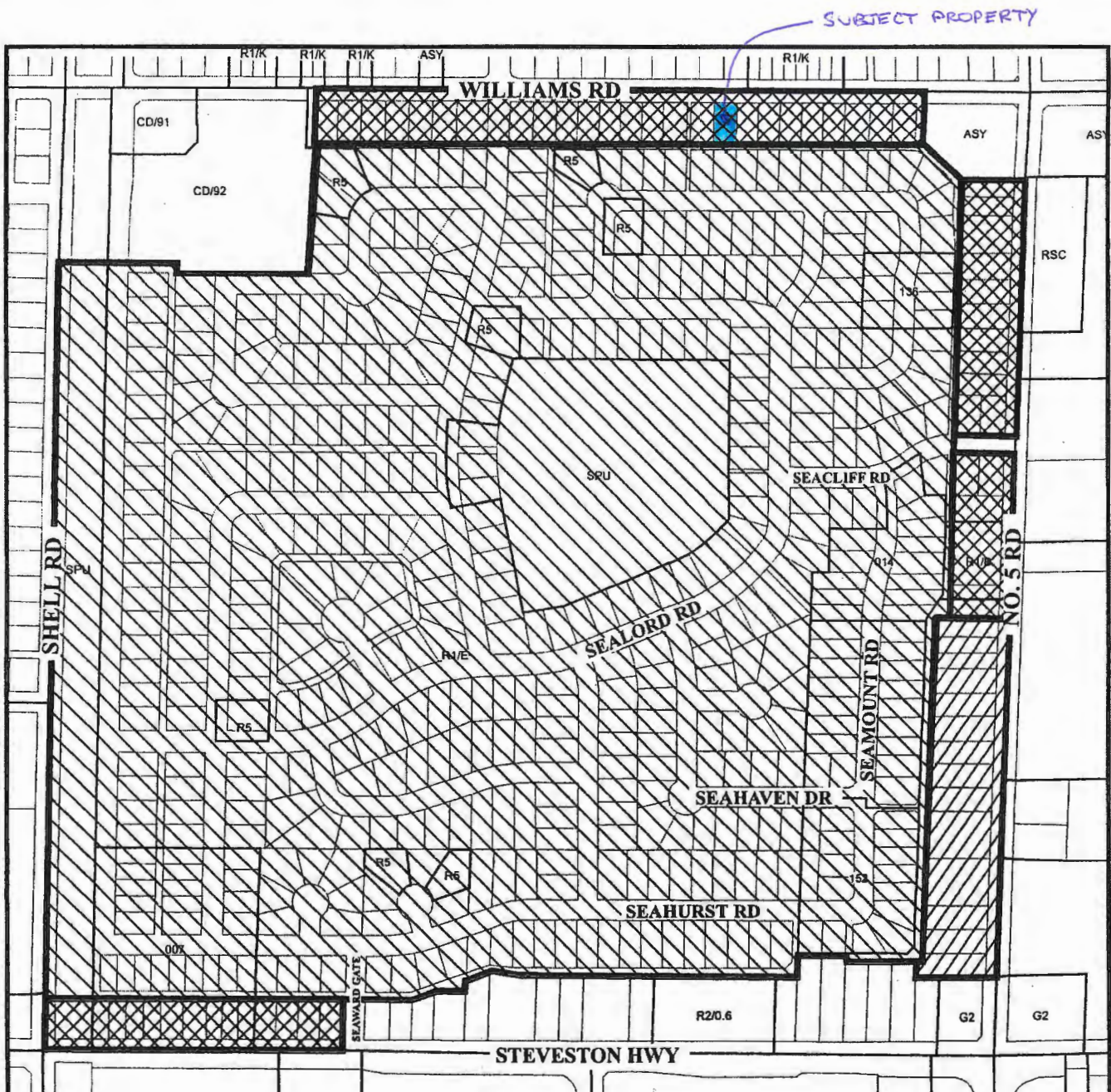
# Policy Manual




Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	<b>POLICY 5434</b>
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

## **POLICY 5434:**

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
  - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
  - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future 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.



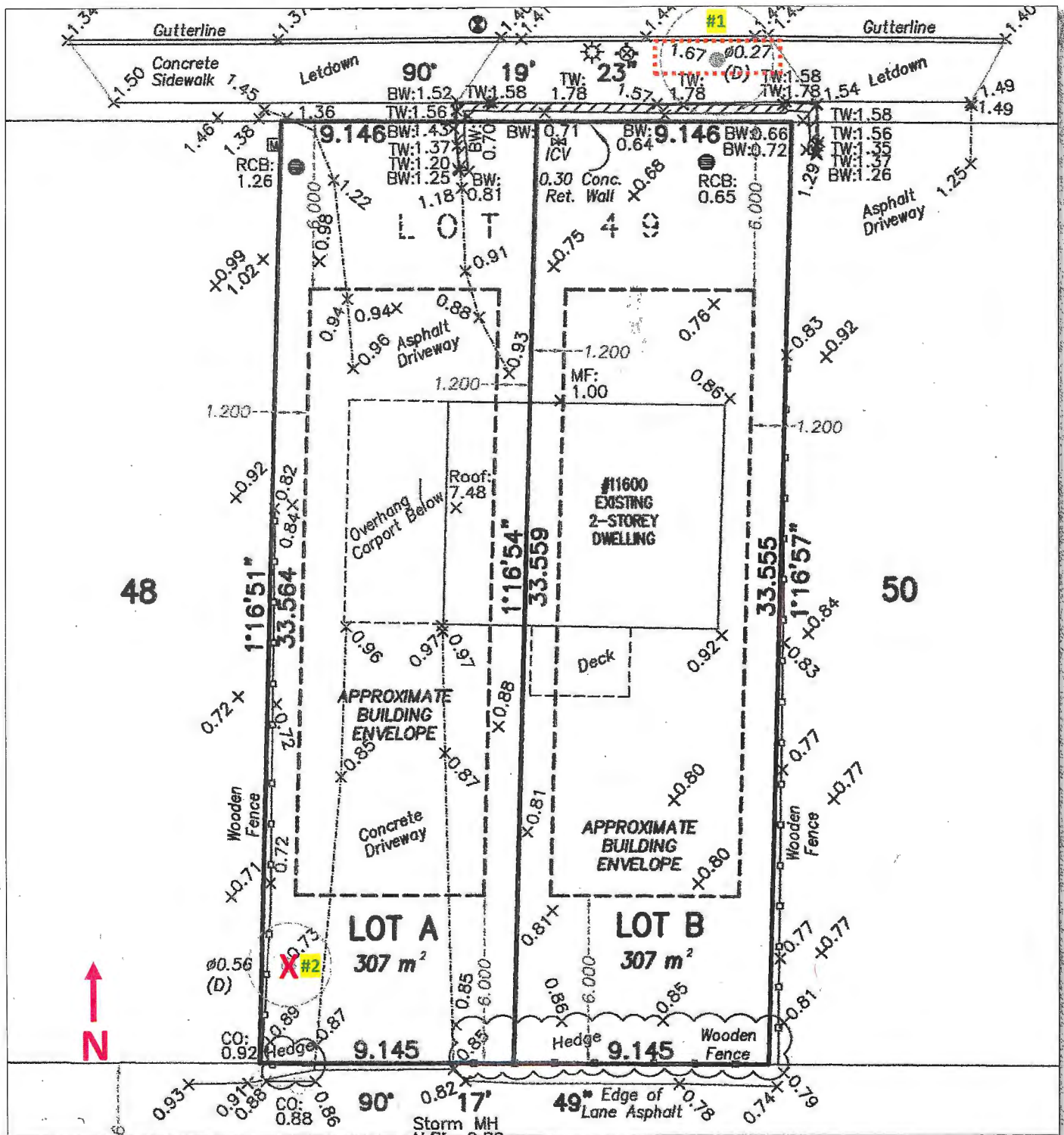
-  Subdivision permitted as per **R1/E** (18 m wide lots)
-  Subdivision permitted as per **R1-0.6 or R/9**  
(access to lane only) (No Multiple-family residential development is permitted).
-  Subdivision permitted as per **R1/B**



## Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990  
Amended Date: 11/18/1991  
10/16/2006





Tree Retention &amp; Removal Plan, Scale 1:200

SUITABLE REPLACEMENT TREES (Botanical name)
Stewartia ( <i>Stewartia pseudocamellia</i> )
Japanese Tree Lilac 'Ivory Silk' ( <i>Syringa reticulata</i> 'Ivory Silk')

TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD (m) Radius
1	Sweetgum ( <i>Liquidambar styraciflua</i> )	30	1.8
2	Plum ( <i>Prunus</i> sp.)	58 comb.	1.4



# City of Richmond

## Rezoning Considerations

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

**Address:** 11600 Williams Road

**File No.:** RZ 16-734087

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9596, the developer is required to complete the following:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include low fencing outside of the rear yard (max 1.2 m);
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
  - include the four (4) required replacement trees (two (2) per lot) with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	10 cm		5.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$3,590 for the one (1) City-owned tree to be retained. The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period.
4. The registration of a 3.0 m wide utility statutory right-of-way along the north property line for storm sewer.
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 two (2) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
7. Registration of a legal agreement on title ensuring that the principle dwelling and any secondary suite cannot be stratified.

**At Demolition Permit\* stage, the developer must complete the following requirements:**

1. 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 must remain in place until construction and landscaping on-site is completed.

**At Subdivision\* and Building Permit\* stage, the developer must complete the following requirements:**

1. Payment of current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the cost associated with the completion of the required servicing works and frontage improvements.

2. Payment to the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 4, in the amount of \$21,364.00 to recover lane improvement construction costs associated with the works and services that have been constructed and financed by the City.
3. 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.
4. The following servicing works and off-site improvements may be completed through either: a) a Servicing Agreement\* entered into by the applicant to design and construct the works to the satisfaction of the Director of Engineering; or b) a cash contribution (based on the City's cost estimate for the works) for the City to undertake the works at development stage:

*Water Works:*

- a. Using the OCP Model, there is 621 L/s of water available at a 20 psi residual at the Williams Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b. 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.
- c. At the Developers cost, the City is to:
  - Install 2 new water service connections, off of the existing 300mm PVC water main on the Williams Rd complete with meter and meter box.
  - Cut and cap at main, the existing water service connection at the Williams Rd frontage.

*Storm Sewer Works:*

- d. At the Developer's cost, City crews will:
  - Check the existing storm service connections and confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connections and inspection chambers may be retained with the addition of a 3.0m wide utility SRW along the entire north property line of the site. In the case that the service connections or inspection chambers are not in a condition to be re-used, service connections should be capped and inspection chambers removed as described below.
- e. At Developer's cost, the City is to:
  - Install a new storm service connection complete with inspection chamber and dual service leads at the adjoining property line of the newly subdivided lots. The Developer shall provide additional utility SRW as required.
  - Cut, cap and remove the existing storm service connection and inspection chamber STIC58759 at the northeast corner of the subject site.
  - Cut and cap the existing storm service connection to the subject site at the northwest corner, and retain the connection servicing the adjacent lot 11580.

*Sanitary Sewer Works:*

- f. At Developer's cost, the City is to:
  - Install a new sanitary service connection complete with inspection chamber and dual service leads.
  - Cut and cap the existing sanitary lead at the southwest corner of the subject site.

*Frontage Improvements:*

- g. 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, etc.). These should be located onsite.
  - Complete other frontage improvements as per Transportation's requirements
- h. Transportation's requirements include, but are not limited to, the following:
  - Vehicular access to be restricted to existing rear lane (no access off Williams Road).
  - Developer responsible for the removal of existing driveway off Williams Road and replace with a new curb and gutter and a minimum 2.10 m wide tree boulevard and sidewalk.
  - Ensure on-site parking meets the Bylaw requirements.

*General Items:*

- a. 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,

Initial: \_\_\_\_\_



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.

5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. 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 copy on file]

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9596 (RZ 16-734087)  
11600 Williams Road**

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

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

P.I.D. 009-004-491

Lot 49 Section 36 Block 4 North Range 6 West New Westminster District Plan 28788

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9596"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>il</i>

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee

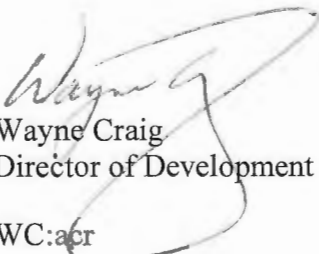
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** August 25, 2016  
**File:** AG 16-732022

**Re:** Application by Dagneault Planning Consultants Ltd. for an Agricultural Land Reserve Non-Farm Use (Subdivision) at 7341 and 7351 No. 5 Road

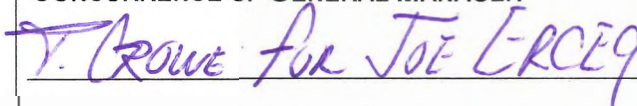
### Staff Recommendation

That authorization for Dagneault Planning Consultants Ltd. to make a non-farm use application to the Agricultural Land Commission to allow a subdivision to adjust the lot lines at 7341 and 7351 No. 5 Road be granted.

  
Wayne Craig  
Director of Development  
WC:acr  
Att. 6

### REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



## Staff Report

### Origin

Dagneault Consulting Ltd. has applied to the City of Richmond for permission to apply to the Agricultural Land Commission (ALC) for a non-farm use (subdivision) for the properties at 7341 and 7351 No. 5 Road (Attachment 1 – Location Map). The properties are located within the Agricultural Land Reserve (ALR). The purpose of this application is to straighten the lot lines of two adjacent properties each with an existing house in order to achieve more equitable lot sizes as part of an estate sale. The owner is requesting the lot line alteration to allow for efficient redevelopment on each property. The proposed lot reconfiguration will not result in the creation of any new lots and does not require any new road extension or road construction in the ALR (Attachment 2).

The ALR non-farm use application requires consideration and endorsement by City Council. If endorsed by Council, the ALR non-farm use application will be forwarded to the ALC for their consideration. If City Council does not authorize the application, the application proceeds no further and will not be considered by the ALC.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 3. Each lot has a single detached dwelling and an accessory building, and neither property is currently being farmed. The current area of 7341 No. 5 Rd. (0.50 ac.) and 7351 No. 5 Rd. (0.68 ac.) and the proposed adjusted area for both lots (+/- 0.59 ac.) are relatively small for agricultural lands, which makes viable agriculture on the lands difficult.

This non-farm use application requires the approval of both City Council and the ALC prior to consideration of other approvals such as Development Permits (DP) and subdivision. As both properties are located within an Environmentally Sensitive Area (ESA) DP Area, an ESA DP must be issued prior to approving the subdivision as per Section 489 of the *Local Government Act*. An ESA DP would not be processed unless both City Council and the ALC approve this non-farm use application first.

### Surrounding Development

To the North: a single-detached dwelling zoned Agriculture (AG1), which includes a portion of an ESA

To the East: across No. 5 Road, a farm business zoned Agriculture (AG1)

To the South: across the unused road right of way within the ESA, a property zoned Agriculture (AG1) with a single-detached dwelling and farm activities

To the West: across the unused road right of way within the ESA, a property zoned Agriculture (AG1) with a single-detached dwelling and farm activities fronting Granville Avenue.

## **Related Policies & Studies**

### 2041 Official Community Plan (OCP)

The subject site is designated for “Agriculture” in the 2041 Official Community Plan (OCP), which permits primarily farming, food production and supporting activities, including those activities permitted in the ALR.

### East Richmond McLennan Sub-Area Plan

The proposal is consistent with the East Richmond McLennan Sub-Area Plan, which designates the site as Agriculture to preserve the agricultural lands in the area. The application is consistent with the Sub-Area Plan.

### Zoning – Agricultural (AG1)

Both subject properties are zoned “Agriculture (AG1)”. There is an existing provision in this zoning district that does not allow for further subdivision of lands and requires a minimum 20,000 m<sup>2</sup> (2 ha) lot size. The exception to this zoning regulation is if a subdivision is approved by City Council and the ALC (through a non-farm use application) that can specify a lot size that is less than the 20,000 m<sup>2</sup> (2 ha) minimum. As a result, the proposal to subdivide in order to adjust the lots and create two parcels less than 20,000 m<sup>2</sup> (2 ha) would comply with existing zoning and ALC requirements.

### Flood Plain Designation and Protection Bylaw 8204

In accordance with the City’s Flood Plain Designation and Protection Bylaw 8204, a flood plain covenant identifying a minimum flood construction level of 3.0 m will be secured and registered on title of 7341 and 7351 No. 5 Road through the subdivision process.

## **Consultation**

The proposed subdivision was reviewed by the City’s Agricultural Advisory Committee (AAC), with the following motion supported by the AAC (Attachment 4 – Excerpt of July 14, 2016 AAC meeting minutes):

*That the ALR application as presented to the AAC to adjust the shared lot line between 7341 and 7351 No. 5 Road be supported.*

## **Staff Comments**

### Environmentally Sensitive Area Designation

The western half portions of both sites are within an ESA as shown in Attachment 5. Although the proposed subdivision to adjust the lot line does not impact the ESA, an ESA DP would need to be issued by Council as a condition of subdivision approval. The ESA DP would outline the conditions of use on the subject properties and provide guidance for the property owner or future owners on protecting the natural environment.



If this non-farm use application is approved by both City Council and the ALC, an ESA DP would be forwarded to Council for their consideration at that time. Subject to Section 489 of the *Local Government Act*, the subdivision cannot be complete until an ESA Development Permit is issued by City Council.

#### Existing Single Detached Dwelling at 7351 No. 5 Road

The proposed realignment of the lot line would result in the single detached dwelling at 7351 No. 5 Road straddling the common property line. If the application proceeds to a subdivision, a demolition of the dwelling would be required as a condition of subdivision approval.

#### **Analysis**

The proposed lot line adjustment to 7341 and 7351 No. 5 Road is a minor subdivision that requires an ALR non-farm use application that will result in:

- An increase in area at 7341 No. 5 Road from 2,023 m<sup>2</sup> (0.50 ac) to 2,390 m<sup>2</sup> (0.59 ac);
- A decrease in area at 7351 No. 5 Road from 2,748 m<sup>2</sup> (0.68 ac) to 2,387 m<sup>2</sup> (0.59 ac); and
- No change in the number of lots.

The proposed subdivision to adjust the lot line is supported for the following:

- the proposed lot line adjustment does not involve further subdivision involving the creation of smaller lots within the ALR or the removal of land from the ALR;
- the proposed subdivision will not result in a reduction of farm uses in the ALR; and
- this development proposal is consistent with the land use designation contained within the OCP and with the zoning amendment provisions of Richmond Zoning Bylaw 8500.

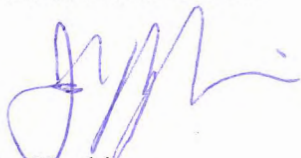
If the application is endorsed by City Council, it will be forwarded to the ALC for consideration. If approved by the ALC, an ESA DP and subdivision application will be processed by staff, to address all remaining technical components of the proposal including the requirement of demolishing the existing house at 7351 No. 5 Road and all environmental considerations. The subdivision considerations identified to be completed through the process of the ALR non-farm application is shown in Attachment 6.

#### **Financial Impact**

None

### **Conclusion**

Staff recommend that the ALR non-farm use subdivision application at 7341 and 7351 No. 5 Road to adjust the lot lines for two existing single family houses and lots as outlined in this report be endorsed by City Council and that the ALR non-farm use application be forwarded to the ALC.



John Hopkins  
Senior Planner



Ada Chan Russell  
Planner 1

ACR:cas

Attachment 1: Location Map

Attachment 2: Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

Attachment 4: Excerpt of Agricultural Advisory Committee Meeting Minutes

Attachment 5: Environmentally Sensitive Area Map

Attachment 6: Subdivision Considerations





City of  
Richmond



AG 16-732022

Original Date: 06/08/16

Revision Date: 07/06/16

Note: Dimensions are in METRES

CNCL - 216

# SKETCH SHOWING PROPOSED SUBDIVISION OF

1) LOT 141 EXCEPT: PART SUBDIVIDED BY PLAN 52094, PLAN 32652

2) LOT 177, PLAN 52094

SECTION 13 BLOCK 4 NORTH RANGE 6 WEST

NEW WESTMINSTER DISTRICT

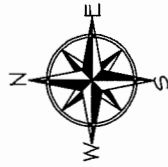
#7341 No. 5 ROAD, (LOT 177)  
RICHMOND, B.C.  
P.I.D. 003-560-775

#7351 No. 5 ROAD, (REM. LOT 141)  
RICHMOND, B.C.  
P.I.D. 003-558-185

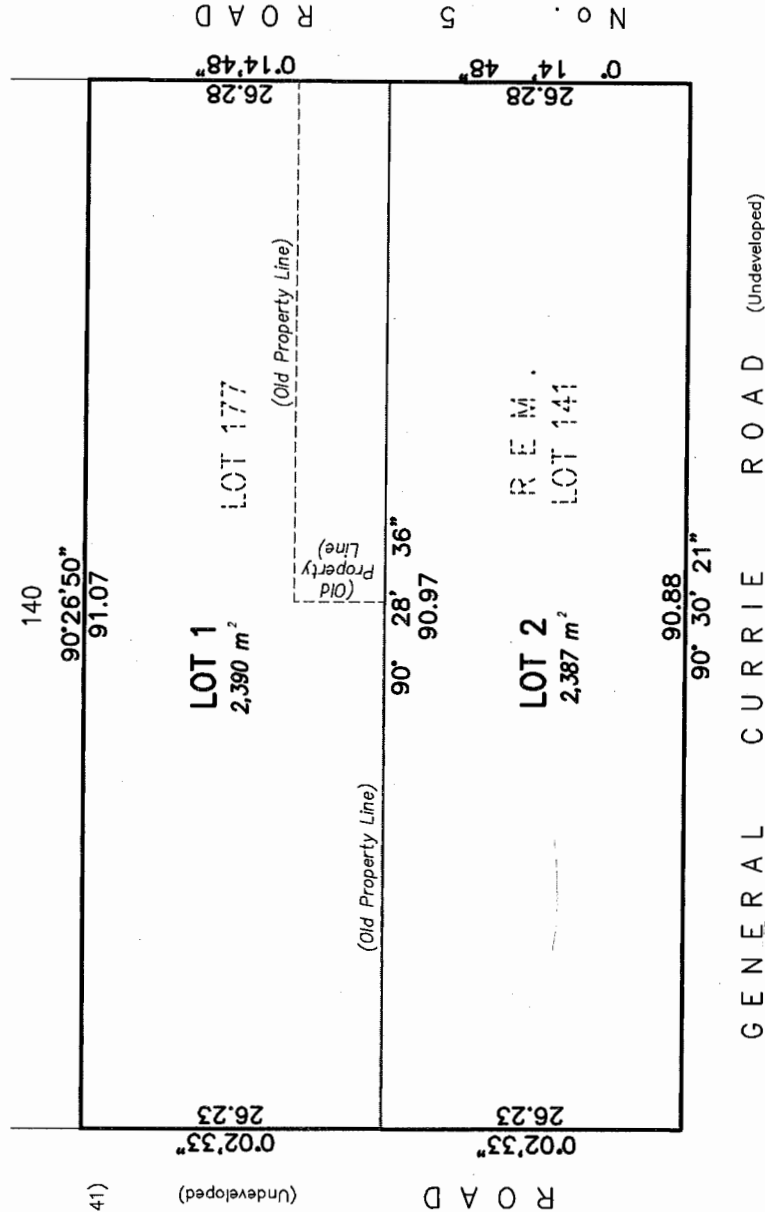
CNCL - 217

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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6467  
FB-306 P5-10; FB-305 P62-64  
Drawn By: IO

DWG No. 6467-Sketch



SCALE: 1:500  
0 5 10 20 30 40  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



Sketch prepared on  
April 29th, 2016.





**AG 16-732022**

**Attachment 3**

Address: 7341 and 7351 No. 5 Road

Applicant: Dagneault Planning Consultants Ltd.

	Existing	Proposed
<b>Owner:</b>	Both lots: Sandra Lindahl	No change.
<b>Site Size (m<sup>2</sup>):</b>	7341 No. 5 Rd.: 2,027 m <sup>2</sup> (0.50 ac) 7351 No. 5 Rd.: 2,750 m <sup>2</sup> (0.68 ac)	7341 No. 5 Rd.: 2,390 m <sup>2</sup> (0.59 ac) 7351 No. 5 Rd.: 2,387 m <sup>2</sup> (0.59 ac)
<b>Land Uses:</b>	Both lots: single detached home with accessory building	7341 No. 5 Rd.: Single Detached Dwelling 7351 No. 5 Rd.: Single Detached Dwelling
<b>Agricultural Land Reserve:</b>	Both sites are contained in the ALR.	No change: both sites will remain in the ALR.
<b>OCP Designation:</b>	Agriculture	No change: complies
<b>Area Plan Designation:</b>	East Richmond McLennan	No change: complies
<b>Zoning:</b>	Agriculture (AG1)	No change: complies
<b>Other Designations:</b>	Environmentally Sensitive Area (ESA) located mostly on the western portion of both sites and along the southern portion of 7351 No. 5 Rd.	No impacts to ESA as a result of the proposed lot line adjustment.



City of Richmond

Draft Minutes

## AGRICULTURAL ADVISORY COMMITTEE (AAC)

Held Thursday, July 14, 2016 (7:00 pm)

M.2.002

Richmond City Hall

### In Attendance:

Steve Easterbrook(Co-Chair); Krishna Sharma; Doug Wright; Scott May; Janet Langelaan; Kyle May; Teresa Murphy; Councillor Harold Steves; John Hopkins (Policy Planning); Ada Chan Russell (Policy Planning); Terry Crowe (Policy Planning); Donna Chan (Transportation); Tony Pellett (Agricultural Land Commission); Dieter Geesing (Ministry of Agriculture)

### Regrets:

Todd May (Co-Chair); Colin Dring; Robert Savage

### 1. Adoption of the Agenda

Item No. 4 on the Richmond Food Charter was removed from the agenda as Parks staff were not available to discuss this item. The item will be moved to the next AAC meeting. The July 14, 2016 AAC Agenda, as amended, was adopted.

### 2. Development Proposal – ALR Non-Farm Use Application (Subdivision) at 7341 and 7351 No. 5 Road

Staff provided an overview of the ALR non-farm use application to adjust the shared lot line between the two lots by straightening it. The Committee invited the proponent to the table for discussion.

- The proponent confirmed that the adjustment of the lot line would allow for more efficient redevelopment and sale of the properties.

The Committee passed the following motion:

*That the ALR application as presented to the AAC to adjust the shared lot line between 7341 and 7351 No. 5 Road be supported.*

*Carried Unanimously*

# Environmentally Sensitive Area - 7341/7351 No. 5 Road



70.8 0 35.42 70.8 Meters

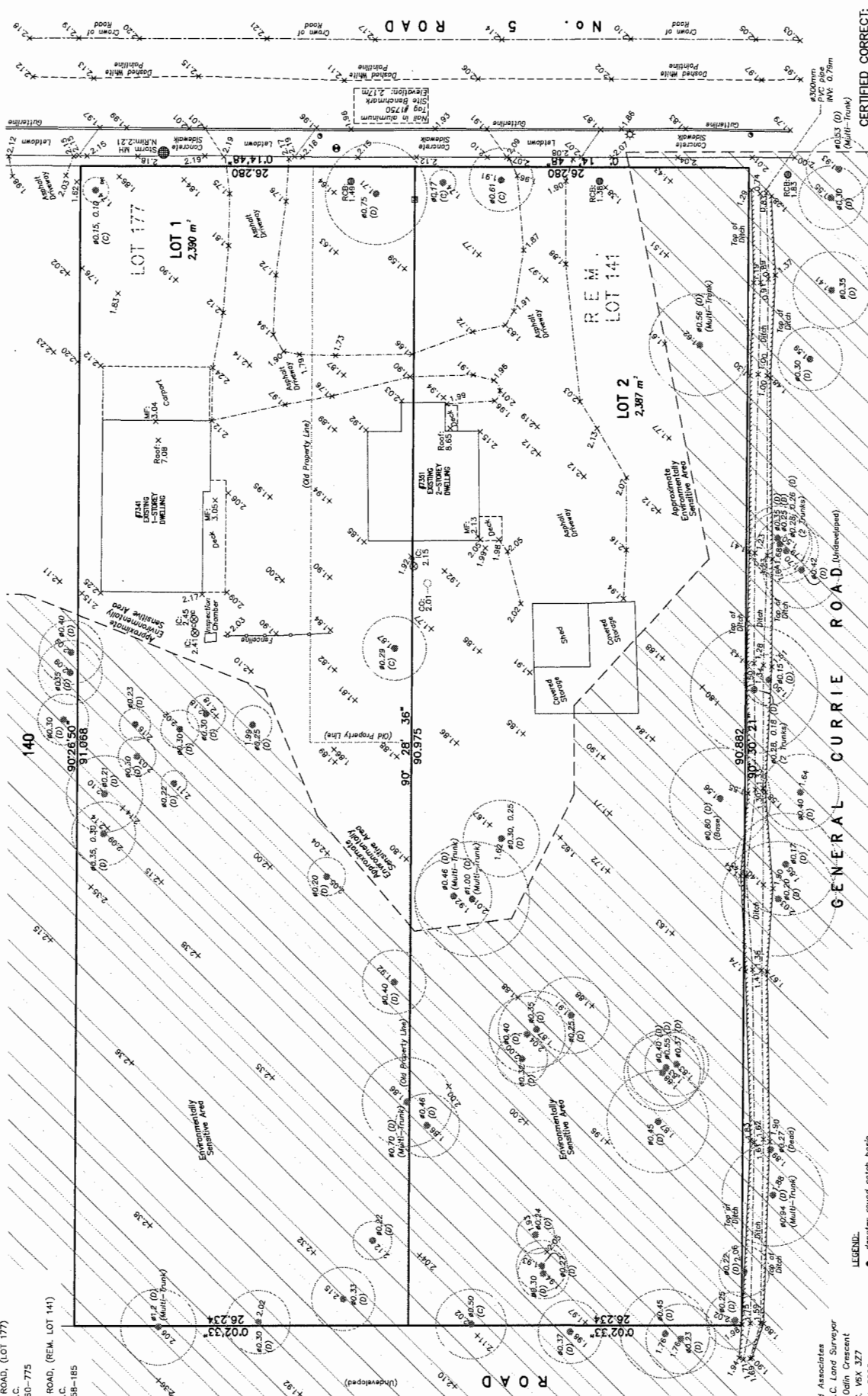
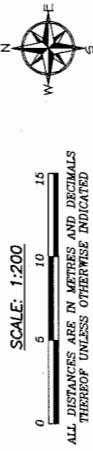
© City of Richmond

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF**  
**1) LOT 141 EXCEPT: PART SUBDIVIDED BY PLAN 52094, PLAN 32652**  
**2) LOT 177, PLAN 52094**  
**SECTION 13 BLOCK 4 NORTH RANGE 6 WEST**  
**NEW WESTMINSTER DISTRICT**

#7341 No. 5 ROAD, (LOT 177)  
 RICHMOND, B.C.  
 P.L.D. 003-580-775  
 #7351 No. 5 ROAD, (REM. LOT 141)  
 RICHMOND, B.C.  
 P.L.D. 003-558-185



**CERTIFIED CORRECT:**  
 LOT DIMENSION ACCORDING TO  
 FIELD SURVEY.

**NOTE:**  
 Elevations shown are based on  
 City of Richmond HFN  
 Benchmark: HFN #190  
 Control Monument 94/1824  
 Elevation: 2.353m

**LEGEND:**  
 ● denotes round catch basin  
 ○ denotes water valve  
 ○ denotes water meter  
 ○ denotes manhole  
 ○ denotes manhole  
 ○ denotes inspection chamber  
 ○ denotes lamp standard  
 ○ denotes main floor  
 INV denotes invert

**copyright**  
 J. C. Tam and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8833 Odlin Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-8928  
 Fax: 214-8929  
 E-mail: office@jctam.com  
 Website: www.jctam.com  
 Job No. 6467  
 RS-308 P5-10; FR-305 P62-64  
 Drawn By: JO

**DWG No. 6467-Topo**

JOHNSON C. TAM, B.C.L.S.  
 MARCH 29th, 2016.



City of  
Richmond

## Subdivision Considerations

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

**Address:** 7341 and 7351 No. 5 Road

**File No.:** AG 16-732022

**In addition to the conditions to be identified in the Preliminary Letter of Approval associated with the forthcoming subdivision application, the property owners are required to complete the following:**

1. Registration of a flood plain covenant on title of 7341 and 7351 No. 5 Road identifying a minimum habitable elevation of 3.0 m GSC.
2. Issuance of an Environmentally Sensitive Area Development Permit
3. Removal of dwelling at 7351 No. 5 Road.
4. Confirmation of Agricultural Land Commission approval of the ALR non-farm use (subdivision) application.





# City of Richmond

## Report to Committee Planning and Development Division

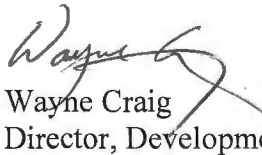
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** August 22, 2016  
**File:** RZ 15-710175

**Re:** Application by Kanwar Sodhi for Rezoning at 7200 Railway Avenue from Single Detached (RS1/E) to Coach Houses (RCH1)

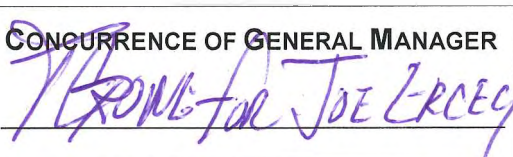
### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9598, for the rezoning of 7200 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:cl

Att. 6

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

## **Staff Report**

### **Origin**

Kanwar Sodhi has applied to the City of Richmond for permission to rezone the property at 7200 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which will be demolished at future development stage.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

### **Surrounding Development**

Existing development immediately surrounding the subject site is as follows:

- To the North, is a lot zoned “Single Detached (RS1/E)”, which is the subject of a rezoning application to the “Coach Houses (RCH1)” zone (RZ 14-674043). The rezoning bylaw associated with the application was granted 3<sup>rd</sup> reading at a Public Hearing on December 15, 2015.
- To the South, is a lot zoned “Single Detached (RS1/E)”, which is the subject of a rezoning application to the “Compact Single Detached (RC2)” zone (RZ 15-691744). The rezoning bylaw associated with the application was granted 3<sup>rd</sup> reading at a Public Hearing on November 16, 2015.
- To the East, immediately across the rear lane, are two (2) lots zoned “Single Detached (RS1/B)” fronting Lindsay Road, which each contain a single-family dwelling.
- To the West, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

### **Related Policies & Studies**

#### **Official Community Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

#### **Arterial Road Policy**

The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach house lots, with rear lane access. This redevelopment proposal is consistent with the Arterial Road Policy designation.

**Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the Local Government Act.

**Analysis****Site Planning and Architectural Character**

The preliminary conceptual plans proposed for redevelopment of the subject site have satisfactorily addressed the staff comments identified as part of the rezoning application review process (Attachment 4).

The proposed Site Plan involves a principal dwelling on the west side of each lot proposed and an accessory coach house above a detached garage on the east side of each lot, with vehicle access from the rear lane. The proposed building siting and open space are consistent with the requirements of the RCH1 zone.

Pedestrian access to the site and coach house is proposed via a permeable pathway from both Railway Avenue and the rear lane.

Vehicle access to the proposed lots is to be from the rear lane only, with no access permitted to Railway Avenue, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

For each lot, on-site parking is proposed in a garage and carport in accordance with the Zoning Bylaw and consists of two (2) parking spaces for the principal dwelling provided in a tandem arrangement, along with one (1) parking space for the coach house to the side (Note: tandem parking of parking spaces for the principal dwelling is permitted in the RCH1 zone). Prior to final adoption of the rezoning bylaw, the applicant must register a restrictive covenant on title prohibiting the conversion of the garage/carport into habitable space.

The proposed Architectural Elevation Plans include sloped roofs, articulation of the coach house building, a small balcony, and appropriate window placement to avoid blank facades, provide

some visual interest, and minimize overlook while still allowing for passive surveillance of the rear lane.

On-site garbage and recycling is proposed to be set back a minimum of 1.5 m from the rear property line in accordance with the RCH1 zone. Screening of on-site garbage and recycling will be reviewed upon receipt of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to final adoption of the rezoning bylaw, minor revisions to enhance the coach house design may be made to the preliminary conceptual plans included in Attachment 4. Furthermore, the applicant must register restrictive covenants on title to ensure that:

- The coach house on each lot proposed cannot be stratified.
- The Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 4. The Building Permit application process includes coordination between Building Approvals and Planning Department staff to ensure that the covenant is adhered to.

### **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 one (1) bylaw-sized tree on the subject property, and one (1) bylaw-sized tree and one (1) undersized tree on the neighbouring property to the north at 7180 Railway Avenue. The Report also provides recommendations on the retention and removal of several hedges on-site and off-site.

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

- Tree # 01 (Cherry) on the subject site is in poor condition, has been previously topped, and exhibits structural defects and bacterial blight. As a result, this tree should be removed and replaced.
- Tree #02 (Cherry) located on the neighbouring property to the north has been identified for removal as part of the rezoning application for that property (Note: Tree # 03, which is also on the neighbouring property to the north, is undersized and is proposed to be removed as part of future development of that property).
- Replacement trees should be specified at a 2:1 ratio as per the OCP.

### *Tree Protection*

The applicant proposes to retain the Excelsa hedge along the south property line. Prior to demolition of the existing dwelling on the subject site, the applicant must install tree protection fencing on-site around the Excelsa hedge along the south property line. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

The applicant's proposed tree protection plan is included in Attachment 5.

### *Tree Replacement*

The applicant proposes to remove one (1) on-site tree (Tree # 01), and to remove the Excelsa and Cypress hedges along the north and west property lines. The 2:1 replacement ratio would require a total of two (2) replacement trees to be planted and maintained on the proposed lots. Consistent with the OCP tree replacement ratio and the design guidelines for front yard landscaping under the Arterial Road Policy, the applicant has agreed to plant and maintain a total of two (2) trees on each lot proposed; for a total of four (4) trees. The required replacement trees are to be of the following minimum sizes, based on the size of the tree being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	6 cm	3.5 m
2	8 cm	4.0 m

To ensure that the replacement trees are planted and maintained, and that the front and rear yards of the proposed lots are enhanced in accordance with the Arterial Road Policy and the RCH1 zoning, the applicant is required to submit the following prior to final adoption of the rezoning bylaw:

- A Landscape Plan, prepared by a Registered Landscape Architect, accompanied by a cost estimate prepared by the Landscape Architect for the works (including all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency).
- A Landscaping Security based on 100% of the cost estimate prepared by the Landscape Architect.

### **Affordable Housing Strategy**

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015, requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund.

This proposal conforms to the Affordable Housing Strategy as it involves the creation of two (2) lots, each with a principal single detached dwelling and accessory coach house above a detached garage.

### **Subdivision, Site Servicing and Frontage Improvements**

There are no servicing concerns with rezoning.

At future Subdivision and Building Permit stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fees.



- Enter into a Servicing Agreement for the design and construction of the required service connections as well as frontage improvements to the rear lane and along Railway Avenue, as described in Attachment 6. The works are to include (but are not limited to):
  - lane upgrades to current City lane standards, to include lane drainage, asphalt/pavement, concrete roll over curb/gutter on both sides of the lane, and lane lighting; and,
  - boulevard upgrades to current City standards along the Railway Avenue frontage, to include a new concrete sidewalk next to the property line with connections to the existing sidewalk to the north and south of the subject site, and a treed/grassed boulevard next to the existing curb.

### **Financial Impact**

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure, such as roadworks, water works, storm sewers, sanitary sewers, street lights, street trees, and traffic signals.


### **Conclusion**

The purpose of this application is to rezone the property at 7200 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP.

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

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9598 be introduced and given first reading.



Cynthia Lussier  
Planner 1

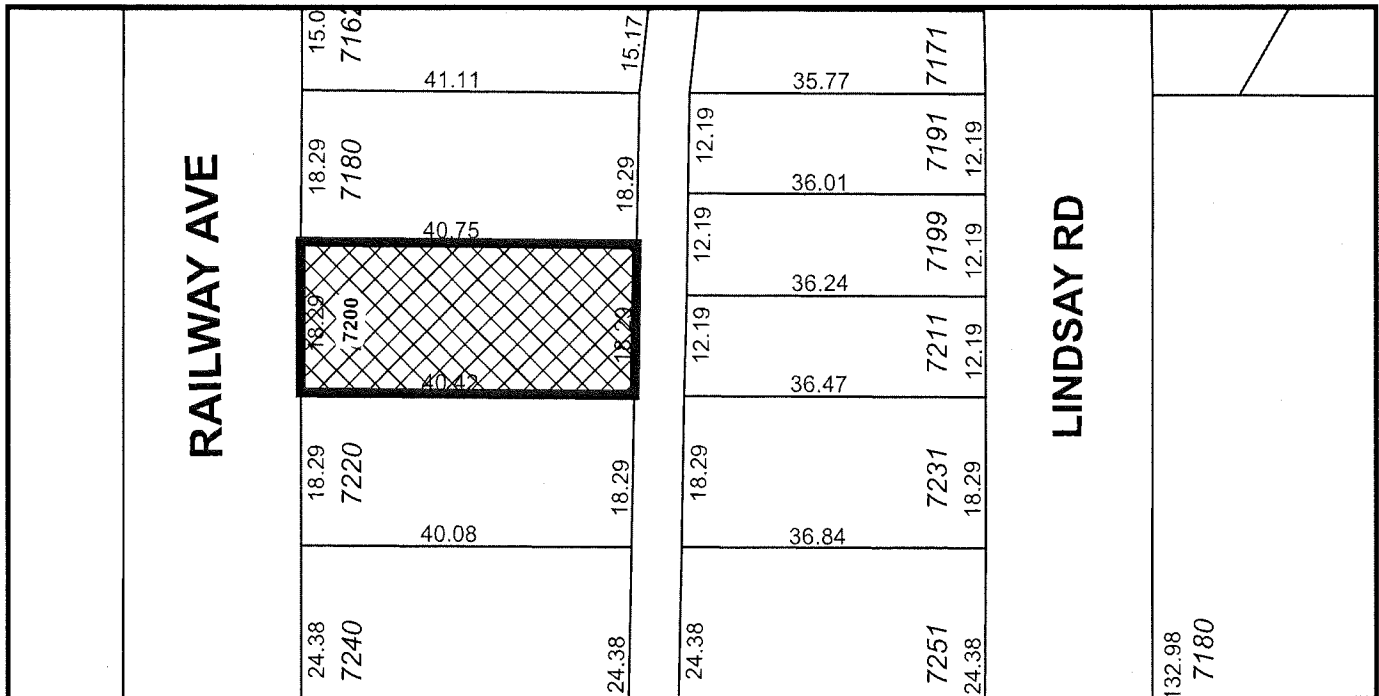
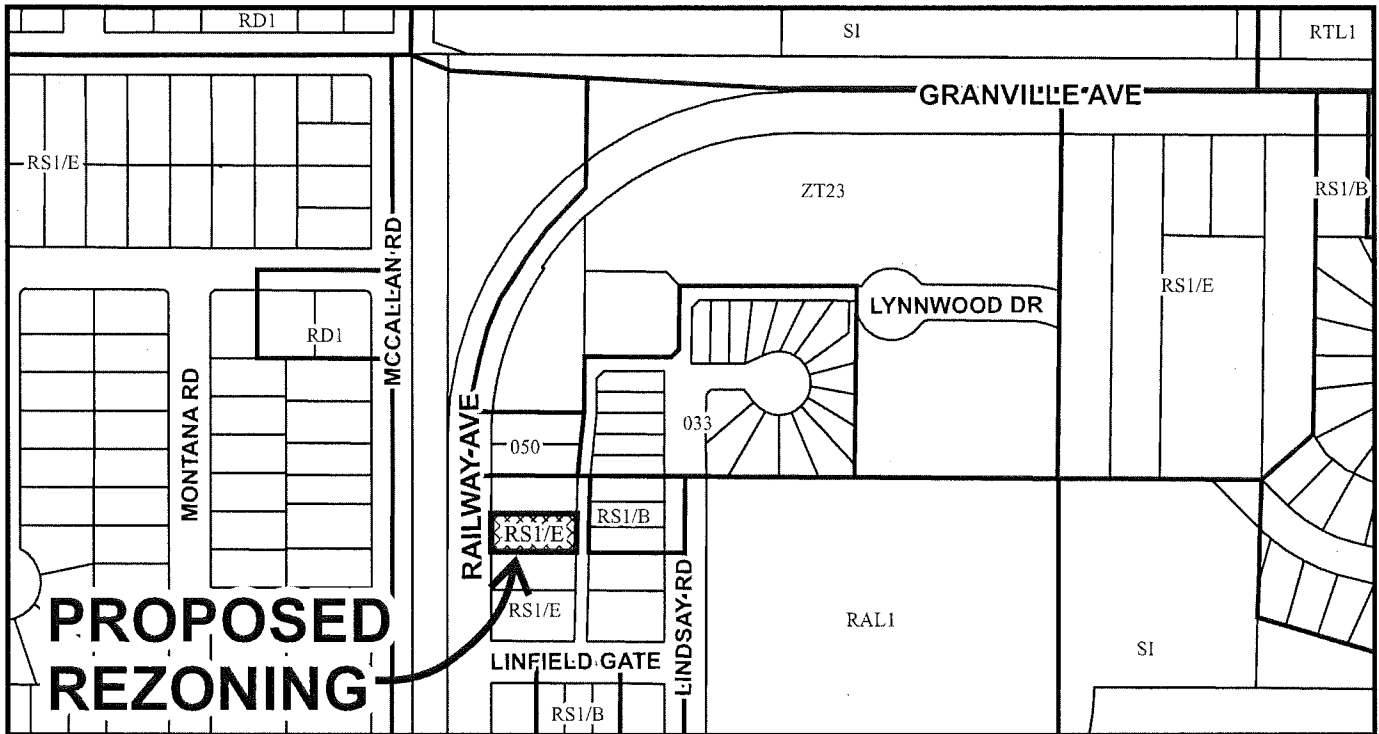
CL:rg

Attachment 1: Location Map/Aerial Photo  
Attachment 2: Site Survey  
Attachment 3: Development Application Data Sheet  
Attachment 4: Preliminary Conceptual Plans  
Attachment 5: Proposed Tree Protection Plan  
Attachment 6: Rezoning Considerations



# City of Richmond

ATTACHMENT 1



RZ 15-710175

Original Date: 09/21/15

Revision Date: 09/28/15

Note: Dimensions are in METRES

CNCL - 229



City of  
Richmond



RZ 15-710175

Original Date: 09/21/15

Revision Date:

Note: Dimensions are in METRES

**TOPOGRAPHIC PLAN OF LOT 214 SECTION 13 BLOCK 4  
NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT  
PLAN 40948**



SCALE — 1 : 250  
All distances are in metres

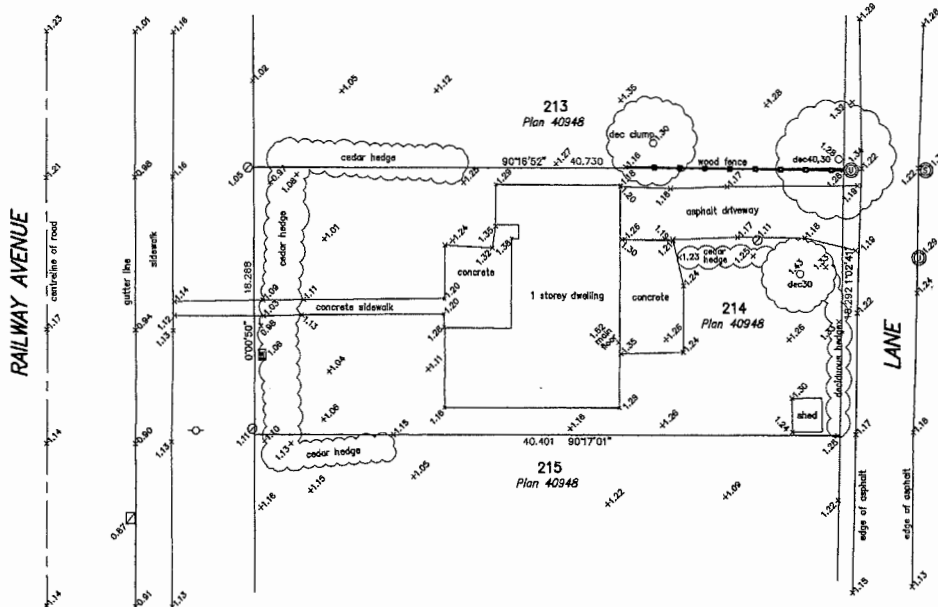
Civic Address:  
7200 Railway Avenue  
Richmond, B.C.

**SURVEY LEGEND**

- ⊕ Unknown Manhole
- ⊗ Catch basin
- ⊠ Water Meter
- ⊙ Storm manhole
- ⊙ Sanitary manhole
- ⊙ Power pole
- dec30 30cm dia. Deciduous tree
- dec clump Clump of Deciduous trees

**NOTES:**

- 1) Elevations are in metres and are geodetic.
- 2) Elevations are derived from City of Richmond HPN network.
- 3) This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.
- 4) Prior to any construction, underground services are to be confirmed by the City of Richmond Engineering Dept.
- 5) If there is any conflict in information between the hard copy of this Plan and the digital data provided, the hard copy shall be taken to be correct. Any information taken from digital data shall be confirmed by information shown on the hard copy of this plan.
- 6) Property bearings and dimensions are derived from field survey.





**RZ 15-710175**

**Attachment 3**

Address: 7200 Railway Avenue

Applicant: Kanwar Sodhi

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Sandra Lynn Mann	To be determined
<b>Site Size (m<sup>2</sup>):</b>	Approx. 742 m <sup>2</sup> (7,987 ft <sup>2</sup> )	Proposed north lot: Approx. 370.2 m <sup>2</sup> (3,985 ft <sup>2</sup> ) Proposed south lot: Approx. 371.7 m <sup>2</sup> (4,001 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-family residential	No change
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Coach Houses (RCH1)
<b>Other Designations:</b>	The Arterial Road Policy designates the subject site for redevelopment to compact lots and coach houses	No change

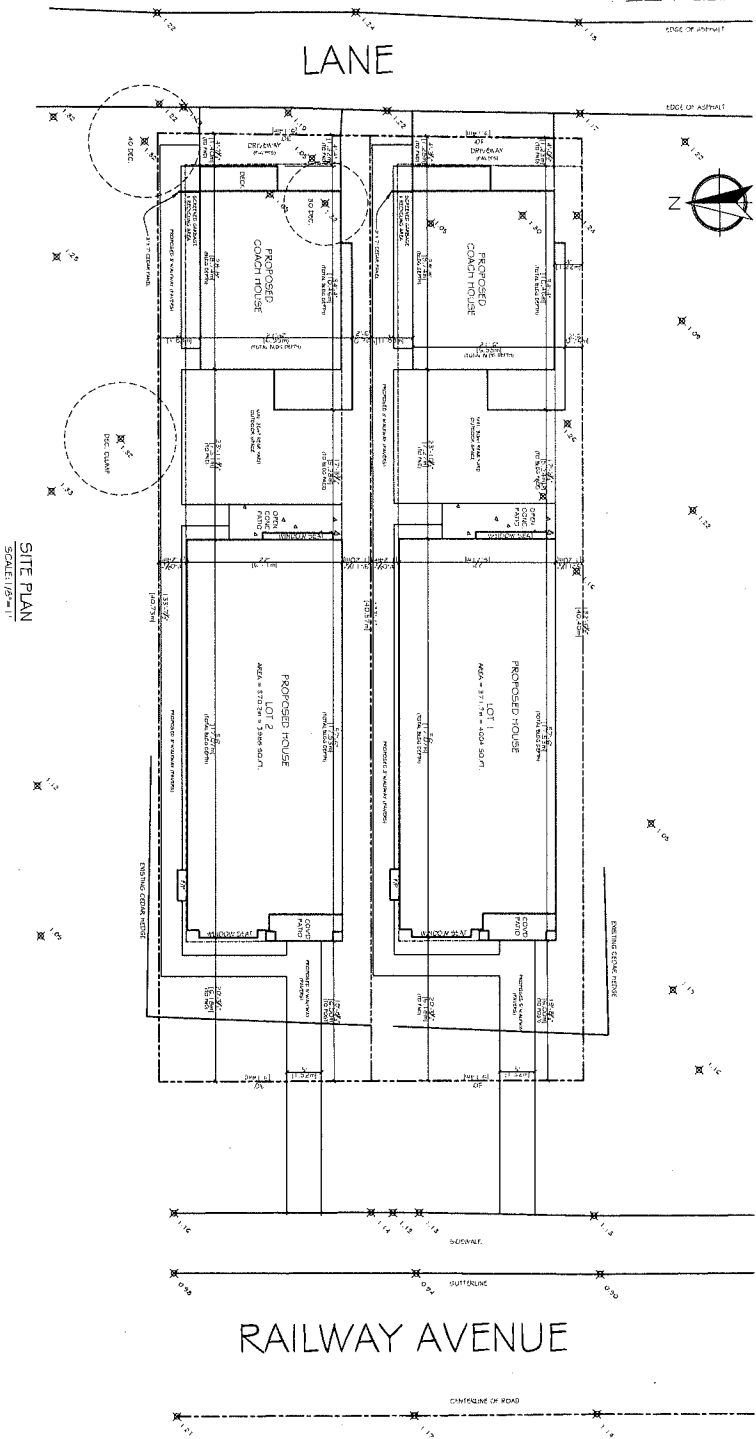
On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60		none permitted
Buildable Floor Area*	Proposed north lot:	Max. 222.12 m <sup>2</sup> (2,390 ft <sup>2</sup> )	Proposed north lot:	Max. 222.12 m <sup>2</sup> (2,390 ft <sup>2</sup> )	none permitted
	Proposed south lot	Max. 223.02 m <sup>2</sup> (2,400 ft <sup>2</sup> )	Proposed south lot	Max. 223.02 m <sup>2</sup> (2,400 ft <sup>2</sup> )	
Principal Dwelling Size*:	Proposed north lot:	Max. 176.61 m <sup>2</sup> (1,901 ft <sup>2</sup> )	Proposed north lot:	Max. 176.61 m <sup>2</sup> (1,901 ft <sup>2</sup> )	none permitted
	Proposed south lot	Max. 177.51 m <sup>2</sup> (1,910 ft <sup>2</sup> )	Proposed south lot	Max. 177.51 m <sup>2</sup> (1,910 ft <sup>2</sup> )	
Coach House Size:	Min. 33 m <sup>2</sup> (355 ft <sup>2</sup> ) Max. 60 m <sup>2</sup> (645 ft <sup>2</sup> )		Ground floor/stair: 5.29 m <sup>2</sup> (57 ft <sup>2</sup> ) 2 <sup>nd</sup> floor: 40.22 m <sup>2</sup> (433 ft <sup>2</sup> ) Total: 45.51 (490 ft <sup>2</sup> )		none permitted
Lot Coverage – Buildings:	Max. 45%		Max. 45%		none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%		Max. 70%		none
Lot Coverage – Live plant material:	Min. 20%		Min. 20%		none
Lot Size (min. dimensions):	315 m <sup>2</sup>		Proposed north lot: Approx. 370.2 m <sup>2</sup> Proposed south lot: Approx. 371.7 m <sup>2</sup>		none

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



On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6.0 m		Min. 6.0 m		none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		1.23 m to 1.40 m		none
Coach House Building Setback – North Side Yard (m):	Min. 1.8 m		1.8 m		none
Coach House Building Setback – South Side Yard (m):	Ground Floor	Min. 0.6 m	Ground Floor	0.76 m	
	2 <sup>nd</sup> Floor	Min. 1.2 m	2 <sup>nd</sup> Floor	1.22 m	
Principal Dwelling Height (m):	Max. 2 ½ storeys		Max. 2 ½ storeys		none
Coach House Building Height (m):	Max. 2 storeys or 6.5 m, whichever is less, as measured from the highest elevation of the crown of the lane		6.5 m as measured from the highest elevation of the crown of the lane		none
On-Site Parking Spaces – Principal Dwelling	2		2		none
On-Site Parking Spaces – Coach House:	1		1		
Tandem Parking Spaces:	Permitted for Principal Dwelling		2 for Principal Dwelling		none
Amenity Space – Outdoor:	Principal Dwelling	Min. 30 m <sup>2</sup>	Principal Dwelling	Min. 30 m <sup>2</sup>	none
	Coach House	No Minimum	Coach House	3.5 m <sup>2</sup> (38.5 ft <sup>2</sup> )	

Other: Tree replacement compensation required for loss of bylaw-sized trees.



SITE PLAN  
SCALE 1/8"=1'

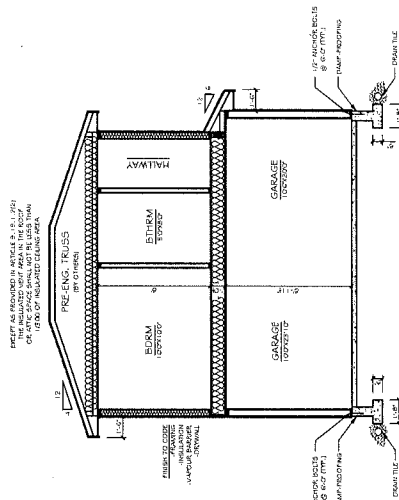
Preliminary Conceptual Plans

Note: At BP stage, plans must comply with all City regulations.

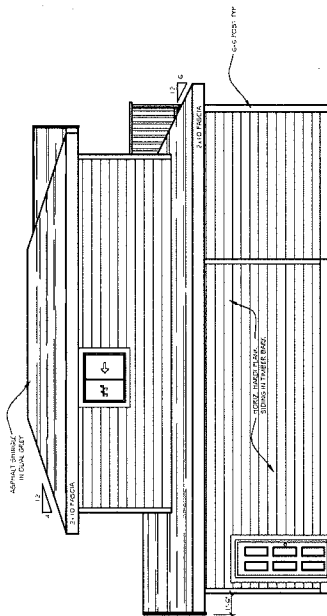
REVISION SCHEDULE			
REV.	DATE	REVISIONS	BY
1			
2			
3			
4			
5			

TOORA HOME PLANS	
12506 - 107th AVE	
SURREY, B.C. V3T 2B9	
TEL: (604) 891-4433	
FAX: (604) 891-4373	
EMAIL: mjc@toorahome.com	
PROPOSED SINGLE FAMILY DWELLING FOR	
LOT 1 & 2 @ 7200 RAILWAY AVENUE	
RICHMOND, B.C.	

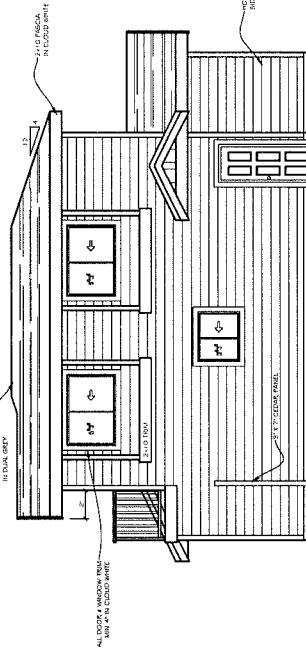
TITLE	SITE PLAN
SCALE	1/8"=1'
DATE	11/15/2015
DESIGNED BY	DAVID TOORA
DRAWN BY	DAVID TOORA
CHECKED BY	DAVID TOORA
APPROVED BY	DAVID TOORA



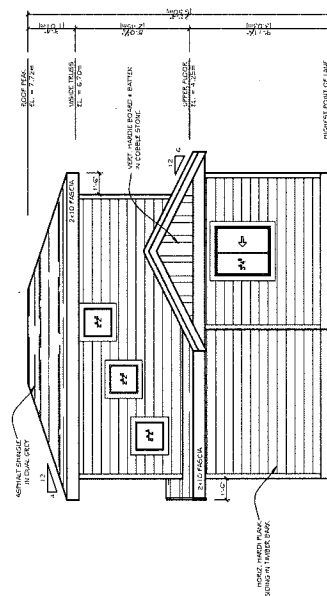
SECTION B-B  
SCALE: 1/4" = 1'



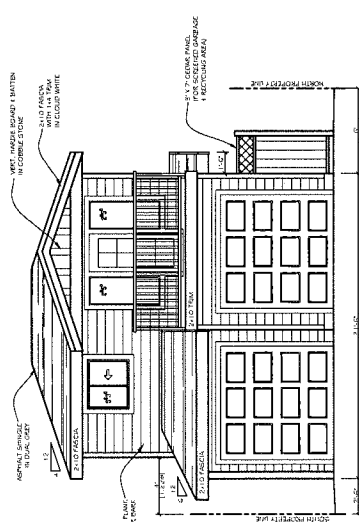
SOUTH ELEVATION  
SCALE: 1/4" = 1'



NORTH ELEVATION  
SCALE: 1/4" = 1'



WEST ELEVATION  
SCALE: 1/4" = 1'



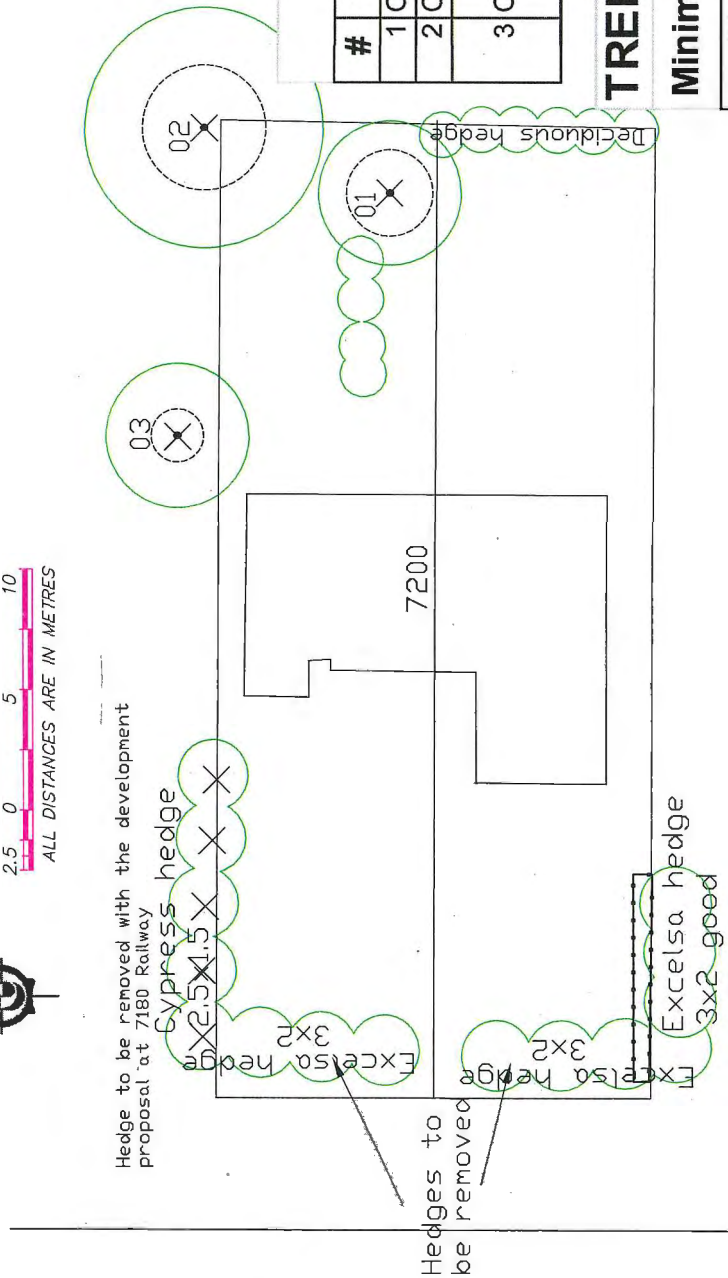
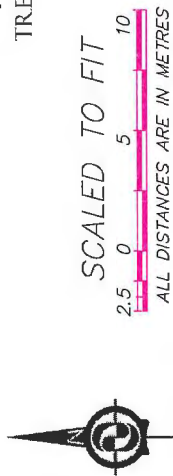
EAST ELEVATION  
SCALE: 1/4" = 1'

Preliminary  
Conceptual Plans

Note: At BP stage,  
plans must comply  
with all City  
regulations.

THESE PLANS CONFORM TO REQUIREMENTS IN THE B.C. BUILDING CODE 2012.	
<b>TOORA HOME PLANS</b>	
TEL: (604) 951-4343	ADDRESS:
FAX: (604) 951-4373	12865 - 107th AVE
EMAIL: <a href="mailto:info@toorahomeplans.com">info@toorahomeplans.com</a>	SURREY, B.C. V2T 2E9
<b>PROPOSED SINGLE FAMILY DWELLING FOR</b>	
<b>LOT 1 &amp; 2 @ 7200 RAILWAY AVENUE</b>	
<b>RICHMOND, B.C.</b>	
PROJECT #:	
TITLE: COAST HOUSE ELEVATIONS	DRAWN BY: ERIK TOORA
SCALE: 1/4" = 1'	CHECKED BY:
DATE: JULY 2016	DATE:
A3	

APPENDIX 3  
TREE PROTECTION PLAN



Railway 236

TREE INVENTORY

#	Type	Action	DBH	MPZ
1	Cherry	Remove	30cm	1.8m
2	Cherry	Remove	30/25cm	2.6m
3	Cherry	Remove with neighbouring development	18cm	1.1m

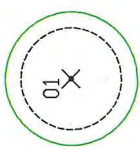
TREE PROTECTION FENCING

Minimum Radial Distance from trunk

Type	DBH	Metres	Feet
Excelsa Hedge	20cm	2.0m	6.6ft

LEGEND

TREE PROPOSED FOR REMOVAL



- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
  2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
  3. ALL MEASUREMENTS ARE METRIC

Froggers Creek  
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4  
Telephone: 604-291-6002 Fax: 604-437-0970

7200 Railway Avenue Richmond

TREE PROTECTION PLAN

THE DRAWING PLOTS ALL TREES, PROPOSED FOR REMOVAL, WITHIN THE PROPOSED PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

DOWN BY: GA

February 2, 2018



**Address:** 7200 Railway Avenue

**File No.:** RZ 15-710175

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9598, the Applicant is required to complete the following:**

1. Submission of a Landscape Plan for the front and rear yards of the proposed lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency). The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and the RCH1 zoning, and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing for the Excelsa hedge located along the south property line, as illustrated on the Tree Retention Plan attached to this report; and
  - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4.0 m

**NOTE:** minimum tree replacement sizes are as per Tree Protection Bylaw No. 8057 Schedule A

2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 4 to this staff report.

**Prior to Demolition Permit\* issuance, the Applicant must complete the following requirements:**

- Install tree protection fencing on-site around the Excelsa hedge along the south property line. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

**At future Subdivision\* & Building Permit\* stage, the Applicant must complete the following requirements:**

- Enter into a Servicing Agreement for the following service connection works and for the design and construction of off-site improvements, to the satisfaction of the Director of Engineering. The works are to include, but are not limited to:

*Water Works*

- a) Using the OCP Model, there is 603.0 L/s of water available at a 20 psi residual at the Railway Avenue east frontage and 576.0 L/s of water available at a 20 psi residual at the Railway Avenue west frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- b) The applicant 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 designs.

- c) At the applicant's cost, the City is to:
  - i. Cut and cap all existing water service connections at the watermain, along the Railway Avenue frontage.
  - ii. Install two (2) new 25 mm water service connections complete with meters and meter boxes in the boulevard closest to the property line along Railway Avenue frontage.

*Storm Sewer Works*

- a) Install lane drainage and upgrades along the entire lane frontage of the subject site. See "Frontage Improvements" section below for the scope of the upgrades.
- b) At the applicant's cost, the City is to install new storm service connection and inspection chamber at the site's southwest corner along the Railway Avenue frontage to City standards.

*Sanitary Sewer Works*

- a) At the applicant's cost, the City is to install 1 new sanitary service connection complete with new inspection chamber at the site's southeast corner along the rear lane frontage to service the proposed south lot.

*Frontage Improvements*

- a) Lane upgrades to current City lane standards, to include (but are not limited to) asphalt/pavement, lane drainage, concrete roll over curb/gutter on both sides of the lane, and lane lighting. The cross-section of the reconstructed lane is to consist of 5.3 m wide pavement and 0.35 m wide rollover curb on both sides of the lane. The exact cross section of the lane will be determined by Engineering taking into consideration lighting and other utility requirements.
- b) Boulevard upgrades to current City standards along the Railway Avenue frontage, to include (but are not limited to) a new 1.5 m wide concrete sidewalk next to the property line with connections to the existing sidewalk to the north and south of the subject site; and a minimum 2.0 m wide grassed boulevard (not including the 0.15 m wide top of curb). The City's Parks department will provide the requirements for tree planting in the new boulevard at Servicing Agreement design review stage (e.g. number of trees and species).
- c) The applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
  - i. To underground any Hydro service lines.
  - ii. When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - iii. To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

*General Items*

- a) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Building Permit(s) to the satisfaction of the Director of Engineering 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.
- Submit Building Permit plans that conform to the design covenant registered on title at rezoning stage. The plans submitted at Building Permit stage must comply with all City regulations, including Zoning.
- Submit a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated

fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

(signed original on file)

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Signed

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Date



# City of Richmond

**Bylaw 9598**

## **Richmond Zoning Bylaw 8500 Amendment Bylaw 9598 (RZ 15-710175) 7200 Railway Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COACH HOUSES (RCH1)"**.

P.I.D. 003-558-878

Lot 214 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9598"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>il</i>

\_\_\_\_\_  
MAYOR

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



**Pesticide Use Control Bylaw No. 8514,  
Amendment Bylaw No. 9574**

The Council of the City of Richmond enacts as follows:

1. **Pesticide Use Control Bylaw No. 8514**, as amended, is further amended at Section 1.2 by:
  - (a) adding the following definition after the definition of “Excluded Pesticide”:

**“Noxious Weed** means a weed designated under the *Weed Control Regulation* BC Reg. 66/85 to be a noxious weed and includes the seeds of the **noxious weed**”;
  - (b) by deleting the definition of “Pest” and replacing it with the following:

**“Pest** means an animal, a plant or other organism that is injurious, noxious, or troublesome, whether directly or indirectly, including but not limited to a **noxious weed**, and an injurious, noxious or troublesome condition or organic function of an animal, a plant or other organism, but does not include a virus, bacteria, fungus or internal parasite that exists on or in a human or animal”.
2. **Pesticide Use Control Bylaw No. 8514**, as amended, is further amended at Part Two: Prohibition by replacing the existing Section 2.1 with the following:

**“2.1** Except as otherwise provided under this bylaw, a person must not **use**, or permit or caused to be **used**, a **pesticide** for the purpose of maintaining outdoor trees, shrubs, flowers, other ornamental plants of turf, or controlling plants growing through cracks in hard surfaces, in, under or upon any **private residential land** or **city land**.”.
3. **Pesticide Use Control Bylaw No. 8514**, as amended, is further amended at Section 3.1 by adding the following as a new subsection after subsection 3.1(h):

**“(i) the use of a pesticide to control, manage or eradicate a noxious weed.”.**
4. **Pesticide Use Control Bylaw No. 8514**, as amended, is amended further by replacing Schedule A with Schedule A attached hereto as a new Schedule A to Bylaw No. 8514.
5. This Bylaw is cited as **“Pesticide Use Control Bylaw No. 8514, Amendment Bylaw No. 9574”**.

FIRST READING

SECOND READING



THIRD READING

ADOPTED

JUL 25 2016

JUL 25 2016

JUL 25 2016

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 

\_\_\_\_\_  
MAYOR

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



**SCHEDULE A to BYLAW NO. 9574****SCHEDULE A to BYLAW NO. 8514  
EXCLUDED PESTICIDES**

- Acetic acid
- Animal repellents except thiram
- Anti-fouling paints
- Antisapstain wood preservatives
- Asphalt solids (pruning paints)
- *Bacillus sphaericus*, also referred to as Bs
- *Bacillus subtilis*
- *Bacillus thuringiensis* var. *israelensis*, also referred to as Bti
- *Bacillus thuringiensis* var. *kurstaki*, also referred to as Btk
- Bactericides used in petroleum products
- Boron compounds
- Boron compounds with up to 5% copper for insect control and wood preservation
- Capsaicin
- Citric acid
- Cleansers
- Copper (oxychloride and tribasic only)
- Corn cellulose
- Corn gluten
- Deodorizers
- d-phenothrin
- d-trans-allevthrin, also referred to as d-cis-trans allethrin
- Fatty acids
- FeHEDTA
- Ferric phosphate
- Ferric sodium EDTA
- Ferrous sulphate
- Formic acid
- Garlic
- Hard surface disinfectants
- Insect repellents
- Insect semiochemicals, including pheromones, kairomones, attractants and repellents
- Insect bait stations
- Kaolin
- Lactic acid
- Laundry additives
- Material preservatives
- Methoprene
- Mineral oils for insect and mite control
- Naphthalene for fabric protection

- N-Octyl bicycloheptene dicarboximide
- Octenol
- Oxalic acid
- Paradichlorobenzene for fabric protection
- Pesticides in aerosol containers
- Pesticides registered under the Pest Control Products Act (Canada) for application to pets
- *Phoma macrostoma*
- Piperonyl butoxide
- Plant growth regulators
- Polybutene bird repellents
- Pyrethrins
- Pyriproxyfen
- Resmethrin
- *Sclerotinia minor*
- Silica aerogel, also referred to as silica gel, amorphous silica and amorphous silica gel
- Silicon dioxide also referred to as "diatomaceous earth"
- Slimicides
- Soaps
- Sodium chloride
- Spinosad
- Sulphur, including lime sulphur, sulphide sulphur and calcium polysulphide
- Surfactants
- Swimming pool algicides and bactericides
- Tetramethrin
- Thymol
- Wood preservatives
- Zinc strips



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9195 (RZ 13-647380)  
9329 Kingsley Crescent**

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 land use contract designation of the following area and by designating it **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 003-868-915

Lot 608 Section 25 Block 4 North Range 6 West New Westminster District Plan 55101

2. That:

- a) "Land Use Contract 048", entered into pursuant to "Dawson Lands Ltd. Land Use Contract By-law No. 3281", be terminated, released and discharged in relation to the following area:

P.I.D. 003-868-915

Lot 608 Section 25 Block 4 North Range 6 West New Westminster District Plan 55101

- b) The Mayor and Clerk are hereby authorized to execute any documents necessary to terminate, release and discharge "Land Use Contract 048" from the above area.

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9195"**.

FIRST READING

JAN 12 2015

A PUBLIC HEARING WAS HELD ON

FEB 16 2015

SECOND READING

FEB 16 2015

THIRD READING

FEB 16 2015

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

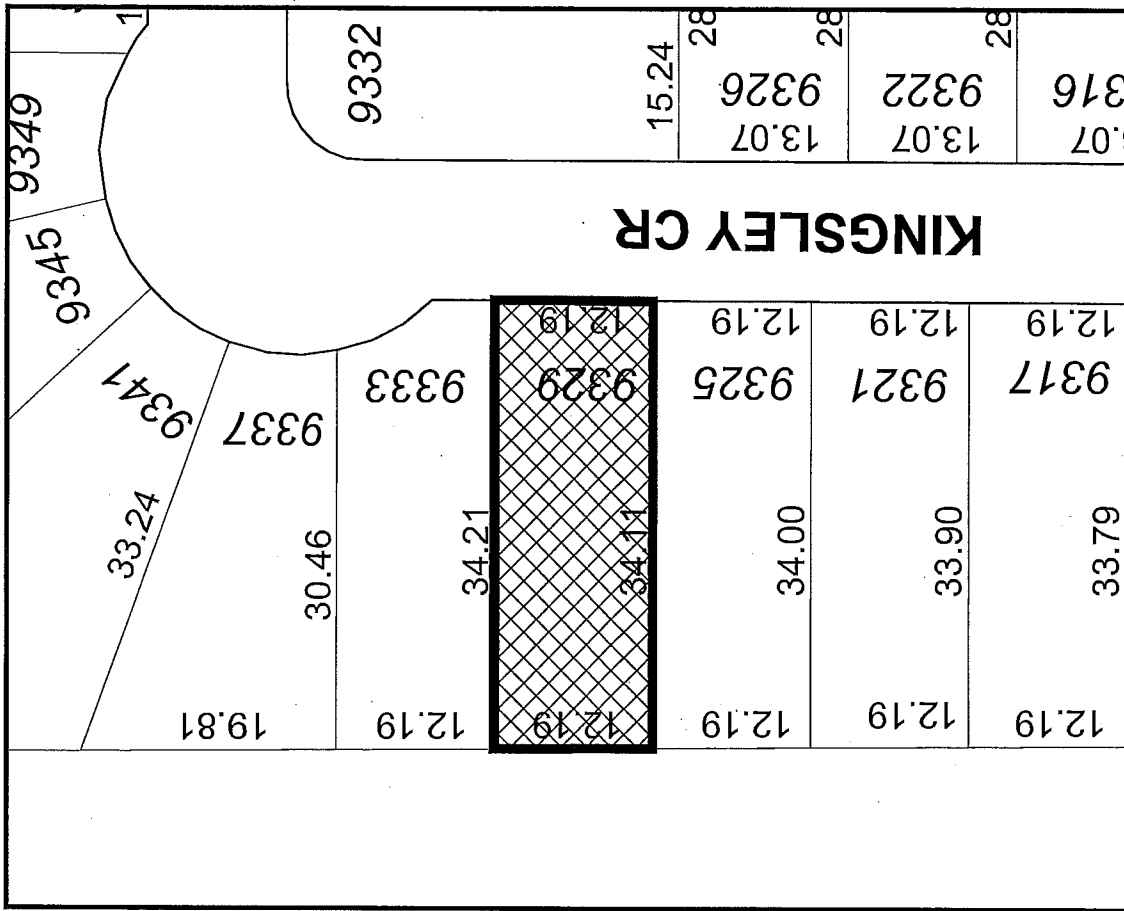
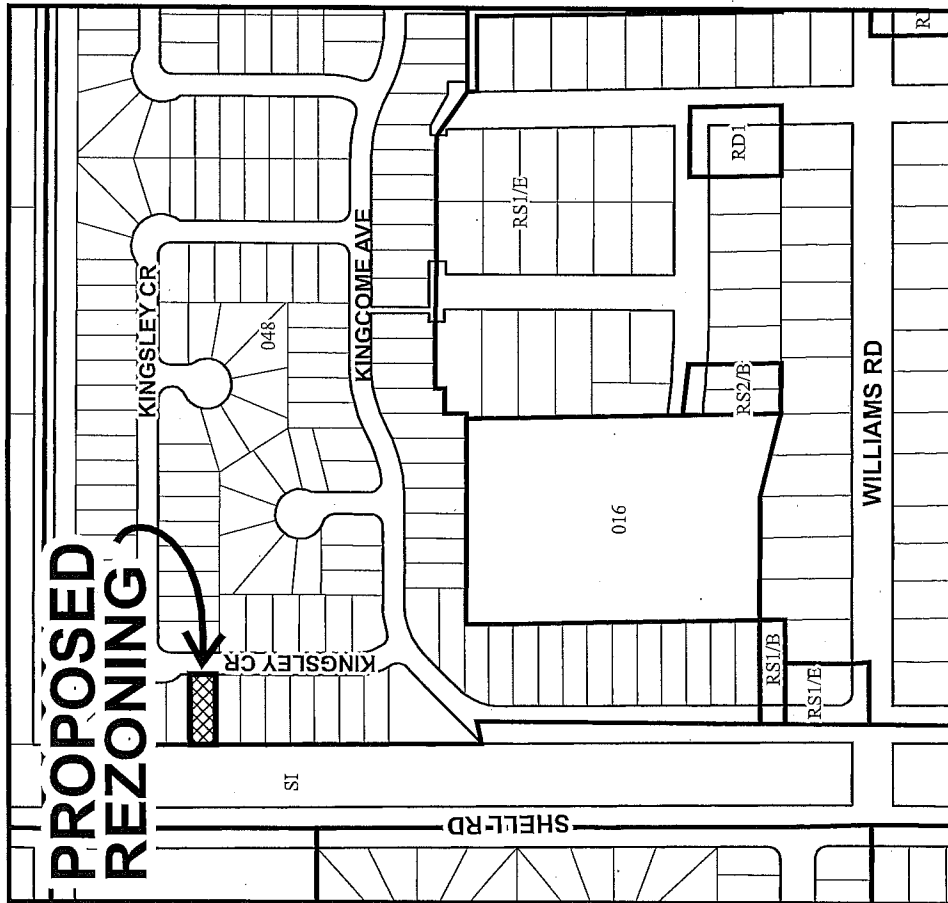
\_\_\_\_\_  
CORPORATE OFFICER





City of  
Richmond

**PROPOSED  
REZONING**



Original Date: 10/16/13

Revision Date:

Note: Dimensions are in METRES

**RZ 13-647380**





# City of Richmond

## Bylaw 9198

### Richmond Zoning Bylaw 8500 Amendment Bylaw 9198 (RZ 13-650522) 8511 Blundell 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. 008-828-652

Lot 5 Section 16 Block 4 North Range 6 West New Westminster District Plan 20476

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9198"**.

FIRST READING

JAN 12 2015

A PUBLIC HEARING WAS HELD ON

FEB 16 2015

SECOND READING

FEB 16 2015

THIRD READING

FEB 16 2015

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>HL</i>

\_\_\_\_\_  
MAYOR

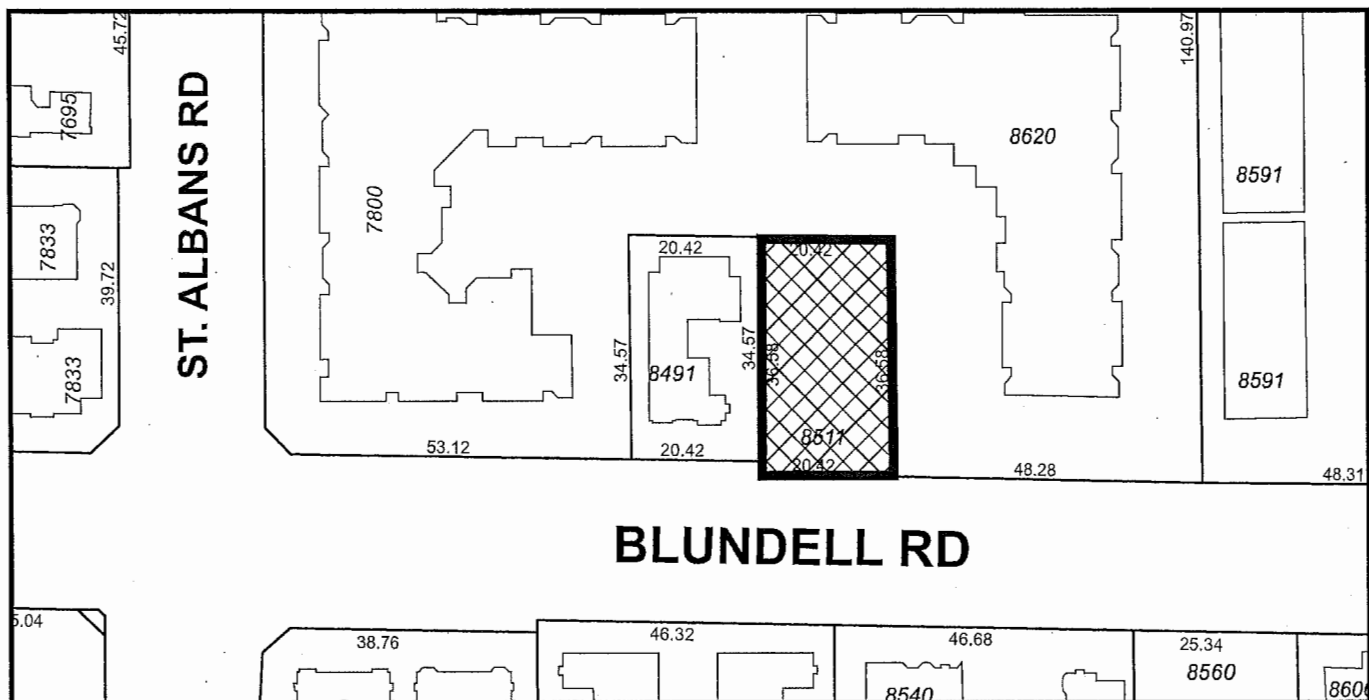
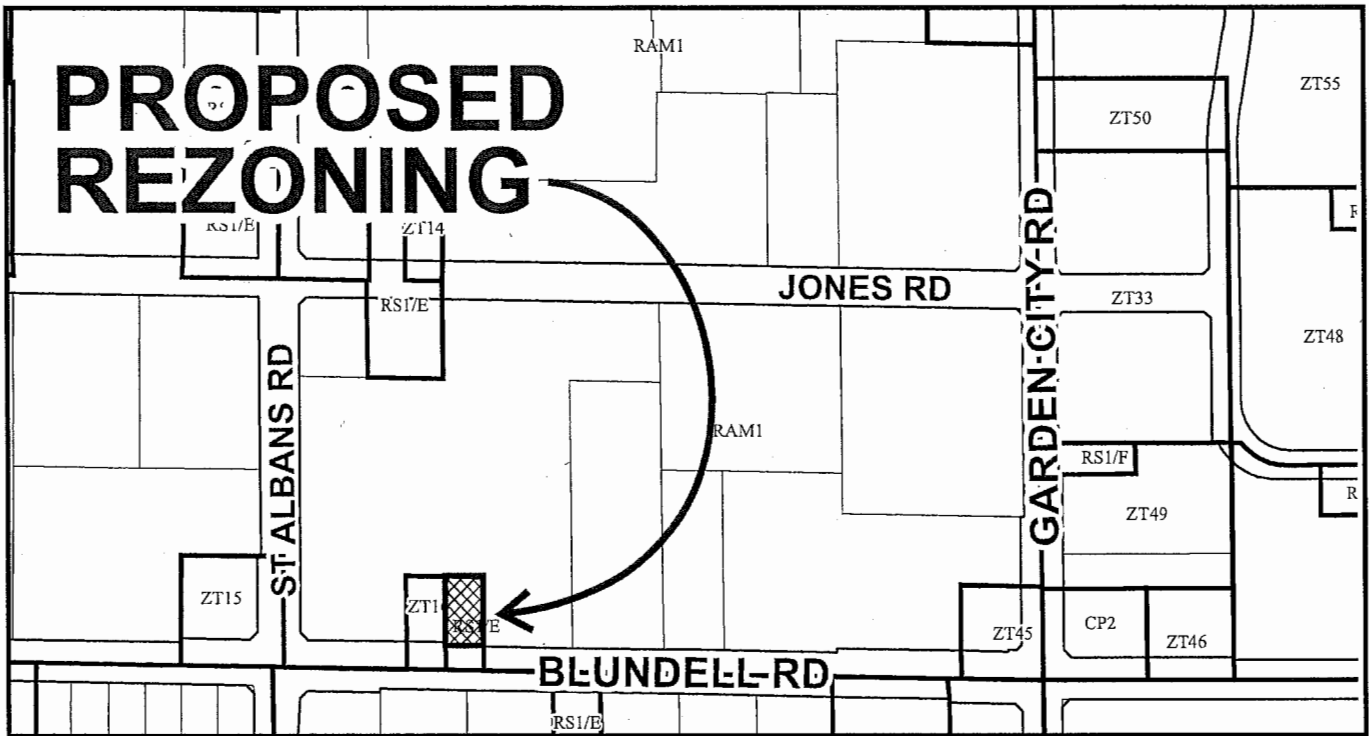
\_\_\_\_\_  
CORPORATE OFFICER





City of  
Richmond

# PROPOSED REZONING



RZ 13-650522

Original Date: 12/04/14

Revision Date:

Note: Dimensions are in METRES

CNCL - 248



**Development Permit Panel  
Wednesday, August 24, 2016**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Catherine Volkering Carlile, Chair  
Serena Lusk, Senior Manager, Recreation and Sports Services  
Peter Russell, Senior Manager, Sustainability and District Energy

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 13, 2016, be adopted.*

**CARRIED**

**1. Development Permit 10-521415**  
(REDMS No. 4707564)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 6551 Williams Road (formerly 6511/6531 and 6551/6553 Williams Road)

INTENT OF PERMIT:

1. Permit the construction of 13 townhouse units at 6551 Williams Road (formerly 6511/6531 and 6551/6553 Williams Road) on a site zoned "Low Density Townhouses (RTL3)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to permit seven (7) small car parking spaces.

## **Development Permit Panel**

### **Wednesday, August 24, 2016**

---

#### **Applicant's Comments**

Matthew Cheng, Matthew Cheng Architect Inc., provided background information on the proposed development and highlighted the following:

- the proposed 13-unit townhouse development consists of two buildings at the front (along Williams Road) and three pairs of two-storey duplexes at the rear;
- the end unit of the east building (Building B) along Williams Road adjacent to the single-family homes to the east is stepped down from three to two storeys;
- the proposed development is designed to match the scale of its single-family neighbourhood;
- the proposed heritage colours and exterior cladding materials such as fiber cement siding, shingles and bricks are consistent with the character of the existing neighbourhood;
- the increased 6-meter rear yard setback provides a generous outdoor space for the rear units;
- two trees in the front yard and one tree located on the adjacent property to the north are proposed to be retained; a portion of the rear yard of two units fronting the retained tree, on the neighbouring property to the north, will be stepped down by approximately two feet to provide usable outdoor space and protection to the tree's root system;
- a parking variance is requested by the applicant to allow one small car stall in each of the seven side-by-side double car garages;
- all indoor residential garages are provided with electric vehicle charging receptacles;
- the project is designed to achieve EnerGuide 82 rating and includes pre-ducting for solar hot water heating;
- sustainability and aging-in-place features are incorporated into the project; and
- one convertible unit is provided for the townhouse development.

David Rose, PD Group Landscape Architecture Ltd., briefed the Panel on the proposed landscaping, noting that (i) a 12-inch high retaining wall and two landscape steps are provided to create a sunken area to protect the tree located on the adjacent property to the north, (ii) columnar trees will be planted along the side property lines, (iii) the front yards of front units and the rear yards of the back units are fully landscaped, (iv) permeable paving surface treatment is introduced on the entrance driveway, internal drive aisle and visitor parking, (v) compacted gravel pathway is provided between buildings, (vi) landscaping is incorporated on the internal drive aisle, (vii) the proposed entrance to the driveway is skewed to provide a small landscape area for soft entry into the townhouse development, and (viii) the outdoor amenity space provides for play equipment for toddlers, resilient surface paving, seating, and lawn areas.

## Development Permit Panel

Wednesday, August 24, 2016

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### Staff Comments

Wayne Craig, Director, Development, advised that there will be a Servicing Agreement for frontage improvements along Williams Road including storm sewer upgrades and site service connections.

### Panel Discussion

In response to queries from the Panel, Mr. Cheng acknowledged that the project's target of a minimum of 15 percent weight of construction waste materials to be diverted from waste stream was referenced from Build Green Canada standards.

In response to queries from the Panel, Mr. Rose and Mr. Cheng noted that (i) columnar trees will be planted in the outdoor play area and (ii) aging-in-place features will be incorporated in all townhouse units.

In response to a query from the Panel, Mr. Craig confirmed that (i) the subject development's internal drive aisle provides for future connections to the neighbouring properties to the east and west secured by statutory right-of-way (SRW), and (ii) three properties have direct interface with the north property line of the subject development.

### Correspondence

Jinhe Pan, 6470 Sheridan Road (Schedule 1)

In response to the concerns expressed by the residents of 6470 Sheridan Road, Mr. Craig commented that (i) the proposed 6-meter rear yard setback to the duplex buildings meets the site's zoning requirements and Arterial Road Guidelines for Townhouses in the Official Community Plan, and (ii) the architectural drawings submitted by the applicant show that the heights of the majority of the roof forms of the duplex buildings are significantly lower than a three storey building.

### Gallery Comments

None.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of 13 townhouse units at 6551 Williams Road (formerly 6511/6531 and 6551/6553 Williams Road) on a site zoned "Low Density Townhouses (RTL3)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to permit seven (7) small car parking spaces.*

**CARRIED**

**Development Permit Panel**  
**Wednesday, August 24, 2016**

---

**2. Development Variance 15-718208**  
(REDMS No. 5089208)

APPLICANT: James and Sonal Leung

PROPERTY LOCATION: 11400 Kingfisher Drive

INTENT OF PERMIT:

Vary the maximum lot coverage permitted under "Land Use Contract (006) Bylaw No. 2938" from 33% to 40% to permit the construction of a new two-storey single detached dwelling at 11400 Kingfisher Drive.

**Applicant's Comments**

Jim Toy, False Creek Design Group, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 2), provided background information on the proposed development, noting that (i) the proposed single family home is designed to minimize the impact to its surrounding single-family neighbourhood, (ii) the massing is broken down through using varied materials and colours and altering the setbacks, (ii) the proposed height of the single-detached dwelling is 7.5 meters, which is lower than the permitted height under the Land Use Contract for the subject site and RS1/E zoning, and (iii) window openings are designed to minimize overlook into the adjacent side yards.

Keith Ross, K.R. Ross and Associates Landscape Architects, noted that (i) the proposed contemporary style of landscaping of the front yard matches the architecture of the proposed single-family dwelling, (ii) the front yard is landscaped with a mixture of materials, (iii) two new trees will be added in the front yard, (iii) existing trees in the rear yard are proposed to be retained and protected, (iv) the existing 6-foot high cedar fences are proposed to be retained in the rear and replaced in the north and south sides, (v) a 4-foot Hicks Yew hedging will replace the existing hedges in the front yard, and (vi) a concrete walkway at the south side connects the front yard to the rear yard of the proposed development.

**Staff Comments**

Mr. Craig clarified that the 9 meters maximum building height for RS1/E zoning only applies to buildings with a sloped roof while for buildings with a flat roof, the maximum permitted height is 7.5 meters. Mr. Craig further noted that the proposed single family dwelling has a flat roof and its proposed height is consistent with RS1/E zoning regulations.

Also, Mr. Craig noted the applicant's willingness to work with staff in the design review process and discuss the project's design with immediate neighbours.

In response to a query from the Panel, Mr. Craig confirmed that the applicant's neighbours have signified support to the proposed development.

## Development Permit Panel

### Wednesday, August 24, 2016

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#### Panel Discussion

In response to a query from the Panel, Mr. Toy acknowledged that energy efficiency will be incorporated into the design of the proposed development.

#### Correspondence

██████████, ██████████ (Schedule 3)

In response to the concerns expressed by ██████████ in her letter to the Panel, Mr. Toy and Mr. Ross noted that (i) subject to verification, the proposed replacement fencing along the north property line appears to extend up to the last six feet of the existing cedar hedge as suggested by ██████████, and (ii) the project's contractor had advised that there is a possibility that the replacement fencing along the north property line will be damaged if installed prior to the demolition of existing structures and site preparation for the proposed development.

In response to ██████████ correspondence, Mr. Craig advised that (i) the applicant has confirmed in writing that the replacement fencing along the north property line will extend up to garden gate of ██████████, (ii) the applicant has expressed willingness to discuss with ██████████ regarding the timing of the installation of the replacement fencing at the north property line, and (iii) the proposed 4 feet high Hicks Yew hedging is consistent with the City's regulations on maximum fence height within the front yard.

#### Gallery Comments

None.

#### Panel Decision

It was moved and seconded

*That a Development Variance Permit be issued that would vary the maximum lot coverage permitted under "Land Use Contract (006) Bylaw No. 2938" from 33% to 40% to permit the construction of a new two-storey single detached dwelling at 11400 Kingfisher Drive.*

**CARRIED**

#### 3. Development Variance 16-732402 (REDMS No. 5059809)

APPLICANT: Jasbir Dhaliwal

PROPERTY LOCATION: 11871 Pintail Drive



## Development Permit Panel

### Wednesday, August 24, 2016

---

#### INTENT OF PERMIT:

Vary the maximum lot coverage permitted under “Land Use Contract (036) Bylaw No. 3173” from 33% to 40% to permit construction of a new two-storey single detached dwelling at 11871 Pintail Drive.

#### Applicant's Comments

Aman Dhaliwal, husband and representative of property owner Jasbir Dhaliwal, noted that the requested variance to allow a maximum lot coverage from 33 percent to 40 percent will enable their family of five to build a two-storey single-family home appropriate to their needs.

Jossy Sandjaja, Joss Design Inc., stated that a 40 percent lot coverage is necessary to build a two-storey single family dwelling with the design proposed by the applicant and to accommodate the number of rooms required by the applicant.

Keith Ross, K.R. Ross and Associates Landscape Architects, briefed the Panel on the proposed landscaping, noting that (i) additional trees are proposed to be planted for ornamental and screening purposes, (ii) low-lying mixed planting will be introduced at the southern edge of the driveway, (iii) a four-foot Yew hedge is proposed on the east side of the front yard, (iv) the existing hedges on the west side of the front yard and on the three sides of the rear yard are proposed to be retained, (v) existing trees in the rear yard are proposed to be retained and two trees will be added, (vi) existing cedar fencing along the rear and interior side yards are proposed to be retained, and (vii) the proposed concrete paving treatment of the driveway is consistent with the design of the proposed single-family dwelling.

#### Staff Comments

Mr. Craig commended the applicant for (i) working with City staff in coming up with a design for the proposed single-family dwelling that responds to RS1/E zoning requirements and (ii) working with their neighbours with regard to the design of the proposal. Also, Mr. Craig noted the letters of support submitted by all of the applicant's immediate neighbours.

#### Correspondence

Sonoko Takasaki (dated August 15, 2016), 11880 Pintail Drive ([Schedule 4](#))

Sonoko Takasaki, (dated June 13, 2016), 11880 Pintail Drive ([Schedule 5](#))

Albert Yap, 11851 Pintail Drive ([Schedule 6](#))

Peter Ozorio, 5660 Plover Court ([Schedule 7](#))

Ronald Bowers, 11891 Pintail Drive ([Schedule 8](#))

Kwok Chiu Simon Chan, 11860 Pintail Drive ([Schedule 9](#))

Michael Bradley, 5640 Plover Court ([Schedule 10](#))

## Development Permit Panel

Wednesday, August 24, 2016

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### Gallery Comments

None.

### Panel Decision

It was moved and seconded

*That a Development Variance Permit be issued that would vary the maximum lot coverage permitted under "Land Use Contract (036) Bylaw No. 3173" from 33% to 40% to permit construction of a new two-storey single detached dwelling at 11871 Pintail Drive.*

**CARRIED**

### 4. New Business

It was moved and seconded

*That the Development Permit Panel meeting scheduled on Wednesday, September 14, 2016, be cancelled.*

**CARRIED**

### 5. Date of Next Meeting: September 28, 2016

### 6. Adjournment

It was moved and seconded

*That the meeting be adjourned at 4:20 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 24, 2016.

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Catherine Volkering Carlile  
Chair

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Rustico Agawin  
Auxiliary Committee Clerk

Schedule 1 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

**CityClerk**

**From:** Jinhe Pan <jinhe.pan@gmail.com>  
**Sent:** Tuesday, 23 August 2016 11:32 PM  
**To:** CityClerk  
**Subject:** RE: Notice of Application For a Development Permit DP 10-521415

<b>To Development Permit Panel</b>	
Date:	<u>Aug 24, 2016</u>
Item #	<u>1</u>
Re:	<u>DP 10-521415</u>
	<u>6551 Williams Rd</u>

Dear City Clerk's Office,

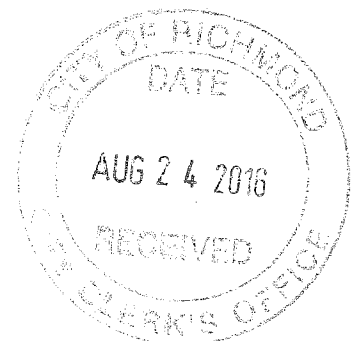
We are the residents of 6470 Sheridan road. We are writing in response to the development permit DP 10-521415 at 6551 Williams Road.

We would like to request that consideration be given to the height of the three pairs of two-storey duplexes. The proposed height of the two-storey buildings is equivalent to the three-storey buildings due to the design of very high roofs. This does not flow well with the adjacent houses, and significantly impacts the sun exposure to our property, including the back yard, front yard, and all south-facing windows of our house. Reducing the height of the roofs and increasing the setback to the north will reduce this problem and the privacy concerns.

Thank you for your consideration!

Best regards,

Pan's family

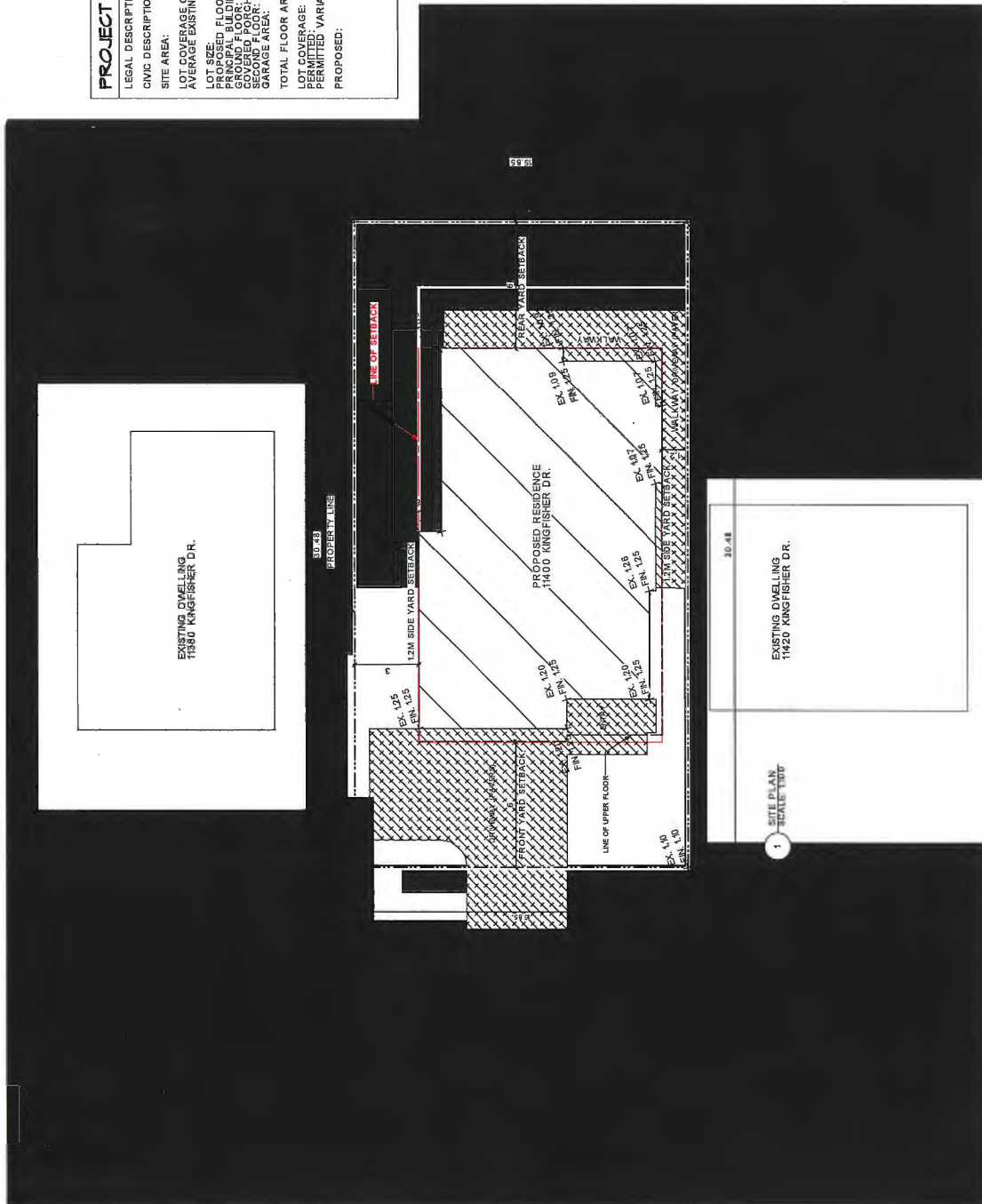


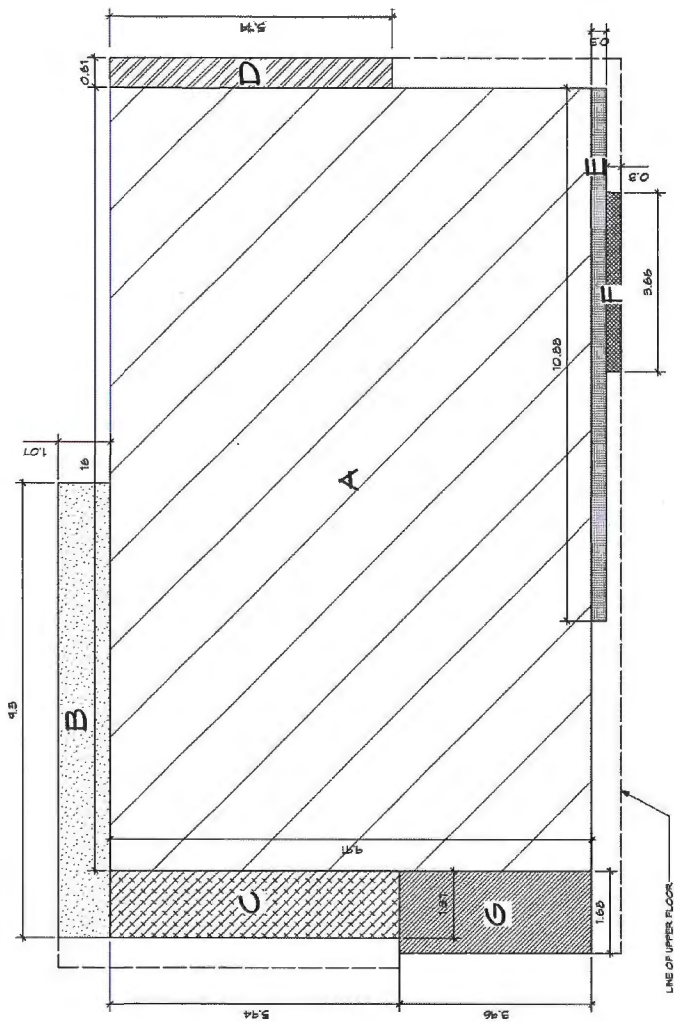
# 11400 KINGFISHER DRIVE

## DV 15-718208

## PROJECT DATA

LEGAL DESCRIPTION: LOT 238, SEC 1 BLK 3 NORTH RANGE 7 WEST T40D PLAN 44558  
CIVIC DESCRIPTION: 14400 KINGFISHER DRIVE, RICHMOND, BC  
SITE AREA: 483.10 SQ.M (5700 SQ FT)  
LOT COVERAGE CALCULATION:  
AVERAGE EXISTING LOT GRADE: REFER TO A1  
10.4M  
LOT SIZE: 483.09 SQ.M (5200 SQ FT)  
PROPOSED FLOOR AREAS  
GROUND FLOOR: 139.40 SQ.M (1485 SQ FT)  
FIRST FLOOR: 209.56 SQ.M (2263 SQ FT)  
SECOND FLOOR: 20.24 SQ.M (2178 SQ FT)  
GARAGE AREA: 48.84 SQ.M (521 SQ FT)  
TOTAL FLOOR AREA: 394.5 SQ.M (4246 SQ FT)  
LOT COVERAGE: 33% = 159.42 SQ.M (1716 SQ FT)  
LOT PERMITTED: 40% = 193.23 SQ.M (2086 SQ FT)  
PERMITTED VARIANCE: 39.57% = 91.18 SQ.M (2056 SQ FT)  
PROPOSED:





LOT COVERAGE CALCULATIONS		
A	10.23 X 9.94	101.86 SQM
B	1.07 X 1.07	1.14 SQM
C	1.07 X 1.07	1.14 SQM
D	0.61 X 0.61	0.37 SQM
E	0.61 X 0.61	0.37 SQM
F	0.61 X 0.61	0.37 SQM
G	0.61 X 0.61	0.37 SQM
TOTAL AREA		106.72 SQM

1 LOT COVERAGE PLAN  
SCALE 1:50



2 WEST ELEVATION - RENDERING  
SCALE 1:50

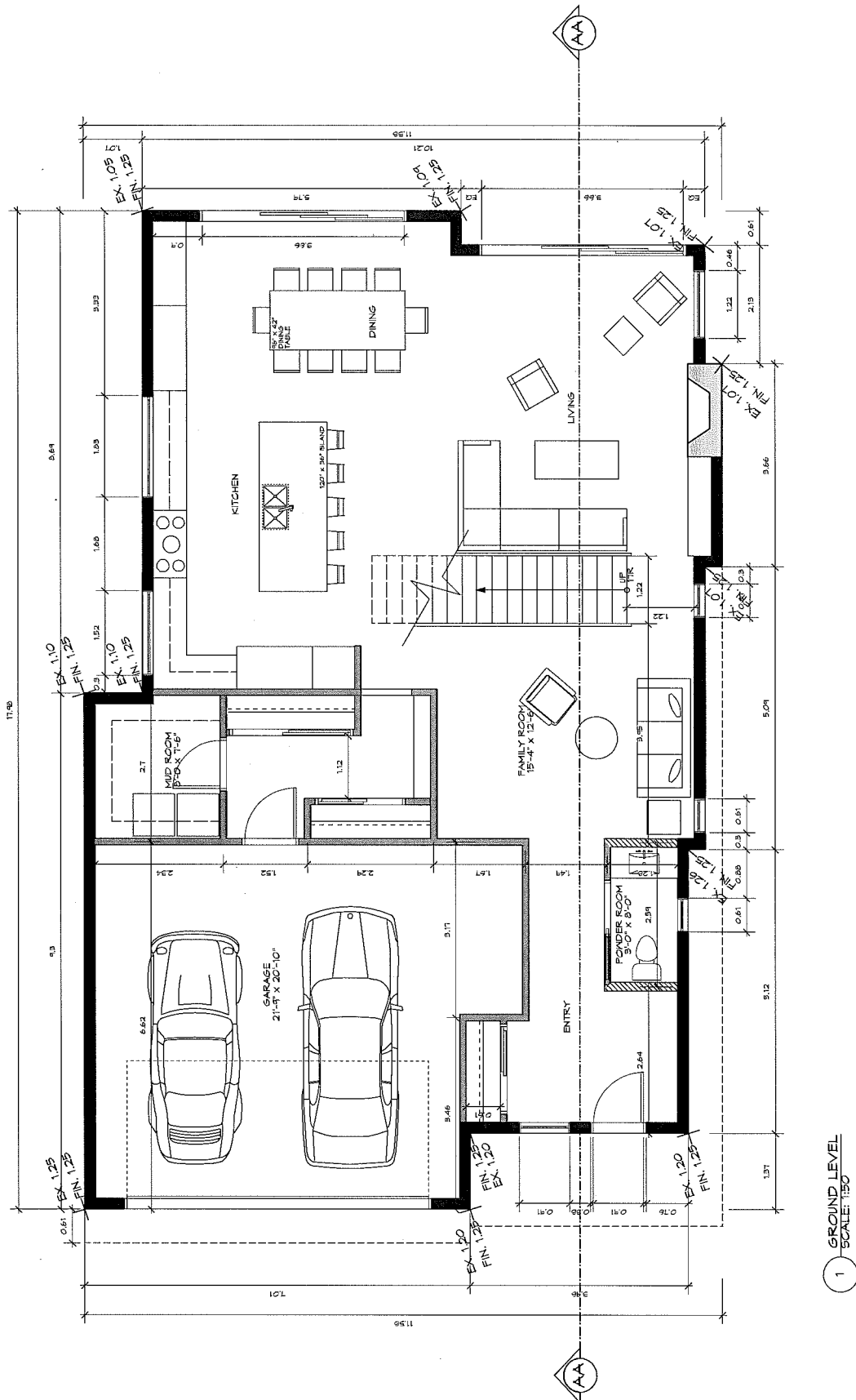


14501 KINGSBURY DR.  
EXISTING DWELLING

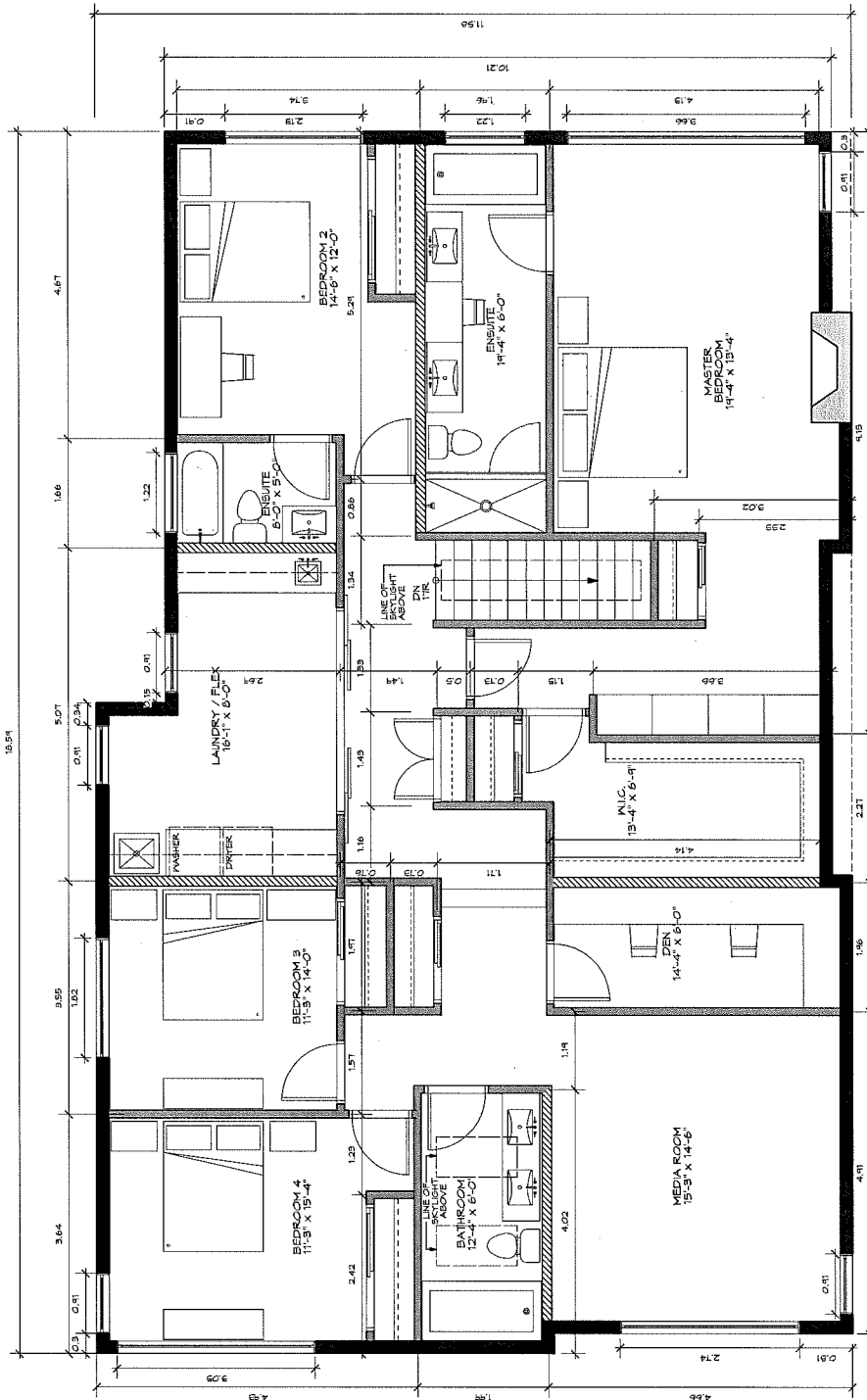
14503 KINGSBURY COT.  
EXISTING DWELLING - TO BE DEMOL

14505 KINGSBURY COT.  
EXISTING DWELLING

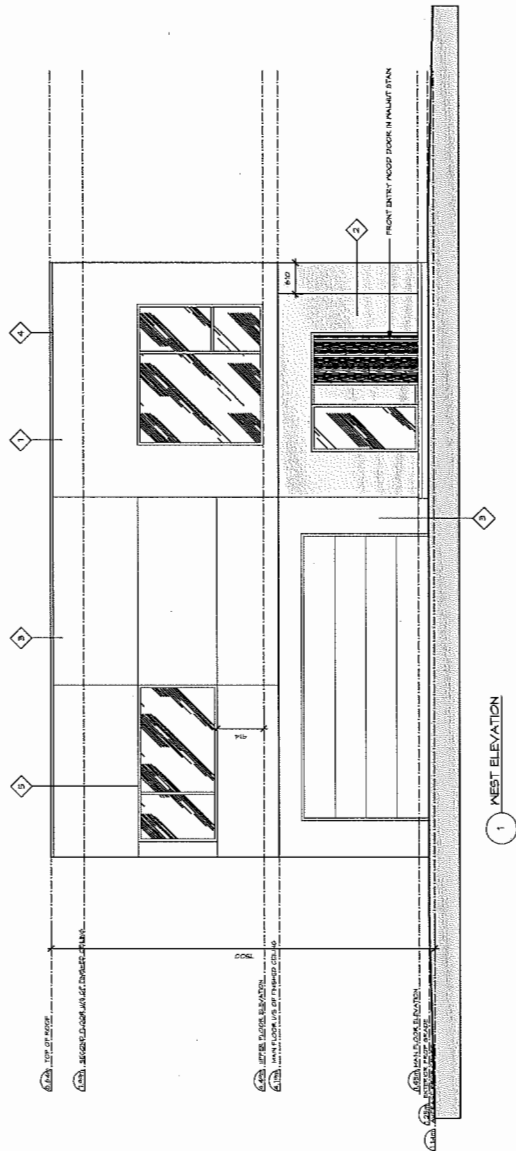
3 STREETScape ELEVATION  
SCALE: 1"=10'



1 GROUND LEVEL  
SCALE: 1/32"



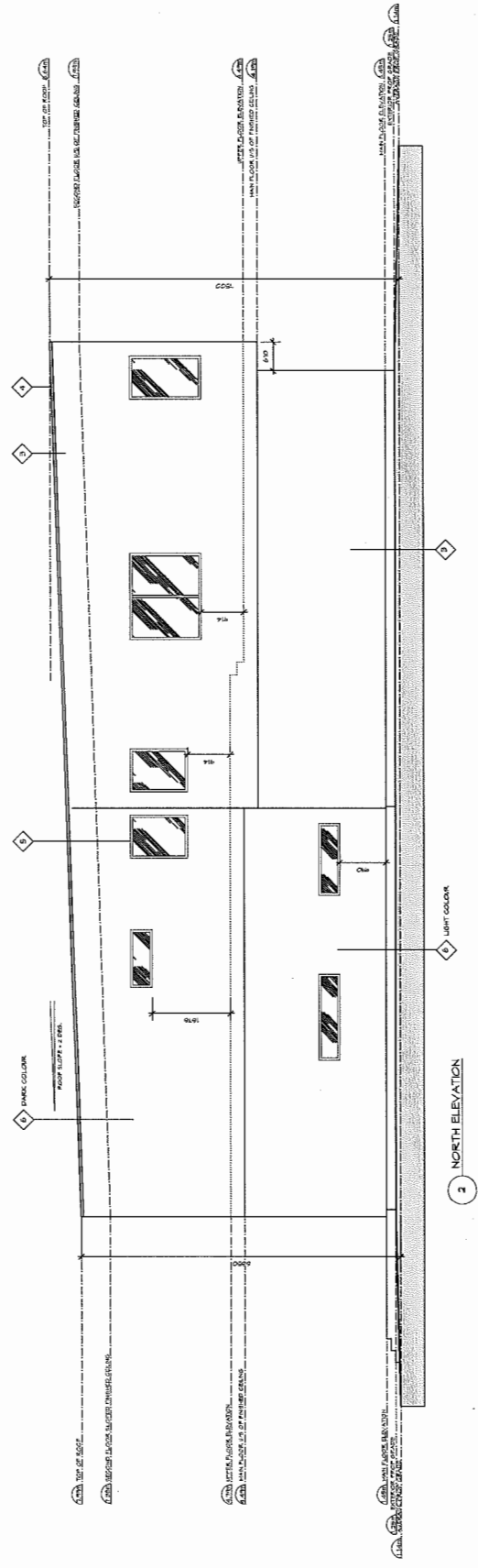
1 SECOND LEVEL  
SCALE: 1/8" = 1'-0"



**MATERIALS LIST**

1	ALUMINUM SIDING
2	PORCELAIN TILE
3	FIBRE CEMENT PANEL
4	ANODIZED METAL DRIP CAP
5	VINYL WINDOW
6	ACRYLIC STUCCO

1 WEST ELEVATION



2 NORTH ELEVATION

**SPATIAL CALCULATIONS**  
 WALL AREA 129.65 SQM  
 LIMITING DISTANCE 122mm  
 PERMITTED OPENINGS 9.08 SQM (7%)  
 PROPOSED OPENINGS 8.50 SQM

Architectural floor plan of a house. The plan shows a central hall (HALL) with a door leading to the front (TOP OF HOUSE). The hall contains a small square feature labeled 'HALL' and a door leading to the back (BACK OF HOUSE). The hall is flanked by four rooms, each containing a bed (indicated by diagonal lines). The rooms are labeled 1, 2, 3, and 4. The plan includes dimensions for the rooms and hall, and door swings are indicated by arcs. The plan is oriented with the front of the house at the top.

Dimensions:

- Room 1: 10'0" x 10'0"
- Room 2: 10'0" x 10'0"
- Room 3: 10'0" x 10'0"
- Room 4: 10'0" x 10'0"
- Hall: 10'0" x 10'0"

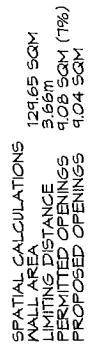
Door swings:

- Room 1: Inward swing
- Room 2: Inward swing
- Room 3: Inward swing
- Room 4: Inward swing
- Hall: Inward swing

Window placements:

- Room 1: Window on the right wall
- Room 2: Window on the right wall
- Room 3: Window on the right wall
- Room 4: Window on the right wall

**CNCL - 264**



[illegible]

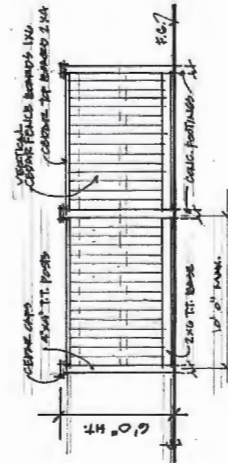


[illegible]

Key	Scientific Name	Common Name	Qty	Size / Notes
	<b>TREES:</b>			
AP	Acer palmatum "Bloodgood"	Bloodgood Japanese Maple	1	8 cm cal. BAB specimen
CK	Cornus kousa var. "Chamae" "Satan"	Satomi Chinese Dogwood	1	6 cm cal. BAB standard
	<b>SHRUBS &amp; GRASSES:</b>			
Ea	Erica carnea	White Winter	15	#2 pot
Ba	"Springwood" Whisky Heliconian	Flowering Heath Blue Owl Grass	6	#2 pot; 25cm c.c.
La	Leucophaea angustifolia "Hellebo"	English Lavender	15	#2 pot
Sj	Spiraea bumalda "Goldflame"	Goldflame Spiraea	3	#2 pot
Tx	Taxus x media "Hokuai"	Hoku Yezo Hoopie	21	1.2m tall BAB;
	<b>VINES &amp; GROUNDCOVERS:</b>			
Ja	Paedicularia terminalis	Japanese Spurge	76	15cm pot;

Total Site Area	5,209 sq. ft.
Total Hard Surfaces Proposed (incl. house, driveway, walkways, patio)	3,316 sq. ft.
Total Live Plants Area Proposed	1,893 sq. ft. = 36 %
Minimum Allowable Live Plants Area	30% = 1,560 sq. ft.

<b>GENERAL:</b>	<ul style="list-style-type: none"> <li>* Locate all underground overhead utilities on site prior to start work.</li> <li>* Refer to Architectural and Civil plans to confirm final grades and state drainage requirements.</li> </ul> <p><b>EXISTING TREES:</b></p> <ul style="list-style-type: none"> <li>* Retain existing trees as far as practicable from proposed building footprints during construction (to City of Richmond standards).</li> </ul> <p><b>PLANTING AREAS:</b></p> <ul style="list-style-type: none"> <li>* All landscape materials, products, and installation to conform to the City of Richmond Standards for Planting Materials and Methods.</li> <li>* Contractor to provide one year warranty on all plant material and lawn seedings.</li> <li>* All planting beds to have a 2' deep mulch layer of Hemlock/Douglas Fir mulch on top of approved topsoil growing medium. Provide approved edger material for both adjacent to minimum dimensions.</li> <li>* Edging shall be installed at least 6 inches above finished grade level.</li> <li>* To be reviewed by the city engineer or its designee if deep approved typical details are used.</li> </ul> <p><b>PAVING AREAS:</b></p> <ul style="list-style-type: none"> <li>* Concrete paving areas for driveway, walkways, and patios to be cast in place concrete – natural colour with broom finish.</li> <li>* Concrete driveway slopes to be approved precast slabs; or CIP concrete poured directly onto compacted base &amp; applied between slabs.</li> </ul> <p><b>RIVER ROCK BORDERS:</b></p> <ul style="list-style-type: none"> <li>* River rock needs to be 1 1/2" - 3" diameter smooth, round, river stone to approval. Install 0' deep approved approved weather barrier fabric, install T.T.</li> <li>* Wood aprons 2x8 in x 6 ft long to run parallel to wall face below grade only.</li> <li>* Wood apron posts to be galvanized steel pipe 4" dia., spaced evenly below grade only – no sharp elbows or split tees; plates 1/2" thick below grade.</li> </ul> <p><b>FENCES:</b></p> <ul style="list-style-type: none"> <li>* All wood fences and gates to be made of solid wood with 2 coats of approved stain/sealer.</li> <li>* Use galvanized anchor/staples/nails per hardware (nails, screws, brackets, hinges, fittings etc.) to avoid rust proof fasteners.</li> <li>* Wood fence posts to be preservative treated and installed in concrete footing.</li> </ul>
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**Fence Detail – Vertical**  
(N.T.S.)

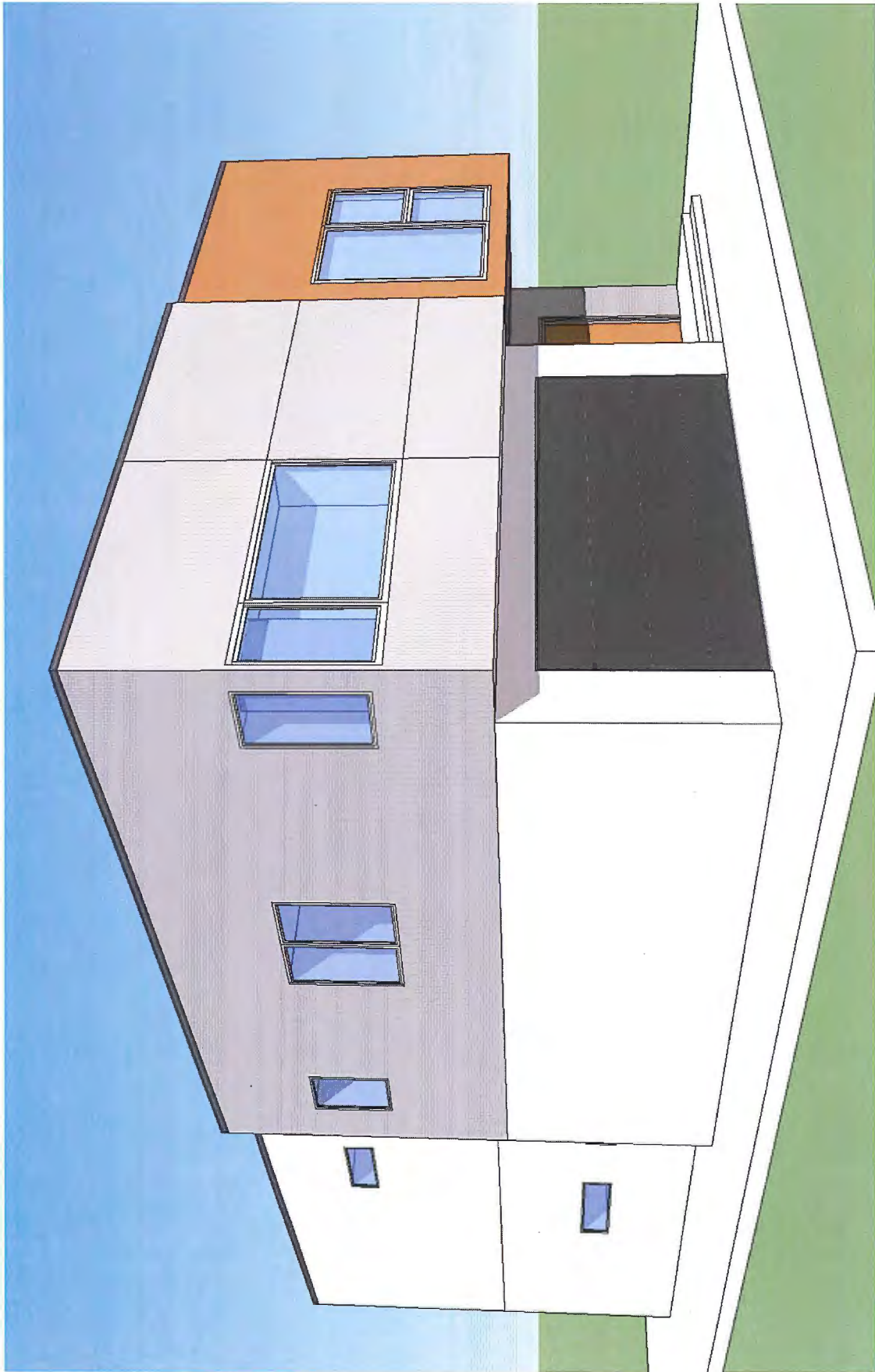


PERSPECTIVE VIEW – LOOKING EAST





PERSPECTIVE VIEW – LOOKING NORTH EAST



PERSPECTIVE VIEW – LOOKING SOUTH EAST

Schedule 3 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

18<sup>th</sup> August, 2016

<b>To Development Permit Panel</b>	
Date:	Aug 24, 2016
Item #:	2
Re:	DV 15-718208 11400 Kingfisher Dr.

Honorable Members of the Development Variance panel,

I am writing to you about DV15-718208 . I live in [REDACTED] which is to the immediate north side of the lot where a variance has been requested.. I have met with the applicants Sonal and James Leung and also had a chance to look at the plans for the proposed new home on 11400 Kingfisher Drive with Ms Lussier, the city planner in charge of reviewing the application. Overall I am in favor of granting the applicants the variance to increase the lot coverage to 40% in order to built a 2-storey home.

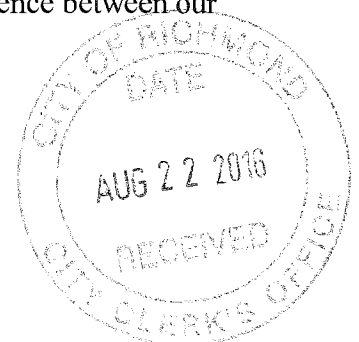
I would like to thank the applicants for considering the neighboring properties (including mine) and choosing not to build a 3-storey home. I know that the city staff as well as the applicants have spent a lot of effort, resources and good will into keeping the maximum height of their home in line with the height of the existing homes around them.

The one aspect of the new construction that I have some lingering concerns about is the removal of the existing Cedar hedge on the north side of 11400 Kingfisher drive (shared as a boundary between my home and the proposed new home). The applicants have proposed to replace the tall cedar hedge with Hicks Yew and let it grow to four feet as four feet is the permitted height of the barrier (fence or hedge) between properties in the front yard . I just want to bring to the notice of the variance panel members that the existing cedar hedge runs 39/40 feet along the boundaries of our homes and hence it runs much deeper than the front yard setback which is 20 feet on our lots.

I am requesting that the last six feet of the existing Cedar hedge (upto my red garden gate from the back of the property), be replaced by a fence panel instead of being re-planted with Hicks Yew (the proposed hedge plant in the applicants' landscaping plan). Currently the last six feet or so of the existing cedar hedge functions as the main barrier between our properties and is part of my side yard/ garden . **Please see the attached picture for details.**

Replacing the entire length of the existing cedar hedge with Hicks yew will negatively impact the level of noise and privacy in my garden as the current length of the hedge runs much beyond the front yard and into my side yard . Hicks Yew is a slow growing material and will likely take a long time to grow even to its maximum four feet height. Kingfisher drive is a busy street with Westwind elementary school right opposite our homes. A shorter and slow growing hedge will allow a lot more unwanted noise and visual access into my side yard and garden.

By extending the length of the backyard fence by one panel, I will still have a privacy barrier between our properties and my side yard and garden will be impacted less during the 4-6 months of construction and demolition. Also I would like that part of my side yard to have a 6 foot barrier rather than a short 4 foot hedge as it is not part of the front yard in my home and is set much further than the 20 foot front yard setback stipulated by city bylaws. I would be willing to pay for this additional cost. I am also willing to share the cost of replacing the fence between our properties as it is a shared fence.





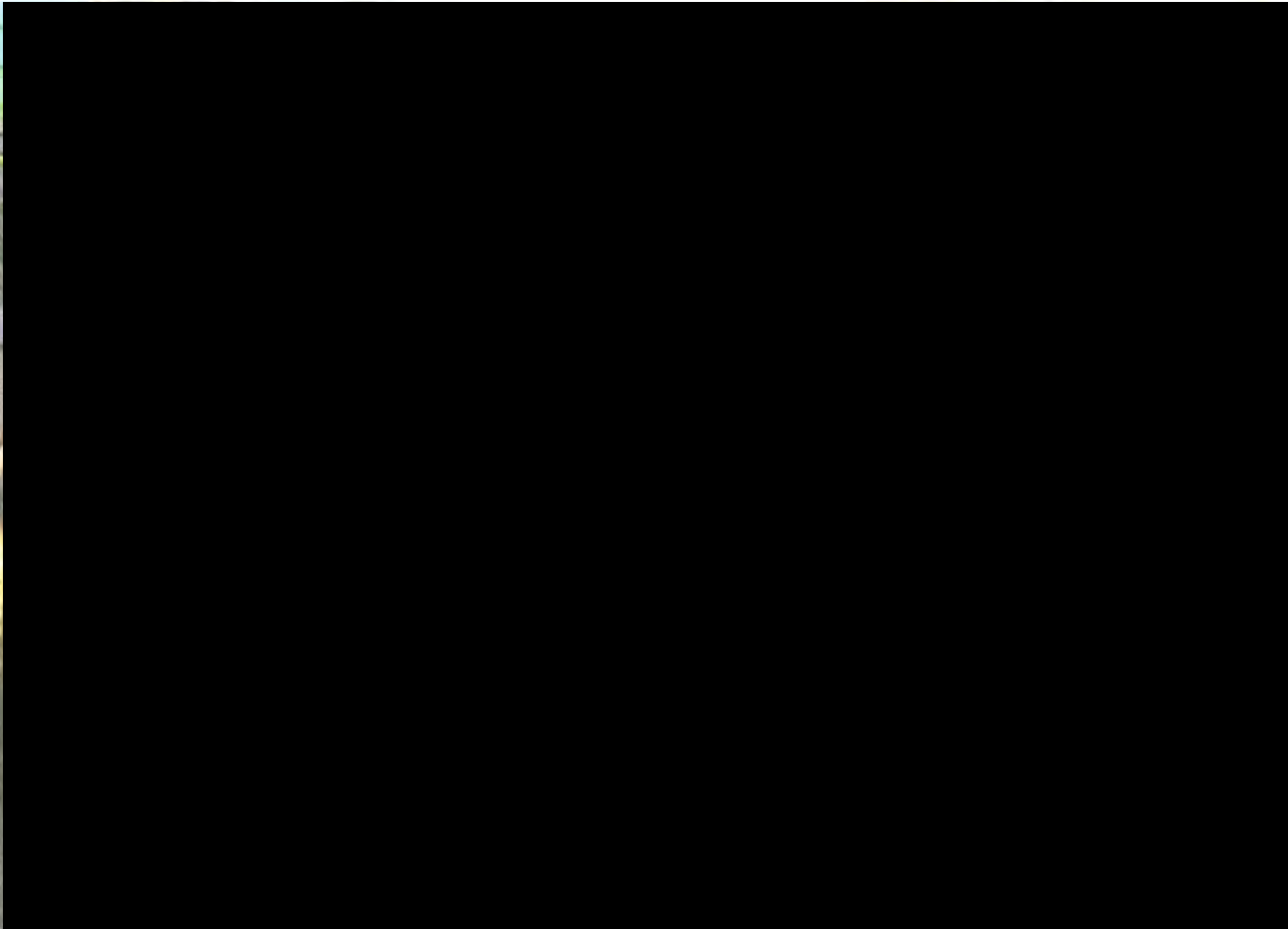
My second request is that the fence that needs to be replaced should be one of the first things to be put up between the properties so that my house and garden can have some separation and privacy during the 4-6 months of demolition and construction.

My last request is that if possible the new plant material for the hedge be fast growing. I went to a local nursery for some advice about a fast growing hedge material and have communicated to the applicants via e-mail some suggestions for a faster growing hedge material.

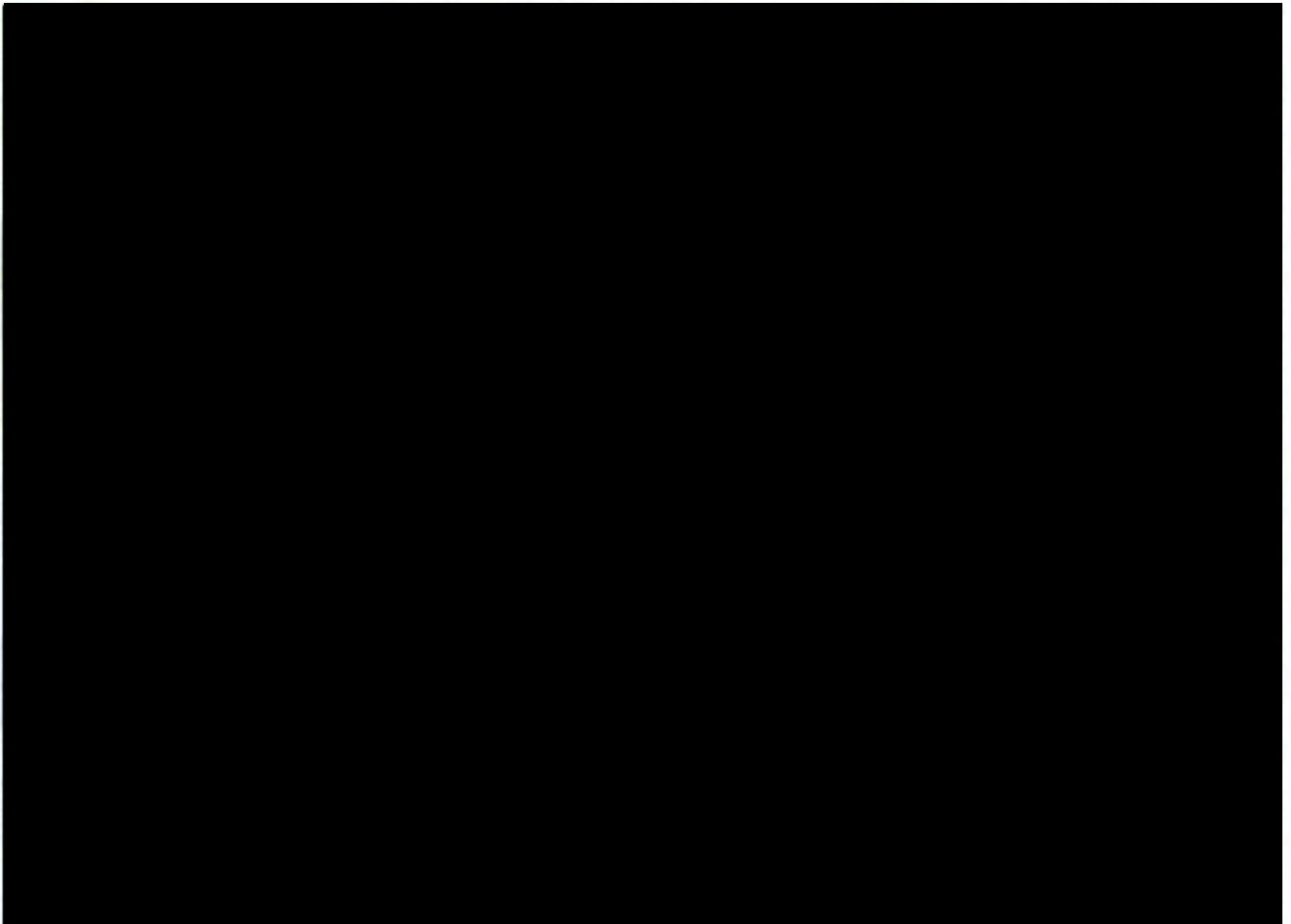
Thank you.

Sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



SIDEYARD [REDACTED] [REDACTED] [REDACTED] ; LAST SIX FEET OF THE  
CEDAR HEDGE FROM INSIDE THE SIDE-YARD



CEDAR HEDGE FROM THE FRONT YARD :



To Development Permit Panel	
Date:	Aug 24, 2016
Item #	3
Re:	DV 16-732402 11871 Pintail Dr.

Aug 15, 2016

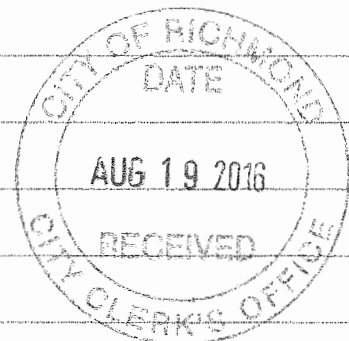
City of Richmond  
Development Variance Permit,

In answer to the letter I received  
I, Sonoka Takasaki of 11880 Pintail  
Dr, in question of a two storey  
single dwelling using 40% of the  
property 11871 Pintail Dr.

I have talked with the builder  
Jasbir Dhalival and okayed for  
him to build.

Sorry unable to attend at the meeting.

S. Takasaki



<b>To Development Permit Panel</b>
Date: <u>Aug 24, 2016</u>
Item # <u>3</u>
Re: <u>DV 16-732402</u>
<u>11871 Pintail Dr.</u>

Development Variance Application Letter

I, SONOKO TAKASAKI, owner of 11880 PINTAIL DR., am  
writing to confirm my support of the variance application that has been applied for  
by Jas and Aman Dhaliwal at 11871 Pintail Drive. Our house is  
OKAY. We understand that the Dhaliwal family is planning  
to have a two story house with the maximum height to be at 9.0M. changing coverage  
to 33% to 40%

Additional comments:

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S. TAKASAKI  
Name

S. Takasaki  
Signature

JUNE 13/2016.  
Date



Schedule 6 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

<b>To Development Permit Panel</b>
Date: <u>Aug 24, 2016</u>
Item # <u>3</u>
Re: <u>DV 16-732402</u>
<u>11871 Pintail Dr.</u>

Development Variance Application Letter

I, Albert Yap (11851 PINTAIL DR.)  
Have reviewed the proposed house plan for 11871 Pintail Drive presented by Aman  
and Jas Dhaliwal. I acknowledge that the house requires a Development Varaince  
Permit for site coverage from 33% to 40%.

I have no concerns with the proposed house design or site coverage.

Name Albert Yap  
Signature [Signature]  
Date June 28, 2016





Schedule 7 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

<b>To Development Permit Panel</b>	
Date:	<u>Aug 24, 2016</u>
Item #	<u>3</u>
Re:	<u>DV 16-432402</u>
	<u>11871 Pintail Dr.</u>

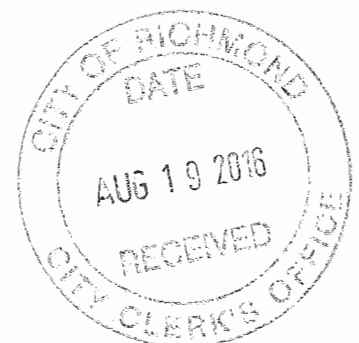
Development Variance Application Letter

I, PETER OZORIO, 5660 Plover Court,

Have reviewed the proposed house plan for 11871 Pintail Drive presented by Aman and Jas Dhaliwal. I acknowledge that the house requires a Development Variance Permit for site coverage from 33% to 40%.

I have no concerns with the proposed house design or site coverage.

Name PETER OZORIO  
Signature [Signature]  
Date JUNE 11, 2016



Schedule 8 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

To Development Permit Panel	
Date:	Aug 24, 2016
Item #	3
Re:	DV 16-732402
	11871 Pintail Dr.

Development Variance Application Letter

I, RONALD BOWERS / 11871 PINTAIL DR

Have reviewed the proposed house plan for 11871 Pintail Drive presented by Aman and Jas Dhaliwal. I acknowledge that the house requires a Development Variance Permit for site coverage from 33% to 40%.

I have no concerns with the proposed house design or site coverage.

Name RONALD BOWERS  
Signature [Signature]  
Date JUNE 15 / 2016



Schedule 9 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

<b>To Development Permit Panel</b>
Date: <u>Aug 24, 2016</u>
Item # <u>3</u>
Re: <u>DV 16-732402.</u>
<u>11871 Pintail Dr.</u>

Development Variance Application Letter

I, Kwok Chiu Simon Chan (11860 Pintail Dr.)  
Have reviewed the proposed house plan for 11871 Pintail Drive presented by Aman  
and Jas Dhaliwal. I acknowledge that the house requires a Development Variance  
Permit for site coverage from 33% to 40%.

I have no concerns with the proposed house design or site coverage.

Name \_\_\_\_\_  
Signature [Signature] (Agent: 778-877-0878)  
Date June 16, 2016

Aman Dhaliwal  
a.dhaliwal@me.com



Schedule 10 to the Minutes of  
the Development Permit Panel  
meeting held on Wednesday,  
August 24, 2016.

**To Development Permit Panel**

Date: Aug 24, 2016

Item # 3

Re: DV 16-732402

11871 Pintail Dr.

Development Variance Application Letter

I, MICHAEL BRADLEY (5640 Plank Ct)

Have reviewed the proposed house plan for 11871 Pintail Drive presented by Aman  
and Jas Dhaliwal. I acknowledge that the house requires a Development Variance  
Permit for site coverage from 33% to 40%.

I have no concerns with the proposed house design or site coverage.

Name MICHAEL BRADLEY

Signature [Signature]

Date 06-17-16



Aman

778-323-5866



# City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Cathryn Volkering Carlile  
Chair, Development Permit Panel  
**Date:** September 6, 2016  
**File:** 01-0100-20-DPER1-  
01/2016-Vol 01  
**Re:** Development Permit Panel Meeting Held on August 24, 2016

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### Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
  - a. a Development Variance Permit (DV 15-718208) for the property at 11400 Kingfisher Drive; and
  - b. a Development Variance Permit (DV 16-732402) for the property at 11871 Pintail Drive;

be endorsed and the Permits so issued.

Cathryn Volkering Carlile  
Chair, Development Permit Panel

### **Panel Report**

The Development Permit Panel considered the following items at its meeting held on August 24, 2016.

#### **Conclusion**

DV 15-718208 – JAMES AND SONAL LEUNG – 11400 KINGFISHER DRIVE  
(August 24, 2016)

The Panel considered a Development Variance Permit application to permit increased lot coverage from 33% to 40% on a site under “Land Use Contract (006) Bylaw No. 2938”.

Jim Toy, of False Creek Design Group, and Landscape Architect Keith Ross, of K.R. Ross and Associates Landscape Architects, provided a brief presentation, noting that:

- The proposed 7.5 m building height is lower than permitted under the Land Use Contract.
- Window openings are designed to minimize overlook into the adjacent side yards.
- The proposal has contemporary style landscaping and architectural design.
- Existing trees in the rear yard are proposed to be retained and protected and a new 4-foot Hicks Yew hedge will replace the existing hedge in the front yard.

Staff noted that the proposed single-family dwelling is consistent with the RS1/E zoning maximum permitted 7.5 m height for buildings with a flat roof. Staff commended the applicant for working with staff in the design review process and discussing the project’s design with immediate neighbours.

In response to a Panel query, staff confirmed that the applicant’s neighbours have signified support to the proposed development.

In response to a Panel query, Mr. Toy advised that energy efficiency will be incorporated into the design of the home.

Correspondence was submitted to the Development Permit Panel regarding the application.

In response to the correspondence, Mr. Toy and Mr. Ross noted that (i) the proposed north replacement fencing appears to extend up to the existing cedar hedge as requested, and (ii) the contractor advised that the fencing could be damaged if installed prior to building demolition and site preparation.

In response to the correspondence, staff advised that (i) the applicant has confirmed in writing that the replacement fencing along the north property line will extend up to the neighbours garden gate, (ii) the applicant has expressed willingness to discuss fencing installation timing with their neighbour, and (iii) the proposed 4 feet high Hicks Yew hedging is consistent with the City’s regulations on maximum fence height within the front yard.

The Panel recommends that the Permit be issued.



DV 16-732402 – JASBIR DHALIWAL – 11871 PINTAIL DRIVE  
(August 24, 2016)

The Panel considered a Development Variance Permit application to permit increased lot coverage from 33% to 40% on a site under “Land Use Contract (036) Bylaw No. 3173”.

Aman Dhaliwal, Landscape Architect Keith Ross, of K.R. Ross and Associates Landscape Architects, and Jossy Sandjaja, of Joss Design Inc., provided a brief presentation, noting that:

- The requested 40% lot coverage variance is necessary for a two-storey single-family dwelling design with the number of rooms required by the applicant for their family of five (5).
- Additional trees, a 4-foot Yew hedge and low-lying mixed planting are proposed to be planted for ornamental and screening purposes.
- Existing hedges on the west side of the front yard and on the three (3) sides of the rear yard are proposed to be retained.
- Existing trees in the rear yard are proposed to be retained and two (2) trees will be added.

Staff commended the applicant for (i) working with staff in coming up with a design that responds to RS1/E zoning requirements and (ii) working with their neighbours regarding the design. Staff noted letters of support were submitted by all of the immediate neighbours.

Correspondence was submitted to the Development Permit Panel regarding the application.

The Panel recommends that the Permit be issued.