



City Council

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

**Monday, September 23, 2013
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to adopt:*
 - (1) *the minutes of the Regular Council Meeting held on Monday, September 9, 2013* (distributed previously); *and*
 - (2) *the minutes of the Special Council Meeting held on Monday, September 9, 2013* (distributed previously).



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Donna Chan, Manager, Transportation Planning, to present ICBC-City of Richmond Road Safety Partnership.

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED)

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Touchstone Family Services Restorative Justice Contract Renewal
- Inter-municipal Business Licence bylaw No. 9040, Amendment Bylaw No. 9047
- Cadence City Child Care Facility – 5640 Hollybridge Way Potential Acquisition From Cressey Gilbert Development LLP
- Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy Amendments: Township of Langley (North Murrayville, Hendricks, Highway #1 / 200th Street)
- Application by Steveston Flats Development Corp. for a Heritage Alteration Permit at 3471 Chatham Street
- Land use applications for first reading (to be further considered at the Public Hearing on October 21, 2013):
 - 8131 No. 3 Road – Rezone from RS1/E to RC2 (Jacken Investments Inc. – applicant)
 - 5831 Moncton Street – Rezone from RS1/E to RS2/C (Ajit Thaliwal and Aman Dhaliwal – applicant)
 - 5160 and 5180 Blundell Road – Rezone from RS1/E to RTL4 (Kensington Homes Ltd. – applicant)
- ICBC-City of Richmond Road Safety Partnership

Council Agenda – Monday, September 23, 2013

Pg. #

ITEM

5. *Motion to adopt Items 6 through 15 by general consent.*

☐

Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-10 (1) *the Community Safety Committee meeting held on Tuesday, September 10, 2013;*
- CNCL-16 (2) *the General Purposes Committee meeting held on Monday, September 16, 2013;*
- CNCL-19 (3) *the Planning Committee meetings held on Wednesday, September 4, 2013 and Tuesday, September 17, 2013;*
- CNCL-64 (4) *the Public Works & Transportation Committee meeting held on Wednesday, September 18, 2013;*
- be received for information.*

☐

Consent
Agenda
Item

7. **TOUCHSTONE FAMILY SERVICES RESTORATIVE JUSTICE CONTRACT RENEWAL**

(File Ref. No.) (REDMS No. 3958428)

CNCL-69

See Page CNCL-69 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the City enter into a three year contract (2014-2016) with Touchstone Family Association for the provision of the Restorative Justice Program, as outlined in the staff report titled Touchstone Family Services Restorative Justice Contract Renewal dated August 21, 2013 from the General Manager, Law and Community Safety; and*
- (2) *That the Chief Administrative Officer and General Manager, Law and Community Safety be authorized to execute the contract with Touchstone Family Association.*

☐

Pg. # ITEM

Consent
Agenda
Item

8. **INTER-MUNICIPAL BUSINESS LICENCE BYLAW NO. 9040, AMENDMENT BYLAW NO. 9047**

(File Ref. No. 12-8060-20-9047) (REDMS No. 3924405 v.2)

CNCL-72

See Page **CNCL-72** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Inter-municipal Business Licence Bylaw No. 9040, Amendment Bylaw No. 9047 be given first, second and third readings.



Consent
Agenda
Item

9. **CADENCE CITY CHILD CARE FACILITY – 5640 HOLLYBRIDGE WAY POTENTIAL ACQUISITION FROM CRESSEY GILBERT DEVELOPMENT LLP**

(File Ref. No. 2275-20-431) (REDMS No. 3897432 v.8)

CNCL-75

See Page **CNCL-75** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That:

- (1) staff be authorised to purchase the Cadence Child Care Facility based on the terms and conditions as set out in RZ 12-602449 and the staff report dated January 22, 2013 to Planning Committee;*
- (2) staff be authorised to transfer \$874,000 from the Child Care Development Reserve Fund and such funds to be utilized to complete the proposed transaction;*
- (3) an amendment to the City's Five Year Financial Plan (2013-2017) to include \$874,000 for the purchase, of an independent air space parcel which is to include a fully constructed facility, to be known as Cadence Child Care Facility with funding to come from the City's Childcare Development Reserve Fund be brought forward for Council consideration; and*
- (4) the Chief Administrative Officer and the General Manager, Finance & Corporate Services are authorised to complete the negotiations and execute the Purchase and Sale Agreement in regards to the purchase of Cadence Child Care Facility.*



Consent
Agenda
Item

10. **RICHMOND RESPONSE: THREE PROPOSED METRO VANCOUVER REGIONAL GROWTH STRATEGY AMENDMENTS: TOWNSHIP OF LANGLEY (NORTH MURRAYVILLE, HENDRICKS, HIGHWAY #1 / 200TH STREET)**

(File Ref. No.) (REDMS No. 3966627)

CNCL-80

See Page CNCL-80 for full report

PLANNING COMMITTEE RECOMMENDATION

That, as per the report from the General Manager, Planning and Development, dated August 28, 2013, titled: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy (RGS) Amendments: Township of Langley (Highway #1 / 200th Street, Hendricks, North Murrayville), Council advise Metro Vancouver that the City of Richmond:

- (1) For the Highway #1 / 200th Street Area, supports proposed Regional Growth Strategy amendment, as it is consistent with the 2040 Regional Growth Strategy and will enable the Township to better meet its long term employment land and development needs;*
- (2) For the Hendricks area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation;*
- (3) For the North Murrayville area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation; and*
- (4) Requests that, to improve RGS amendment reviews, Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments, before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).*



Pg. # ITEM

Consent
Agenda
Item

11. APPLICATION BY STEVESTON FLATS DEVELOPMENT CORP. FOR A HERITAGE ALTERATION PERMIT AT 3471 CHATHAM STREET

(File Ref. No. HA 13-641865) (REDMS No. 3978507)

CNCL-118

See Page **CNCL-118** for full report

PLANNING COMMITTEE RECOMMENDATION

That a Heritage Alteration Permit be issued to authorize the demolition of structures and associated infrastructure at 3471 Chatham Street and prepare the site for a future development, on a site zoned Steveston Commercial (CS3), including:

- (1) the removal of the existing concrete bas-relief panels on the face of the building;*
- (2) temporary on-site storage of the concrete panels;*
- (3) the securing of the site during demolition;*
- (4) the demolition and removal of the building;*
- (5) the excavation and removal of associated infrastructure; and*
- (6) deposit of a subdivision plan at the Land Title Office for a corner truncation at the south-east corner of the site.*



Consent
Agenda
Item

12. APPLICATION BY JACKEN INVESTMENTS INC. FOR REZONING AT 8131 NO. 3 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-9057; RZ 13-636814) (REDMS No. 3979722)

CNCL-125

See Page **CNCL-125** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, for the rezoning of 8131 No. 3 Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.



Pg. # ITEM

Consent
Agenda
Item

13. **APPLICATION BY AJIT THALI WAL AND AMAN DHALI WAL FOR REZONING OF A PORTION OF 5831 MONCTON STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**

(File Ref. No. 12-8060-20-9010; RZ 13-629294) (REDMS No. 3819337)

CNCL-137

See Page **CNCL-137** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9010, for the rezoning of a portion of 5831 Moncton Street from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, be introduced and given first reading.



Consent
Agenda
Item

14. **APPLICATION BY KENSINGTON HOMES LTD. FOR REZONING AT 5160 AND 5180 BLUNDELL ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-9055; RZ 13-627627) (REDMS No. 3959434)

CNCL-168

See Page **CNCL-168** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, for the rezoning of 5160 and 5180 Blundell Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



Consent
Agenda
Item

15. **ICBC-CITY OF RICHMOND ROAD SAFETY PARTNERSHIP**

(File Ref. No. 01-0150-20-ICBC1-01/2013) (REDMS No. 3833578 v.2)

CNCL-193

See Page **CNCL-193** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That a letter be sent to the Board of Directors of ICBC expressing the City’s appreciation of ICBC’s comprehensive and collaborative approach to improving road safety in Richmond for all users;*
- (2) *That a copy of the report dated August 21, 2013 from the Director, Transportation outlining ICBC-City partnerships that have contributed to improved road safety in Richmond be forwarded to the Richmond Council / School Board Liaison Committee for information;*

- (3) *That the additional proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2013 Road Improvement Program for consideration of cost sharing funding; and*
- (4) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-206 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8965**
(4691, 4731 and 4851 Francis Road, RZ 12-617436)

Opposed at 1st Reading – None.

Opposed at 2nd/3rd Readings – None.

☐

CNCL-211 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9009**
(3311 Garden City Road, RZ 13-628402)

Opposed at 1st Reading – None.

Opposed at 2nd/3rd Readings – None.

☐

CNCL-213 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9011**
(8960 Heather Street, RZ 13-628035)

Opposed at 1st Reading – None.

Opposed at 2nd/3rd Readings – None.

☐

CNCL-215 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9035**
(6611, 6622, 6655, 6811 and 6899 Pearson Way, ZT 12-610289)

Opposed at 1st Reading – None.

Opposed at 2nd/3rd Readings – Cllr. Au.

☐

ADJOURNMENT

☐



Community Safety Committee

Date: Tuesday, September 10, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Linda McPhail
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

Absent: Councillor Ken Johnston

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Tuesday, July 9, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, October 16, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

LAW AND COMMUNITY SAFETY DEPARTMENT

1. **RCMP'S MONTHLY REPORT – JUNE 2013 ACTIVITIES**
(File Ref. No. 09-5000-01) (REDMS No. 3917435)
RCMP'S MONTHLY REPORT – JULY 2013 ACTIVITIES
(File Ref. No. 09-5000-01) (REDMS No. 3934297)

Community Safety Committee
Tuesday, September 10, 2013

It was moved and seconded

- (1) *That the report titled RCMP's Monthly Report – June 2013 Activities (dated September 1, 2013, from the Officer in Charge, RCMP) be received for information; and*
- (2) *That the report titled RCMP's Monthly Report – July 2013 Activities (dated September 1, 2013, from the Officer in Charge, RCMP) be received for information.*

CARRIED

2. CITY CENTRE COMMUNITY POLICE STATION UPDATE

(File Ref. No. 09-5000-01) (REDMS No. 3921513)

Superintendent Renny Nessel, Officer in Charge, Richmond RCMP, provided an update on two recent serious accidents in Richmond.

In reply to a query from Committee, Victor Wei, Director, Transportation, advised that staff are working with the Richmond RCMP and awaiting a complete RCMP report regarding the accident involving a cyclist prior to identifying any road safety improvements.

It was moved and seconded

That the report titled City Centre Community Police Station Update (dated August 29, 2013 from the Officer in Charge, RCMP) be received for information.

CARRIED

3. RICHMOND FIRE-RESCUE – JUNE 2013 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3916273)

RICHMOND FIRE-RESCUE – JULY 2013 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3950314)

Fire Chief John McGowan, Richmond Fire-Rescue (RFR), commented on June 2013 and July 2013 statistics, noting that RFR saw an increase in outdoor fires, which can likely be attributed to the dry weather.

It was moved and seconded

- (1) *That the staff report titled Richmond Fire-Rescue – June 2013 Activity Report, dated August 26, 2013, from the Fire Chief, Richmond Fire-Rescue, be received for information; and*
- (2) *That the staff report titled Richmond Fire-Rescue – July 2013 Activity Report, dated August 26, 2013, from the Fire Chief, Richmond Fire-Rescue, be received for information.*

CARRIED

Community Safety Committee
Tuesday, September 10, 2013

4. **COMMUNITY BYLAWS – JUNE 2013 ACTIVITY REPORT**
(File Ref. No. 12-8060-01) (REDMS No. 3903896 v.11)

COMMUNITY BYLAWS – JULY 2013 ACTIVITY REPORT
(File Ref. No. 12-8060-01) (REDMS No. 3939884 v.8)

In reply to a query regarding the People With Disabilities parking decal initiative, Edward Warzel, Manager, Community Bylaws, advised that staff have seen a decrease in the number of information calls regarding the program since its launch in June 2013.

It was moved and seconded

- (1) *That the staff report titled Community Bylaws – June 2013 Activity Report dated August 26, 2013, from the General Manager, Law & Community Safety be received for information; and*
- (2) *That the staff report titled Community Bylaws – July 2013 Activity Report dated August 26, 2013, from the General Manager, Law & Community Safety be received for information.*

CARRIED

5. **TOUCHSTONE FAMILY SERVICES RESTORATIVE JUSTICE CONTRACT RENEWAL**
(File Ref. No.) (REDMS No. 3958428)

Anne Stevens, Senior Manager, Community Safety Policy & Programs, provided background information regarding the proposed contract renewal for the Restorative Justice Program with the Touchstone Family Association.

In reply to query from the Chair, Supt. Nessel advised that the Richmond RCMP is committed to the Restorative Justice Program.

It was moved and seconded

- (1) *That the City enter into a three year contract (2014-2016) with Touchstone Family Association for the provision of the Restorative Justice Program, as outlined in the staff report titled Touchstone Family Services Restorative Justice Contract Renewal dated August 21, 2013 from the General Manager, Law and Community Safety; and*
- (2) *That the Chief Administrative Officer and General Manager, Law and Community Safety be authorized to execute the contract with Touchstone Family Association.*

CARRIED

Community Safety Committee
Tuesday, September 10, 2013

6. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

(i) Smoke Alarm Program

Fire Chief McGowan highlighted that RFR has partnered with the Minoru Activity Centre and Vancouver Coastal Health to install free smoke alarms to vulnerable members of the community that have been identified as being at risk for not having a working smoke alarm in their residences.

(ii) Fire Prevention Week

Fire Chief McGowan advised that 'Kitchen Fires' is the theme for the 2013 Fire Prevention Week taking place from October 7 to October 11, 2013.

(iii) Breast Cancer Awareness Month

Fire Chief McGowan stated that RFR members will be wearing pink shirts and pink medical gloves throughout the month of October in support of Breast Cancer Awareness Month.

(iv) Community Bulletin – Fires in Hedges and Outdoor Property

Fire Chief McGowan spoke of a community bulletin on the dangers of carelessly disposing cigarettes and smoking materials near areas with bark mulch, noting that RFR responded to 45 outdoor fires this past summer.

(v) Joint Update with Emergency Programs – Get Ready Richmond

Deborah Procter, Manager, Emergency Programs, spoke of Get Ready Richmond and distributed information regarding upcoming free Emergency Preparedness Workshops (copy on file, City Clerk's Office).

(vi) Joint Update with RCMP – Summer Camps

Fire Chief McGowan, accompanied by Supt. Nesset spoke of the success of the RFR & RCMP Summer Camps.

7. RCMP/OIC BRIEFING

(Verbal Report)

Item for discussion:

(i) RCMP Musical Ride

Supt. Nesset commented on the success of the RCMP Musical Ride, noting that the event was well attended and well received.

Community Safety Committee
Tuesday, September 10, 2013

8. MANAGER'S REPORT

(i) Emergency Programs – July Training & October Exercise

Ms. Procter noted that a tabletop exercise conducted in July 2013 identified areas in which further preparation was needed for staff during an actual earthquake; therefore, following the Great British Columbia ShakeOut in October 2013, a functional Emergency Operations Centre will be set up simulating the aftermath of an earthquake.

(ii) Law & Community Safety Department Updates

Phyllis Carlyle, General Manager, Law & Community Safety Department, provided the following updates regarding the Law & Community Safety Department:

- Staff Solicitor May Leung is the recipient of an International Municipal Lawyers Association Canadian Scholarship;
- staff are analyzing the figures in the RCMP's Integrated Team Annual Report 2012/2013; and
- the Union of British Columbia Municipalities (UBCM) has appointed Mayor Brodie to the British Columbia Local Government Contract Management Committee.

Ms. Carlyle then updated Committee on discussions that recently took place at the Mayors' Consultative Forum and commented on (i) the costs, per member, associated with the Green Timbers facility, (ii) the financial implications of the RCMP severance payouts as well as the financial implications of the increase in pension rates, (iii) the development of a Real Time Intelligence Centre, and (iv) an audit of the Police Records Information Management Environment system.

(iii) Speed Limits in Richmond

Councillor McPhail referenced an article from the *Vancouver Sun* dated September 10, 2013 (copy on file, City Clerk's Office) about cycling in Richmond and commented on the City of Victoria's resolution submitted to UBCM regarding lowering the default speed limit (copy on file, City Clerk's Office).

Discussion ensued regarding speed limits throughout Richmond and staff was requested to provide information on the City's jurisdiction over speed limits and an arterial road map identifying roads under the City's jurisdiction and those under the Province's jurisdiction.

Community Safety Committee
Tuesday, September 10, 2013

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:50 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Community
Safety Committee of the Council of the
City of Richmond held on Tuesday,
September 10, 2013.

Councillor Derek Dang
Chair

Hanieh Berg
Committee Clerk



General Purposes Committee

Date: Monday, September 16, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Ken Johnston

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Tuesday, September 3, 2013, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DEPARTMENT

1. **INTER-MUNICIPAL BUSINESS LICENCE BYLAW NO. 9040,
AMENDMENT BYLAW NO. 9047**

(File Ref. No. 12-8060-20-9047) (REDMS No. 3924405 v.2)

Cecilia Achiam, Director, Administration and Compliance, was present to answer questions.

General Purposes Committee
Monday, September 16, 2013

It was moved and seconded

That Inter-municipal Business Licence Bylaw No. 9040, Amendment Bylaw No. 9047 be given first, second and third readings.

The question on the motion was not called as a discussion ensued regarding: (i) this being a pilot project that grants flexibility for businesses to operate in 6 of 21 municipalities within Metro Vancouver and (ii) that businesses would submit an application under this provision when current licences are approaching their expiration date.

The question was then called, and it was **CARRIED**.

2. CADENCE CITY CHILD CARE FACILITY – 5640 HOLLYBRIDGE WAY POTENTIAL ACQUISITION FROM CRESSEY GILBERT DEVELOPMENT LLP

(File Ref. No. 2275-20-431) (REDMS No. 3897432 v.8)

Kirk Taylor, Manager, Real Estate Services, was available to answer questions.

It was moved and seconded

That:

- (1) staff be authorised to purchase the Cadence Child Care Facility based on the terms and conditions as set out in RZ 12-602449 and the staff report dated January 22, 2013 to Planning Committee;*
- (2) staff be authorised to transfer \$874,000 from the Child Care Development Reserve Fund and such funds to be utilized to complete the proposed transaction;*
- (3) an amendment to the City's Five Year Financial Plan (2013-2017) to include \$874,000 for the purchase, of an independent air space parcel which is to include a fully constructed facility, to be known as Cadence Child Care Facility with funding to come from the City's Childcare Development Reserve Fund be brought forward for Council consideration; and*
- (4) the Chief Administrative Officer and the General Manager, Finance & Corporate Services are authorised to complete the negotiations and execute the Purchase and Sale Agreement in regards to the purchase of Cadence Child Care Facility.*

The question on the motion was not called as a discussion ensued regarding: (i) the selection of a qualified non-profit organization to operate the child care facility would be a separate process and (ii) that the City could reasonably anticipate similar child care facility development in the future.

The question was then called, and it was **CARRIED**.

General Purposes Committee
Monday, September 16, 2013

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:08 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the General
Purposes Committee of the Council of the
City of Richmond held on Monday,
September 16, 2013.

Mayor Malcolm D. Brodie
Chair

Heather Howey
Committee Clerk
City Clerk's Office



Planning Committee

Date: Wednesday, September 4, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

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

MINUTES

Committee discussed the referral motion for the Steveston Area Plan Amendment noting that the two reasons why the Sakamoto report was added to the referral were (i) to review the design guidelines and (ii) to adopt the building heights in place at that time.

The discussion continued regarding preference for more heritage development as outlined in the design guidelines in the Sakamoto report, adding that Committee is not in favour of three storey buildings in Steveston.

Mayor Malcolm Brodie entered the meeting at 4:03 p.m.

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, July 16, 2013, be adopted as circulated.

CARRIED

Planning Committee
Wednesday, September 4, 2013

NEXT COMMITTEE MEETING DATE

Tuesday, September 17, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. RICHMOND SOCIAL DEVELOPMENT STRATEGY
(File Ref. No. 08-4055-20-SPST1) (REDMS No. 3864051 v.2)

John Foster, Manager, Community Social Development, with the aid of a Power Point presentation (attached to and forming part of these minutes as **Schedule 1**) highlighted the key components of the Richmond Social Development Strategy.

The Committee commented that the strategy is an excellent base document, incorporating the existing strategy with new initiatives. Discussion ensued with respect to (i) Council refining term goals with the implementation of the Strategy and (ii) the financial impact as the municipality attempts to fill the gap left by senior governments.

The Committee directed staff to forward the strategy to the Board of Directors of each of the partners, as well as to senior levels of government, for their endorsement, as Council cannot effectively implement the strategy without partners. Concern was raised that the strategy should not be impeded from moving forward with the request for endorsement. The strategy is an overall plan which can be amended at any time. Staff was advised that when forwarding the document, that the partners be encouraged to provide ongoing comments related to the strategy.

Committee discussed implementing the strategy and identifying measurements and key short term actions.

Discussion ensued related to recent racial incidents in Richmond and the recent issue of English/Chinese language on signs. The strategy provides an excellent opportunity under Action 23 to add something into the social strategy that approaches this situation without creating a bylaw or specific rules and regulations. At the conclusion of the discussion, staff were advised to include "and that any wording on business signage and/or City documentation prominently includes the English language." to Action 23.3.

It was moved and seconded

- (1) That the Richmond Social Development Strategy, presented as Attachment 1 to the staff report dated August 1, 2013 from the General Manager, Community Services, be adopted; and**

Planning Committee
Wednesday, September 4, 2013

- (2) *That the Affordable Housing Analyst and Social Development Coordinator positions, identified in the Resource Requirements section of the Social Development Strategy, be considered in the 2014 and 2015 Budget processes, respectively.*

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. **APPLICATION BY SUKHVIR DOSANJH FOR REZONING AT 7311/7331 LINDSAY ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-9048; RZ 12-603352) (REDMS No. 3926376)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9048, for the rezoning of 7311/7331 Lindsay Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

3. **APPLICATION BY KEN JARMANA FOR REZONING AT 7671 BRIDGE STREET FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)**

(File Ref. No. 12-8060-20-9049; RZ 13-631303) (REDMS No. 3934355)

Wayne Craig, Director of Development, advised that a small portion of road dedication is required off the Armstrong frontage to allow for the continuation of Armstrong Street and the connection to what will be a pedestrian walkway along the south side of the property. Once the road dedication has been provided the site will no longer meet the minimum depth requirements of the existing zoning.

In response to a query concerning road dedication in connection to a previous development application, Mr. Craig advised that there have not been any previous road dedications required for this site.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9049, for the rezoning of the western portion of 7671 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.

CARRIED

Planning Committee
Wednesday, September 4, 2013

**4. APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD.
FOR A STRATA TITLE CONVERSION AT 11400 TWIGG PLACE**

(File Ref. No. SC 12-617506) (REDMS No. 3922011)

Wayne Craig advised that this application is for a strata title conversion for an existing industrial building constructed a few years ago; the application allows the industrial building to be separated into four (4) strata lots.

Mr. Dagneault, Dagneault Planning consultants Ltd., raised a concern with staff recommendation 1.(c) with regard to the completion of remediation works advising that completion of the works requires the closure of a hole between the two separate units. Mr. Ankenman will be retaining ownership of the two units and uses the hole in the partition wall to transport goods and people back and forth. Mr. Dagneault asked to be relieved of the requirement to close the hole in the partition wall, and was advised to work with staff for a resolution to the matter.

It was moved and seconded

(1) That the application for a Strata Title Conversion by Dagneault Planning Consultants Ltd. for the property located at 11400 Twigg Place, as generally shown in Attachment 1, be approved on fulfilment of the following conditions:

- (a) payment of all City utility charges and property taxes up to and including the year 2013;*
- (b) registration of a flood plain covenant on title identifying a minimum habitable elevation of 4.35 m GSC;*
- (c) completion of the remediation works recommended in the Ankenman Marchand report;*
- (d) submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*

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

CARRIED

Planning Committee
Wednesday, September 4, 2013

5. **APPLICATION BY MIKE YOUNG FOR REZONING AT 11351 NO. 1 ROAD FROM SINGLE DETACHED (RS1/A) TO SINGLE DETACHED (ZS22) – NO. 1 ROAD**

(File Ref. No. 12-8060-20-9012; RZ 12-624849) (REDMS No. 3822069)

Wayne Craig noted that this rezoning will facilitate the creation of four (4) single family lots with rear lane access adjacent to No. 1 Road. The site specific zoning is due to an existing unopened road right-of-way along the southern edge of the property requiring an additional setback.

In response to a query whether similar applications could be expected, Mr. Craig advised that this is a unique situation and staff do not anticipate replication of this site specific zoning elsewhere. When asked whether parking will be accommodated on the narrow lots, Mr. Craig noted that each site will provide the required parking through detached or attached garages accessed by the rear lane. Transportation Department would be advised to provide comments on “No Parking” signage along No. 1 Road.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9012, to create the “Single Detached (ZS22) – No. 1 Road” zone, and to rezone 11351 No. 1 Road from “Single Detached (RS1/A)” to “Single Detached (ZS22) – No. 1 Road”, be introduced and given first reading.

CARRIED

6. **APPLICATION BY RAJNI SHARMA FOR REZONING AT 11140 KING ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-9050; RZ 13-629950) (REDMS No. 3951325)

Wayne Craig advised that this is a rezoning to facilitate a two lot subdivision, requiring an amendment to a single family lot size policy. Staff conducted public consultation in May 2013 and there was limited opposition as a result of the mail out conducted in May. The lot size policy amendment would allow for the creation of approximately 15 additional lots in the area.

In response to queries related to current site conditions, sidewalks and proposed accesses, Mr. Craig indicated that (i) the survey submitted with the report reflects the current conditions of the property, (ii) there was not an existing sidewalk adjacent to the property, and (iii) an additional driveway to service the new lot would be required.

The Committee discussed at length the amendment to the single family lot size policy and consistency for subdivision. It was suggested that further study be undertaken to include RS1/A zoning and the subsequent impact to the existing infrastructure and the public consultation process. The RS1/A zone would provide substantially more smaller lots with affordable dwelling units.

Planning Committee
Wednesday, September 4, 2013

In response to a query related to a similar proposal where concerns were raised regarding the existing infrastructure, Mr. Craig advised that there were concerns over storm drainage and with the condition and quality of rear lane access. As a result, a moratorium was placed on rezoning and redevelopment along Williams Road. The issues were rectified through upgrades and cash-in-lieu for additional future upgrades.

The applicant, Rajni Sharma, stated that the two lots with smaller residential units would be more consistent with the surrounding existing residences and questioned the Committee promoting affordable housing and at the same time questioning subdivision to allow smaller lots.

The Chair noted that there did not appear to be opposition to the rezoning itself but that, in order to be consistent, there was a willingness with Committee members to open up the opportunity for subdivision to other property owners.

It was moved and seconded

(1) That the following recommendation be forwarded to Public Hearing:

(a) That Single-Family Lot Size Policy 5409 for the area generally bounded by Shell Road, King Road, No. 5 Road, and properties fronting onto Seaton Road, in a portion of Section 25 Block 4 North Range 6 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5409 (Attachment 6); and

(2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9050, for the rezoning of 11140 King Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

**Opposed: Cllr. Bill McNulty
Cllr. Harold Steves**

The Chair requested that staff provide the number of potential RS1/A lots within the lot size policy area.

Joe Erceg, General Manager – Planning and Development, confirmed staff can provide what has been proposed and explore the subdivision potential with the RS1/A zone.

Committee noted that this would be a favourable time to undertake a review to allow smaller lots, if the area has not already been converted to the larger homes.

Planning Committee
Wednesday, September 4, 2013

6A. KIRKLAND ISLAND, DUNN ISLAND, AND WILLIAMSON ISLAND
(File Ref. No.) (REDMS No.)

It was moved and seconded

That the ownership of and any changes to the property on Kirkland Island, Dunn Island, and Williamson Island be referred to staff for investigation.

Discussion ensued as the lands are either being farmed or are under the jurisdiction of Ducks Unlimited. The lands are a habitat for snow geese, mallard ducks, and other wildlife. However, there are reports that these islands may have been sold to Port Metro and the Port's intent is to remove the dykes in order to flood the land to gain marsh land destroying the habitat for the geese and ducks.

CARRIED

6B. BLUNDELL EXCHANGE/STEPHENSTON HIGHWAY UPDATE
(File Ref. No.) (REDMS No.)

Joe Erceg, General Manager – Planning and Development, advised that the City has not received any indication of funding from the Province for the overpass.

6C. LING YEN MOUNTAIN TEMPLE
(File Ref. No.) (REDMS No.)

Mr. Craig informed the Committee that staff had received a revised rezoning proposal from Ling Yen Mountain Temple on July 19, 2013. The application is in the preliminary stages of review. There are a number of outstanding technical reports related to the application (i.e. traffic impact, agricultural plan, environmental management plan, etc.).

The submitted proposal is very similar to the previous proposals. The primary difference is that the overall building height of the taller building has been reduced to approximately 98 feet.

Staff was advised that should the application proceed to Committee that the applicant provide drawings showing what is existing in comparison to what is being proposed in order to gain a better sense of the size of the building.

Planning Committee
Wednesday, September 4, 2013

6D. KARTNER ROAD

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

Mr. Craig noted that the property on Kartner Road (Legal Description: Lot 17) is a non-access road site. Staff had communicated with the inquirer advising that it is non-access property which is why it has not been assigned a street address and the road is not regularly cleared. Staff was directed to follow-up with Community Bylaws with respect to an inspection of the property.

6E. COMPOST

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

Councillor Steves provided information to the Committee that he will speak at the next Agricultural Advisory Committee and Public Works & Transportation Committee meetings with regard to Jeff Hill, Harvest Power, being prepared to donate compost to any interested farmer(s).

7. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

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

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, September 4, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Committee Clerk

Building Our Social Future

RICHMOND SOCIAL DEVELOPMENT STRATEGY 2013-2022

Schedule 1 to the Minutes of the
Planning Committee Meeting of
Wednesday, September 4, 2013.

September 2013



WHAT'S THE CONTEXT?

- Strong, proud and effective legacy
- Considerable resources already devoted
- City faces challenges – and opportunities
- Increasing need for strategic, multi-partner approach



WHAT'S THE PURPOSE OF THE STRATEGY?

- Identify priorities
- Clarify roles
- Provide foundation for more integrated, coordinated, and sustainable approach



HOW DID WE CONSULT IN PREPARING THE DRAFT?

- Advisory committee and stakeholder meetings
- Let's Talk Richmond and City website
- Questionnaires
- Public forum
- Study Circles

CNCL - 30



Home | Help | Search

Let's Talk Richmond > Social Development Strategy

Social Development Strategy

REGISTER to get involved!

KEY LINKS

City of Richmond - Social Development Strategy

This consultation has concluded.

The City has prepared a draft Social Development Strategy and is inviting the public's comments on the draft.

The purpose of the draft is captured in its title: **Building Our Social Future**. The draft is intended to guide the City's decisions and resource allocations on social development matters over the next 10 years - in essence functioning like a social development equivalent of the Official Community Plan.

Please help us in shaping the future social development of Richmond by:

- reading the draft [Social Development Strategy](#) and give us your comments by March 22, 2013
- attending the drop-in style open house at Richmond City Hall on March 7, 2013 (see Key Dates to the right for more details)

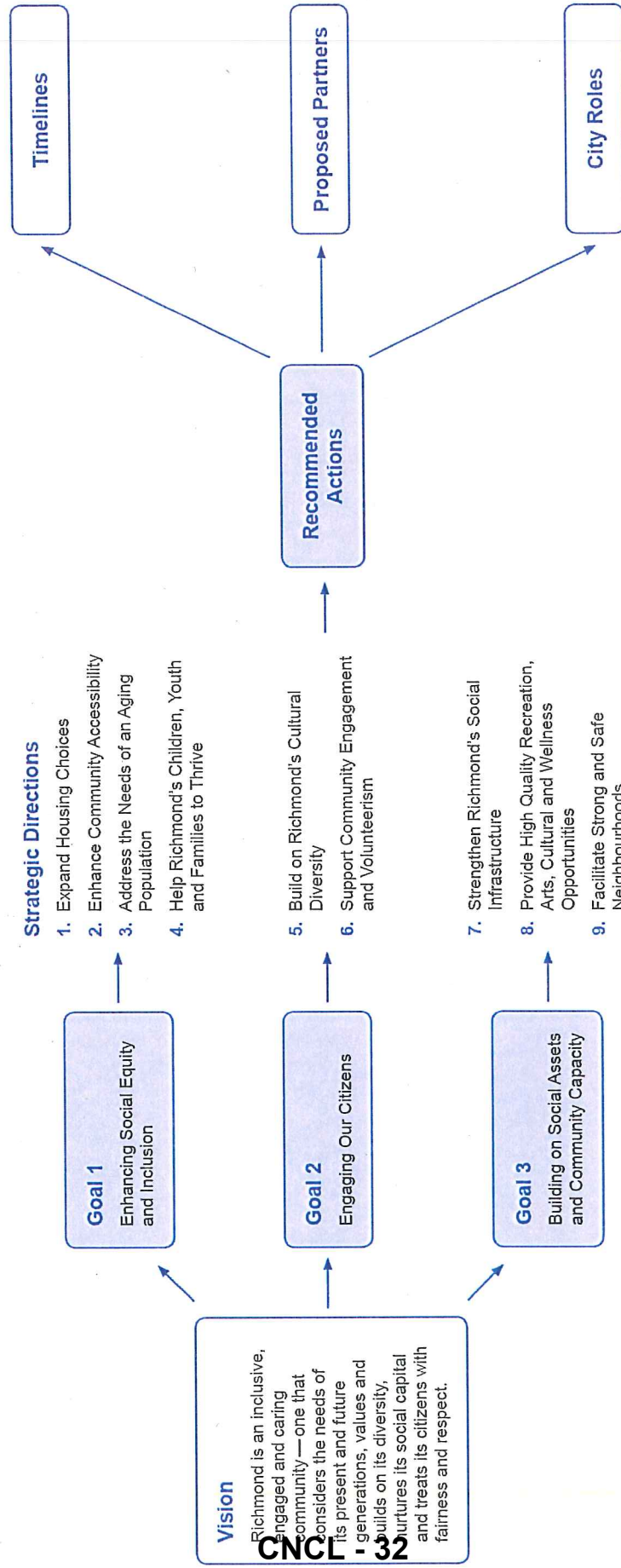
[read more](#)

WHAT PRIORITIES WERE IDENTIFIED?

- Cultural diversity
- Aging of the population
- Social capital and infrastructure
- Children, families & youth
- Affordable housing and affordable living



WHAT'S THE PROPOSED FRAMEWORK?



HOW DID WE SEEK COMMENTS ON THE DRAFT STRATEGY?

- Distribution to Advisory Committees, community groups and networks
- Posting on City website
- Hosting Let's Talk Richmond forum
- Holding Open House



WHAT WAS THE LEVEL OF RESPONSE?

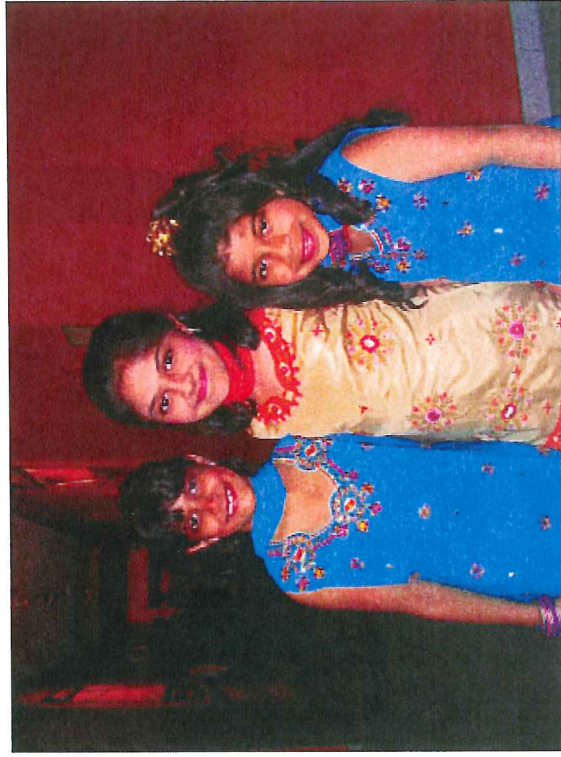
75 submissions:

- 11 from City Advisory Committees
- 2 emails
- 11 Open House sheets
- 15 Let's Talk Richmond comments
- 36 sheets from SUCCESS



WHAT WERE THE OVERALL CONCLUSIONS?

- People generally pleased with process
- Strong overall support for Draft Strategy
- Minor changes warranted – but not a major overhaul



WHAT WERE THE KEY REVISIONS?

- Editing for clarity and consistency
- Generic agency references
- Enhancement of Appendices, photos and context
- Tightening of Action statements
- Add Age-Friendly Community action and remove Child Care Coordinator action

CNCL - 36



WHAT ARE THE NEXT STEPS?

- Adoption of Strategy
- Preparation of work plan(s)
- Implementation, monitoring, and refinement





Planning Committee

Date: Tuesday, September 17, 2013

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Linda McPhail

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

AGENDA

It was moved and seconded
That the order of the agenda be amended to move Item 1 after Item 6.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on Wednesday, September 4, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, October 8, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

2. RICHMOND RESPONSE: THREE PROPOSED METRO VANCOUVER REGIONAL GROWTH STRATEGY AMENDMENTS: TOWNSHIP OF LANGLEY (NORTH MURRAYVILLE, HENDRICKS, HIGHWAY #1 / 200TH STREET)

(File Ref. No.) (REDMS No. 3966627)

In response to a query, Terry Crowe, Manager, Policy Planning, agreed that Metro Vancouver staff could have stopped the Regional Growth Strategy (RGS) Amendments from going forward since two subject areas are in the Agricultural Reserve Area. He advised that he communicated with Metro Vancouver staff regarding the need for a more rigorous RGS amendment review process.

It was moved and seconded

That, as per the report from the General Manager, Planning and Development, dated August 28, 2013, titled: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy (RGS) Amendments: Township of Langley (Highway #1 / 200th Street, Hendricks, North Murrayville), Council advise Metro Vancouver that the City of Richmond:

- (1) For the Highway #1 / 200th Street Area, supports proposed Regional Growth Strategy amendment, as it is consistent with the 2040 Regional Growth Strategy and will enable the Township to better meet its long term employment land and development needs;*
- (2) For the Hendricks area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation;*
- (3) For the North Murrayville area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation; and*
- (4) Requests that, to improve RGS amendment reviews, Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments, before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).*

CARRIED

Planning Committee
Tuesday, September 17, 2013

**3. APPLICATION BY STEVESTON FLATS DEVELOPMENT CORP.
FOR A HERITAGE ALTERATION PERMIT AT 3471 CHATHAM
STREET**

(File Ref. No. HA 13-641865) (REDMS No. 3978507)

It was moved and seconded

That a Heritage Alteration Permit be issued to authorize the demolition of structures and associated infrastructure at 3471 Chatham Street and prepare the site for a future development, on a site zoned Steveston Commercial (CS3), including:

- (1) the removal of the existing concrete bas-relief panels on the face of the building;*
- (2) temporary on-site storage of the concrete panels;*
- (3) the securing of the site during demolition;*
- (4) the demolition and removal of the building;*
- (5) the excavation and removal of associated infrastructure; and*
- (6) deposit of a subdivision plan at the Land Title Office for a corner truncation at the south-east corner of the site.*

CARRIED

**4. APPLICATION BY JACKEN INVESTMENTS INC. FOR REZONING
AT 8131 NO. 3 ROAD FROM SINGLE DETACHED (RS1/E) TO
COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-9057; RZ 13-636814) (REDMS No. 3979722)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, for the rezoning of 8131 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

CARRIED

**5. APPLICATION BY AJIT THALI WAL AND AMAN DHALI WAL FOR
REZONING OF A PORTION OF 5831 MONCTON STREET FROM
SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**

(File Ref. No. 12-8060-20-9010; RZ 13-629294) (REDMS No. 3819337)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9010, for the rezoning of a portion of 5831 Moncton Street from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.

CARRIED

Planning Committee
Tuesday, September 17, 2013

6. **APPLICATION BY KENSINGTON HOMES LTD. FOR REZONING AT 5160 AND 5180 BLUNDELL ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**
(File Ref. No. 12-8060-20-9055; RZ 13-627627) (REDMS No. 3959434)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, for the rezoning of 5160 and 5180 Blundell Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

1. **APPLICATION BY FIRST RICHMOND NORTH SHOPPING CENTRES LTD. FOR REZONING AT 4660,4680,4700, 4720, 4740 GARDEN CITY ROAD AND 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 ALEXANDRA ROAD FROM "SINGLE DETACHED ((RS1/F))" TO "NEIGHBOURHOOD COMMERCIAL (ZC32) - WEST CAMBIE AREA" AND "SCHOOL & INSTITUTIONAL (SI)"**
(File Ref. No. 12-8060-20-8864/8865/8973; RZ 10-528877) (REDMS No. 3979427 v.6)

Wayne Craig, Director of Development, provided a brief overview of the proposed rezoning application and highlighted the following:

- SmartCentres' proposal is for a substantial commercial development in the West Cambie Area, which adheres to the principles of the area plan;
- the proposed development provides for a new north-south road called 'High Street;'
- there is approximately 390,000 square feet of retail space to the east of the site;
- the development provides for the continuation of the Alexandra Greenway, a pedestrian and non-motorized vehicle link from Cambie Road to the corner of Alderbridge Way and Garden City Road; and
- there are a number of sustainable initiatives proposed in the development such as connection to the Alexandra District Energy Utility and provision of electric vehicle charging stations.

Planning Committee
Tuesday, September 17, 2013

Mr. Craig advised that the development proposal was presented to Planning Committee in December 2012 and was referred back to staff to address two items: (i) the realignment of Alexandra Road with the future intersection of the road with Leslie Road and Garden City Road, and (ii) the realignment of May Drive. He further stated that these two issues have been adequately addressed by the applicant.

In response to queries from Committee, Mr. Craig advised the following:

- the estimated price for the two remaining lots to be acquired by the City for the construction of the connector road is approximately two and one-half times the appraised value of the properties;
- the construction of the connector road would not be necessitated until 2023, however staff would commence property negotiations once the City receives the funding from the applicant; and
- as per proposed rezoning conditions, the developer is responsible for off-site road improvements.

In response to a query from Committee regarding approaches and techniques to obtain roads, Joe Erceg, General Manager, Planning and Development, stated that either (i) the developer provides the road or (ii) the City collects funds from the developer for the future acquisition of lands required for a new road.

In response to queries from Committee, Victor Wei, Director, Transportation, advised that based on the proposed development's traffic study, the connector road is not needed until ten years after the opening of the proposed project. Also, he described the proposed funding strategy for the construction of the connector road, noting that it is typical practice. Mr. Wei spoke of other proposed intersection improvements and stated that these improvements would be implemented once the development proposal is approved.

In reply to a query regarding the high asking price for the two remaining lots required for the completion of the connector road, Mr. Wei stated that the City's Real Estate division was involved in determining appropriate land costs. Also, he expressed confidence in the City's ability to successfully acquire these two lots.

Planning Committee
Tuesday, September 17, 2013

In response to further queries from Committee, Mr. Craig advised that (i) the elevated green space on the northeast corner of the subject site would provide a large passive recreational space, which would undergo further design development; (ii) the proposed reduction of Environmentally Sensitive Area (ESA) would result in a 0.4 acre deficit in terms of publicly accessible lands; (iii) the proposed development is designed to be a pedestrian-friendly shopping centre; (iv) the proposed landscaping is substantial and will include features such as wide sidewalks and native planting; also, it will integrate the interface of the proposed project with existing and future developments to the north and east; and (v) physical changes to the subject site are minimal when compared to the previous proposal.

Discussion ensued and Mr. Wei advised that the City undertook a full traffic study of the subject site, and was of the opinion that the City's credibility as a public entity may provide an advantage over a private entity in property acquisitions.

In reply to queries from Committee, Brian Guzzi, Senior Planner – Urban Design, advised that (i) the elevated landscaped deck on the northeast corner of the subject site may be accessed from the east and west ends along Alexandra Way; (ii) there would be a connection from the elevated landscaped deck to the parking structure below; (iii) the elevated landscaped deck would be approximately four to five feet above the road grade; and (iv) the current design of the proposed elevated landscaped deck provides for ramping that connects to public sidewalks.

In response to further queries from Committee, staff provided the following information:

- the Alderbridge Way façade of the proposed development is an active storefront due to the location of commercial retail units (CRUs);
- the two-metre bike lane extends from Alderbridge Way up to Odlin Road;
- there are two 'end-of-trip' bike facilities included in the proposed development – one on each the west and east sides of the proposed development, which are intended for staff use;
- the Alderbridge Way frontage of the development will provide for a strong urban edge and proposed landscaping includes double row of trees and substantial native planting;
- the park land has been reconfigured and ESA lands can be developed and managed in particular ways;

Planning Committee
Tuesday, September 17, 2013

- the views analysis, which is similar to the previous proposal's, illustrates the overall height of the proposed development in relation to the North Shore Mountains view;
- the West Cambie Area, bound by Alderbridge Way, Cambie Road, Garden City Road, and No. 4 Road, has an estimated population of 6,000 people with 2,000 jobs;
- the City Centre Area has an estimated population of 50,000 and expected to grow by another 50,000 over the course of 30 years; and
- the proposed development is consistent with the West Cambie Area plan and will offer services for local and regional customers.

Sandra Kaiser, Vice-President for Corporate Affairs, SmartCentres, accompanied by Mike Gilman, Senior Land Development Manager, SmartCentres, distributed materials (attached to and forming part of these Minutes as Schedule 1) and provided a brief overview of the proposed project. Ms. Kaiser and Mr. Gilman highlighted the following actions that would be taken by SmartCentres:

- the purchase of three of the five properties required to complete the Alexandra Road realignment and the dedication of the land across these properties to the City in order to facilitate the Alexandra Road realignment at cost of \$3,550,000;
- funds committed to the City to purchase the two remaining properties that will cost approximately \$2,000,000 to \$3,000,000;
- 100 percent coverage of the capital cost for the Alexandra Road realignment , anticipated to cost \$3,206,774 in 2023 dollars); thereby totaling SmartCentres' contribution towards the Alexandra Road realignment to \$10,206,774; and
- 100 percent coverage of the construction of proposed new roads throughout the subject site including road widening, and other improvements, and the dedication of thirteen percent of the subject site to the City for these purposes.

Additionally, Ms. Kaiser cited the importance of the May Drive realignment to the proposed development, and noted that green space provided in the proposed development is two-thirds the size of a soccer field and 20 percent bigger than the City Hall plaza.

Planning Committee
Tuesday, September 17, 2013

In relation to economic benefits, Ms. Kaiser stated that SmartCentres' total investment to the proposed development would be \$150,000,000. The proposed development would pay approximately \$2,500,000 annually in commercial property taxes and would facilitate the creation of approximately 1,000 jobs, in addition to hundreds of construction jobs. Also, she noted that approximately 45 to 50 new stores, restaurants, and services would be located in the proposed development.

In response to a query from Committee, Ms. Kaiser stated that SmartCentres would not provide the balance of funds needed to acquire the remaining two properties in order to facilitate the Alexandra Road connector should the current amount proposed be insufficient.

Mr. Wei advised that the Traffic Impact Study concluded that intersection improvement can adequately manage the anticipated increase in traffic volume from people entering and exiting the development a period of ten years.

In response to queries from Committee, Ms. Kaiser advised that (i) the proposed Walmart store would provide a full-service grocery store; and (ii) SmartCentres is committed to making the proposed building façades attractive on all sides. Also, Ms. Kaiser described key features of the proposed elevated landscaped deck.

Mr. Gilman stated that the location of a new Walmart store in the proposed development would draw shoppers primarily from Richmond and likely some from south Vancouver as well. It was noted that the nearest Walmart store to Richmond is located in Queensborough.

In response to a query from Committee, Ms. Kaiser stated that public art would be located along High Street and would go through the City's Public Art process.

Michael Wolfe, 9731 Odlin Road, stated that the developer is responsible for the maintenance and care of existing trees on the subject site and was of the opinion that the developer has neglected them. Also, he commented on the need for the City to formulate regulations regarding pre-loading in order to protect natural lands. Mr. Wolfe referenced various parts of the Staff Report and expressed concern regarding (i) the reduction in ESA; (ii) staff's support of SmartCentres' environmental consultant's report regarding ESA reduction; (iii) the presence of invasive plant species in the subject development area due to pre-loading; and (iv) the inconsistent application of the City's aircraft noise policy. In closing, he stated that retention of high quality trees on the subject site can be achieved and that the proposed tree species to be planted cannot reach their potential full growth due to sandy compact soil on the subject site.

Planning Committee

Tuesday, September 17, 2013

John ter Borg, 5860 Sandpiper Court, was of the opinion that that proposed application before Committee has not been improved in regards to integrated uses of land compared to last year's development proposal. He expressed concern regarding the reduction in ESA as the financial value of its passive contribution to City residents is estimated at \$7,000 per hectare. Mr. ter Borg concluded by stating that ESAs provide a natural habitat for certain species of birds on the Garden City Lands, and that its retention is critical in a high-density neighbourhood.

Jim Wright, 8300 Osgood Drive, Richmond, President of Garden City Conservation Society, read from his submission attached to and forming part of these Minutes as Schedule 2.

Discussion ensued and in response to queries from Committee, Mr. Craig, provided the following information:

- there is connectivity between the Garden City Lands and the proposed development;
- views of mountains from the Garden City Lands are visible above the proposed development and through its two north-south corridors; and
- there is a deficit in the compensation to the City by the developer for the reduction of ESA lands in terms of publicly accessible open space and land ownership.

In response to a query from Committee, Terry Crowe, Manager, Policy Planning, stated that northern Richmond has an estimated population of 80,000 people.

In response to further queries, Mr. Craig provided the following information:

- traffic issues have been addressed to the satisfaction of Transportation staff;
- with the exception of the proposed amendment related to park, the proposed application has met the area plan's objectives ;
- all areas that border the Garden City Lands do not have a buffer;
- there are a number of sustainable initiatives proposed in the development that form part of the developer's compensation package for the reduction of ESA lands, such as the connection to the Alexandra District Energy Utility, bicycle facilities, and provisions for electric vehicle charging stations; etc.; and
- the elevated landscaped deck would be owned and maintained by the developer, however it would be fully accessible to the City.

Planning Committee
Tuesday, September 17, 2013

Discussion ensued and concerns were expressed regarding (i) the present and future traffic in the proposed development; (ii) the lack of information regarding the number of estimated patrons from Richmond and nearby areas accessing the proposed development; (iii) the uncertainty of the City's ability to acquire the two remaining lots required for the construction of the Alexandra Road connector due to the owners' high asking price; and (iv) the lack of figures and plans related to the impact of the proposed development in relation to the City's major arterial roads network.

In response to Committee's concerns, Mr. Erceg advised that staff can provide a copy of the Traffic Impact Study to the Committee and that there are a number of proposed traffic improvements surrounding the development, in addition to the future Alexandra Road connector. Also, Mr. Erceg commented on measures in place should the City be unable to acquire the remaining two lots for the Alexandra Road connect, noting that (i) improvements based on the Traffic Impact Study would not be required for another ten years; (ii) there are sufficient funds to acquire the entire two remaining lots, although only a portion of them is needed; and (iii) if after ten years the required lots are not acquired, the option of expropriation could be exercised as a last resort.

It was moved and seconded

- (1) That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:**
 - (a) reduce the minimum density permitted from 1.25 to 0.60 FAR in Mixed Use Area A;**
 - (b) adjust the proposed alignment of May Drive within the development lands; and**
 - (c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road;****be introduced and given first reading;**
- (2) That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan "2041 OCP ESA Map" to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading;**
- (3) That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and Official Community Plan Bylaw 9000 Amendment Bylaw 8973, having been considered in conjunction with:**
 - (a) the City's Financial Plan and Capital Program; and**

Planning Committee
Tuesday, September 17, 2013

(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

- (4) That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and OCP Bylaw 9000 Amendment Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;*
- (5) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading.*

The question on the motion was not called as discussion ensued among members of the Committee on the (i) length of time that the rezoning application has been with the Committee; (ii) the appropriateness of the land use plan; (iii) the reduction in ESA; (iv) the recommendations of the Traffic Impact Study; (v) the benefit of the proposed project to the low-income groups; (vi) the appropriateness of a big box retailer in the area; and (vii) the proposed project's impact to traffic in Richmond and surrounding areas .

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

It was moved and seconded

That the application by First Richmond North Shopping Centres Ltd. for Rezoning at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road be referred back to staff and staff to report back at the Committee's next scheduled meeting with the following information:

- (1) types of activities expected in the proposed development which is envisioned as a regional centre;*
- (2) details of the traffic study, e.g. projections on (i) number of people living in the area, (ii) volume of people going into the development; (iii) ingress to and egress from the development including: Alderbridge Way, Garden City Road, No. 4 Road and Cambie Road;*
- (3) back up plans, excluding expropriation, in the event that the City would not be able to acquire the two required lots for the Connector Road;*

Planning Committee
Tuesday, September 17, 2013

- (4) *rationalization of staff's position that the Connector Road will not be needed in 10 years;*
- (5) *comments whether the proposed landscaping is adequate, in particular the suitability of tree species to be planted; and*
- (6) *advice on how City taxpayers and Council will be protected in the future in terms of the cost associated with the purchase of the two required lots for the construction of the Connector Road.*

The question on the referral was not called as discussion ensued and staff was directed to provide all members of Council with the following information: (i) a traffic impact study on the proposed development; (ii) environmental reports from both SmartCentres' and the City's consultants on ESA lands; (iii) a report on the status of trees on the subject site; and (iv) a map showing Agricultural Land Reserve areas where a buffer is not required.

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

7. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (6:25 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
17, 2013.

Councillor Bill McNulty
Chair

Rustico Agawin
Auxiliary Committee Clerk

Revised Proposal

SmartCentres – Central at Garden City



1) Background

- SmartCentres is a privately held Canadian company based in Vaughan, Ontario with shopping centres in every province.
- Our more than 200 locations across Canada offer some of the best commercial retail space in the country bringing shoppers the perfect combination of convenience, value and the most popular retail concepts.
- **Central at Garden City** is a \$150 Million project proposed to be constructed on 16.8 acres at the intersection of Garden City and Alderbridge.
- The design and concept of **Central at Garden City** has evolved since 2003, when SmartCentres first began working with the City of Richmond on this proposed development.
- Most recently City staff, Council and SmartCentres came to focus on two remaining issues:
 - a) The need to realign Alexandra Road to connect to the Garden City/Leslie intersection within the next ten years.

- b) The costs associated with that realignment including costs to acquire the five affected properties and the construction costs of the realigned Alexandra Road.
- After much discussion with the City, and with our principals, we have now revised our proposal to deal with these two final points.

2) REVISED Smart Centres Proposal for Central at Garden City

- SmartCentres will purchase three properties (9071, 9091 and 9111 Alexandra) and will dedicate the land across these properties required for the Alexandra Road realignment to the City at a cost of **\$3,550,000**. The properties are appraised at \$2,016,000 in total,
- SmartCentres will increase the amount it gives the City to purchase the two remaining properties required for the Alexandra Road realignment from \$2,000,000 to **\$3,450,000**. The properties are appraised at \$1,566,000 in total.
- SmartCentres will pay 100% of the capital cost for the Alexandra Road realignment of **\$3,206,774** (2023 cost).
- **Total contribution by SmartCentres towards Alexandra realignment is \$10,206,774.**
- Our ability to make the above financial contributions is conditional upon the site plan being approved, as proposed.
- SmartCentres will pay 100% of the construction of the new roads through our site and road widening and improvements surrounding our site as set out in the West Cambie Area Plan and determined by City staff.



3) Leading Edge Sustainable Centre

- We are proud to be a part of the new, active and evolving City Centre which will create a more dynamic, modern and sustainable area where people can live, work and play.
- As a major new commercial retail development in the area, we recognize the need to include the City's new City Centre area development values in our revised planning.
- We are one of the first major new commercial retail development in Richmond to have a LEED Silver equivalent environmental ranking.
- **Central at Garden City** will be part of Alexandra Neighbourhood District Energy Utility loop for heating and cooling. Heating and cooling in our project will be 70% green energy driven.
- In order to minimize and treat our rainwater runoff, we are incorporating engineered oil/water separators, permeable paving and bioswales, which treat surface water runoff and recharge it back into the ground water system rather than diverting it into the municipal storm sewer system.



4) Economic Benefits

- The total investment by SmartCentres to construct Central at Garden City will exceed \$150,000,000.

a) Employment and Tax Base

- The development will pay approximately \$2,500,000 in annual commercial property taxes to the City of Richmond
- Approximately 975 new permanent jobs will be created by businesses in the development in addition to hundreds of construction jobs
- Between 45-50 new stores, restaurants and services will act as the focal point of the rapidly developing Alexandra Neighbourhood

b) Roads and Utilities

- Dedication of 2.13 acres of land for new roads and road widenings (13% of the total site area)
- New Roads – dedication of May Drive and High Street, and widening of Alderbridge Way and Garden City Road
- Road Improvements
 - New signalized intersections at Alderbridge/ High Street and Alderbridge/ May Drive
 - Construction of High Street and May Drive roads, boulevards, sidewalks and services
 - Widening of Alderbridge Way with new westbound right turn lanes
 - New sidewalks, boulevards and bike paths on Alderbridge and Garden City
 - New double left turn lanes on three legs of Alderbridge/ Garden City intersection

- New half-road construction of Alexandra Road
- Proposed \$10,206,744 contribution to acquisition and construction of the Alexandra/ Leslie road realignment

Total value of Road Dedications and Improvements: **\$17,500,000**

c) Fees, DCC's and Voluntary Contributions

- City Wide and Alexandra area DCC's of \$7,500,000
- Sanitary Sewer Front ender DCC's of \$500,000
- Voluntary Contributions (Public Art, Beautification, Planning and Engineering, Bus Shelters and Pads) of \$500,000
- Building Permit Fees of \$600,000

Total Fees, DCC's and Voluntary Contributions: **\$9,100,000**

d) Public Space

- Extension of Alexandra Way pedestrian connection from Alderbridge/ Garden City intersection to Alexandra Road, realizing the Open Space Network objective set out in the West Cambie Area Plan
- Creation of 3,722 square metre "green space" which combines public space in a location adjacent to residential uses with a buffer between commercial and residential development
- Dedication of 654 square metre park space

Total Cost of Creating over 1.1 acres of Public Space: **\$3,800,000**



5) Environmental Benefits

- SmartCentres has proposed an extensive list of environmental sustainability initiatives as part of the development:
- LEED Silver Equivalency – use of energy efficient lighting, low flow plumbing fixtures, energy efficient building construction, high albedo roofing to minimize heat island effect
- District Energy Utility – connection to the Alexandra Neighbourhood District Energy Utility for approximately 70% of floor area
- Stormwater Treatment – two-stage treatment of stormwater using bioswales and engineered oil/water separators
- Stormwater Management – advanced techniques including detention and re-infiltration of stormwater via permeable pavement and bioswales
- Energy Efficient LED parking lot lighting

- Compact Development – by increasing density, reducing parking ratios, and locating parking in structures, almost 5 acres of surface parking will be eliminated as compared to traditional retail developments
- Planting over 500 trees throughout the development and adjacent streets

Total Cost of Environmental Initiatives: **\$4,100,000**

6) How the Project Evolved

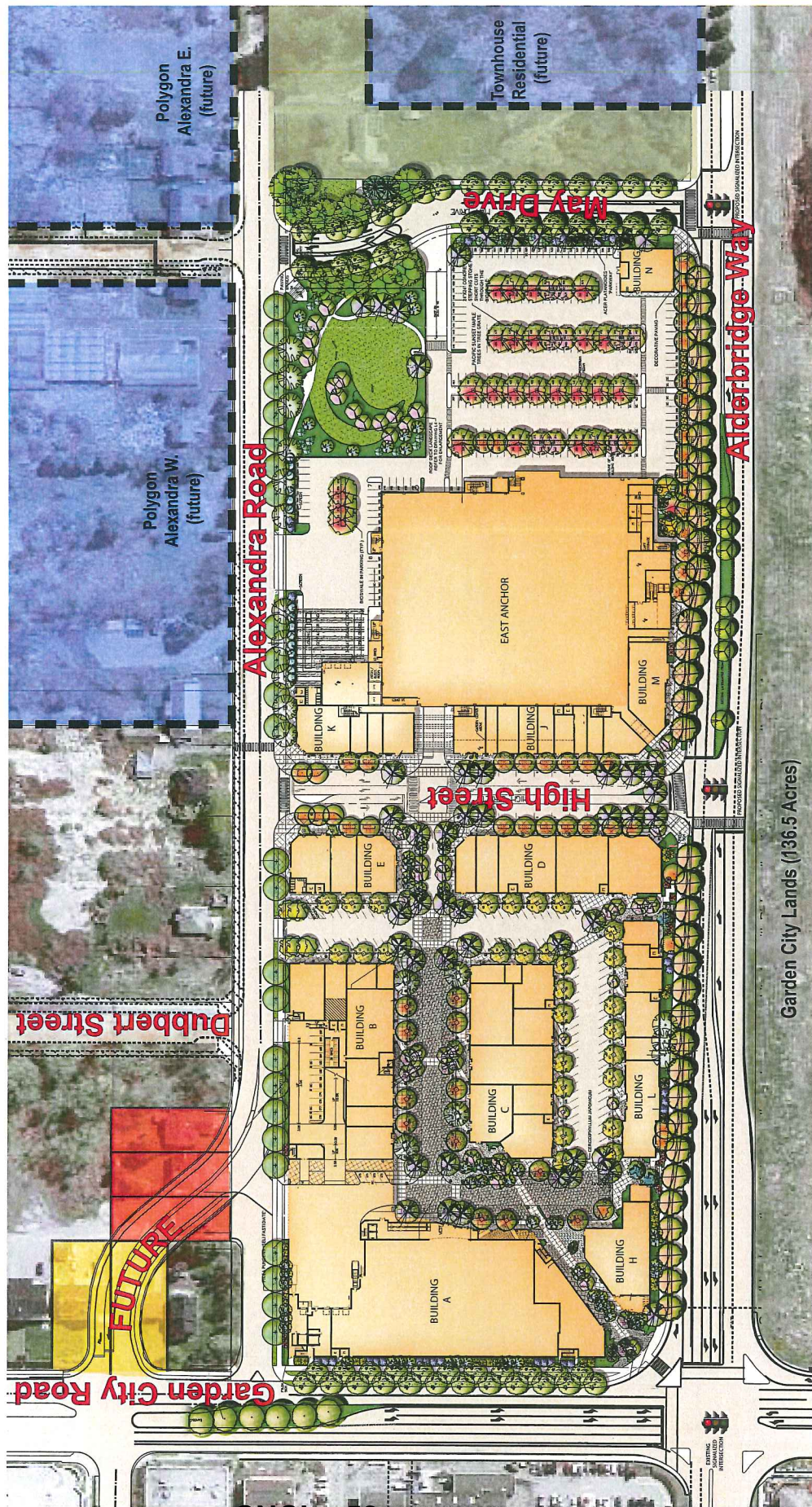
Here's a re-cap of how the project has evolved.

- **2003** - SmartCentres makes application (RZ03-235259) to rezone site from R-1 to C-6 for commercial development. Application went to Planning Committee in September 2003, where it was referred back to staff who was instructed to “embark on the preparation of an updated West Cambie Area Plan ... as soon as possible.”
- **2004 – 2006** – West Cambie Area Plan developed by City staff
- **July 24, 2006** – West Cambie Area Plan is adopted.
- **2006 – 2009** – SmartCentres revises its development concept in response to West Cambie Area Plan policies.
- **December, 2009** – SmartCentres submits new rezoning application (RZ10-528877) to the City
- **2010 – 2012** – SmartCentres negotiates with City staff on a number of topics relating to the proposed development, including servicing, roads and traffic, District Energy Utility implementation, parkland and ESA, urban design, etc.
- **December, 2012**
 - SmartCentres agrees with City staff to allocate road costs on a proportionate usage basis. SmartCentres agrees to pay **\$3,745,058** toward acquisition of the properties required for the road (which are appraised at \$3,582,000 in total), representing 59% of total use of the road. Another \$2,602,500 to be collected from other road users. SmartCentres also agrees to contribute **\$1,819,228** for its 59% share of road construction. **Total SmartCentres contribution of \$5,564,286.** Proposal was referred back to staff by Planning Committee.

- **Spring, 2013**
 - SmartCentres enters into agreements with landowners to purchase 3 of the 5 properties at a total cost **\$3,550,000**, a 76% premium over the appraised value of \$2,016,000 for the three properties.
- **July, 2013**
 - SmartCentres again comes to an agreement with City staff, this time to provide road right of way across the three properties SmartCentres controls at a cost of **\$3,550,000**, plus to contribute **\$2,000,000** to purchase the two remaining properties (which are appraised at \$1,566,000 total). SmartCentres agrees to pay **\$1,819,228** toward construction of the road. **Total SmartCentres contribution of \$7,369,228.**
- **Now (September, 2013)**
 - In response to concern that the City would not have enough money to construct the road immediately, SmartCentres agrees to increase its road construction contribution from \$1,819,228 to **\$3,206,774**, which represents 100% of the road construction cost. Under this proposal, SmartCentres would be paying 100% of road construction cost, provide road alignment across three of five required properties, plus pay \$3,450,000 to acquire the remaining two properties which are appraised at \$1,566,000. **Total SmartCentres contribution of \$10,206,774.**

7) Thank You

- After 10 years of planning and discussion with the City, we are pleased that our project is one which is reflective of its new plan for the City Centre, and is more environmentally-sensitive.
- As the principles, technology, science and design of sustainability have evolved, so too has the design of this project.
- We'd like to express our appreciation for the input from staff and Council for their suggestions to make this a better project.

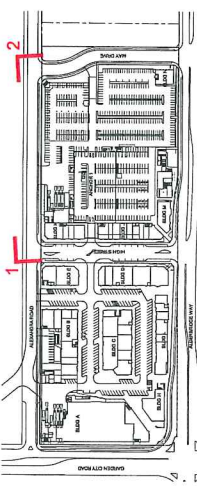




PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING EAST-SOUTH



PERSPECTIVE 2 - ALEXANDRA ROAD @ MAY DRIVE LOOKING SOUTH-WEST



KEY PLAN
SCALE: 1:500



MINORU TRACK FIELD
GREEN SPACE IS 2/3 THE SIZE OF A SOCCER FIELD



RICHMOND CITY HALL
GREEN SPACE 20% BIGGER THAN CITY HALL PLAZA

Chandler Associates
Architects Inc.
The Office
270-801 W. Cordova St.
Vancouver, BC V6C 1G1
Tel: 604 687 5335
info@chandlerassociates.com

GREEN SPACE SIZE COMPARISON



VIEW 1 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 1 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 2 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 2 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 3 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 3 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



KEY PLAN
SCALE: NTS



GARDEN CITY AND ALDERBRIDGE WAY
INTERSECTION LOOKING NORTH

Richmond Planning Committee, Tuesday, September 17, 2013

Jim Wright, President, Garden City Conservation Society, on Item 1, the development known as the Walmart mall

Councillor McNeilly

~~Mayor Brodie~~ and *all* of our council members,

I've talked with you before about the Walmart mall area and conservation of *nature*. This time, let's focus on our *human* conservation, including physical, mental and social wellness.

Let's apply the Pareto principle, the 80/20 rule — like this: If we focus on ensuring that our actions are helping, not hurting, the wellness of the *least* privileged 20% of us, the benefits will also flow to the rest of us (and our tourist guests) with just a little more effort. I've thought about that enough with regard to the *Garden City* Lands to be confident it's true.

And it's true for the *Walmart* lands, which are visually and conceptually part of the Garden City Lands *area* (which also extends to the arterial roads and City Centre neighborhoods around the Lands). Realize here, by the way, that people increasingly use the phrase *Garden City Lands* to refer to an area, not just the one, two or three lots that make up our central park.

When we look north from the Garden City Lands entrance, the berm along Alderbridge makes the natural panoramic viewscape *continuous* despite Alderbridge Way. At the *Ideas Fair* this summer, Yvonne Stich kindly set me up with a table facing that way. One visitor after another asked me where Walmart would be, and I showed them the long grey mound of sand. Many were horrified, and none liked the idea, but the point here is that they typically saw it as *on* the Garden City Lands (as it visually *is*).

In any case, one Richmond feature that is *definitely* world class is the natural viewscape from the *area*. By good fortune, that natural legacy is close to much of the *less* privileged 20% of our community.

Thanks to *Vancouver Sun* mapping of median income levels in Metro Vancouver, we know about Richmond City Centre neighborhoods in the *bottom* income group. The Downtown East Side is even lower in that group, but we have the *largest* low-income area.

I've talked with poverty-response advocates on Garden City Lands tours, and they give high importance to the *wellness values* of the lands,

especially as a park where the less-privileged can enjoy a walk for physical and mental wellness and pause to chat with anyone as equals for social wellness. If all of us, now and a century from now, still have the wonderful legacy setting with its world-class viewsapes, that will help a lot.

It's crucial to act *now*. I've studied the Walmart mall staff report, and *in effect* it dismisses the concerns about the elimination of nature on the north side of Alderbridge, even the remnant bordering Alderbridge that is supposedly still protected as ESA. When I met with Terry Crowe last year, he told me the ESA designation in place when the application began would still apply. *So let's apply it.* I'd like a *wide* natural corridor, but a 20-metre strip with restoration of the mixed urban forest could be enough if done well.

Although the staff report *touches on* the concerns, there's no substance at all. We're trying to conserve Richmond one step at a time, and that requires *real action* with *substance*.

In this Walmart mall context, please give priority to the wildlife corridor, with the viewsapes from the Garden City Lands that go with it. If it's a step the developer *must* address *first*, that will respect the *least* privileged of us—with impact for the whole community.

Note: *Vancouver Sun* interactive map of median household incomes by Metro Vancouver neighbourhoods:



Public Works & Transportation Committee

Date: Wednesday, September 18, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Linda McPhail

Absent: Councillor Harold Steves

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, July 17, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, October 23, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **AGEING INFRASTRUCTURE PLANNING – 2013 UPDATE**
(File Ref. No. 10-6060-01/2013) (REDMS No. 3878967 v.3)

John Irving, Director, Engineering, provided background information and highlighted that substantial progress has been made since 2006 in regards to addressing funding gaps for the City's various infrastructures.

1.

Public Works & Transportation Committee
Wednesday, September 18, 2013

In reply to queries from Committee, Mr. Irving stated that the City's dikes provide a comfortable level of protection; however staff are cognizant of concerns related to climate change and its effect on sea level rise. Also, Mr. Irving commented on the City's long-range plan to replace asbestos cement pipelines, and noted that current information regarding the condition of these pipes are more accurate, thereby enabling staff to better identify and track potential problems.

It was moved and seconded

That the Ageing Infrastructure Planning – 2013 Update be utilized as critical input in the annual utility rate review and capital program process as described in the staff report dated August 14, 2013 from the Director, Engineering.

CARRIED

2. ENHANCED PESTICIDE MANAGEMENT PROGRAM

(File Ref. No. 10-6125-04-01) (REDMS No. 3960199)

Lesley Douglas, Manager, Environmental Sustainability, advised that the Special Committee on Cosmetic Pesticides concluded that there was not sufficient evidence to warrant a province-wide ban on pesticides for cosmetic use in British Columbia. However, it is anticipated that the Ministry of Environment conduct public consultations regarding recent amendments to the *Integrated Pest Management Act*, in which staff will participate.

Discussion ensued regarding the effects of Option 1 to discontinue the enhanced portion of the Enhanced Pesticide Management Program, and Ms. Douglas advised that Option 1 responds to the original intent of the Pesticide Use Control Bylaw No. 8514.

Discussion further ensued regarding the effects of Option 1 and Committee expressed concern with regard to the loss of community outreach and education workshops.

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

It was moved and seconded

That the Enhanced portion of the Enhanced Pesticide Management Program be extended until the end of 2014.

CARRIED

Opposed: Cllr. Dang

Public Works & Transportation Committee
Wednesday, September 18, 2013

3. DETAILED ARCHITECTURAL FEATURES – NO. 1 ROAD NORTH AND WILLIAMS ROAD DRAINAGE PUMP STATIONS

(File Ref. No. 10-6340-01) (REDMS No. 3971897 v.3)

It was moved and seconded

That the staff report titled Detailed Architectural Features – No. 1 Road North and Williams Road Drainage Pump Stations dated September 3, 2013 from the Director, Engineering, be received for information.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

4. ICBC-CITY OF RICHMOND ROAD SAFETY PARTNERSHIP

(File Ref. No. 01-0150-20-ICBC1-01/2013) (REDMS No. 3833578 v.2)

Donna Chan, Manager, Transportation Planning, introduced Joanne Bergman, Road Safety Coordinator, ICBC, and David Hill, Road Safety Engineer, ICBC.

In reply to comments by the Chair, Ms. Bergman commented on ICBC's various road safety campaigns and public education outreach programs in local schools.

The Chair requested that a presentation be made before City Council highlighting ICBC-City of Richmond Road Safety Partnership.

It was moved and seconded

- (1) That a letter be sent to the Board of Directors of ICBC expressing the City's appreciation of ICBC's comprehensive and collaborative approach to improving road safety in Richmond for all users;*
- (2) That a copy of the report dated August 21, 2013 from the Director, Transportation outlining ICBC-City partnerships that have contributed to improved road safety in Richmond be forwarded to the Richmond Council / School Board Liaison Committee for information;*
- (3) That the additional proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2013 Road Improvement Program for consideration of cost sharing funding; and*
- (4) That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly.*

CARRIED

Public Works & Transportation Committee
Wednesday, September 18, 2013

The Chair advised that Items No. 1, 2, and 3 from the Engineering and Public Works Department would be deferred to the Tuesday, October 15, 2013 Regular Council meeting due to staff availability.

It was moved and seconded

That the Items 1, 2, and 3 considered at the Wednesday, September 18, 2013 Public Works and Transportation Committee be brought forward for Council's consideration at the Tuesday, October 15, 2013 Regular Council meeting.

CARRIED

5. MANAGER'S REPORT

(i) Project of the Year Award

Milton Chan, Manager, Engineering Design & Construction, highlighted that the Alexandra District Energy Utility was recognized by the Public Works Association of BC for the Project of the Year Award.

(ii) Richmond Ice Centre

Jim Young, Senior Manager, Project Development, spoke of a recent mechanical failure at the Richmond Ice Centre and advised that the situation has been rectified.

(iii) Richmond Works – Mobile Application

Tom Stewart, Director, Public Works, commented on a mobile application called 'Richmond Works.' Mr. Stewart stated that the free application enables users to create public works service requests that are automatically forwarded to the City's Public Works Service Centre for appropriate action. Also, he noted that a user can attach pictures to their service request and follow its status to completion.

(iv) Mitchell Island

Peter Russell, Senior Manager, Sustainability and District Energy, commented on air quality and traffic concerns in Mitchell Island, and updated Committee on staff and Metro Vancouver's activities to address these concerns.

Public Works & Transportation Committee
Wednesday, September 18, 2013

(v) *Let's Talk Energy*

Mr. Russell advised that the City is hosting a drop-in open house at Richmond Centre Mall from 9:30 a.m. to 9 p.m. on Friday, September 20, 2013 and from 9:30 a.m. to 7 p.m. on Saturday, September 21, 2013. The open house will enable the public to learn more about how and where energy is used in Richmond through interactive displays, and community partners such as the Richmond School District, BC Hydro and Fortis BC will also be in attendance to share information about their programs.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:55 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Public
Works & Transportation Committee of the
Council of the City of Richmond held on
Wednesday, September 18, 2013.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: Community Safety Committee

Date: August 21, 2013

From: Phyllis L. Carlyle
General Manager

File:

Re: Touchstone Family Services Restorative Justice Contract Renewal

Staff Recommendation

1. That the City enter into a three year contract (2014-2016) with Touchstone Family Association for the provision of the Restorative Justice Program, as outlined in the report "Touchstone Family Services Restorative Justice Contract Renewal" dated August 21, 2013 from the General Manager, Law and Community Safety; and
2. That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to execute the contract with Touchstone Family Association.

Phyllis L. Carlyle
General Manager
(604-276-4104)

REPORT CONCURRENCE

ROUTED TO:

CONCURRENCE

Finance Division



REVIEWED BY DIRECTORS

INITIALS:

DW

REVIEWED BY CAO

INITIALS:

Staff Report

Origin

On January 1, 2011, the City of Richmond renewed the three year contract with Touchstone Family Association for the delivery of the Restorative Justice Program. The Touchstone Family Association is required to report to Council annually on:

- a) Restorative justice annual budget for the upcoming year;
- b) Restorative justice revenues and expenditure from the previous year;
- c) Performance indicators including the number of referrals, forums and completed resolution agreements;
- d) Milestones and achievements; and
- e) Participants' satisfaction survey.

On April 9, 2013 Community Safety Committee received a report entitled "Touchstone Family Services 2012 Restorative Justice Performance Outcome and Evaluation Report" providing a detailed review of the Restorative Justice Program in Richmond and addressing the above criteria.

As the term of the current agreement expires on December 31, 2013, Touchstone Family Association is requesting the continued financial support for a three year term beginning January 1, 2014 to December 31, 2016 at a cost of \$95,000 per year. This will allow Touchstone to operate the Restorative Justice Program in the City.

Analysis

In British Columbia, the estimated 2012 annual cost for youth justice is approximately \$92M¹ and the number of completed youth court cases were 2,915² with a median length of 107 days. Should the youth be incarcerated, the cost would be approximately \$100,000 per year³, per youth.

The Provincial Government does not fund restorative justice to a level that would provide comprehensive services to the community. The City has long advocated for increased funding for restorative justice services but the Province maintains it will not advance additional funding. The Province's position has resulted in the City funding the Restorative Justice Program.

In 2008 the City entered into a three year agreement with Touchstone Family Association, renewing this contract in 2011 for three additional years, expiring December 31, 2013.

¹ Office of the Parliamentary Budget Officer, March 2013

² <http://www.statcan.gc.ca/pub/85-002-x/2013001/article/11803/tbl/tbl02-eng.htm>

³ <http://www.domesticviolenceinfo.ca/upload/documents/2007-youthcrime.pdf>

The Richmond Restorative Justice Program uses an alternative approach to the courts that places the emphasis on accountability and problem solving as a way of addressing harm that takes place when a crime or incident occurs. All direct referrals come from the RCMP to Restorative Justice. Touchstone is presently working with the RCMP and retail stores to determine the industry's interest in direct referrals of youths.

In 2012, the number of youth files from the RCMP has decreased from 1,499 in 2011 to 1,129 in 2012. Consequently, the number of offenders involved in the program also decreased from 74 in 2011 to 42 in 2012.

In 2012, there were 36 referrals⁴ made to the Richmond Restorative Justice Program. The average cost to the City is approximately \$2,261 per youth offender. Over the past six years the average number of referrals is 39 per year at an average cost to the City of \$1,850 per youth offender.

The Richmond Restorative Justice Program goal's is to provide an alternative approach to the courts that places emphasis on accountability and problem solving as a way of addressing the harm that takes place when a crime or incident occurs. RCMP and Touchstone continue to work together to ensure the best system is in place and youth crime continues to decline in Richmond.

Financial Impact

The annual cost of the contract is \$95,000 per year. This amount has remained unchanged since the inception of the program in 2008. The term requested is for 3 years from 2014-2016.

Conclusion

The contract with Touchstone Family Association to administer Richmond's Restorative Justice Program is a service delivery model that strengthens the social health and independence of families and children in our community through effective intervention and support services. This alternative service delivery model to the court system addresses the harm that takes place when a crime or incident occurs, and ensures accountability. The present contract expires in December 2013 and an additional three year agreement is requested.



Anne Stevens
Senior Manager, Community Safety Policy & Programs
(604-276-4273)

AS2:as2

⁴ A referral can have more than one offender.



City of Richmond

Report to Committee

To: General Purposes Committee

Date: August 28, 2013

From: Cecilia Achiam
Director, Administration and Compliance

File:

Re: Inter-municipal Business Licence Amendment Bylaw No. 9047

Staff Recommendation

That Inter-municipal Business Licence Bylaw No. 9040, Amendment Bylaw No. 9047 be given first, second and third readings.

Cecilia Achiam
Director, Administration and Compliance
(604-276-4122)

Att.

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

Staff Report

Origin

On July 22, 2013, Richmond City Council adopted Inter-municipal Business Licence Bylaw No. 9040 ("Bylaw 9040") establishing a scheme amongst five other Metro municipalities that provides for construction-related businesses to require only a single Business Licence to work in multiple surrounding municipalities, including Burnaby, Delta, New Westminster, Richmond, Surrey and Vancouver ("Metro West IMBL program"). The Metro West IMBL program is scheduled to become active on October 1, 2013.

Because one of the municipalities in the Metro West IMBL program is also a member in an existing IMBL scheme with municipalities in the Fraser Valley, a concern arose (after adoption of Bylaw 9040) about the potential for confusion among licencees under the two programs. The purpose of the proposed bylaw amendment is to address any issues that may arise for a participating municipality being a member of more than one IMBL program.

Findings of Fact

The City of Surrey currently issues IMBLs under a program with nine (9) other Fraser Valley municipalities, and will be issuing IMBLs under the Metro West IMBL program when it becomes active on October 1, 2013. In order to ensure that the IMBLs issued by Surrey under the Fraser Valley program are not valid for the Metro West IMBL program, a provision is proposed to be added to the IMBL bylaws of all municipalities participating in the Metro West IMBL program. The provision would ensure that Fraser Valley IMBLs cannot be used to operate in the Metro West municipalities and vice versa.

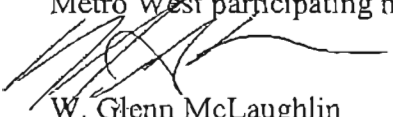
The provision in the proposed Amendment Bylaw would also apply if another Metro West municipality decides to participate in other IMBL programs.

Financial Impact

There is no financial impact associated to this report

Conclusion

The Amendment Bylaw will bring greater clarity to the jurisdictional boundaries of an IMBL holder when carrying on business amongst municipalities that may be participating in more than one IMBL program, as well as establish consistent wording with the IMBL bylaws of other Metro West participating municipalities.



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

WGM:wgm



**INTER-MUNICIPAL BUSINESS LICENCE BYLAW No 9040,
Amendment Bylaw No. 9047**

The Council of the City of Richmond enacts as follows:

1. **Inter-municipal Business Licence Bylaw No. 9040**, is amended by:
 - (a) adding the following as section 19:

“19. Despite any other provision of this Bylaw, an *Inter-municipal Business Licence* granted in accordance with this Bylaw does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*. A business licence granted under any other inter-municipal business licence scheme is deemed not to exist for the purposes of this Bylaw even if a *Participating Municipality* is a participating member of the other inter-municipal business licence scheme.”
 - (b) re-numbering the existing sections 19, 20 and 21 as sections 20, 21 and 22 respectively.
2. This Bylaw is cited as “**Inter-municipal Business Licence Bylaw No. 9040, Amendment Bylaw No. 9047**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor




City of Richmond

Report to Committee

To: General Purposes Committee
From: Andrew Nazareth
General Manager,
Finance and Corporate Services
Services

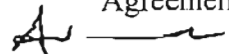
Date: August 15, 2013
File: 2275-20-431/Vol 1

Re: Cadence City Child Care Facility - 5640 Hollybridge Way
Potential Acquisition from Cressey Gilbert Development LLP

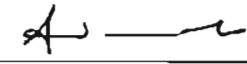
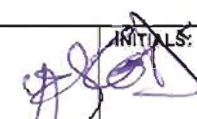
Staff Recommendation

That:

1. Staff be authorised to purchase the Cadence Child Care Facility based on the terms and conditions as set out in RZ 12-602449 and the staff report dated January 22, 2013 to Planning Committee;
2. Staff be authorised to transfer \$874,000 from the Child Care Development Reserve Fund and such funds to be utilized to complete the proposed transaction;
3. An amendment to the City's Five Year Financial Plan (2013-2017) to include \$874,000 for the purchase, of an independent air space parcel which is to include a fully constructed facility, to be known as Cadence Child Care Facility with funding to come from the City's Childcare Development Reserve Fund be brought forward for Council consideration; and
4. The Chief Administrative Officer and the General Manager, Finance & Corporate Services are authorised to complete the negotiations and execute the Purchase and Sale Agreement in regards to the purchase of Cadence Child Care Facility.



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

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division		<input checked="" type="checkbox"/>		
Law		<input checked="" type="checkbox"/>		
Planning		<input checked="" type="checkbox"/>		
Community Social Development		<input checked="" type="checkbox"/>		
Facilities		<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS		INITIALS: DW	REVIEWED BY CAO	INITIALS: 

CNCL - 75

Staff Report

Origin

Cressey Gilbert Development LLP ("Cressey") has applied to the City for permission to develop a mixed-use development that includes 245 residential units, commercial space and a 465 m² (5,000 ft²) childcare facility at 5640 Hollybridge Way (see Att. 1&2). On January 22, 2013, Planning Committee passed a recommendation to give first reading to Bylaw 8957 (RZ 12-602449) to rezone the development site from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)".

Planning, Community Services and Project Development staff have worked extensively with Cressey on the design and layout of the childcare facility as part of the Development Permit process and for the preparation of the legal documentation being prepared under the Rezoning Conditions (RZ 12-602449) and included in the staff report dated January 22, 2013 to Planning Committee meeting.

In summary, Rezoning Considerations include the requirement to create an airspace parcel to include the childcare and its outdoor play area, to be transferred to the City in fee-simple ownership. The dedicated childcare parking and refuse/recycling areas are being located within easements in favour of the Childcare Air Space parcel.

The origin and need for this report is as per Rezoning Consideration (Sec. 10 (c) viii. A&B) regarding the Child Care Facility.

This project supports the Council Term Goals #2, Community Social Services, #7, Managing Growth and Development, & #10, Community Wellness.

Analysis

The applicant, Cressey, will be constructing a turnkey child care facility located on the fifth level of the affordable housing block facing the landscaped podium. This childcare facility size is well beyond the approximate 328 m² (3,530 ft²) area that the applicant is required to provide under the density bonus provisions of the RCL3 zoning and City Centre Area Plan's (CCAP's) Village Centre Bonus. Community Services advised that a larger 465 m² (5,000 ft²) facility is far preferable than having two (2) smaller child care facilities. With this in mind, staff coordinated the review of the IntraCorp rezoning application at 5440 Hollybridge Way (RZ 09-506904) and the Cressey application at 5640 Hollybridge Way. While Cressey will initially fund the construction of the entire child care facility, up to \$874,000 will be paid by the City for the area beyond which Cressey is responsible under the RCL3 zoning and CCAP. The \$874,000 is based on the contribution that IntraCorp agreed to pay as a rezoning consideration to transfer their Village Centre Bonus 180 m² (1,942 ft²) child care obligation to the subject site.

The Rezoning Considerations for the Cressey development included the ability for the City to lease the childcare facility with an option to purchase the facility for up to \$874,000 at such time that City received the funds from the IntraCorp development. Since the \$874,000 was received from IntraCorp in early 2013, the City no longer needs to enter into an option to purchase/lease arrangement. Thus, staff are preparing a Purchase and Sale Agreement (PSA) based on the terms of RZ 12-602449, to allow the City to acquire the childcare facility from Cressey for up to \$874,000 when the facility is completed to the City's satisfaction.

A separate report to committee will follow with respect to operator selection and leasing this facility to the operator.

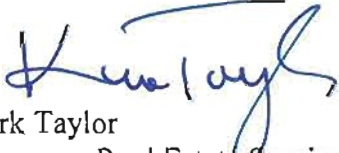
Financial Impact

Based on the previous rezoning (RZ 09-506904) at 5440 Hollybridge Way, Intracorp paid \$874,000 to the City to be utilized for development of the Cadence Child Care Facility, and the City will be utilizing those funds to purchase the subject Cadence Child Care Facility. Based on the funds being already received, the acquisition as contemplated in this agreement will have no capital financial impact to the City as the GST portion that is payable as part of the sale, will be 100% refundable.

The \$874,000 contribution from IntraCorp was received February 3, 2013 and is currently residing in the Child Care Development Reserve Fund. The 2013-2017 Five Year Financial Plan Bylaw will be amended to include funding of \$874,000 from the Child Care Development Reserve Fund for the acquisition of the Cadence Childcare Care Facility.

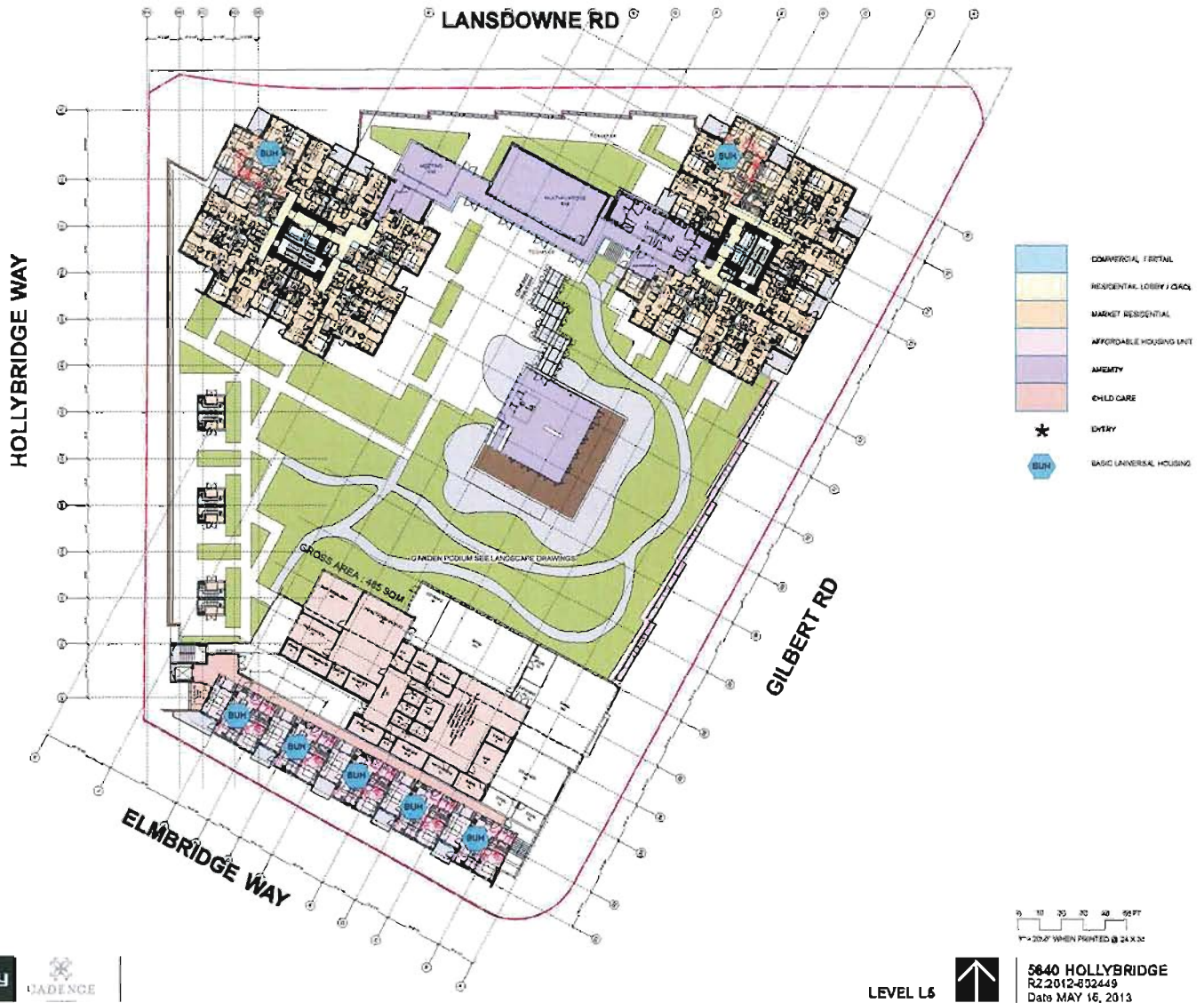
Conclusion

Staff are seeking Council approval to be authorised to purchase the Cadence Child Care Facility based on the terms and conditions as set out in RZ 12-602449 and to utilize the \$874,000 in the Child Care Development Reserve Fund for this transaction.

A handwritten signature in blue ink, appearing to read "Kirk Taylor", is written over a horizontal line.

Kirk Taylor
Manager, Real Estate Services
(604-276-4212)

ATTACHMENT 1 SITE PLAN



ATTACHMENT 2 PREMISES



PREMISES			
Refer to Appendix B	TARGET	PROVIDED	DIFFERENCE
Activity Areas			
Art, Value Play, Etc.	20	20	0
Other Activity	40	40	0
Other Activity	10	10	0
Large Motor/Map	10	10	0
TOTAL	80	80	0
Support Areas			
Children Washrooms	11	12	1
Washroom/Washroom	4.5	5	0.5
Cubby	12	12.5	0.5
Kitchen	10	10	0
Storage room	4.5	5	0.5
Storage room	4	4	0
* Admin	6.5	11	4.5
* Laundry	5	5	0
* (Additional)	2	2	0
TOTAL	60	79.5	19.5
Outdoor Space			
Covered Outdoor	40	79	39
Open Outdoor	250	136	114
Outdoor Storage	5	20	15
TOTAL	295	235	60
* Indicates shared			
INFANTS & TODDLERS			
Refer to Appendix B	TARGET	PROVIDED	DIFFERENCE
Activity Areas			
Open Play	30	28	-2
Cubby	40	36	-4
Other	10	10	0
TOTAL	80	74	-6
Support Areas			
Cubby	16	10	-6
Kitchen	12	8	-4
Washroom/Changing	3	12	9
Storage	15	12	-3
Washroom/Changing	15	12	-3
TOTAL	59	54	-5
Outdoor Space			
Covered Outdoor	50	33	-17
Open Outdoor	10	117	107
Outdoor Storage	5	10	5
TOTAL	65	160	95
* Indicates shared			
OTHER			
Staff		14	14
Laundry		20	20
Circulation		14	14
Mechanical		4.5	4.5
Storage		12	12
TOTAL		74.5	74.5
TOTAL INDOOR SPACE		479	479

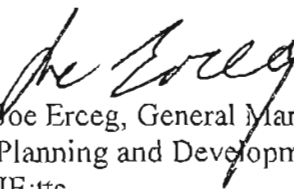





To: Planning Committee Date: August 28, 2013
From: Joe Erceg File:
General Manager, Planning and Development
Re: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy
Amendments: Township of Langley (North Murrayville, Hendricks, Highway #1 /
200th Street)

Staff Recommendation

That, as per the report from the General Manager, Planning and Development, dated August 28, 2013, titled: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy (RGS) Amendments: Township of Langley (Highway #1 / 200th Street, Hendricks, North Murrayville), Council advise Metro Vancouver that the City of Richmond:

- (1) For the Highway #1 / 200th Street Area, supports proposed Regional Growth Strategy amendment, as it is consistent with the 2040 Regional Growth Strategy and will enable the Township to better meet its long term employment land and development needs;
- (2) For the Hendricks area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation;
- (3) For the North Murrayville area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation; and
- (4) Requests that, to improve RGS amendment reviews, Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments, before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).


Joe Erceg, General Manager,
Planning and Development
JE:ttc
Att. 4

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY DIRECTORS	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

On May 22, 2013, Metro Vancouver (MV) Board (Board) invited the affected local governments, including Richmond, to comment on three proposed Regional Growth Strategy (RGS) amendments requested by the Township of Langley, in the North Murrayville, Hendricks and Highway 1 / 200 Street areas (**Attachments 1 and 2**). This report responds to Metro Vancouver's invitation. The MV deadline for a response was September 20, 2013, but Metro Vancouver has extended this to September 27, 2013 to accommodate several municipalities meeting schedules. (Note: MV staff also advise that if necessary, after September 27, they will present late local government responses "on table" at Metro Vancouver Board and Committee meetings, but they would not be included in MV staff's analysis).

2011 – 2014 Council Term goals

This addresses the following 2011 -2014 Council Term Goal:

- 7. Managing Growth and Development

Analysis

Below, each proposed RGS amendment is described, along with the required type of RGS amendments and a staff recommendation:

1. The Highway #1 / 200th Street Area

Type of RGS Amendment	The proposal is for a Type 3 RGS amendment requiring a 50 + 1 MV Board vote.
Description of Area	The parcel is approximately 23 hectares (57 acres) and includes an 8.3 hectare (20.5 acre) mobile home park.
Inside the Urban Containment Boundary?	Yes, it is in the UCB.
Part of the Agricultural Land Reserve?	No, it is not in the ALR.
Existing Regional Growth Strategy Designation	Mixed Employment
Township of Langley's Requests	To re-designate the area from RGS Mixed Employment (office and industrial) to RGS General Urban.
Township of Langley's Reason	To accommodate a mixed use (includes residential) development.

Discussion

In response to a concern that the proposed RGS amendment appears to cause a loss of 23 hectares (57 acres) of Mixed Employment lands, Township staff advise this will not be the case, as the area is not all comprised of mixed employment uses (e.g., the 8.3 hectare mobile home park which will continue). Also the Township's 2010 Employment Lands Study indicates that to 2035, it is estimated that the Township will have a surplus of 49 hectares (120 acres) of employment lands and, as well, there is additional flexibility to designate further employment lands within the Township.

Staff Recommendation

City staff recommend that the proposed RGS amendment be supported as it is consistent with the 2040 RGS and will enable the Township to better meet long term employment land and develop needs.

2. The Hendricks Area

Type of RGS Amendment	The proposal is for a Type 2 RGS amendment requiring a MV public hearing and a two-thirds weighted Metro Vancouver Board vote.
Description of Area	The parcel is approximately 4 ha (10 acres), long, narrow and partially treed.
Inside the Urban Containment Boundary?	No, it is outside the UCB.
Part of the Agricultural Land Reserve?	Yes, it is in the ALR.
Existing Regional Growth Strategy Designation	Agricultural
Township of Langley's Requests	(1) To move the Urban Containment Boundary so as to include the area. (2) To re-designate the area from RGS Agricultural to RGS General Urban.
Township of Langley's Reason	To allow for 21 single family lots (e.g., +/- 0.5 acres each).

Discussion

Similar to the North Murrayville Area below, two relevant 2040 RGS Policies are: (1) Policy 2.3.4 which states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation", and (2) Policy 6.11.2 states "In accordance with the Agricultural Land Commission Act, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the Agricultural Land Commission Act or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail". These two RGS policies are some of the strongest in the RGS.

The ALC refused to exclude this area in 1993, 2003 and 2009 for the following reasons: partially to avoid conflict with the RGS, partially to avoid ALR non-farm use speculation (e.g., country residential), the site has some very limited suitability for agriculture, and within the ALR the area, can be subdivided for residential uses on the understanding that there will be edge planting and possibly an agricultural land trust established to benefit agriculture (TBD). **Attachment 4** presents the ALC's April 23, 2010 letter to Alan Hendricks in the Township of Langley which denies the ALR exclusion.

On August 28, 2013, MV staff and ALC staff both verified that this area is still in the ALR. However, the ALC advises that, even though this area is in the ALR, they support the proposed RGS amendment. In effect, this would allow a non excluded ALR area to be located in the Urban Containment Boundary and re-designated from RGS Agriculture to RGS General Urban. As indicated above according to RGS Policy 2.3.4 which states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the

region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation", the ALC's advice is not acceptable. Currently in the Metro Vancouver Region, the ALR boundary and Urban Containment Boundary are not coterminous and there are some ALR areas within the Urban Containment Boundary; RGS Policy 2.34 indicates that lands in the ALR can no longer be included in the Urban Containment Boundary or re-designated non RGS Agriculture.

Staff recommendation

Staff recommend not supporting the proposed RGS amendment as the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation.

3. North Murraville Area

Type of RGS Amendment	The proposal is for a Type 2 RGS amendment requiring a Metro Vancouver public hearing and a two-thirds weighted Metro Vancouver Board vote.
Description of Area	The area is approximately 8 ha (20 acres) and the Agricultural Land Commission regards it as suitable for agriculture.
Inside the Urban Containment Boundary?	No, it is outside the UCB.
Part of the Agricultural Land Reserve?	Yes, it is in the ALR.
Existing Regional Growth Strategy Designation	Agricultural
Township of Langley's Requests	(1) To move the Urban Containment Boundary so as to include the area. (2) To re-designate the area from RGS Agricultural to RGS General Urban.
Township of Langley's Reason	To make a more consistent land use pattern along the north side of 52 Avenue (Richmond staff note: The area is partially green field and partially used by a nursery. There is no development proposal. If the proposed RGS amendment were approved, Township of Langley staff suggest that the area may become mostly residential with better edge planning).

Discussion

Two relevant 2040 RGS Policies are: (1) Policy 2.3.4 which states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation", and (2) Policy 6.11.2 which states: "In accordance with the Agricultural Land Commission Act, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the Agricultural Land Commission Act or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail". These two RGS policies are some of the strongest in the 2040 RGS.

The affected area was reviewed by the Agricultural Land Commission in 1980 and in 2013. The proposed amendment is not supported by the Agricultural Land Commission as it is suitable for agriculture and not excluded from the ALR (**Attachment 3:** the ALC's June 7, 2013 letter to the Township of Langley, Item 10). On August 28, 2013, MV staff and ALC staff both verified that this area is still in the ALR. The ALC does not support the proposed RGS amendment, as the area is in the ALR.

Staff Recommendation

Staff recommend not supporting the proposed RGS amendment as the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation.

Recommendations To Improve The Metro Vancouver RGS Amendment Packages

While Metro Vancouver is to be commended for the quality of their reports, this RGS amendment package was found to be lacking in clarity and detail which made reviewing the proposal more difficult than it should have been. Specifically, the report lacked: (1) accurate mapping and details of the affected sites, street names and ALR boundary, (2) details and reasons why the local government was making the RGS amendment request, (3) the history of relevant Agricultural Land Commission (ALC) exclusion decisions and a rationale for their recommendation, and (4) an analysis and preliminary opinion by MV staff regarding the proposed RGS amendment (It is acknowledged that the MV staff opinion may change, as the review process evolves).

In the absence of the above, Richmond City staff had to take significant time to contact the Township of Langley, ALC and Metro Vancouver staff several times, to clarify mapping, details, chronologies and facts.

To improve RGS amendment reviews, it is recommended that Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).

Next Steps

MV staff will present their report with all local government comments to the October 4, 2013, MV Regional Planning and Agricultural Committee meeting and on October 25, 2013, the MV Board will review the matter. If an MV Public Hearing is necessary, it will likely be held in November 2013, with the final MV Board decision before December 31, 2013.

Financial Impact

None.

Conclusion

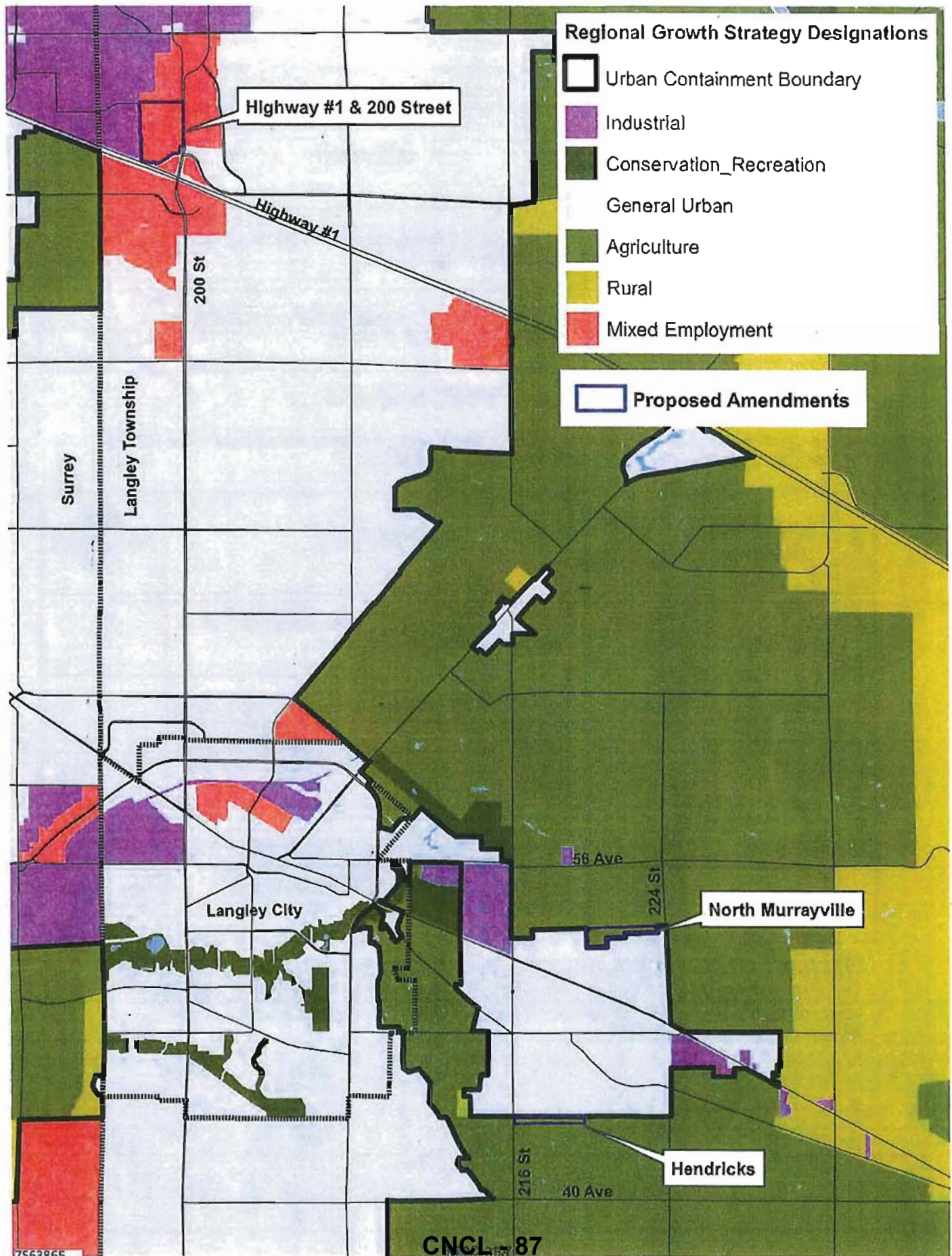
City staff have reviewed three proposed Metro Vancouver Regional Growth Strategy amendments initiated by the Township of Langley and recommend that one be accepted and two not be accepted as they are in the Agricultural Land reserve.



Terry Crowe,
Manager Policy Planning (4139)

TTC:cas

	Attachment Description
Attachment 1	Maps of The Three (3) Proposed MV RGS Amendments For The Township of Langley: <ul style="list-style-type: none"> - A map showing the (1) North Murrayville Area, (2) Hendricks Area and (3) Highway # 1 / 200 Street Area, and - A detailed North Murrayville Map, for clarity. - A detailed Hendricks Area Map, for clarity.
Attachment 2	July 29, 2013 - Notification Letter From Metro Vancouver To Richmond Inviting Comment Regarding Three Proposed MV RGS Amendments for the Township of Langley (North Murrayville, Hendricks, Highway #1 / 200 th Street): includes: <ul style="list-style-type: none"> - 5.2 - A July 5, 2013, MV staff report to the July 19, 2013 MV Regional Planning Advisory Committee (RPAC) - 5.2 Attachment 1 – A June 25, 2013 MV staff report to the July 5, 2013 MV Regional Planning and Agriculture Committee (RPAAC) - June 24, 2013 – A Letter From the Township of Langley to the MV Board requesting the three RGS Amendments - Note the last two documents are duplicated in Attachment 1
Attachment 3	June 7, 2013 - ALC Letter to The Township of Langley refusing the North Murrayville Area ALR exclusion
Attachment 4	April 23, 2010 – ALC letter to Alan Hendricks refusing the Hendricks Area ALR exclusion



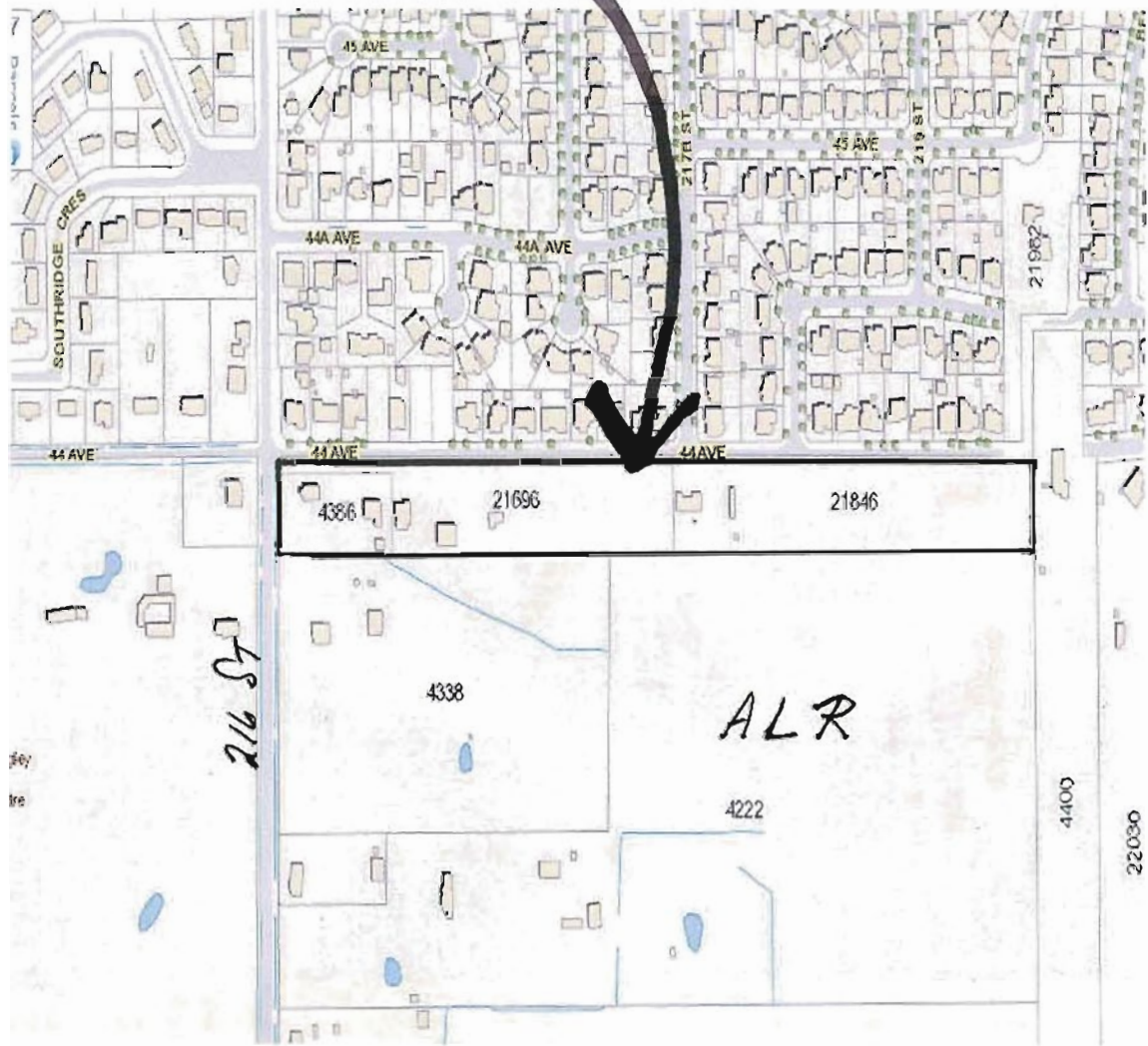
Map of the North Murrayville Area

Proposed RGS Amendment Area



Map of the Hendricks Area

Proposed RGS Amendment Area





metrovanancouver

Greater Vancouver Regional District • Greater Vancouver Water District

Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

TO: M ATTACHMENT 2
CC
FROM: CITY CLERK'S OFFICE

PC: Terry Crowe - for appropriate action

Board and Information Services, Corporate Services
Tel. 604-432-6250 Fax 604-451-6686

PC: Joe Erceg - FYI

File: CR-04-01-RD

JUL 29 2013

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

PHOTOCOPIED

Ro

JUL 31 2013

& DISTRIBUTED

		INT
	DW	
✓	MJ	mb
	DB	

0157-30-26571

Dear Mayor Brodie and Members of Council:

Re: Notification of Three Proposed Amendments to the Metro Vancouver Regional Growth Strategy Land Use Designation Map - Township of Langley

This letter provides notification to affected local governments and other agencies, in accordance with section 857.1(2) of the *Local Government Act*, and sections 6.4.2, 6.4.4 and 6.4.5 of the Regional Growth Strategy. Metro Vancouver¹ received a Council resolution from the Township of Langley requesting three amendments to the Regional Growth Strategy Land Use Designation Map:

1. Type 2 Amendment (Hendricks) to extend the Urban Containment Boundary and amend the land use designation map from Agricultural to General Urban.
2. Type 2 Amendment (North Murrayville) to extend the Urban Containment Boundary and amend the land use designation map from Agricultural to General Urban.
3. Type 3 Amendment (200 Street and Highway #1) to amend the land use designation map from Mixed Employment to General Urban.

Please refer to the attached reports for a description of the requested amendments.

A Type 2 amendment to the Regional Growth Strategy requires an amendment bylaw passed by an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. A Type 3 amendment requires an amendment bylaw passed by an affirmative 50%+1 weighted vote of the Board.

On July 26, 2013, the Metro Vancouver Board initiated the Regional Growth Strategy amendment process for the three requested amendments. Regional Growth Strategy Section 6.4.2 *Notification and Request for Comments*, states that for all proposed amendments to the Regional Growth Strategy the Metro Vancouver Board will:

- a) provide written notice of the proposed amendment to all affected local governments;

¹ Greater Vancouver Regional District



- b) provide a minimum of 30 days for affected local governments, and the appropriate agencies, to respond to the proposed amendment;
- c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of 30 days;
- d) if the proposed amendment is to change a site from Industrial or Mixed Employment to General Urban land use designation, provide written notice and a minimum of 30 days for Port Metro Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

You are invited to provide written comments on the requested amendments to the Regional Growth Strategy. Please provide comments in the form of a Council/Board resolution, as applicable, and submit to paulette.vetleson@metrovancover.org by **Friday, September 20, 2013**. Following the comment period, the Metro Vancouver Board will consider initial readings of a Regional Growth Strategy Bylaw amendment for each of the requested amendments.

If you have any questions with respect to the proposed amendment, please contact Terry Hoff, Senior Regional Planner, at 604-436-6703 or terry.hoff@metrovancover.org. More information and a copy of the Regional Growth Strategy can be found on our website at www.metrovancover.org.

Sincerely,



Paulette Vetleson
Director/Corporate Officer, Board and Information Services

PV/HM/th

Attachments:

1. Report to the Metro Vancouver Board meeting on July 26, 2013, titled 'Township of Langley Request to Amend the Regional Growth Strategy', dated June 21, 2013.
2. Report to the Metro Vancouver Regional Planning Advisory Committee meeting on July 19, 2013, titled 'Township of Langley Request to Amend Regional Growth Strategy Land Use Designations', dated July 5, 2013.


metrovanancouver

SERVICES AND SOLUTIONS FOR A LIVABLE REGION

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

To: Regional Planning Advisory Committee

From: Terry Hoff, Senior Regional Planner, Policy, Planning and Environment Department

Date: July 5, 2013 Meeting Date: July 19, 2013

Subject: Township of Langley Request to Amend Regional Growth Strategy Land Use Designations

RECOMMENDATION

That the Regional Planning Advisory Committee provide comments on the proposed Regional Growth Strategy amendments requested by the Township of Langley.

PURPOSE

The purpose of this report is to provide the opportunity for the Regional Planning Advisory Committee (RPAC) to comment on requested Regional Growth Strategy (RGS) land use designation amendments submitted by the Township of Langley.

DISCUSSION

On June 17, 2013 the Township of Langley Council passed a motion "That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000". Reference to Bylaw No. 5000 is the Township's proposed new Official Community Plan, and Schedule A is the new Regional Context Statement contained within the new OCP. This bylaw received 1st and 2nd readings on June 17, 2013. Schedule A (draft RCS) identifies three "significant changes to the Regional Land Use Designations" that "will require amendment to the RGS in conformity with Metro Vancouver RGS Amendment procedures". In a letter dated June 24, 2013 to Metro Vancouver Board Chair Moore, the Township notified Metro Vancouver of the requested amendments.

Following a RGS amendment request by resolution of a member municipal Council, RGS Section 6.4.1 states that the process to initiate the amendment is by resolution of the Metro Vancouver Board. Metro staff submitted a RGS Amendment report to the July 5, 2013 meeting of Metro Vancouver's Regional Planning and Agriculture Committee, with the following recommendations:

That the Board:

- a) Initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
- b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.

The Metro Vancouver report titled "Township of Langley Request to Amend the Regional Growth Strategy" is included as Attachment 1. The purpose of this report is only to identify the amendments being requested by the Township, and to request the Board initiate RGS amendment procedures. A very brief summary of each requested amendment is provided in that report, but the report does not include an analysis of RGS implications or recommendations regarding the support

or non-support of the requested amendments. The Metro Vancouver Board will consider initiating the requested amendments at the July 26, 2013 Board meeting. Below is an excerpt from the Metro staff report providing a brief summary and overview map of the requested amendments (See Map in Attachment 1).

North Murrayville

The request to redesignate approximately 8 hectares from RGS Agricultural to RGS General Urban and move the Urban Containment Boundary with an aim to making a more consistent urban land use pattern along the north side of 52 Avenue. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. The parcel is within the Agricultural Land Reserve. The proposed amendment is not supported by the Agricultural Land Commission (as indicated in a June 7, 2013 letter to the Township of Langley). RGS Section 2.3.4 states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation".

Hendricks

The request is to redesignate approximately 4 hectares of land from RCS Agricultural to RGS General Urban, and to extend the Urban Containment Boundary, to allow for 21 single family residential lots. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. This application is also located within the Agricultural Land Reserve; however, the land use and proposed RGS amendment is supported by the Agricultural Land Commission as an acceptable non-farm use that benefits agriculture (as stated in a June 7, 2013 letter from the ALC to the Township).

Highway #1/200th Street

The third proposed amendment would redesignate approximately 23 hectares of land from RGS Mixed Employment to RGS General Urban to accommodate residential development. This is a Type 3 amendment requiring a 50%+1 weighted vote of the Metro Vancouver Board.

Township of Langley Description of Proposed RGS Amendments

The Township's RGS amendment request refers to OCP amendment Bylaw No. 5000, Schedule A (draft Regional Context Statement). Within the draft RCS is a brief rationale and map for each of the three requested RGS amendments. The relevant excerpt from the draft RCS is included as Attachment 2, with #4 Highway 1 / 200 Street, #11 North Murrayville and #13 Hendricks. Note that other locations seen on the excerpt table and maps refer to 17 additional RGS land designation amendments the Township is proposing within the RCS as 'generally consistent' under RGS Section 6.2.6.

RGS Amendments Procedures Bylaw – RPAC Comment

While RGS amendment procedures are established in the RGS, the Regional Growth Strategy Procedures Bylaw No 1148, 2011 established additional procedures for Regional Growth Strategy amendment requests. The Procedures Bylaw requires that, within four weeks of receiving the amendment request, Metro Vancouver staff refer the requested amendments to the Regional Planning Advisory Committee for comment. The Regional Planning Advisory Committee then must, within four weeks of receiving the Metro Vancouver staff report, provide comments to Metro

Vancouver in the form of a resolution. The Regional Planning Advisory Committee comments will then be considered by Metro Vancouver staff in preparing recommendations to the Regional Planning and Agriculture Committee and Metro Vancouver Board on the proposed amendment. The Regional Planning Advisory Committee's resolution /comments will be attached to the Metro Vancouver Board report.

It is anticipated that Metro staff will submit a report and recommendations on RGS amendment bylaw introduction to the Regional Planning and Agriculture Committee and the Board in October. A Public Hearing is anticipated for mid November, with a Board decision anticipated in late November.

ALTERNATIVES

1. That the Regional Planning Advisory Committee provide comments on the proposed Regional Growth Strategy amendments as requested by the Township of Langley.
2. That the Regional Planning Advisory Committee receive for information the report dated July 5, 2013 and titled Township of Langley Request to Amend Regional Growth Strategy Land Use Designations.

SUMMARY / CONCLUSION

The Regional Planning Advisory Committee is requested to provide comments on the Regional Growth Strategy amendments as submitted by the Township of Langley. Any comments provided will be considered in a Metro Vancouver staff report and recommendations to the Regional Planning and Agriculture Committee and the Metro Vancouver Board.

Attachments and References:

1. Metro Vancouver staff report to the July 5, 2013 meeting of the Regional Planning and Agriculture Committee (Doc. #7580711)
2. Excerpt from Township of Langley OCP Amendment Bylaw No. 5000 – Schedule A Regional Context Statement (Doc. #7581291).

7574862


metrovanancouver

SERVICES AND SOLUTIONS FOR A LIVABLE REGION 4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

To: Regional Planning and Agriculture Committee

From: Heather McNell, Regional Planning Division Manager
Planning, Policy and Environment

Date: June 25, 2013 Meeting Date: July 5, 2013

Subject: Township of Langley Request to Amend the Regional Growth Strategy

RECOMMENDATION

That the Board:

- a) initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
- b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.

PURPOSE

To provide the Board with the opportunity to initiate Regional Growth Strategy procedures for three proposed amendments submitted by the Township of Langley.

BACKGROUND

Section 6.4.1 of the Regional Growth Strategy (RGS) establishes that the process to initiate amendments to the RGS is by resolution of the Metro Vancouver Board. On June 17, 2013 Township of Langley Council passed a resolution, "That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000". The Township of Langley Council resolution is included as Attachment 1 to this report, and a map showing the location of the three proposed amendments is included as Attachment 2.

DISCUSSION

The Proposed Amendments

The Township of Langley Council resolution refers to three proposed Regional Growth Strategy Land Use Designation amendments.

North Murrayville

The first of the three (Attachment 2) is a proposal to re-designate RGS Agricultural to RGS General Urban and move the Urban Containment Boundary with an aim to making a more consistent land use pattern along the north side of 52 Avenue. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. The parcel is within the Agricultural Land Reserve. The proposed amendment is not supported by the Agricultural Land Commission (as indicated in a June 7, 2013 letter to the Township of Langley). RGS Section 2.3.4 states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation".

Hendricks

The second proposed amendment (Attachment 2) is to re-designate approximately 4 hectares of land from RCS Agricultural to RGS General Urban, and to extend the Urban Containment Boundary, to allow for 21 single family residential lots. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. This application is also located within the Agricultural Land Reserve, however, the land use and proposed RGS amendment is supported by the Agricultural Land Commission as an acceptable non-farm use that benefits agriculture (as stated in a June 7, 2013 letter to the Township).

Highway #1/200th Street

The third proposed amendment (Attachment 2) would re-designate approximately 23 hectares of land from RGS Mixed Employment to RGS General Urban for residential use. This is a Type 3 amendment, requiring adoption of a by-law to amend the RGS by a 50%+1 weighted vote of the Metro Vancouver Board.

Considering the Request

Once an RGS amendment process is initiated by the Board, staff will initiate a notification period (minimum 30 days) and prepare the necessary reports. "Regional Growth Strategy Procedures Bylaw No 1148, 2011" requires that Metro Vancouver first prepare a draft report for the Regional Planning Advisory Committee (RPAC) (planning directors from each member municipality). The report will include a description of RGS provisions applicable to each amendment, and is anticipated for the July 19, 2013 meeting of RPAC. The Regional Planning Advisory Committee then must, within four weeks, provide their comments as a resolution to Metro Vancouver staff. The Regional Planning Advisory Committee comments will then be considered by Metro Vancouver staff in preparing a report and recommendations to the Board.

A staff report providing a detailed analysis and recommendations to the Board regarding each of the proposed amendments is anticipated for the Regional Planning and Agriculture Committee and Board in October 2013. It will be accompanied by any comments received from the Regional Planning Advisory Committee and affected local governments and agencies. Recommendations will include:

- whether to proceed or not to proceed with bylaw introduction for each of the proposed amendments; and
- for each of those amendments recommended to proceed, a draft RGS amendment bylaw, a recommendation that the Board give 1st and 2nd Readings to the amendment bylaw and direct staff to set a date for Public Hearing.

RGS Amendment Process

Table 1 outlines the process envisioned for this proposed amendment and is based on the requirements of the RGS for minor amendments and the RGS Implementation Guideline #2 – Amendments to the Regional Growth Strategy.

Township of Langley Request to Amend the Regional Growth Strategy
Regional Planning and Agriculture Committee Meeting Date: July 5, 2013
Page 3 of 3

Table 1: Timeline of RGS Amendment Process

Date	Meeting
July 5, 2013	Regional Planning and Agriculture Committee
July 19, 2013	Report to Regional Planning Advisory Committee for consideration
July 26, 2013	Metro Vancouver Board initiates RGS amendment process and refers it to affected local governments and agencies for comment.
October 4, 2013	Regional Planning and Agriculture Committee
October 25, 2013	Metro Vancouver Board receive Metro Vancouver staff report, potentially give initial readings to the RGS Amendment bylaw and set a date for a public hearing.
Early to Mid-November	Public Hearing on proposed RGS Amendment Bylaw.
Late November	Board consideration of 3 rd reading and refer back to the Township of Langley for approval.

ALTERNATIVES

1. That the Board:
 - a) initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
 - b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.
2. That the Board provide further guidance on Initiating the Regional Growth Strategy amendment procedures for any or all of the three amendments requested by the Township of Langley.

FINANCIAL IMPLICATIONS

If the RGS amendment process is initiated there may be costs associated with the holding of a public hearing, relating primarily to advertising in a regional newspaper.

SUMMARY / CONCLUSION

The Township of Langley has submitted proposed amendments to the Regional Growth Strategy for Board consideration. The Board has the authority to initiate the proposed amendment as per RGS 6.4 and "Regional Growth Strategy Procedures Bylaw 1148, 2011". Staff recommends Alternative 1 to initiate the RGS amendment process to facilitate a fair process and fulsome regional dialogue on the proposed amendments and to notify affected local governments.

Attachments:

1. Township of Langley Council resolution (Doc. # 7563567).
2. Location of proposed RGS Land Use Designation Amendments (Doc. # 7563865).

7558014

Township of
Langley



Est. 1873

June 24, 2013

File No. 0400-60; 6410-01

Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Attention: Chair Greg Moore, Board of Directors

Dear Chair Moore:

Re: Official Community Plan, Bylaws No. 5000, 5010, 5011, and 5012

At the June 17, 2013 Regular Evening Council meeting, Township of Langley Council passed the following motion:

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000";

That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Township of Langley Financial Plan;

That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Metro Vancouver Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willowbrook Community Plan) Bylaw 1991 No. 3008 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5010";

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5011";

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5012";

Metro Vancouver – Board of Directors
Page 2...

That Council authorize staff to schedule the required public hearing for Bylaw Nos. 5000, 5010, 5011 and 5012; and further

That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000.

CARRIED

A copy of Report 13-75 is attached for reference purposes. You will note that Council has requested amendments to the Regional Growth Strategy land use designations as set out in Schedule A to the Official Community Plan Bylaw.

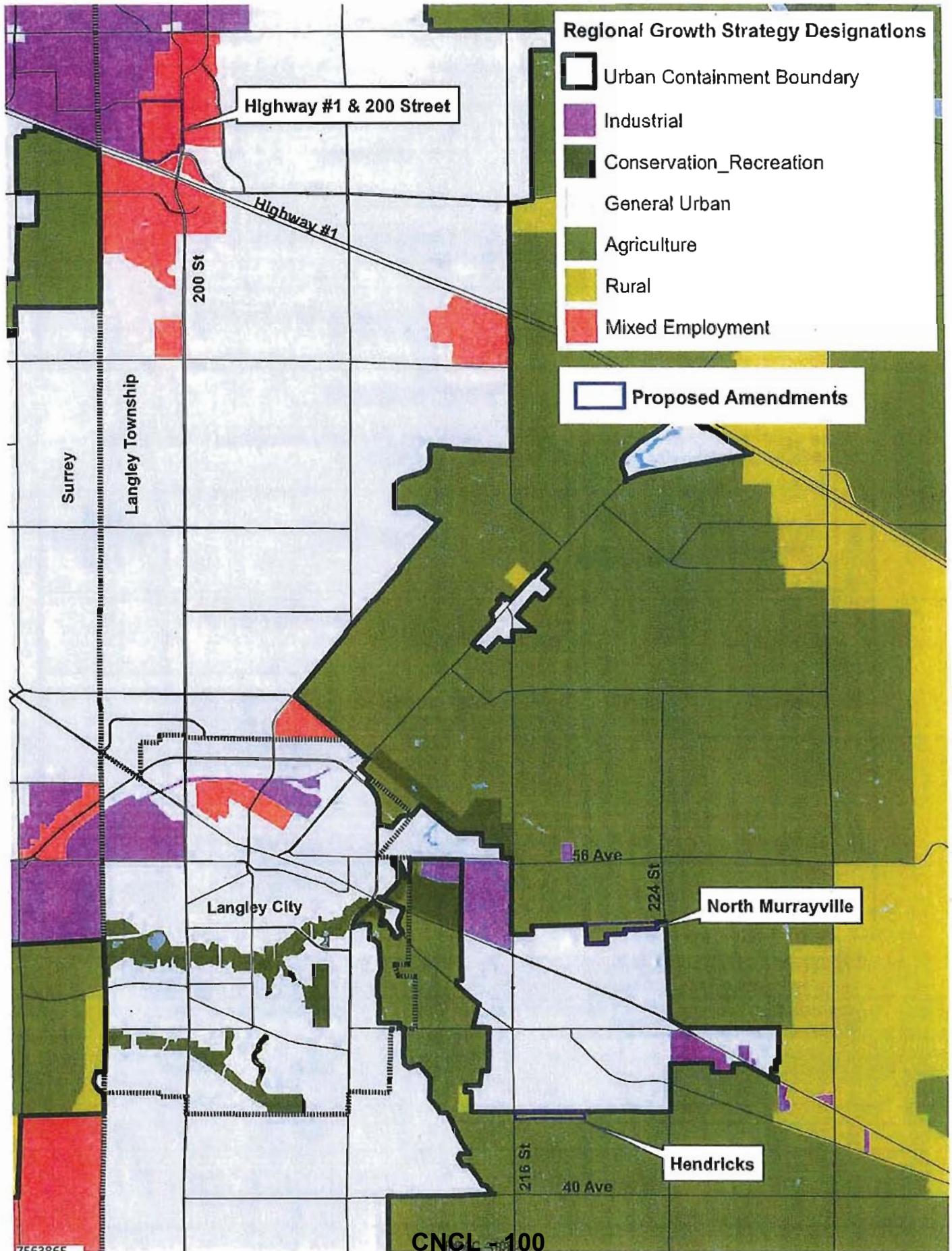
Yours truly,



Paul Crawford
Manager, Long Range Planning

Enclosure: Report 13-75

copy: T. Hoff, Metro Vancouver, Senior Regional Planner
P. Vetleson, Corporate Secretary, Metro Vancouver
Mayor and Council
R. Seifi, General Manager, Engineering and Community Development



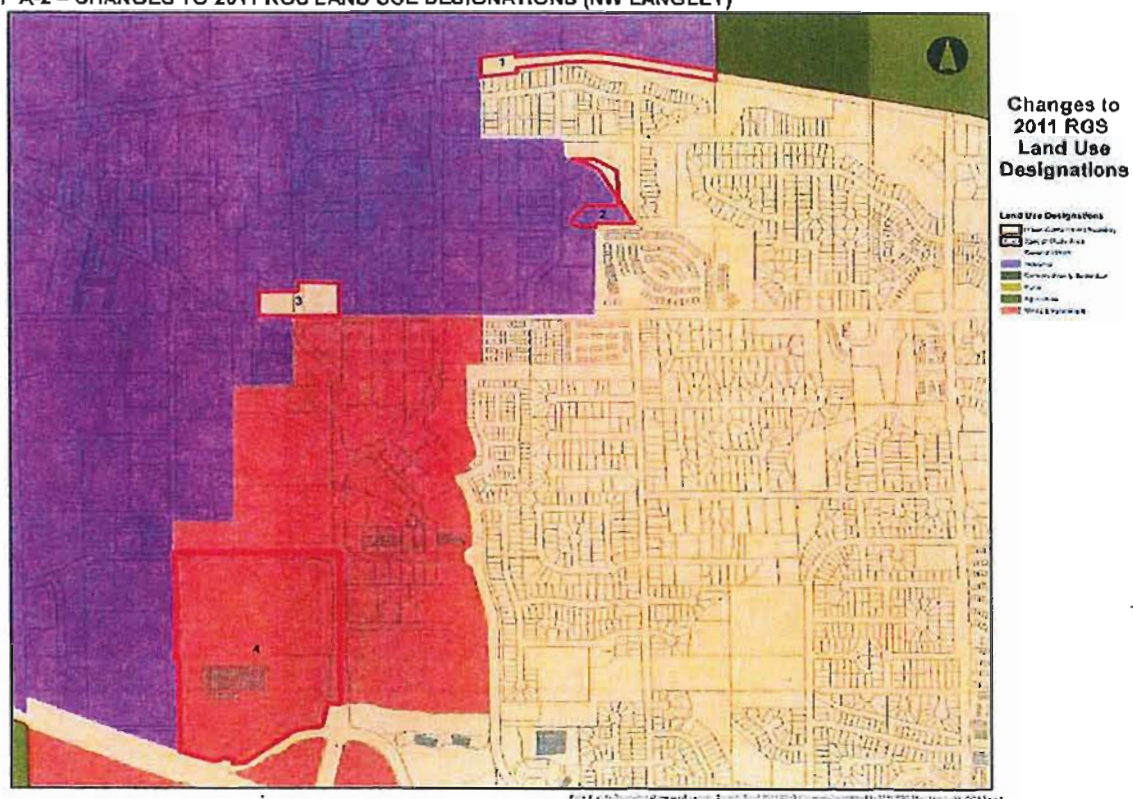
#	Current RGS Designation	Proposed RGS Designation	Description	RGS Amendment Type
21	General Urban	Mixed Employment	to recognize existing commercial centre without permitting residential use	3
22	Agriculture and Rural	Rural and Agriculture	to accurately show properties that are in and out of the ALR at 8 Ave. & 272 St.	2

1.3.2. Significant Changes to the Regional Land Use Designations

More significant changes are listed in the table below and will require amendment to the RGS in conformity with Metro Vancouver RGS Amendment procedures.

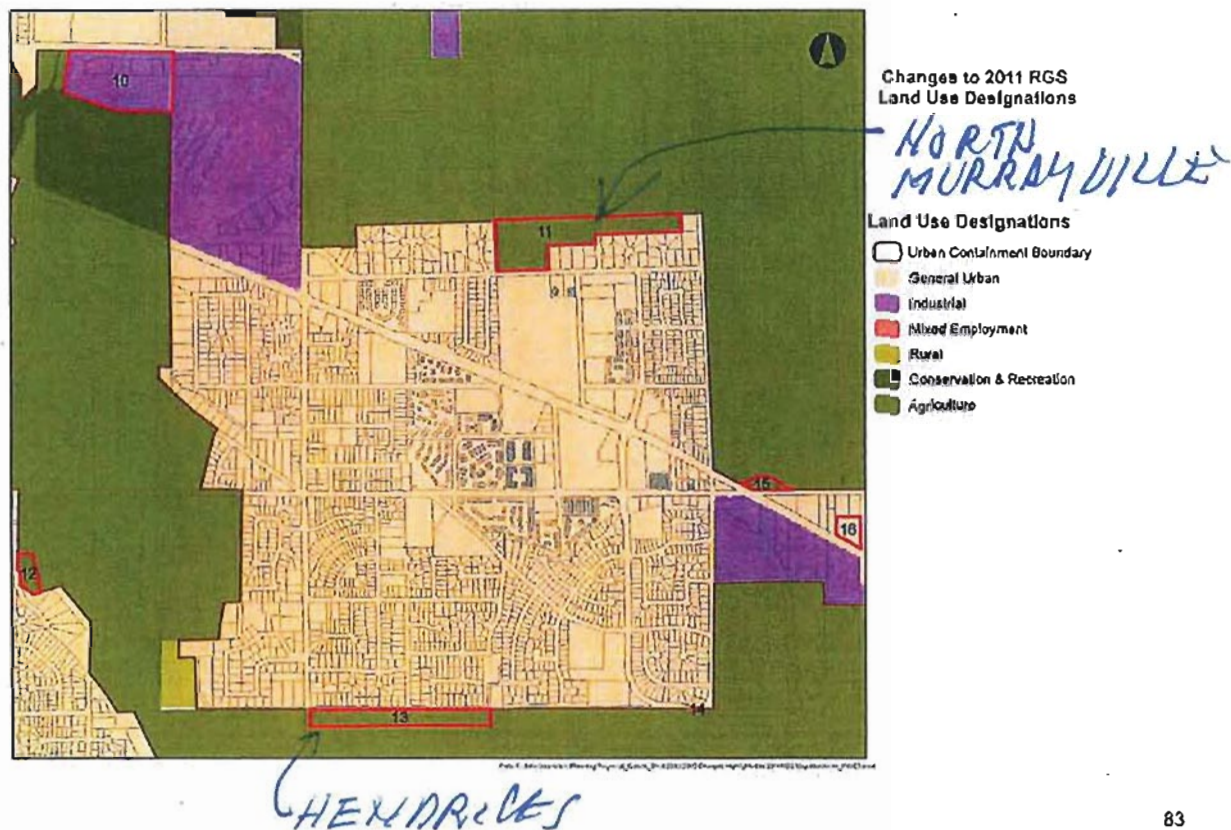
#	Current RGS Designation	Proposed RGS Designation	Description	RGS Amendment Type
4	Mixed Employment	General Urban	<i>HWY 1 / 200 ST</i> to accommodate mixed use proposal (north of freeway west of 200 St.)	3
11	Agriculture	General Urban	<i>NORTH MURRAYVILLE</i> to make a more consistent land use pattern along the north side of 52 Avenue by moving the Urban Containment Boundary north and designating the land General Urban north Murrayville, subject to approval of the ALC	2
13	Agriculture	General Urban	<i>HENDRICKS</i> To incorporate a development approved by the Agricultural Land Commission into the Urban Containment Boundary and designate it as General Urban	2

The University District areas shown as areas 7 and 8 on Map A4 were included in the OCP on June 10, 2013 under the Regional Context Statement that applied at the time, in reliance on representations by the Greater Vancouver Regional District arising from the prior ongoing historical development process.



RPAC - 10B -

MAP A-5 – CHANGES TO 2011 RGS LAND USE DESIGNATIONS (MURRAYVILLE)



83

7581291

RPAC - 110 -


metrovanancouver

SERVICES AND SOLUTIONS FOR A LIVABLE REGION 4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

To: Regional Planning and Agriculture Committee

From: Heather McNell, Regional Planning Division Manager
Planning, Policy and Environment

Date: June 25, 2013

Meeting Date: July 5, 2013

Subject: Township of Langley Request to Amend the Regional Growth Strategy

RECOMMENDATION

That the Board:

- a) Initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
- b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.

PURPOSE

To provide the Board with the opportunity to initiate Regional Growth Strategy procedures for three proposed amendments submitted by the Township of Langley.

BACKGROUND

Section 6.4.1 of the Regional Growth Strategy (RGS) establishes that the process to initiate amendments to the RGS is by resolution of the Metro Vancouver Board. On June 17, 2013 Township of Langley Council passed a resolution, "That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000". The Township of Langley Council resolution is included as Attachment 1 to this report, and a map showing the location of the three proposed amendments is included as Attachment 2.

DISCUSSION

The Proposed Amendments

The Township of Langley Council resolution refers to three proposed Regional Growth Strategy Land Use Designation amendments.

North Murrayville

The first of the three (Attachment 2) is a proposal to re-designate RGS Agricultural to RGS General Urban and move the Urban Containment Boundary with an aim to making a more consistent land use pattern along the north side of 52 Avenue. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. The parcel is within the Agricultural Land Reserve. The proposed amendment is not supported by the Agricultural Land Commission (as indicated in a June 7, 2013 letter to the Township of Langley). RGS Section 2.3.4 states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation".

Hendricks

The second proposed amendment (Attachment 2) is to re-designate approximately 4 hectares of land from RCS Agricultural to RGS General Urban, and to extend the Urban Containment Boundary, to allow for 21 single family residential lots. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. This application is also located within the Agricultural Land Reserve, however, the land use and proposed RGS amendment is supported by the Agricultural Land Commission as an acceptable non-farm use that benefits agriculture (as stated in a June 7, 2013 letter to the Township).

Highway #1/200th Street

The third proposed amendment (Attachment 2) would re-designate approximately 23 hectares of land from RGS Mixed Employment to RGS General Urban for residential use. This is a Type 3 amendment, requiring adoption of a by-law to amend the RGS by a 50%+1 weighted vote of the Metro Vancouver Board.

Considering the Request

Once an RGS amendment process is initiated by the Board, staff will initiate a notification period (minimum 30 days) and prepare the necessary reports. "Regional Growth Strategy Procedures Bylaw No 1148, 2011" requires that Metro Vancouver first prepare a draft report for the Regional Planning Advisory Committee (RPAC) (planning directors from each member municipality). The report will include a description of RGS provisions applicable to each amendment, and is anticipated for the July 19, 2013 meeting of RPAC. The Regional Planning Advisory Committee then must, within four weeks, provide their comments as a resolution to Metro Vancouver staff. The Regional Planning Advisory Committee comments will then be considered by Metro Vancouver staff in preparing a report and recommendations to the Board.

A staff report providing a detailed analysis and recommendations to the Board regarding each of the proposed amendments is anticipated for the Regional Planning and Agriculture Committee and Board in October 2013. It will be accompanied by any comments received from the Regional Planning Advisory Committee and affected local governments and agencies. Recommendations will include:

- whether to proceed or not to proceed with bylaw introduction for each of the proposed amendments; and
- for each of those amendments recommended to proceed, a draft RGS amendment bylaw, a recommendation that the Board give 1st and 2nd Readings to the amendment bylaw and direct staff to set a date for Public Hearing.

RGS Amendment Process

Table 1 outlines the process envisioned for this proposed amendment and is based on the requirements of the RGS for minor amendments and the RGS Implementation Guideline #2 – Amendments to the Regional Growth Strategy.

Township of Langley Request to Amend the Regional Growth Strategy
Regional Planning and Agriculture Committee Meeting Date: July 5, 2013
Page 3 of 3

Table 1: Timeline of RGS Amendment Process

Date	Meeting
July 5, 2013	Regional Planning and Agriculture Committee
July 19, 2013	Report to Regional Planning Advisory Committee for consideration
July 26, 2013	Metro Vancouver Board initiates RGS amendment process and refers it to affected local governments and agencies for comment.
October 4, 2013	Regional Planning and Agriculture Committee
October 25, 2013	Metro Vancouver Board receive Metro Vancouver staff report, potentially give initial readings to the RGS Amendment bylaw and set a date for a public hearing.
Early to Mid-November	Public Hearing on proposed RGS Amendment Bylaw.
Late November	Board consideration of 3 rd reading and refer back to the Township of Langley for approval.

ALTERNATIVES

1. That the Board:
 - a) Initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
 - b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.
2. That the Board provide further guidance on initiating the Regional Growth Strategy amendment procedures for any or all of the three amendments requested by the Township of Langley.

FINANCIAL IMPLICATIONS

If the RGS amendment process is initiated there may be costs associated with the holding of a public hearing, relating primarily to advertising in a regional newspaper.

SUMMARY / CONCLUSION

The Township of Langley has submitted proposed amendments to the Regional Growth Strategy for Board consideration. The Board has the authority to initiate the proposed amendment as per RGS 6.4 and "Regional Growth Strategy Procedures Bylaw 1148, 2011". Staff recommends Alternative 1 to initiate the RGS amendment process to facilitate a fair process and fulsome regional dialogue on the proposed amendments and to notify affected local governments.

Attachments:

1. Township of Langley Council resolution (Doc. # 7563567).
2. Location of proposed RGS Land Use Designation Amendments (Doc. # 7563865).

7558014

Township of
Langley



Est. 1873

June 24, 2013

File No. 0400-60; 6410-01

Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Attention: Chair Greg Moore, Board of Directors

Dear Chair Moore:

Re: Official Community Plan, Bylaws No. 5000, 5010, 5011, and 5012

At the June 17, 2013 Regular Evening Council meeting, Township of Langley Council passed the following motion:

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000";

That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Township of Langley Financial Plan;

That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Metro Vancouver Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willowbrook Community Plan) Bylaw 1991 No. 3008 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5010";

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5011";

That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5012";

Metro Vancouver – Board of Directors
Page 2...

That Council authorize staff to schedule the required public hearing for Bylaw Nos. 5000, 5010, 5011 and 5012; and further

That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000.

CARRIED

A copy of Report 13-75 is attached for reference purposes. You will note that Council has requested amendments to the Regional Growth Strategy land use designations as set out in Schedule A to the Official Community Plan Bylaw.

Yours truly,










Paul Crawford
Manager, Long Range Planning

Enclosure: Report 13-75

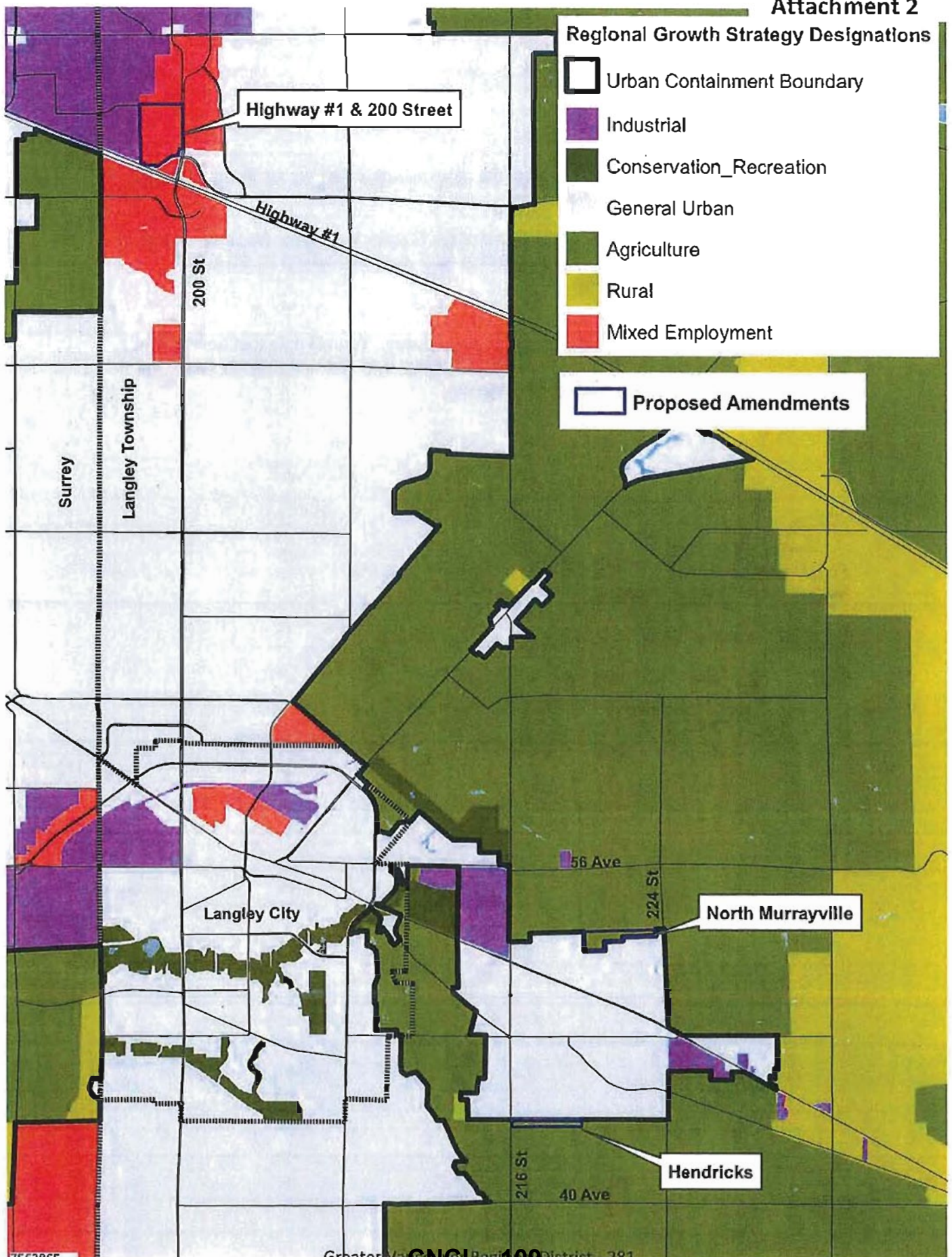
copy: T. Hoff, Metro Vancouver, Senior Regional Planner
P. Vetteson, Corporate Secretary, Metro Vancouver
Mayor and Council
R. Seifl, General Manager, Engineering and Community Development

Attachment 2

Regional Growth Strategy Designations

-  Urban Containment Boundary
-  Industrial
-  Conservation_Recreation
-  General Urban
-  Agriculture
-  Rural
-  Mixed Employment

 Proposed Amendments





June 7, 2013

Township of Langley
20338 65 Avenue
LANGLEY BC V2Y 3J1

Attention Paul Crawford, Manager, Long Range Planning

Agricultural Land Commission

133 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000
Fax: 604 660-7033
www.alc.gov.bc.ca

Planning Review 46511
Reply to the attention of Tony Pellett

Re: Township of Langley Draft Official Community Plan (OCP) Update

Thank you for allowing us and the Ministry of Agriculture until this afternoon to submit our comments in time for the plan being provided for Council consideration of first and second reading. We have seen a draft of the Ministry's comments and endorse their intent.

It is worth noting that in the draft OCP's statement of historical context, the very first of the growth challenges noted is "protecting agricultural land...." That is a very good start!

In this letter, comments are given first on the OCP itself, in order by relevant section, then comments are given on Langley's proposed changes to the 2011 RGS land use designations.

1.3 At the end of the first paragraph, the statement is made, "Land for development is limited." In view of the context the Commission would prefer that it read, "Land for **urban** development is limited."

1.6 Section 6.11 of the Regional Growth Strategy (RGS) states, "In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail."

Sections 46(2), 46(4) and 46(5)(b) of the *Agricultural Land Commission Act* (the "Act") state, (2) "A local government in respect of its bylaws...must ensure consistency with this Act, the regulations and the orders of the Commission." (4) "A local government bylaw ...that is inconsistent with the Act, the regulations or an order of the commission has, to the extent of the inconsistency, no force or effect." (5)(b) "Without limiting subsection (4), a local government bylaw...is deemed to be inconsistent with this Act if it contemplates a use of land that would impair or impede the intent of this Act, the regulations or and order of the Commission, whether or not that use requires the adoption of any further bylaw...."

The Commission has observed six areas of inconsistency:

In the Aldergrove Community Plan there are five discrete areas (four major and one very small) which were the subject of a Langley block exclusion application (Commission File 30232) and which have not subsequently been approved or conditionally approved for exclusion from the ALR.

In the Rural Community Plan, no part of the area between 264 and 268 Streets, from 33 Avenue north to the south boundary of the Aldergrove federally owned lands, has been approved or conditionally approved for exclusion from the ALR.

One of these areas is shown designated Industrial and the other five are shown designated for Urban Use, all within an Urban Growth Boundary and in all, the OCP is of no force or effect. These inconsistencies cannot be remedied through the Regional Context Statement but the Regional Context Statement should acknowledge them and Map 1 should relocate the Urban Growth Boundary, in both cases identifying the six designations as being of no force or effect unless and until approved by the Provincial Agricultural Land Commission.

2.2.15 The first sentence should read, "In accordance with the intent of the RGS and subject to the necessary Agricultural Land Commission approval if granted, agriculture in areas designated as Conservation and Recreation may be limited to primarily soil-based agriculture."

2.4.18 and 2.4.19 The Commission concurs with the text, but in its review of proposed changes to 2011 RGS Land Use Designations [item 7] has identified the need for map changes to achieve consistency (similar to the comments under 1.6).

2.5.16 As written, the first bullet point calls for creating greenbelts between [new] urban areas and the ALR boundary. The Commission concurs. Referring back to 2.1.4, the Arbour Ribbon should extend into the ALR only where no other option is possible or where it does not take land out of agricultural production.

3.3.1 Add, "Consult with the Agricultural Land Commission where any trails or parks are being contemplated within or adjacent to the ALR."

3.5.22 Explore opportunities for linking Langley's historic sites and areas with the parks and open space networks of the Township and Metro Vancouver, consulting with the Agricultural Land Commission and obtaining approval as necessary, where such links or networks affect the ALR.

3.6.9 A third bullet point is needed: restricting subdivision of land in agricultural areas.

3.7 Protecting employment lands is an important function for the Township. While recognizing that the agricultural industry and its land base provide a major source of employment, the focus of this section is to ensure that Ensuring land is available for a range of other industrial uses, thus providing provides stability and reassurance to existing and potential business owners and industries, and offering a more enticing environment to secure long-term business investment in the community.

3.8.15 The Commission has not formally responded to the Master Transportation Plan but has expressed concern over the long term use of 8 Avenue as a truck route. In the spirit of 3.8.19, the Commission has been in contact with the City of Abbotsford with a view to achieving a link from 18 Avenue (King Road) to 8 Avenue (Huntingdon Road) as part of the end use of land currently used by gravel extraction operations east of Bradner Road. The Commission believes that if and when that link is in place there may be no further need to identify 8 Avenue as a truck route. The Commission has no objection to 8 Avenue being illustrated on Map 8 of this OCP, but it is possible that the Commission may limit the extent to which any 8 Avenue road widening application is approved under section 6(a) of the Regulation.

3.14.4 through 3.14.7 The OCP needs to contain a reference to the need for obtaining Commission approval [Regulation sections 6(c)(ii) and 6(d)] for recreational trails including greenways and greenbelt walkways/bikeways.

3.16.18 The Commission defers to the Ministry of Agriculture for comment on this subject.

4.1.3 Please ensure that the Commission has a timely rôle in reviewing or assisting with the review of community plans having a significant ALR component.

Map 14 The Commission has reviewed the proposed amendments to the RGS land use designations and has the following comments:

1 to 4 are non-ALR

5 Add to General Urban parts of small lots that are in the ALR

A—Four lots fronting Glover Road, all owned by the Township of Langley. The ALR portions of Lots 59 and 60 fronting Glover Road are not excepted under section 23(1) of the ALC Act because on 21 December 1972 they were on the same certificate of title issued under the Land Registry Act, R.S.B.C. 1960, c.208.

NORTH MURRAYVILLE
AREA

- 10 Extend General Urban and Urban Containment Boundary north of 52 Avenue
This area is part of a farm. In 1979 the Commission in conjunction with the Township of Langley conducted a review of ALR boundaries and excluded the north side of 52 Avenue immediately to the east of the subject land. In 1980 the Commission refused an application to exclude an area on the southern frontage of the subject land, which is more suitable for agriculture than the land immediately to the east. The Commission does not endorse the proposal to extend the General Urban designation and the Urban Containment boundary.

- 11 Include ALR parcel associated with a residential area into the Urban Containment Boundary
In 1980 the Commission allowed an application to exclude the parcel immediately to the south because of its unsuitability for agriculture. It and the subject property are situated on a slope above an area which is clearly suitable for agriculture. Given Langley's commitment to edge planning, the Commission has no objection to the inclusion of this parcel within the Urban Containment Boundary.

- 12 Incorporate a development into General Urban and the Urban Containment Boundary
The Commission has approved this development and endorses its inclusion within the Urban Containment Boundary and its designation as General Urban.

- 13 Recognize a minor urban extension into the ALR
The Commission endorses the inclusion of this parcel within the Urban Containment Boundary and its designation as General Urban.

- 14 Recognize an area isolated by an approved road relocation
The Commission endorses the inclusion of this area within the Urban Containment Boundary.

15 to 18 are non-ALR

- 19 Recognize approved riverside industrial operations in two locations
Of the three sites, only the one on the east side of 256 Street is excluded from the ALR. The Commission has approved non-farm use of the one on the west side of 256 Street. The Commission conditionally approved the one on the east side of 264 Street but the site is being operated without fulfillment of all conditions. The Commission endorses Industrial designation of the western part of 19 but questions whether the proposal to designate the eastern part of 19 as Industrial should be deferred until all conditions have been met.

20 Non-ALR

- 21 Correct the mapped location of an ALR boundary
The Commission endorses the proposed map correction. The two 8 ha parcels directly west of the regional district boundary have been included into the ALR. The two 2 ha parcels to the west of those parcels have never been in the ALR.

Yours truly

PROVINCIAL AGRICULTURAL LAND COMMISSION



Tony Pellett, Regional Planner

cc: Terry Hoff, Senior Regional Planner, Metro Vancouver
Bert van Dalzen, Strengthening Farming Program, Ministry of Agriculture, Abbotsford
Kathleen Zimmerman, Regional Agrologist, Ministry of Agriculture, Abbotsford

TP/48511m1



Agricultural Land Commission
133-4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000
Fax: 604 660-7033
www.alc.gov.bc.ca

April 23, 2010

Reply to the attention of Ron Wallace
ALC File: 50333

Alan Hendricks
21846 44 Avenue
LANGLEY BC V3A 3E8

HENDRICKS AREA

Re: Application to Exclude land from the Agricultural Land Reserve

Please find attached the Minutes of Resolution # 2420/2010 outlining the Commission's preliminary decision as it relates to the above noted application. As agent, it is your responsibility to notify your fellow applicants accordingly. A copy of the minutes must be provided to each landowner.

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

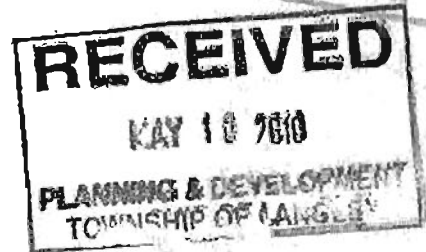
Per:


Erik Karlsen, Chair

Enclosure: Minutes

cc: Township of Langley (10-31-0151)

TP/
50333d1





MINUTES OF THE PROVINCIAL AGRICULTURAL LAND COMMISSION

A meeting was held by the Provincial Agricultural Land Commission on March 25, 2010 at Langley, B.C.

PRESENT:	Sylvia Pranger	Chair, South Coast Panel
	Michael Bose	Commissioner
	John Tomlinson	Commissioner
	Tony Pellett	Staff

For Consideration

Application: 50333
 Applicants: Alan Hendricks, Elizabeth Hendricks, Chin-Chu Hou, Mei-Yu Yeh, Robert James Frain, Shawn Robert Frain, Cheryl Lynne Frain
 Agent: Alan Hendricks
 Proposal: Exclude three parcels from the ALR for urban development in conjunction with edge planning and establishment of an agricultural trust fund.
 Legal: PID: 001-017-926 Lot 1, Sec.31 Twp.10 NWD, Plan 68899
 PID: 001-017-934 Lot 2, Sec.31 Twp.10 NWD, Plan 68899
 PID: 002-382-393 Pcl."ONE" (Ref. Plan 17269) of Pcl."A" (Ref. Plan 4268) of the SW¼ Sec.31 Twp.10 NWD
 Location: South side of 44 Avenue between 216 and 219A Streets, Langley

Site Inspection

A site inspection was conducted on December 8, 2009. Those in attendance were:

- Sylvia Pranger Chair, South Coast Panel
- Michael Bose Commissioner
- John Tomlinson Commissioner
- Ron Wallace Staff
- Tony Pellett Staff
- Alan Hendricks Applicant/Agent
- Dave Melnychuk Agrologist for the applicants

The Commissioners and staff met with the proponent and his agrologist to view the site and discuss the application. It was observed that portions of the subject lands in the treed areas and the adjoining farmland to the south are subject to dumping of garden waste material from the adjacent residential areas. It was also observed that the subject lands being long and narrow have limited potential for agricultural development, but could serve as a good transitional area or buffer between the residential development to the north and the agricultural lands to the south.

Exclusion Meeting

An exclusion meeting was conducted on December 8, 2009 at Abbotsford B.C. Those in attendance were:

- Erik Karlsen Commission Chair
- Sylvia Pranger Chair, South Coast Panel
- Michael Bose Commissioner
- John Tomlinson Commissioner
- Ron Wallace Staff

Page 2 of 4 Resolution # 2420/2010
Application # 50333

- Tony Pellett Staff
- Alan Hendricks Applicant/Agent
- Dave Melnychuk Agrologist for the applicants

Applicant Alan Hendricks initiated the discussion with an overview of his lengthy involvement with the objective of creating single family lots from the subject properties. The consulting agrologist, Dave Melnychuk, discussed his involvement with establishing an agricultural land trust fund in another community and how a similar fund could be a useful tool with this application. Commission Chair Erik Karlsen concurred that an agricultural land trust fund with a set of guidelines for agricultural planning initiatives could be beneficial to this application but advised that the Commission should not be directly involved with the establishment of this fund. The Commissioners encouraged the proponents to contact the Township of Langley towards this goal and also stressed the importance of finding a Council member to take a leadership role with this matter. Lastly, the Commissioners asked to be kept informed of their progress.

Commissioner Eligible to Vote

Commissioner Karlsen was not present at the site inspection. It was confirmed that a summary of the site inspection was provided thus establishing the Commissioner's eligibility to vote on the application.

Context

The proposal was weighed against the purposes of the Commission as stipulated in section 6 of the *Agricultural Land Commission Act* (the "Act"). They are:

1. to preserve agricultural land
2. to encourage farming on agricultural land in collaboration with other communities of interest, and
3. to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.

Discussion

Assessment of Agricultural Capability

In assessing agricultural capability, the Commission refers in part to agricultural capability mapping and ratings. The ratings are interpreted using the Canada Land Inventory (CLI), 'Soil Capability Classification for Agriculture' system, or the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system.

The application included a report from Eveline Wolterson, P.Ag. Using the BCLI system, she identified the following agricultural capability ratings on the properties:

- Class 3 – Land in this class has limitations that require moderately intensive management practices or moderately restrict the range of crops, or both.
- Class 4 – Land in this class has limitations that require special management practices or severely restrict the range of crops, or both.
- Class 5 – Land in this class has limitations that restrict its capability to producing perennial forage crops or other specially adapted crops.
- Class 6 – Land in this class is non-arable but is capable of producing native and or uncultivated perennial forage crops.
- Class 7 – Land in this class has no capability for arable or sustained natural grazing.

Page 3 of 4 Resolution # 2420/2010
Application # 50333

Subclasses

D undesirable soil structure P stoniness W excess water

Assessment of Agricultural Suitability

The Commission assessed whether external factors have caused or will cause the land to become unsuitable for agriculture. The Commission believes there are external factors that render the land of very limited suitability for agricultural use. They are encroaching non-farm development and the extremely shallow depth of the properties.

Assessment of Impact on Agriculture

The Commission also assessed the impact of the proposal against the long term goal of preserving agricultural land. At present, the subject lands and the adjoining farmland to the south are subject to dumping from the residential area through the treed areas along the length of the shallow subject lands. The proposal would eliminate the potential for dumping on the farmlands to south, thus the Commission believes the proposal could have a positive impact on existing or potential agricultural use of adjoining lands.

Assessment of Other Factors

The proposal to initiate edge planning on this site would not normally be of benefit if it formed part of a proposal to eliminate agriculture from part of the ALR. In this case, the parcels (after road widening) have a ratio of 6:1 breadth to depth and are in an area which the Langley Rural Plan designated as Small Farms/Country Estates without Commission endorsement. When this proposal was first discussed with the Township, its staff were preparing to advance a Rural Plan amendment to eliminate the Small Farms/Country Estates designation from areas where it is of no force and effect because of the lack of Commission endorsement. At this time there is no evidence that Langley intends to follow through with that initiative.

The applicants' proposal to establish a Township of Langley agricultural land trust with initial funds coming from this subdivision is of interest, the first considerations being whether Council will agree and whether the criteria for disposition of funds will be as acceptable to the Commission as for the equivalent fund in Abbotsford.

Conclusions

1. That the land under application has agricultural capability and is appropriately designated as ALR.
2. That the land under application is not very suitable for agricultural use.
3. That the proposal will not impact agriculture.
4. That the proposal can be rendered consistent with the objective of the *Agricultural Land Commission Act* to preserve agricultural land.

IT WAS

MOVED BY: Commissioner Pranger

SECONDED BY: Commissioner Tomlinson

THAT under paragraph 30(2)(c) of the *ALC Act*

1. the Commission refuse exclusion, in part to avoid conflict with the regional growth strategy now in the final stages of preparation and in part to avoid creating expectations in the rest of the area designated Small Farms/Country Estates without Commission endorsement,

Page 4 of 4 Resolution # 2420/2010
Application # 50333

2. the Commission approve in principle the subdivision of the subject lands on the understanding that the Township of Langley is in favour of the type of edge planning proposed for this application and has recently resolved to proceed with study of an agricultural land trust as proposed by the applicant, and
3. without prejudice to more detailed conditions which may be set in the event of the Township's agreement to proceed with edge planning and an agricultural land trust, the Commission advise that it believes the proposed subdivision leaves scant space for residential improvements thus potentially tempting owners to compromise the buffer, and for that reason the Commission believes that the proposed lots should be at least half again as large as proposed.

CARRIED
Resolution # 2420/2010

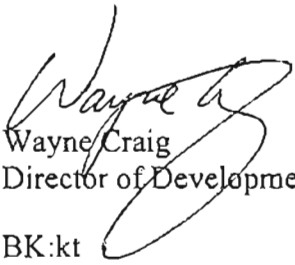


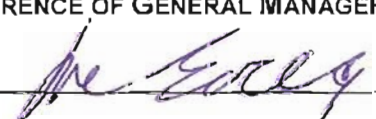
To: Planning Committee
From: Wayne Craig
Director of Development
Date: September 3, 2013
File: HA 13-641865
Re: **Application by Steveston Flats Development Corp. for a Heritage Alteration Permit at 3471 Chatham Street**

Staff Recommendation:

That a Heritage Alteration Permit be issued to authorize the demolition of structures and associated infrastructure at 3471 Chatham Street and prepare the site for a future development, on a site zoned Steveston Commercial (CS3), including:

- a) The removal of the existing concrete bas-relief panels on the face of the building;
- b) Temporary on-site storage of the concrete panels;
- c) The securing of the site during demolition;
- d) The demolition and removal of the building;
- e) The excavation and removal of associated infrastructure; and
- f) Deposit of a subdivision plan at the Land Title Office for a corner truncation at the south-east corner of the site.


Wayne Craig
Director of Development
BK:kt
Att.

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER 

Staff Report

Origin

Steveston Flats Development Corp. has applied to the City for permission to demolish the existing building and associated infrastructure, and to secure the site at 3471 Chatham Street (Attachment 1), on a site zoned Steveston Commercial (CS3). The subject property is located within the Steveston Village Heritage Conservation Area, but the existing bank building is not an identified heritage resource.

The owners of the property are requesting permission for demolition in order to prepare the site for a rezoning and development permit application, and to remove and salvage the existing concrete mural panels depicting scenes of the fishing industry on the face of the building. The owners have applied for a Demolition Permit (D8 13 – 641863).

Staff are aware that there is community interest in the retention of these panels in some fashion. The developer has voluntarily agreed to carefully remove the panels from the building prior to demolition, and proposes that the panels be integrated into the design of the new building on the site. If there are any surplus panels following construction, staff will discuss alternative uses of the panels with other City departments, community groups, and the Richmond Heritage Commission.

As the site is located within the OCP-Steveston Area Plan and within the Steveston Heritage Conservation Area, a Heritage Alteration Permit must be approved by Council prior to any work occurring on the site.

Findings of Fact

The OCP-Steveston Area Plan requires a Heritage Alteration Permit (HAP) in the designated Steveston Village Heritage Conservation Area be issued prior to:

- Altering a building or structure (including building demolition) or land (including landscape features).

Approval of a Heritage Alteration Permit by Council does not require a Public Hearing.

Surrounding Development

The subject property is located at the north-west corner of the intersection of 3rd Avenue and Chatham Street in Steveston Village, within the Steveston Village Heritage Conservation Area. The OCP-Steveston Area Plan designates the site as “Heritage Mixed-Use (Commercial-Industrial with Residential & Office Above)”.

Surrounding land uses are:

To the North: Across a dedicated city lane, single family residential lots fronting Broadway Street and 3rd Avenue, zoned “Single Detached (RS1/A)”.

To the East: Across 3rd Avenue, a 3-storey mixed use building zoned “Steveston Commercial (CS3)”.

To the South: Across Chatham Street, parking lot for the Steveston Hotel, and a designated heritage building (former Steveston Courthouse) occupied by Penta Builders and the Adorabelle Tea Room, zoned “Steveston Commercial (CS2)”.

To the West: Across a dedicated (but un-constructed) city lane, single family residential lots fronting 4th Avenue zoned “Single Detached (RS1/A)”.

The Steveston Courthouse building was designated and protected by Richmond City Council under Bylaw No. 4362, adopted by Council on September 24, 1984.

Staff Comments

Staff support the demolition of the existing building as it is unoccupied and the owners wish to redevelop the site. The building is not an identified heritage resource, and the Heritage Alteration Permit would allow the dedication of a small corner truncation for roads purposes, and would facilitate the removal and salvage of the concrete mural panels on the building.

Analysis

Heritage Alteration Permit

The requested Heritage Alteration Permit would be for the following activities only:

- Removal and temporary storage on-site of the existing concrete mural panels on the building. The concrete panels are intended to be re-used as a portion of the cladding on a future building on the site.
- Demolition and removal of the existing building.
- Securing the site during demolition and clearing.
- Excavation and removal of infrastructure associated with the building. The works are not permitted to impact the sanitary sewer in the dedicated lane at the north of the site. The works are also not permitted to impact the storm sewer located on the 3rd Avenue frontage of the site.
- Deposit of a subdivision plan at the Land Title Office for a small corner truncation from the south-east corner of the site for road dedication purposes, at the intersection of 3rd Avenue and Chatham Street.

It is appropriate to secure the road dedication at this time, as part of the site preparation for the next phase of development under the recently submitted rezoning application (RZ 13 – 643346). Details of the road requirements and configuration of the corner truncation will be determined through the rezoning application, to the satisfaction of the Transportation Division.

Registration of the subdivision plan to dedicate the road will be a condition of final adoption of the rezoning bylaw.

Financial Impact or Economic Impact

None.

Conclusion

Staff recommends that the Heritage Alteration Permit be issued to authorize the demolition of the building, removal of associated infrastructure, temporary storage of the concrete mural panels on site, and registration of a subdivision plan to secure road dedication for the property at 3471 Chatham Street in Steveston Village.

A handwritten signature in black ink, appearing to read 'Bj - Konkin'.

Barry Konkin,
Program Coordinator, Development

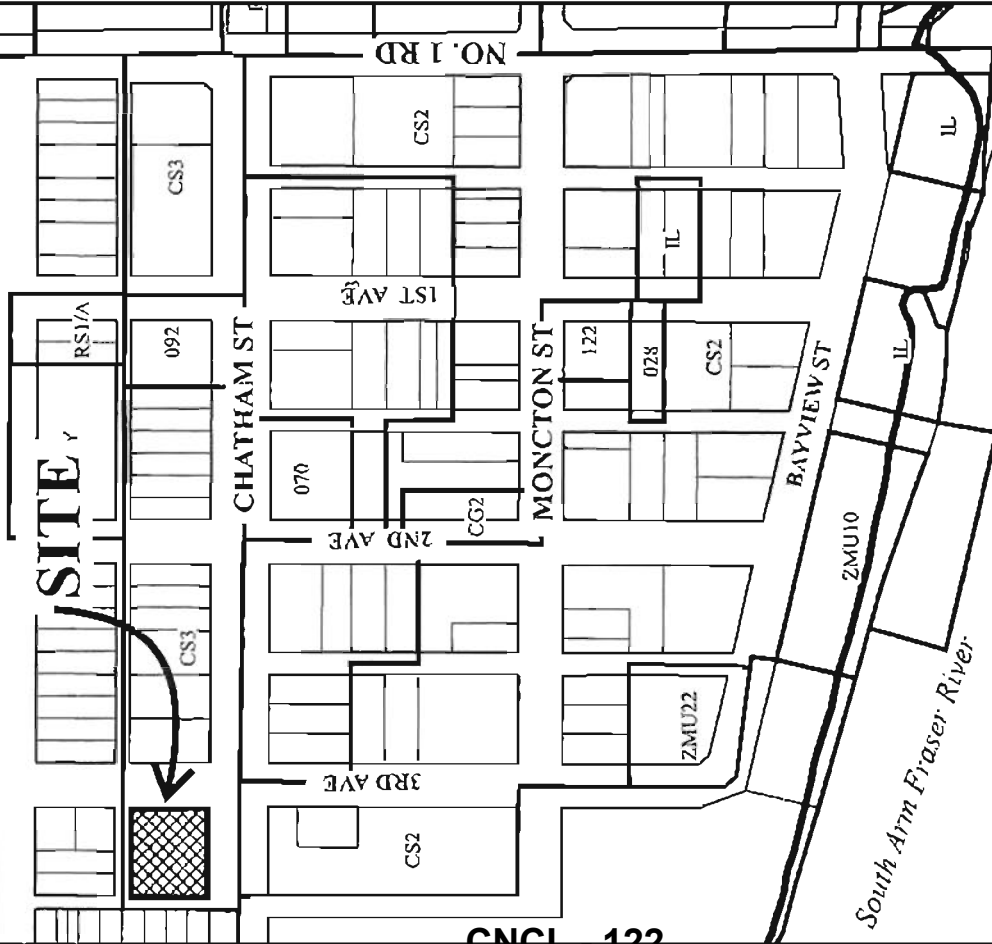
BK:kt

Attachment 1: Location Map and GIS Aerial Photo



City of Richmond

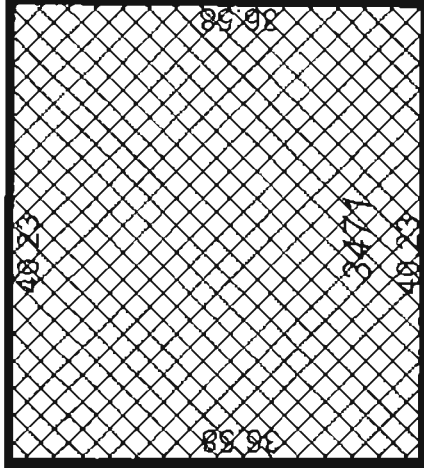
SITE



GNCL - 122

CHATHAM ST

3RD AVE



49	13.11	18.28
35	40.27	
13		

3	18.29	20.13	11937	18.30	36
2					
3					
2					



HA 13-641865

Original Date: 08/13/13

Revision Date:

Note: Dimensions are in METRES



HA 13-641865

CNCL - 123

Original Date: 08/13/13

Amended Date:

Note: Dimensions are in METRES



City of Richmond

Heritage Alteration Permit

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

File No.: HA 13 - 641865

To the Holder: Steveston Flats Development Corp.

Property Address: 3471 Chatham Street

Legal Description: PID: 003-647-340
LOT "A" (RD65195) BLOCK 20 SECTION 3 BLOCK 3 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 249

(s.972, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.967)
 - ☐ Property Subject to Temporary Protection (s.965)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.972)
 - ☒ Property in Heritage Conservation Area (s.971)
 - ☐ Property Subject to s.219 Heritage Covenant
2. The purpose of the Heritage Alteration Permit is to permit the following activities on the subject site:
 - a. Removal of the concrete mural panels attached to the building.
 - b. Temporary on-site storage of the concrete mural panels.
 - c. Demolition and removal of the building in accordance with Demolition Permit DB 13 – 641863.
 - d. Securing the site during demolition and clearing.
 - e. Excavation and removal of infrastructure associated with the building. The works are not permitted to impact the storm sewer connection in the south portion of the site.
 - f. Deposit of a subdivision plan at the Land Title Office for road dedication (corner truncation) at the south-east corner of the site.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF ,

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



City of Richmond

Report to Committee Fast Track Application Planning and Development Department

To: Planning Committee

Date: September 4, 2013

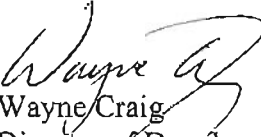
From: Wayne Craig
Director of Development

File: RZ 13-636814


Re: Application by Jacken Investments Inc. for Rezoning at 8131 No. 3 Road from
Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, for the rezoning of
8131 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be
introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Item	Details
Applicant	Jacken Investments Inc.
Location	8131 No. 3 Road - See Attachment 1
Development Data Sheet	See Attachment 2
Zoning	Existing: "Single Detached (RS1/E)" Proposed: "Compact Single Detached (RC2)"
OCP Designation	Neighbourhood Residential
Other Designations	The Arterial Road Policy in the 2041 Official Community Plan identifies the subject site for redevelopment to compact lots with rear lane access.
Affordable Housing Strategy Response	The applicant proposes to provide a legal secondary suite in the principal dwelling on one (1) of the two (2) future lots at the subject site.
Flood Management	Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. The required minimum flood construction level is 0.3 m above highest elevation of the crown of the fronting road.
Surrounding Development	To the north, is a dwelling on a large lot zoned "Single Detached (RS1/E)". To the south, are two (2) dwellings on smaller lots zoned "Compact Single Detached (RC1)" created through subdivision in 2008. To the east, there is a frontage road separated from No. 3 Road by a large coniferous hedge, and beyond that, on the east side of No. 3 Road, there are dwellings on large lots zoned "Single Detached (RS1/E)". To the west, across the existing rear lane, is a newer dwelling on a large lot zoned "Single Detached (RS1/E)" fronting Sunnymede Crescent.
Rezoning Considerations	See Attachment 3

Staff CommentsBackground

This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot on the west side of No. 3 Road, south of Blundell Road. Each new lot proposed would be approximately 12 m wide and 424 m² in area. The west side of No. 3 Road, between Francis Road and Blundell Road, has seen some redevelopment through rezoning and subdivision in recent years, consistent with the Arterial Road Policy. This redevelopment proposal complies with the Arterial Road Policy, which identifies the subject site for redevelopment to compact lots with access from the existing operational rear lane. Potential exists for other lots in this block of No. 3 Road to redevelop in the same manner.

Trees & Landscaping

A Tree Survey and a Certified Arborist's Report were submitted by the applicant in support of the application. There are no trees on the subject property, however, the following off-site trees were identified and assessed:

- One (1) bylaw-sized Maple tree on the adjacent property to the south at 8151 No. 3 Road whose canopy and Critical Root Zone encroach into the subject site (identified as Tree # 1 on the Tree Management Plan – see **Attachment 4**).
- Two (2) bylaw-sized Maple trees within the boulevard on City-owned property (identified as Trees # 2 and 3 on the Tree Management Plan).

The Maple tree on the adjacent property to the south (Tree # 1) is to be protected to ensure its survival during the proposed redevelopment of the subject property. The City's Tree Preservation Coordinator reviewed the Arborist's Report, conducted a Visual Tree Assessment, and concurs with the recommendation to protect the Maple tree (Tree # 1), which is in fair condition.

The City's Parks Department staff conducted a Visual Tree Assessment of the two (2) Maple trees on City-owned property in front of the subject site (Trees # 2 and 3), and indicated that these are not good specimen trees worthy of retention, and are not viable due to their current location within a hedge. It is recommended that these trees be removed and that a cash-in-lieu contribution be provided by the applicant to the City's Tree Compensation Fund prior to rezoning adoption in the amount of \$2,600 for the planting of four (4) replacement trees on public property elsewhere in the City (e.g. street trees in boulevards, parks etc.).

Tree protection fencing must be installed on-site to City standard around the Maple tree (Tree # 1) at a minimum of 3.0 m from the base of the tree to the north and west, and adjacent to the sidewalk on the east side.

Since the buildings have already been demolished on-site, tree protection fencing must be installed at Building Permit stage and must remain in place until construction and landscaping on the future lots is completed.

The Tree Retention Plan is reflected in **Attachment 4**.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a contract with a Certified Arborist to supervise any on-site works within the Tree Protection Zone of the off-site Maple tree (Tree # 1). The contract must include the scope of work to be supervised, the proposed number of monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Consistent with "Council Policy 5032 – Tree Planting" and with Richmond Zoning Bylaw 8500, the applicant has agreed to plant and maintain a total of four (4) trees (two [2] per future lot), with a minimum size of 6 cm deciduous calliper or 3 m high conifer. Two (2) of the required trees must be located within the front yard of the proposed lots.

To ensure that the trees are planted on-site, and that the front yards of the future lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape

Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including fencing, paving, and installation costs). The Landscape Plan must be submitted prior to rezoning adoption. A variety of suitable native and non-native trees must be incorporated into the required Landscape Plan for the site, ensuring a visually rich urban environment and diverse habitat for urban wildlife.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the proposed future lots must be from the existing operational rear lane. A restrictive covenant is required on to be registered on Title prior to rezoning adoption, to ensure vehicular access to the site at proposed development stage is from the rear lane only, with no access permitted to or from No. 3 Road.

Subdivision

At the proposed subdivision stage, the developer will be required to pay Development Cost Charges, (City and GVS&DD), Engineering Improvement Charge (for future lane improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Conclusion

This rezoning application to enable subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP), and is consistent with the pattern of redevelopment in the block. Potential exists for other lots on the west side of this block of No. 3 Road to redevelop in the same manner.

The list of rezoning considerations is included in **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.

It is also recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, to rezone the property at 8131 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.



Cynthia Lussier
Planning Technician
(604-276-4108)
CL:blg

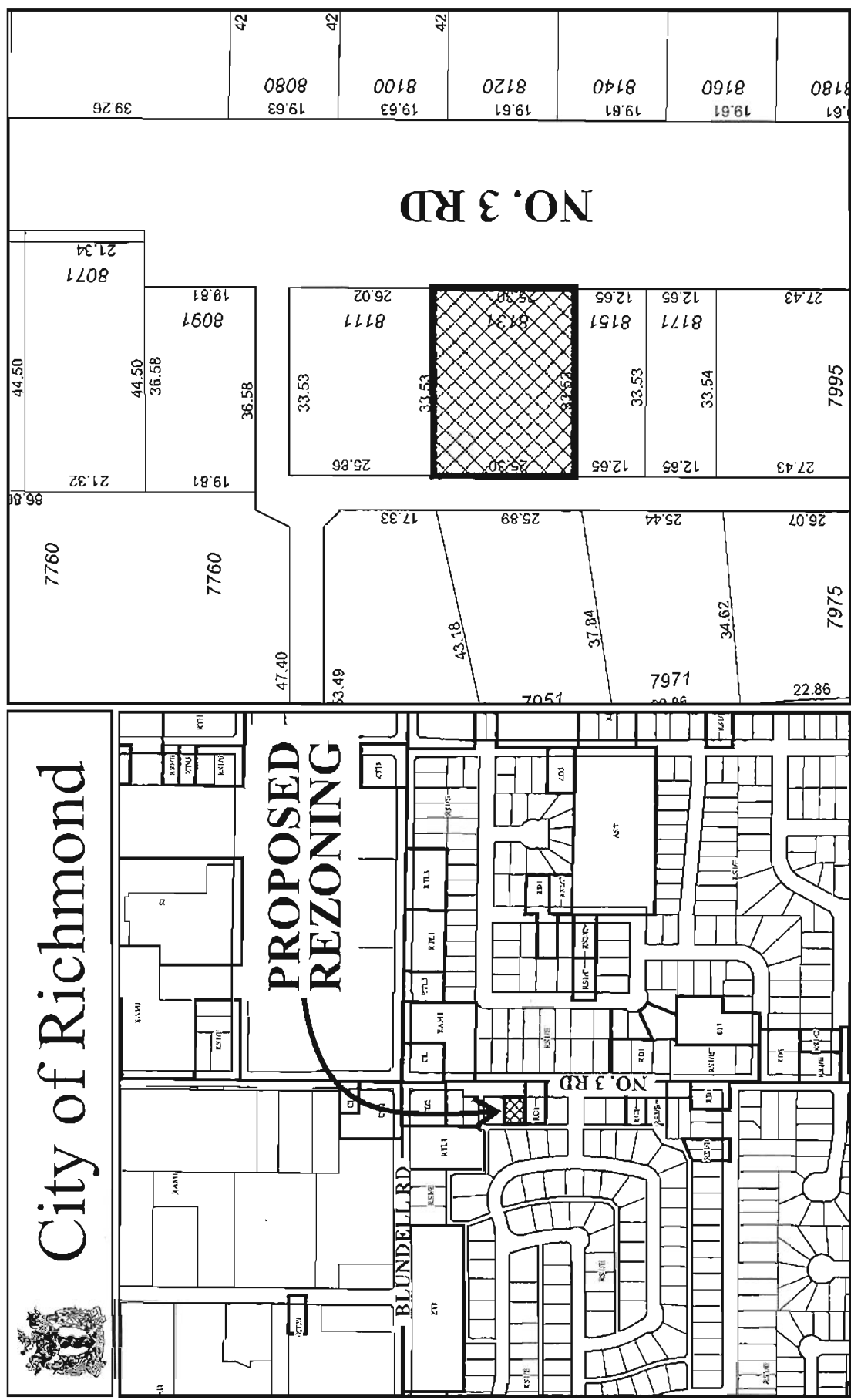
Attachments:


Attachment 1: Location Map/Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Rezoning Considerations

Attachment 4: Tree Management Plan

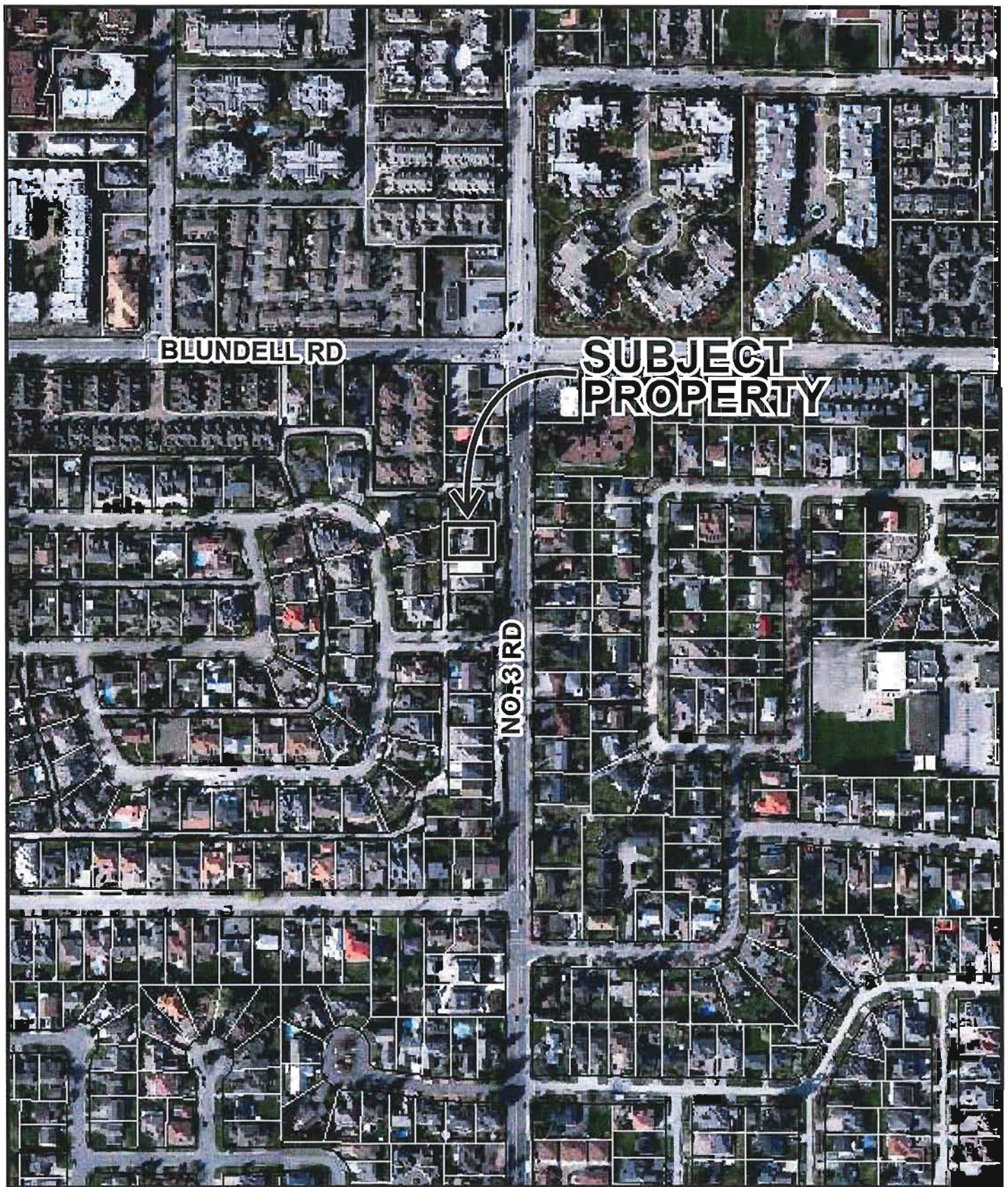




City of Richmond

RZ 13-636814

Original Date: 05/17/13
Revision Date:
Note: Dimensions are in METRES



RZ 13-636814

CNCL - 131

Original Date: 05/17/13

Amended Date:

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet Fast Track Application Development Applications Division

RZ 13-636814
Attachment 2

Address: 8131 No. 3 Road

Applicant: Jacken Investments Inc.

Date Received: May 10, 2013 Fast Track Compliance: June 19, 2013

	Existing	Proposed
Owner	Jacken Investments Inc.	To be determined
Site Size (m²)	848 m ² (9,128 ft ²)	Two (2) lots, each approximately 424 m ² (4,564 ft ²)
Land Uses	Vacant lot	Two (2) single-family lots
Zoning	Single Detached (RS1/E)	Compact Single Detached (RC2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building	Max. 50%	Max. 50%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m)	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2 ½ storeys	2 ½ storeys	none
Lot Size	Min. 270 m ²	Min. 270 m ²	none
Lot Width	Min. 9.0 m	Approx. 12.64 m	none

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



City of Richmond

Rezoning Considerations

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

Address: 8131 No. 3 Road

File No.: RZ 13-636814

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, 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 fencing, paving, and installation costs). The Landscape Plan should:
 - Comply with the Compact Lot Development Requirements of the 2041 OCP's Arterial Road Policy.
 - Include a mix of suitable deciduous and coniferous native and non-native trees, which ensure a visually rich urban environment and diverse habitat for urban wildlife.
 - Include the dimensions of tree protection fencing as discussed in this report.
 - Include four (4) trees (two [2] per future lot), with the minimum size of 6 cm deciduous caliper or 3 m high conifer. Two (2) of the trees must be located within the front yard of the proposed lots.
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 Maple tree to be retained at 8151 No. 3 Road (Tree # 1). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund in the amount of \$2,600 for the planting of four (4) replacement trees on public property elsewhere in the City (e.g. street trees in boulevards, parks etc.).
4. Registration of a flood indemnity covenant on Title.
5. Registration of a restrictive covenant to ensure vehicular access to the site at proposed development stage is from the rear lane only, with no access permitted to or from No. 3 Road.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling on one (1) of the two (2) proposed lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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 voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e., \$5,477) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

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

- Pay Development Cost Charges, (City and GVS&DD), Engineering Improvement Charge (for future lane improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

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

- Tree protection fencing must be installed to City standard around the off-site Maple tree (Tree # 1) at a minimum of 3.0 m from the base of the tree to the north and west, and adjacent to the sidewalk on the east side. Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.

Note:

- * This requires a separate application.

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

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

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

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

[Signed original on file]

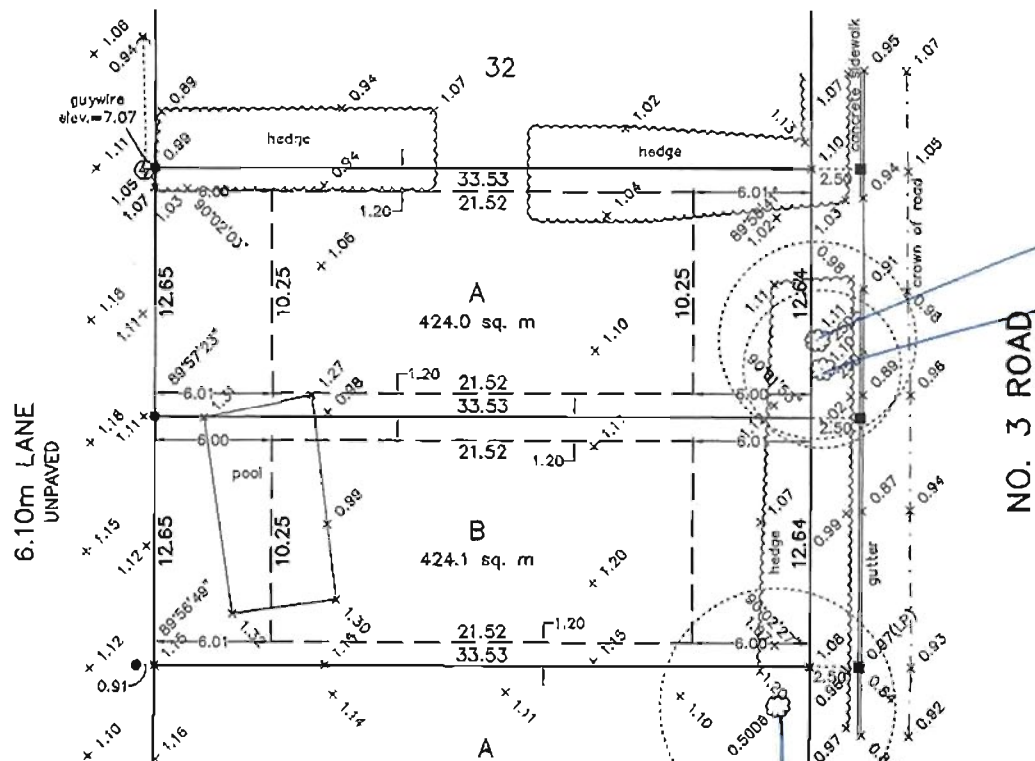
Signed _____

Date _____

**SURVEY PLAN OF LOTS A AND B
SECTION 20, BLOCK 4 NORTH, RANGE 6 WEST
NEW WESTMINSTER DISTRICT, PLAN EPP30919**

SCALE 1 : 250
5 2.5 0 5 10
All distances are in metres.

*Tree
Management
Plan*

**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on the Geodetic Datum of Richmond and are derived from HPN#202 (77H4623) situated at the intersection of No. 3 Road and Bennett Road. Elevation = 1.452 metres.
- All trees and stumps have been plotted as required.
- All elevations along curb lines are gutter levels.

- ⊕ denotes hydro pole.
- ⊙ denotes tree.
- Ⓜ denotes manhole.
- ⊙ denotes anchor.
- ⊙ denotes tree stump.
- 20-10 height (centimetres)
- ⊙ diameter (centimetres)
- 2004 drip line radius (metres)
- C=coniferous
- D=deciduous
- ⊙ diameter (centimetres)

CIVIC ADDRESS

8111 NO. 3 ROAD
RICHMOND, B.C.

ZONING: RS1/E**CERTIFIED CORRECT.**

DATED THIS 28TH DAY OF JUNE, 2013

LOUIS NGAN

B.C.L.S.

LOUIS NGAN LAND SURVEYING

818 VICTORIA DRIVE
VANCOUVER, B.C., V5P 3T6
(804) 327-1535



NTS



Richmond Zoning Bylaw 8500
Amendment Bylaw 9057 (RZ 13-636814)
8131 No. 3 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. 010-407-553

Lot 31 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9057**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>DK</i>
APPROVED by Director or Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development


Date: September 3, 2013

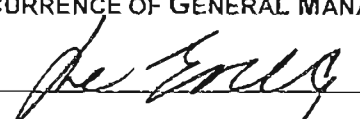
File: RZ 13-629294

Re: Application by Ajit Thaliwal and Aman Dhaliwal for Rezoning of a portion of
5831 Moncton Street from Single Detached (RS1/E) to Single Detached (RS2/C)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9010, for the rezoning of a portion of 5831 Moncton Street from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.


Wayne Craig
Director of Development
CL:blg
Att.

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

Staff Report

Origin

Ajit Thaliwal and Aman Dhaliwal have applied to the City of Richmond for permission to rezone a portion of 5831 Moncton Street from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, to permit a subdivision to create three (3) lots fronting Moncton Street and one (1) lot zoned “Single Detached (RS1/E)” fronting No. 2 Road. (see **Attachment 1 and Schedule A to Bylaw 9010**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject property is located on the northwest corner of the intersection of Moncton Street and No. 2 Road on the urban-rural edge of the Steveston Planning Area, with single-family development to the west and the Agricultural Land Reserve (ALR) to the east.

To the north, fronting No. 2 Road, are single-family dwellings on large lots zoned “Single Detached (RS1/E)”.

To the east, across No. 2 Road, are dwellings and accessory buildings on very large lots zoned “Agriculture (AG1)”, all located within the Agricultural Land Reserve.

To the south, across Moncton Street, are single-family dwellings on large lots zoned “Single Detached (RS1/E)”.

To the west, along Moncton Street, is an older character dwelling on a large lot zoned “Single Detached (RS1/E)”, followed by newer homes on medium-sized lots zoned “Single Detached (RS1/C)”.

Related Policies & Studies

2041 Official Community Plan (OCP) Designation

The 2041 Official Community Plan’s (OCP) Land Use Map designation for this property is “Neighbourhood Residential” (NRES). The Steveston Area Plan’s Land Use Map designation for this property is “Single-Family”. This redevelopment proposal is consistent with these designations.

Lot Size Policy 5429

The subject property is located within the area covered by Lot Size Policy 5429 (adopted by Council in 1990), which permits rezoning and subdivision of the subject site in accordance with the “Single Detached (RS2/C)” zone fronting Moncton Street, and the Single Detached (RS2/E)” zone fronting No. 2 Road (**Attachment 3**). The development proposal is for the creation of three

(3) lots to be zoned “Single Detached (RS2/C)” fronting Moncton Street, and for the creation of one (1) lot on the remaining portion of the lot fronting No. 2 Road that would remain zoned “Single Detached (RS1/E)”. The lots to be created would meet the minimum dimensions and area of the “Single Detached (RS2/C)” and “Single Detached (RS1/E)” zones (i.e. minimum 13.5 m wide and 360 m² in area for the three (3) lots proposed to front Moncton Street; and minimum 18 m wide and 550 m² in area for the one (1) lot proposed to front No. 2 Road).

Affordable Housing

Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City’s Affordable Housing Reserve Fund for single-family rezoning applications.

The applicants propose to provide a legal secondary suite in the dwelling on two (2) of the four (4) future lots 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 applicants are required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicants) on the lots where the secondary suites are not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicants change their minds prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City’s Affordable Housing Reserve Fund in-lieu of providing the secondary suites will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e., \$11,520).

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Input

In response to the placement of the rezoning sign on the subject site, staff received some feedback from concerned residents.

Two (2) phone calls were received from nearby residents expressing a number of concerns. The nature of concerns included:

- On-site tree retention associated with the development proposal.
- That the existing large treed lot at this corner provides a soft transition between the single-family homes on Moncton Street and the Agricultural Land Reserve east of No. 2 Road.
- That the creation of the four (4) smaller lots and the design of the new dwellings proposed at this corner is out of character with the immediate surrounding area.

- The potential for increased traffic conflicts resulting from the proposed additional lots at this corner, which is controlled by a three-way stop.

One (1) letter was received from a nearby resident who expressed a number of concerns (**Attachment 4**). The nature of concerns included:

- The number of lots to be created with the development proposal.
- On-site tree retention.
- The value of the security associated with ensuring survival of protected trees.

In response to the specific concerns raised, staff have the following comments:

- A detailed discussion of the applicants' proposed tree retention and removal strategy is discussed in the next section of this report. In general, the applicants' response to tree retention at the site is supportable on the basis of the assessments provided by the project Arborist and the City's Tree Preservation Coordinator.
- Preliminary building elevations and a landscape plan has been provided by the applicants to provide an idea of how the corner lot (Lot 3) is proposed be treated. These preliminary plans are discussed further in the next section. In general, the applicants' proposed treatment of the corner lot is supportable based on the attempt made to animate the streetfront elevations through the use of window openings, projections, gables, secondary roof elements, a variety of building materials, and a variety of soft and hard landscape materials.
- Lot Size Policy 5429 (adopted by Council in 1990) provides direction for staff on the creation of new lots in this neighbourhood. The Lot Size Policy permits rezoning and subdivision of the subject site in accordance with the "Single Detached (RS2/C)" zone fronting Moncton Street and the "Single Detached (RS1/E)" zone fronting No. 2 Road, as proposed by the applicants.
- The development proposal has been reviewed by the City's Transportation division, and comments regarding the location of driveway crossings to the proposed new lots have been addressed as follows:
 - The driveway crossing for Lot 1 fronting Moncton Street is proposed to be located on the west side of the lot to enable tree retention.
 - The driveway crossing for Lots 2 and 3 fronting Moncton Street is proposed to be shared and centered on the proposed common property line to enable tree retention and to enable the existing bus stop location to be retained.
 - The driveway crossing for Lot 4 fronting No. 2 Road is proposed to be located as on the north side of the lot, as far north as possible from the Moncton Street intersection.
- Staff provided a written response to the concerns expressed in the letter submitted, clarifying the development proposal, the status of proposed tree retention and removal, and the process involved with the collection and return of a tree survival security (**Attachment 5**).

Staff Comments

Background

The applicants' proposal is to enable the creation of three (3) medium-sized lots and one (1) larger lot from an existing half-acre lot. The proposed four (4) lots range from a minimum of 13.5 m wide and 360 m² in area to a minimum of 18 m wide and 550 m² in area. The applicants' proposal is consistent with Lot Size Policy 5429 and with the established pattern of redevelopment on Moncton Street.

Tree Retention and Removal

A Certified Arborist's Report for the site was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The report identifies and assesses:

- 14 bylaw-sized trees located on the subject property.
- Four (4) bylaw-sized trees located on the neighbouring property to the west (5771 Moncton Street).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). Special attention has been given to opportunities for tree retention at this site, with the aim to protect trees that can provide the greatest long-term amenity to the neighbourhood.

The City's Tree Preservation Coordinator recommends that:

- The Western Red Cedar (Tree # 809) located in the front yard of proposed Lot 1 should be retained and protected as it is a significant and highly visible tree in good condition. Tree protection barriers must be installed a minimum of 3.9 m out from the base of the tree to the west, 5.2 m to the south, and 5.6 m to the north and east, as specified in the Arborist's Report. The future driveways on proposed Lot 1 and 2 are to be constructed of unit pavers over an aeration layer and under the Project Arborist's supervision, as recommended in the Arborist's Report.
- The Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) on the neighbouring property to the west at 5771 Moncton Street be retained, as they are all in good condition and provide critical landscape screening between the two (2) properties, as well as the neighbourhood property owner wishes to retain all four (4) trees. Tree protection barriers must be installed a minimum of 2.3 m into the subject site from the west property line, as specified in the Arborist's Report. Special measures along with trench excavation for utilities will be required on-site to protect these off-site trees. Perimeter drainage and fencing on-site to be installed under the Project Arborist's supervision.

Tree protection fencing must be installed to City standard around trees to be retained prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:

- Remove seven (7) bylaw-sized Cypress, Western Red Cedar, and Cherry trees (Trees # 810, 811, 812, 813, 814, 820 and 821) located on the subject property which are either dying (sparse canopy foliage) or are in poor condition due to being previously topped with significant decay at the topping sites or are infected with Fungal Blight.
- Remove one (1) bylaw-sized Western Red Cedar (Tree # 822) which has been previously topped, has large co-dominant leaders, and is in conflict with the proposed building envelope of proposed Lot #1.
- Remove two (2) bylaw-sized Ash and Maple trees (Trees # 815 and 816), which are in good condition, but are located in conflict with the building envelope of proposed Lot # 3 and the proposed shared driveway crossing providing vehicle access to Lots # 2 and 3.
- Remove three (3) bylaw-sized Grand Fir trees located at the corner of Moncton Street and No. 2 Road (Trees # 817, 818, and 819). The Arborist's Report indicates that the trees are in marginal condition due to the following defects:
 - "The trees are growing as a cluster with co-dominant class structure and co-reliance row. There is crown suppression where the trees merge.
 - There are multiple leaders high in the crowns that are likely caused by previous topping, and these stems are weakly formed and prone to failure. Failure risk will increase as the leaders grow larger. While pruning and other treatments could reduce risk of failure, such treatments are not practical. The long-term viability is very poor due to the pre-existing condition of the trees."

The City's Tree Preservation Coordinator and the applicants met on-site to discuss options for retention of the three (3) mature Grand Firs. The project Arborist and the City's Tree Preservation Coordinator also discussed the options. The following options were considered:

- Modification of the building envelope for the new dwelling on the proposed lot (Lot 3) to enable the construction of a tree well and drainage system around the trees to maintain existing grade within a portion of the required tree protection zone. Modification to the City's standard design for frontage improvements along portions of No. 2 Road and Moncton Street would also be required to enable existing grade to be maintained. However, due to the large proportion of the root systems occupying the southeast corner of the site, and the unavoidable disturbance to roots occupying the frontage in the existing and future boulevard, encroachment into the required tree protection zone would still occur with a modified building envelope. In addition to the pre-existing poor condition of the trees, the trees would be further destabilized from the root loss that would result from partial encroachment into the required tree protection zone.
- Revision to the development proposal to reduce the number of lots created to enable a larger tree protection zone at existing grade around the trees. While a larger tree protection zone would increase the short-term viability of the trees, the

long-term viability remains poor due to the pre-existing poor condition of the trees. Also, maintaining the existing grade within a tree well created through a raise in grade on the surrounding lot area with any form of development on this site will cause soil hydrology changes that will likely cause tree health decline.

Despite the options considered and the unresolvable challenges in implementing a suitable tree protection strategy, the pre-existing poor condition of these trees formed the basis for the recommendation to remove the trees. Regardless of the redevelopment proposal on this site, it is likely that these trees would require removal for risk management mitigation within approximately 5 years.

The applicants' proposed Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 6**.

Prior to final adoption of the rezoning bylaw, the applicants must submit:

- A contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zones of the Western Red Cedar (Tree # 809) and the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D). The contract must include the scope of supervision required, the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A Tree Survival Security to the City in the amount of \$5,000 to ensure the Western Red Cedar (Tree # 809) will be protected. The City will release 50% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post construction impact assessment report is received. The remaining 50% of the security would be released one year later, subject to inspection confirming that the tree has survived.

Based on the 2:1 replacement ratio established in the 2041 OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 26 replacement trees are required. Considering the effort to be taken by the applicants to retain Tree # 809 and off-site Trees A, B, C, D, as well as the limited space in the future yards due to:

- Tree protection zones,
- The required sanitary sewer extension,
- The required on-site vehicle turnarounds,

staff recommends a reduction of six (6) trees from the total number of replacement trees, bringing the number of required replacement trees to 20, and suggests that:

- 10 large-sized replacement trees be planted and maintained on-site as highlighted in the table below.
- The applicants provide a voluntary contribution to the City's Tree Compensation Fund in the amount of \$5,000 in-lieu of planting the remaining 10 replacement trees on-site (\$500/tree).

Replacement trees must meet the following minimum height/size requirements:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	10 cm		5.5 m
6	11 cm		6 m

Preliminary Architectural Elevation Plans & Landscape Plan

To illustrate how the future corner lot interface will be treated; the applicants have submitted preliminary architectural elevation plans (**Attachment 8**). The plans indicate that although the main entrance to the future dwelling on the corner lot is oriented towards Moncton Street, the No. 2 Road facade remains animated through the provision of secondary roof treatments, window openings, and a variety of cladding materials that are consistent with the main facade (e.g. hardi plank siding, cedar shakes, and wood window trims). At future development stage, Building Permit plans must comply with all City regulations, including zoning.

To illustrate how the front yard and flanking side yard of the proposed corner lot will be treated (on the northwest corner of Moncton Street and No. 2 Road), the applicants have submitted a preliminary Landscape Plan prepared by a Registered Landscape Architect (**Attachment 7**). The plan shows that the yards along both frontages will be landscaped with a mixture of coniferous and deciduous replacement trees, shrubs, ground cover, wood fencing, paving stones, and would be generally consistent with the landscaping guidelines in the 2041 OCP.

Prior to rezoning adoption, the applicants must submit a final Landscape Plan, prepared by a Registered Landscape Architect, for the four (4) proposed lots. To ensure that the required replacement trees are planted and the front yards will be enhanced consistent with the Landscape Plan, the applicants must submit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including fencing, paving, and installation costs).

Site Servicing

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- Dedicate property as road in order to achieve a 4 m x 4 m corner cut at the southeast corner of the site, and dedicate 0.5 m of property as road along the entire east property line of the site to enable frontage improvements, as per the Servicing Agreement design.
- Grant a 1.0 m wide utility right-of-way (ROW) along the entire frontage on Moncton Street for water meter boxes and storm sewer inspection chambers, and a 1.5 m Right-Of-Way for Utilities along the entire frontage on No. 2 Road for water meter boxes and storm inspection chambers, as per the Servicing Agreement design.
- Grant a 1.5 m by 9.0 m Right-Of-Way for Public Rights of Passage along a portion of Moncton Street for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.

- Enter into a standard Servicing Agreement for the design and construction of frontage improvements along the entire frontages on Moncton Street and No 2 Road.

Improvements along Moncton Street are to include, but are not limited to:

- Upgrading the existing storm sewer to a minimum 600 mm diameter pipe, from the west property line of the site to the existing manhole STMH 3036 (near the south-east corner of the site).
- Upgrading the existing storm sewer from existing STMH 3036 to STMH 1199 (near the north-east corner of 5760 Moncton Street).
- Removing the existing concrete sidewalk and lighting strip, constructing a new 1.5 m wide concrete sidewalk at the south property line of the site, and creating a treed and grass boulevard between the existing curb and new sidewalk.

Improvements along No. 2 Road are to include, but are not limited to:

- Removing the existing concrete sidewalk, constructing a new 1.5 m wide concrete sidewalk at the new east property line of the site, and creating a 1.5 m treed and grass boulevard between the existing curb and new sidewalk. No storm sewer analysis or upgrading is required.

Note: The design is to include water, storm and sanitary connections for all four (4) lots. The applicant will be required to provide underground hydro, telephone and Cable for all four (4) lots. Additional right-of-ways may be required.

Vehicle access

Vehicle access to the four (4) future lots at the site is proposed as follows:

- A sole access at the west end of proposed Lot 1, off Moncton Street.
- A single shared access off Moncton Street for proposed Lots 2 and 3, centered on the proposed shared property line.
- A sole access at the north end of proposed Lot 4, off No. 2 Road.

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- Register a restrictive covenant on Title to ensure that, upon subdivision of the property, vehicular access to proposed Lots 2 and 3 is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line.
- Register a restrictive covenant on Title to ensure that, upon subdivision of the property, the buildings and driveways on proposed Lots 1, 2, and 3 be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Moncton Street.

Subdivision

At subdivision stage, the developer will be required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charges, and Address Assignment Fees. Service connections and costs are to be determined via the Servicing Agreement.
- Register a cross-access easement on Title for the area of the shared driveway on proposed Lots 2 and 3 (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

Financial Impact

None.

Analysis

The subject property is located in an established residential neighbourhood that has seen redevelopment to smaller lot sizes through rezoning and subdivision in recent years, consistent with Lot Size Policy 5429. This redevelopment proposal is consistent with the Lot Size Policy and would allow for the creation of:

- Three (3) lots zoned “Single Detached (RS2/C)” fronting Moncton Street, each with a minimum width of 13.5 m and area of 360 m², and
- One (1) lot to remain under the existing “Single Detached (RS1/E)” zone, with a minimum width of 18 m and area of 550 m², fronting No. 2 Road.

Conclusion

This rezoning application to permit subdivision of an existing large lot into four (4) smaller lots complies with applicable policies and land use designations contained within the 2041 OCP, and is consistent with the direction of redevelopment established in the neighbourhood.

The list of rezoning considerations is included in **Attachment 9**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9010 be introduced and given first reading.

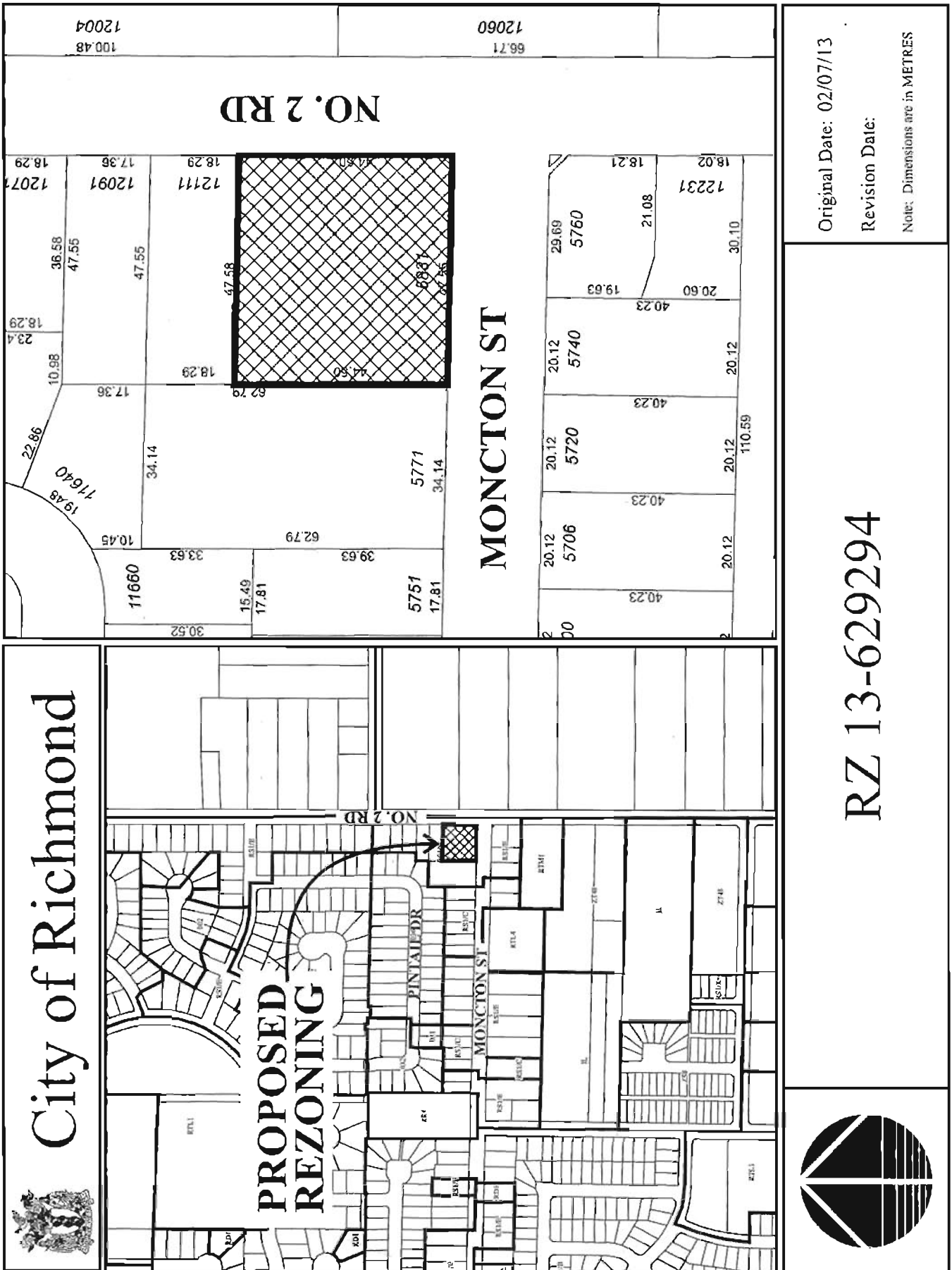


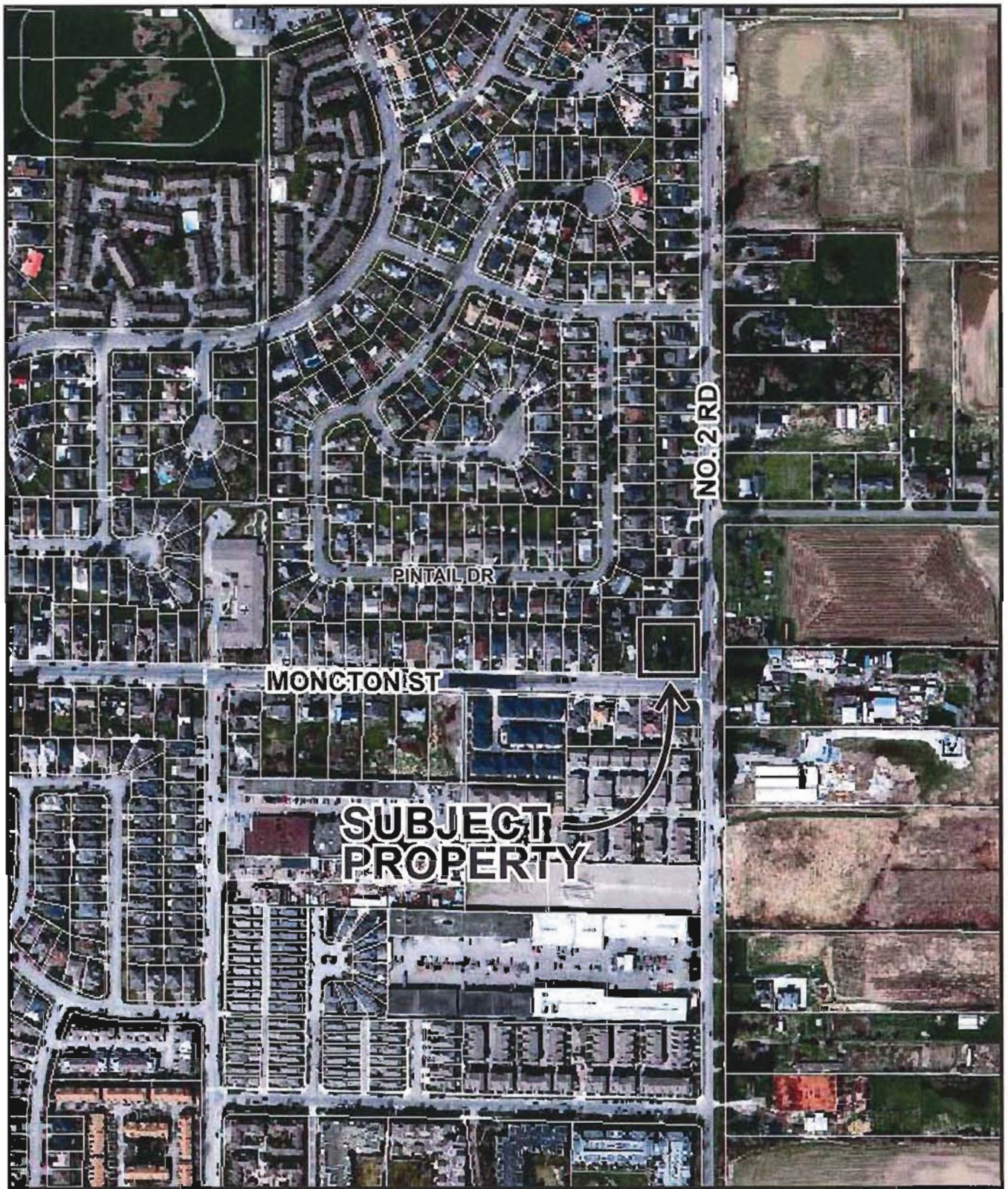
Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5429
- Attachment 4: Letter from concerned resident
- Attachment 5: Response to letter from concerned resident
- Attachment 6: Tree Retention Plan
- Attachment 7: Preliminary Landscape Plan for Lot 3
- Attachment 8: Preliminary Building Elevation Plans for Lot 3
- Attachment 9: Rezoning Considerations





RZ 13-629294

Original Date: 02/07/13

Amended Date:

Note: Dimensions are in METRES



RZ 13-629294

Attachment 2

Address: 5831 Moncton Street

Applicant: Ajit Thaliwal and Aman Dhaliwal

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Jhujar Construction Ltd.	To be determined
Site Size (m ²):	2,112 m ² (22,734.12 ft ²)	Lot 1 – approx 652 m ² (7,018 ft ²) Lot 2 – approx 455 m ² (4,897 ft ²) Lot 3 – approx 395 m ² (4,251 ft ²) Lot 4 – approx 583 m ² (6,275 ft ²) (After required road dedication)
Land Uses:	One (1) single detached dwelling	Four (4) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
Lot Size Policy:	Lot Size Policy 5429 permits rezoning of the subject site to create three (3) lots zoned "Single Detached (RS2/C)" fronting Moncton Street and one (1) lot zoned "Single Detached (RS1/E)" fronting No. 2 Road	No change
Zoning:	Single Detached (RS1/E)	<ul style="list-style-type: none"> Three (3) lots zoned "Single Detached (RS2/C)" fronting Moncton Street One (1) lot zoned "Single Detached (RS1/E)" fronting No. 2 Road

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	<ul style="list-style-type: none"> Min. 25% on lots zoned "Single Detached (RS2/C)" Min. 30% on the lot zoned "Single Detached (RS2/E)" 	<ul style="list-style-type: none"> Min. 25% on lots zoned "Single Detached (RS2/C)" Min. 30% on the lot zoned "Single Detached (RS2/E)" 	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setback – Front Yard (m):	<ul style="list-style-type: none"> Min. 9 m on lots zoned "Single Detached (RS2/C)" Min. 6 m on the lot zoned "Single Detached (RS2/E)" 	<ul style="list-style-type: none"> Min. 9 m on lots zoned "Single Detached (RS2/C)" Min. 6 m on the lot zoned "Single Detached (RS2/E)" 	none
Setback – Rear Yard (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	<ul style="list-style-type: none"> Min. 1.2. m on lots zoned "Single Detached (RS2/C)" Min. 1.8 m on the lot zoned "Single Detached (RS2/E)" 	<ul style="list-style-type: none"> Min. 1.2. m on lots zoned "Single Detached (RS2/C)" Min. 1.8 m on the lot zoned "Single Detached (RS2/E)" 	none
Setback – Exterior Side Yard (m):	Min. 3 m	Min. 3 m	none
Height (m):	2.5 storeys	2.5 storeys	none
Minimum Lot Size	Min. 360 m ²	Lot 1 – approx 652 m ² Lot 2 – approx 455 m ² Lot 3 – approx 395 m ² Lot 4 – approx 583 m ²	none
Minimum Lot Width	Min. 13.5 m	Lot 1 – 14.65 m Lot 2 – 17.18 m Lot 3 – 15.20 m Lot 4 – 18.00 m	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: January 15, 1990

POLICY 5429Area Boundary Amended: January 17th, 2005

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-3-7/12-3-7

POLICY 5429:

The following policy establishes lot sizes in a portion of Sections 11-3-7/12-3-7 located on **Moncton Street generally bounded by No. 2 Road and Hayashi Court:**

That properties within the area bounded by Moncton Street and Hayashi Court, in a portion of Sections 11-3-7/12-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300 with the following provisions:

- a) if there is no lane or internal road access then properties along Moncton Street will be restricted to Single-Housing District (R1/C); and
- b) if there is no lane or internal road access then properties along Railway Avenue and No. 2 Road will be restricted to Single-Family Housing District (R1/E); 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.

Subject site



Subdivision permitted as per **R1/B** Except

1. Moncton St.: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Railway Ave. and No. 2 Rd.: **R1/E** unless there is a lane or internal road access, then **R1/B**.



Policy 5429

Section 11 & 12, 3-7

Adopted Date: 01/15/90

Amended Date: 01/17/05

22 20, 2013

CITY OF RICHMOND

JUN 20 2013

ATTACHMENT 4

RE: RZ 13 - 62 92 94

RECEIVED

* The property was said indicating the potential for 3 lots.
- what changed that allowed 4 lots?

2. TREES: The communication in the folder shows several instances of misinterpretation & questioning of the arborists (Jaggs, Linden) decision. This appears to give an excuse to the developer to remove extra tree(s) & claim a misunderstanding. (April 22 letter - Jaggs - ~~staples~~ retention of trees 809 & A+B)

- Initial ^(Feb. 7) arborists reports directed retention of trees 809, 822, A, B, C, D.

- By April 22, the developer had received approval to remove C & D. & was still planning removal of 809. (an April 29 email from JAGGS to SVUCRAS confirmed again retention of 809.

- Please keep careful oversight to ensure this tree is not inadvertently 'removed'.

3. Tree Survival Security Fees: These appear laughable related to current property/development values. The dollar amount in this instance can just be tagged onto the sales price of each project. It is not a penalty to the developer. These values should be greatly increased to be effective.

CNCL - 154

A. Lerner

418 - 12633 NO. 2 Road 604.448-8705



City of Richmond

ATTACHMENT 5

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

August 1, 2013
File: RZ 13-629294

Planning and Development Department
Development Applications
Fax: 604-276-4052

A. Lerner
418-12633 No. 2 Road
Richmond BC V7E 6N5

Dear A. Lerner:

Re: Rezoning Application at 5831 Moncton Street (RZ 13-629294)

Thank you for taking the time to express your concerns regarding the rezoning application at 5831 Moncton Street in a letter dated June 20, 2013 (attached). This letter serves to provide answers to the questions posed in your letter.

The development proposal

The application involves rezoning an L-shaped portion of land along the south end of 5831 Moncton Street to "Single Detached (RS2/C)" to enable a subdivision to create 3 new lots fronting Moncton Street. A linear portion of land along the north end of 5831 Moncton Street will remain under the existing zoning of "Single Detached (RS1/E)" to enable construction of a single-family house fronting No. 2 Road. The application has not changed since it was submitted in January 2013. The application is consistent with the Council-adopted Lot Size Policy for the neighbourhood, which allows rezoning and subdivision of this property (attached).

Tree Protection

Recommendations for tree retention on-site have been clarified since your review of the rezoning application folder. The applicant is required to submit a revised report and tree management plan, which includes a modified site plan and outlines tree protection requirements for the following trees:

- A Western Red Cedar tree in the southwestern corner of the subject site along Moncton Street (Tree 809); and,
- One Maple, two Cedar, and one Hemlock tree (Trees A, B, C, D) located on the adjacent property at 5771 Moncton Street.

The revised report and tree management plan are required to be submitted before the rezoning application will be considered by City Council.

The applicant is required to submit a Tree Survival Security for the Western Red Cedar on-site in the amount of \$5,000, and to submit a contract with a Certified Arborist for site monitoring at development stage to ensure protected trees are not impacted by construction. The Arborist must submit a post-construction impact assessment report to the City that confirms no impacts occurred to protected trees prior to the release of the security.

To compensate for trees agreed for removal from the site, the applicant is required to provide either 20 replacement trees on-site or a cash-in-lieu contribution to the City's Tree Compensation Fund, or a combination of both. For this application, staff are recommending that 10 replacement trees be planted and maintained on the future lots and that a contribution of \$5,000 to the City's Tree Compensation Fund is submitted for the balance of replacement trees not planted (\$500 x 10 trees). These funds go towards the planting and maintenance of new trees on public property city-wide (e.g. on boulevards, in parks etc.).

In addition, a Landscaping Security in the amount of \$5,000 (\$500/tree) is required to be submitted by the applicant to ensure the recommended 10 replacement trees are planted on-site. The Security will not be released in-full until City inspections confirm that the replacement trees have been planted and have survived one year.

The applicant is also required to plant additional trees in a new boulevard along the Moncton Street and No. 2 Road frontages, as part of site servicing requirements.

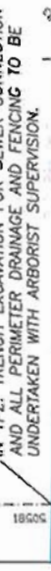
If you have any further questions about this development proposal, please contact me directly at 604-276-4108.

Sincerely,



Cynthia Lussier
Planning Technician

CL:cl



Tree Tag #	Species	DBH (cm)
A (off-site)	Western Hemlock	60
B (off-site)	Pyramid Cedar	9 + 9
C (off-site)	Deodar Cedar	56
D (off-site)	Norway Maple	43
809	Western Red Cedar	81 + 41
810, 811, 812	Lawson Cypress	45 + 20
		100
		40 + 20
813	Western Red Cedar	35 + 60
814	Cherry	Multi
815	Green Ash	28
816	Sycamore Maple	20 + 20 + 20
817, 818, 819	Grand Fir	72
		82
		88
820	Sawara Cypress	22 + 22
821, 822	Western Red Cedar	Multi
		28 + 24

LEG-END

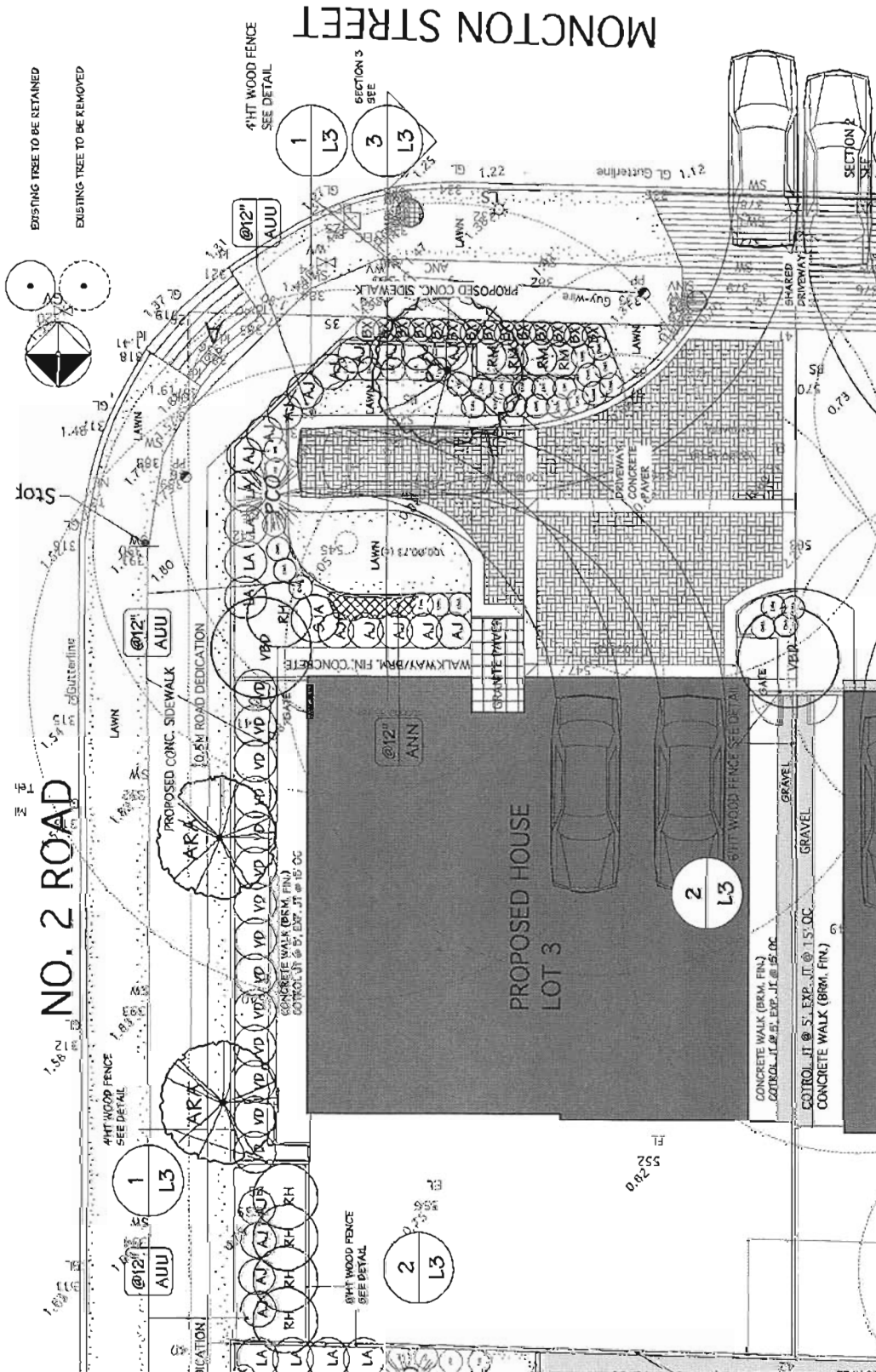
—	1. DENOTE SITE LIMITS
—	2. DENOTE TREE NUMBER. REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
●	3. DENOTE TREE TO BE RETAINED
⊗	4. DENOTE TREE TO BE REMOVED
⊗	5. DENOTE TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CIRN)
+	6. DENOTE UNSPECIFIED TREE PER MUNICIPAL BY-LAW. SPECIES AND SIZE AS NOTED
⊕	7. DENOTE OFFSHORE TREE. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSHORE TREES WOULD BE REQUIRED
⊕	8. DENOTE: TREE PROTECTION ZONE (TPZ) ALIGNMENT. FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS. SEE TREE PROTECTION NOTES FOR RESTRICTIONS
—	9. DENOTE: VITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ.

TREE MANAGEMENT DRAWING

ARBORTECH
CONSULTING
a division of
arvigroup.ca
SUITE 300 - 3740 McNAMARA STREET, RICHMOND, BC CANADA V7E 2E3 P 604 276 3468

ACL FILE	DATE	REV DATE	REV #	SHEET
13104	16 JAN 2013	13 AUG 2012	5	1 of 1

PLAN NOTES:
1. THIS PLAN IS BASED ON A TOPOGRAPHIC AND TREE LOCATION SURVEY PROVIDED BY THE OWNERS (ROBERTS ENGINEERING CONSULTANTS, 10000 LUMBERLAND LANE, SUITE 100, RICHMOND, BC V6V 2G9). THE LOCATION OF THE EXISTING TREE IS SHOWN ON THE PLAN. PLEASE REFER TO THE ORIGINAL PLANS FOR MORE INFORMATION.
2. THE EXISTING TREE IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF THE TREE. THE LOCATION OF THE TREE IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF THE TREE. THE LOCATION OF THE TREE IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF THE TREE.



NOTE:
REFER TO CIVIL ENGINEER'S
DRAWING FOR ALL OFF SITE WORK
INCLUDING SIDEWALK AND GRASS
BLULEVARD

DESIGNED BY	REVISIONS				REVISIONS		REV	DATE	DESCRIPTION	REV
	DATE	DESCRIPTION	DATE	DESCRIPTION						
DRAWN	T1	MAY 2, 2013	ISSUED FOR REVIEWING							
		AUG 10, 2013	STAFF'S current entry incorporated							
		SEP 3, 2013	Revised for description, and other changes indicated							

SCALE: 1/4" = 1'-0"	JOB NO.: 13LD2	SHEET:	L1 OF 3		5831 MONICTON ST. RICHMOND B.C. RZ13-629294

LANDSCAPE PLAN LOT 3	
-------------------------	--

Preliminary
Landscape Plan
- Proposed Corner Lot -

PLANT LIST

PROJECT ADDRESS: 5831 Moncton St./No. 2 Rd. Richmond B.C. (R213-629294) /LOT 3

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
ARA	2	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG MAPLE	1".0cm CAL. B&B 1.8m STD.
PCO	1	PICEA OMORICA	SERBIAN SPRUCE	3.3m HT. B&B
PR	1	PRUNUS YEDENSIS 'AKEBONO'	DAYBREAK CHERRY	10.0cm CAL. B&B 1.8m STD.

SHRUBS

AJ	18	AZALEA JAPONICA **	JAPANESE AZALEA	#2 POT
BX	14	EXULUS SEMPERVIRENS	COMMON BOXWOOD	#2 POT
LA	4	LEUCO THOE AXILLARIS	COAST LILAC	#2 POT
RH	5	RHODODENDRON **	RHODODENDRON	#5 POT
RM	4	ROSA MEIDLAND	MEIDLAND ROSE	#1 POT
SJA	1	SPIRAEA JAPONICA 'ANTHONY WATNER'	ANTHONY WATNER SPIRAEA	#2 POT
VD	14	VIBURNUM DAVIDI	DAVID'S VIBURNUM	#2 POT
VBD	2	VIBURNUM X BODNANTENSE 'DA' DAVID'	DAVID'S VIBURNUM	#5 POT

GROUND COVERS

AUU	125	ARCTOSTAPHYLOS UVA URSI	KINKINNICK	#5P3 POT
-----	-----	-------------------------	------------	----------

PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS

CNA	22	CAREX MORROWII 'AUREO-VAREICA'REX	#1 POT
HS	3	HELIOTRICHON SEMPERVIRENS 'BLUE OAT GRASS	#1 POT
LVA	11	LAVANDULA ANGSTROFOLIA 'ENGLISH LAVENDER	#1 POT
ANN	20	ANNUALS **	ASP3 POT

NOTES

** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNLA STANDARDS FOR NURSERY STOCK AND THE BCNA STANDARDS FOR CONTAINER GROWN PLANTS.

ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN 95% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.

EXISTING TREE REPLACEMENT RATIONAL

5831 MONCTON ST. NO.2 RD. RICHMOND / R213-629294/LOT 3

EXISTING TREE TO BE REMOVED	QTY	SIZE	REPLACEMENT TREES QTY REQUIRED BY CITY	PROPOSED TREES	BALANCE
Ø20-30CM	1	Ø6CM CAL./3.5M HT.	-	2(C)	-
Ø30-40CM	3	Ø8CM CAL./4.0M HT.	-	-	-
Ø40-50CM	1	Ø9CM CAL./5.0M HT.	-	2(D)	-
Ø50-60CM	2	Ø10CM CAL./5.5M HT.	4	2(D)	-2
Ø60-~	5	Ø11CM CAL./6.0M HT.	6	2(D)	-4

D-DECIDUOUS TREE, C-CONIFEROUS TREE

REMAINDER REPLACEMENT TREE WILL BE PLANTED ON LOT 1, 2 AND 4.

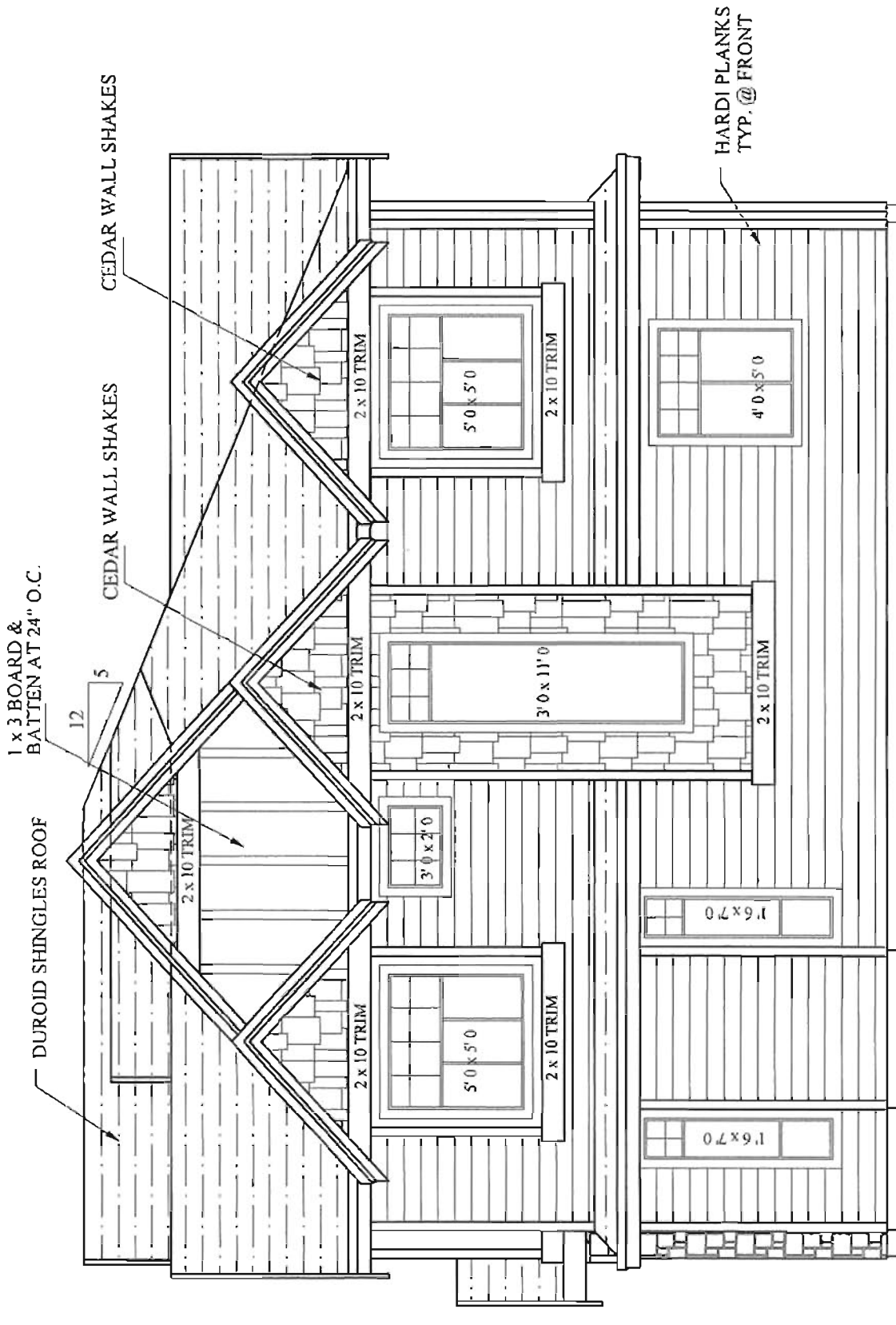
DESIGNED	DATE	REVISIONS	DATE	REV	DESCRIPTION	REV
M	MAY 3, 2013	ISSUED FOR REVISIONS				
T	AUG 10, 2013	City's comments incorporated				
	SEP 13, 2013	Revised for Resubmitting				
		Revised for Resubmitting				

SCALE: NTS	JOB NO.: 13102
SHEET:	L2 OF 3

ITO ASSOCIATES
Landscape Architects
2111 16th Ave. S.E.
Vancouver, B.C. V6A 1S6

PLANT LIST

5831 MONCTON ST.
RICHMOND B.C.
R213-629294



RIGHT SIDE ELEVATION

NO 2 ROAD

REVISED Aug 15



City of Richmond

Rezoning Considerations

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

Address: 5831 Moncton Street

File No.: RZ 13-629294

Prior to final adoption of Zoning Amendment Bylaw 9010 , the following items are required to be completed:

1. Submission of a Landscape Plan for the proposed four (4) lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the development requirements of the 2041 OCP's Arterial Road Policy;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the required ten (10) large-sized replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	10 cm		5.5 m
6	11 cm		6 m

2. The City's acceptance of the applicant's voluntary contribution in the amount of \$5,000 (\$500/tree) to the City's Tree Compensation Fund in-lieu of planting the remaining ten (10) replacement trees on-site.
3. Submission of a Tree Survival Security in the amount of \$5,000 to ensure The Western Red Cedar (Tree # 809) will be protected. The City will release 50% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 50% of the security would be released one year later subject to inspection confirming that the tree has survived.
4. Submission of a Contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zones of the Western Red Cedar (Tree # 809) on-site and the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) off-site on the neighbouring property to the west (5771 Moncton Street). The Contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review. The Contract must include supervision of the future driveways on proposed Lots 1 and 2, which are to be constructed of unit pavers over an aeration layer, as recommended in the Arborist's Report to mitigate against impacts to the Western Red Cedar (Tree # 809). The Contract must include supervision of special measures to be taken along with trench excavation for utilities which will be required on proposed Lot 1 to protect the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) off-site. The Contract must also include supervision of perimeter drainage and fencing within all tree protection zones.

5. Dedication of property as road in order to achieve a 4 m x 4 m corner cut at the southeast corner of the site, and dedication of 0.5 m of property as road along the entire east property line of the site to enable frontage improvements along No. 2 Road, as per the Servicing Agreement design.
6. Registration of a 1.0 m wide Right-Of-Way for utilities along the entire frontage on Moncton Street for water meter boxes and storm sewer inspection chambers, as per the Servicing Agreement design.
7. Registration of a 1.5 m by 9.0 m Right-Of-Way along a portion of Moncton Street for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.
8. Registration of a 1.5 m Right-Of-Way for utilities along the entire frontage on No 2 Road for water meter boxes and storm sewer inspection chambers, as per the Servicing Agreement design.
9. Registration of a flood indemnity covenant on Title.
10. 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 four (4) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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 voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e., \$11,520) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

11. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, vehicular access to proposed Lots 2 and 3 is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line;
12. Registration of a legal agreement on title to ensure that, upon subdivision of the property, the buildings and driveways on proposed Lots 1, 2, and 3 be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Moncton Street.
13. Entrance into a standard Servicing Agreement for the design and construction of frontage improvements along the entire frontages on Moncton Street and No. 2 Road.

Improvements along Moncton Street are to include, but are not limited to:

- Upgrading the existing storm sewer to a minimum 600 mm diameter pipe, from the west property line of the site to the existing manhole STMH 3036 (near the southeast corner of the site).
- Upgrading the existing storm sewer from existing STMH 3036 to STMH 1199 (near the northeast corner of 5760 Moncton Street).
- Removing the existing concrete sidewalk and lighting strip, constructing a new 1.5 m wide concrete sidewalk at the south property line of the site, and creating a treed and grass boulevard between the existing curb and new sidewalk.

Improvements along No. 2 Road are to include, but are not limited to:

- Removing the existing concrete sidewalk, constructing a new 1.5 m wide concrete sidewalk at the new east property line of the site, and creating a 1.5 m treed and grass boulevard between the existing curb and new sidewalk. No storm sewer analysis or upgrading is required.

Note: The design is to include water, storm and sanitary connections for all four (4) lots. The applicant will be required to provide underground Hydro, Telus and Cable for all four (4) lots. Additional right-of-ways may be required.

At Demolition* stage, the applicant will be required to:

- Install tree protection fencing to City standard around The Western Red Cedar (Tree # 809) on-site and around the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) at 5771 Moncton Street prior to demolition of the existing dwelling on-site. Tree protection fencing must remain in place until construction and landscaping on the future lots is completed. Tree protection fencing must be installed around Tree # 809 at a minimum of 3.9 m out from the base of the tree to the west, 5.2 m to the south, and 5.6 m to the north and east, as specified in the Arborist's Report. Tree protection fencing must be installed around Trees A, B, C, D at a minimum of 2.3 m into the subject site from the west property line, as specified in the Arborist's Report.

At Subdivision* stage, the applicant will be required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition charges, and Address Assignment Fees. Service connections and costs are to be determined via the Servicing Agreement.
- Register a cross-access easement on Title for the area of the shared driveway on proposed Lots 2 and 3 (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

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

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

Note:

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

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

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

- 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 concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9010 (RZ 13-629294)
5831 Moncton Street**

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

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

That area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 9010.

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9010**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS 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 Department

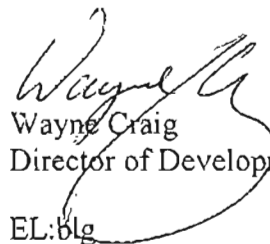
To: Planning Committee
From: Wayne Craig
Director of Development

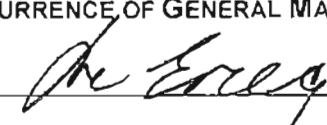
Date: August 27, 2013
File: RZ 13-627627

Re: Application by Kensington Homes Ltd. for Rezoning at 5160 and
5180 Blundell Road from Single Detached (RS1/E) to Low Density
Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, for the rezoning of 5160 and 5180 Blundell Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development
EL:blg
Att.

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

Staff Report

Origin

Kensington Homes Ltd. has applied to the City of Richmond for permission to rezone 5160 and 5180 Blundell Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 15 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

To the North: Across Blundell Road, a mix of newer and older, larger single-family dwellings on lots zoned “Single Detached (RS1/E)”.

To the South: Existing single-family dwellings on lots zoned “Single-Detached (RS1/E)” fronting onto Chetwynd Avenue.

To the East: Three (3) lots zone “Single Detached (RS1/E)” with a mix of newer and older homes and then two (2) lots zoned “Single Detached (RS1/K)” with a temporary shared access.

To the West: A Montessori school on a large lot zoned “Single Detached (RS1/E)” and a mix of newer and older homes on lots zoned “Single Detached (RS1/E)”.

Related Policies & Studies

Arterial Road Policy

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. Although the subject site is not specifically identified on the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the Arterial Road Policy for additional new townhouse areas; e.g. the site is within 800 m of a Neighbourhood Centre (Blundell Shopping Centre) and within 400 m of a Commercial Service use - the neighbourhood commercial uses at Railway Avenue and Blundell Road.

Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel, is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$43,921.00.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$16,909.59.

Public Input

The applicant has forwarded confirmation that a development sign was posted on the site on February 25, 2013. As this is the first townhouse development proposal on this block of Blundell Road, the applicant has undertaken a public consultation process as per the Townhouse Development Requirements in the Arterial Road Policy. The developer hand delivered an information package to the immediate neighbourhood (**Attachment 4**) on June 8, 2013. The information package includes a letter (**Attachment 5**) and a set of the development plans (**Attachment 2**). No response was received by the developer by the deadline identified on the consultation letter. However, staff subsequently received an email from the property owner of 5131 Blundell Road (**Attachment 6**); a list of concerns raised by Mr. Mahal is provided below, along with developer's responses in *italics*:

1. Property value of the surrounding homes will be negatively impacted.
(High quality exterior finishes such as hardi-plank and hardi-panel are to be used. The proposed development will improve the appearance of the streetscape.)
2. Property value of 5131 Blundell Road will be negatively impacted, as the driveway to the townhouse development would be placed directly across from 5131 Blundell Road.
(Driveway is proposed along the east property line of 5160 Blundell Road, opposite 5151 and 5171 Blundell Road.)
3. The proposed townhouse development will generate safety impacts to the intersection at Blundell/ Railway.
*(According to the traffic engineering consultant, the proposed development is approximately 150 m east of the Blundell/Railway signalized intersection and it is not expected that the traffic operation at the proposed development driveway will generate any safety impacts to the intersection. In addition, based on a recently completed traffic analysis by the traffic engineering consultant, the development traffic is less than 1% of total intersection volumes through the signal (Blundell/Railway).
Using the estimated 2015 peak hour traffic volumes, the signal will operate at excellent levels of service according to the traffic engineering consultant and all individual movements will operate at an acceptable level, even with the development traffic. Therefore, it is not*

expected the proposed development will generate any traffic and safety impacts to the intersection of Blundell Road and Railway Avenue.

The City's Transportation Division has reviewed the above and agreed with the findings.)

4. The proposed townhouse development is adjacent to a Montessori school which brings in major vehicle traffic during peak hours and clogs traffic due to left turn into the driveway. The proposed townhouse development will exasperate the situation

(The developer's traffic engineering consultant confirms that the future driveway of the proposed development will be located at the similar location of the existing driveway to 5160 Blundell Road, approximately 40 m east of the existing driveway to the True Light Montessori Pre-school. It was estimated that about 5-6 vehicles can be allowed for westbound left-turn queue at Blundell Road without conflicting with vehicles making left-out/left-in turning movement to the proposed development.

Based on traffic analysis, it was estimated that the pre-school will generate higher inbound vehicles in the morning peak hour; about 50 vehicles per hour or one (1) vehicle per minute.

For a residential use of the proposed townhouse development, the inbound trips (entering the site) will be very low in the morning peak; only 1-2 vehicles. During the afternoon peak, the proposed development will generate about 3-4 westbound left-turn vehicles; however, the pick-up period for pre-school students usually covers a long period of time (from 2:00 pm to 7:00 pm).

Therefore, it is not expected that the westbound vehicles left-turn movement to the proposed development site will create any significant impacts to the existing traffic operation at the pre-school in both peak hours. With significant low traffic volumes generated by the proposed development, it is not expected that the proposed townhouse driveway will impact the existing operation at the pre-school driveway.

The City's Transportation Division has reviewed the above and agreed with the findings.)

Staff Comments

Trees Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and provided the following comments:

- Six (6) Douglas Fir trees, specifically tag# 788 – 793, under joint ownership located on the east property line, are in good condition and are recommended to be retained and protected. as per the Tree Management Plan (**Attachment 7**)
- One (1) English Holly tree, specifically tag# 787, is dying (exhibits symptoms of leaf blight) and should be removed and replaced.
- Three (3) Lombardy Poplar trees, specifically tag# 777, 778, 779, under joint ownership located on the west property line have been previously topped. The historic topping sites are weakened by decay and are prone to failure. These trees should be removed and replaced. A consent letter for the removal of these trees from the property owners of 5120 Blundell Road is on file.

- Two (2) Douglas Fir hedges identified as tags# 773 and 774 have been previously topped, have no landscape value, and should be removed.
- 13 existing trees on site (including 3xWestern Red Cedar, 1xCherry, 3xApple, 1xSitka Spruce, and 5xDouglas Fir trees, tag# 769-772, 775-776, and 780-786) are either dead, dying (sparse canopy foliage), have been previously topped and have significant decay at the topping sites, or are infected with Fungal Blight. These trees are not good candidates for retention and should be replaced.

While the three (3) Western Red Cedar trees (tag# 769-772) located at the southwest corner of the site are identified for removal, the developer would make an effort to retain them on site. Tree protection fencing around these trees will be installed at demolish and construction stage; a re-assessment of these trees will be undertaken during the course of construction. Replacement trees will be provided despite of future retention potential of these trees.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 34 replacement trees are required for the removal of 17 trees. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 35 new trees on-site. The size and species of replacement trees and an overall site landscape design will be reviewed in detail at the Development Permit stage.

Tree Protection

Tree protection fencing is required to be installed to City standards prior to any construction activities 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.

In order to ensure that the six (6) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security in the amount of \$46,000.00 to ensure the replacement planting will be provided.

Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required, but site analysis for storm sewer and sanitary sewer will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 8**).

Prior to final rezoning bylaw adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel, register on Title a restrictive covenant to prohibit the conversion of the garage area into habitable space, and enter into the City's standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works to include, but not limited to: removal of the existing sidewalk behind the existing curb and gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, and installation of a 1.41 m grass and treed boulevard between the sidewalk and the curb.

Vehicle Access

One (1) driveway from Blundell Road is proposed. The long-term objective is for the driveway access established on Blundell Road to be utilized by adjacent properties to the east and west if they ultimately apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed driveway and the internal manoeuvring aisle will be secured as a condition of rezoning to facilitate this vision.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$15,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP).

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Neighbourhood Residential land use designation in the 2041 OCP Land Use Map, and with the location criteria and development requirements for arterial road townhouse developments contained in the 2041 OCP. The proposed height, siting and orientation of the buildings respect the massing of the existing developments to the south, east and west:

- The end units of the three-storey buildings along Blundell Road are stepped down to two-storeys along the side yards;
- Duplex units and detached units with a two-storey massing are proposed along the rear property line;
- Increased rear yard setback (minimum 6.0 m on the ground floor and 6.9 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) will be provided; and
- the existing 6.0 m front yard setback will be maintained.

The building height, massing and setbacks will be controlled through the Development Permit process.

Development Potential of Adjacent Properties

This block of Blundell Road between Railway Avenue and Clifton Road is within 800 m of a Neighbourhood Centre and within 400 m of a Commercial Service use; therefore, the majority of lots on this block of Blundell Road have a similar development potential as the subject site.

It should be noted that two (2) coach house lots on this block (5220 and 5222 Blundell Road) were created under the original Lane Establishment and Arterial Road Redevelopment Policies (2001) (RZ 04-270504). Given the existing lot geometries along this block the long-term viability of establishing a functional rear lane is limited, which is why staff are recommending townhouse development at this time. Vehicle access to potential future townhouse sites on this block will be reviewed on a case-by-case analysis with the objective of limiting driveway access locations to Blundell Road. Future redevelopments of these two (2) coach house lots into multiple-family uses must include the lane right-of-way at the back (purchase of the land from the City is required).

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with Development Permit Guidelines for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Building form and architectural character;
- Provision of a convertible unit and design of other accessibility/aging-in-place features;
- Site grading requirements to ensure the survival of protected trees;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

None.

Conclusion

The proposed 15-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the Arterial Road Policy area. Overall, the proposed land use, site plan, and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9055 be introduced and given first reading.



Edwin Lee
Planning Technician – Design

EL:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Developer's Consultation Area
- Attachment 5: Developer's Consultation Letter
- Attachment 6: Correspondence Received
- Attachment 7: Tree Management Plan
- Attachment 8: Rezoning Considerations Concurrence



Original Date: 01/17/13

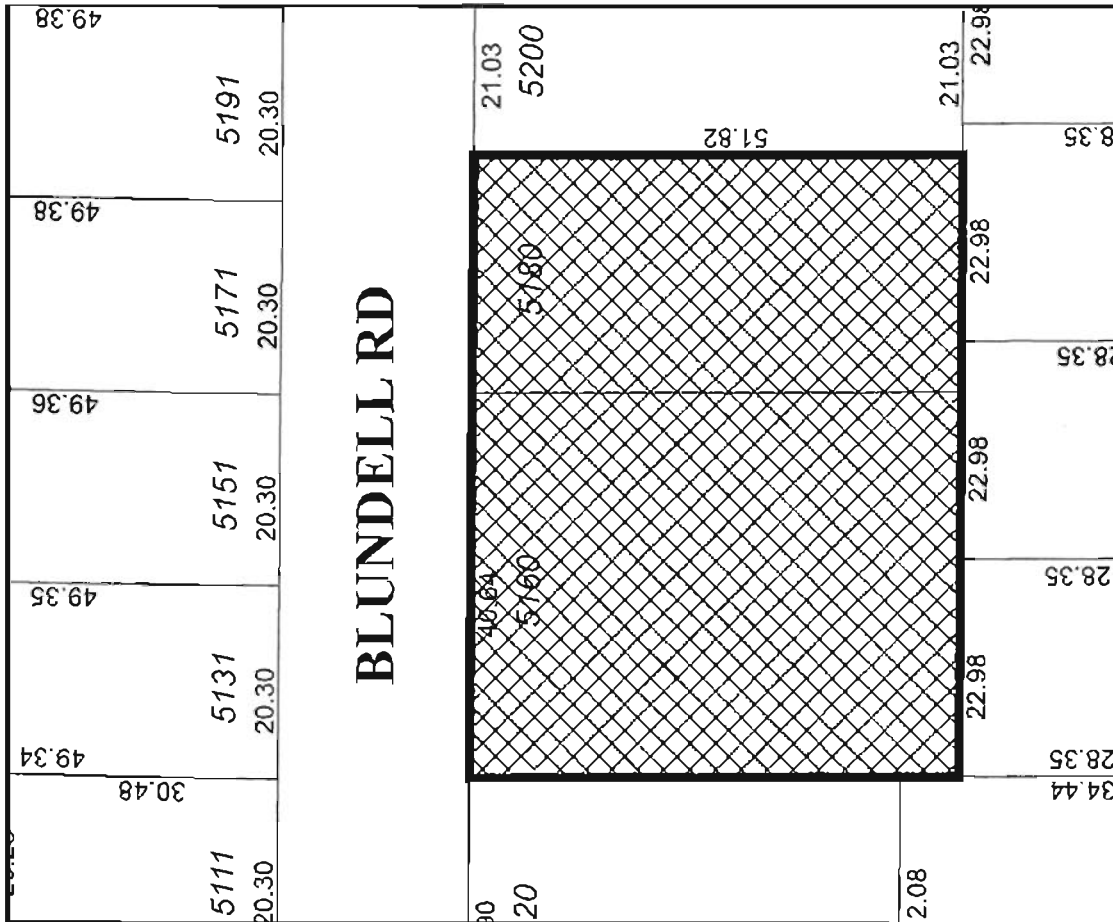
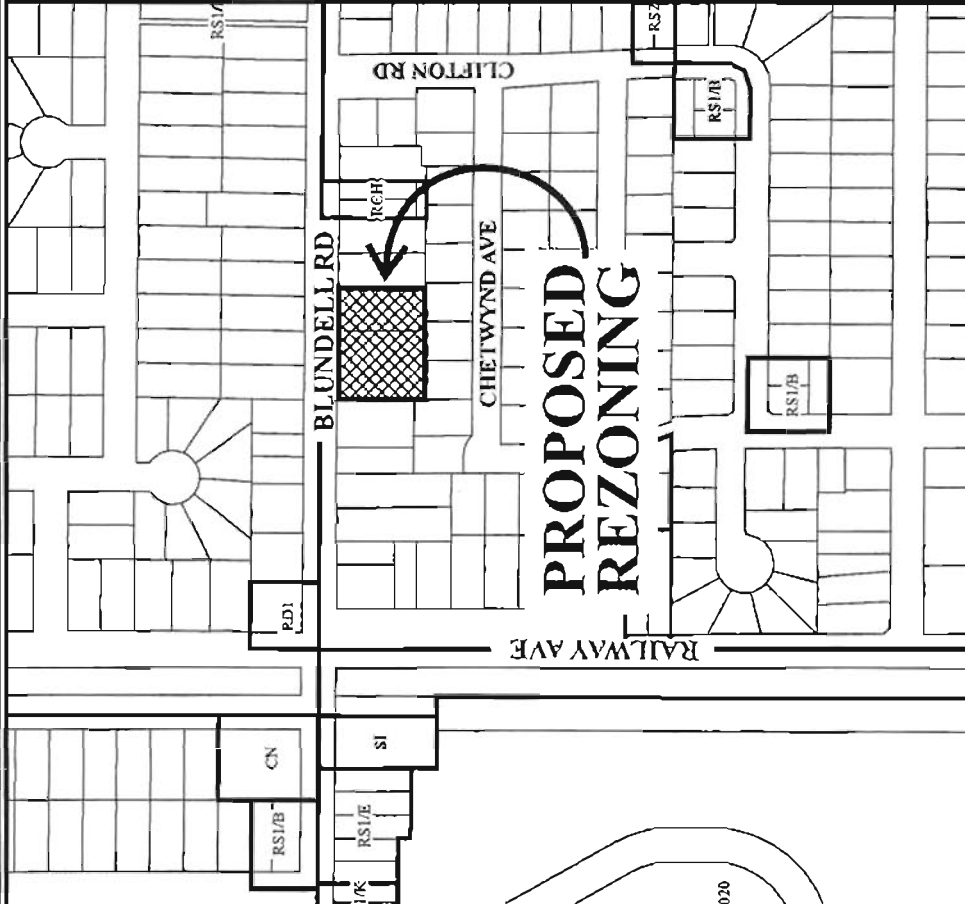
Revision Date:

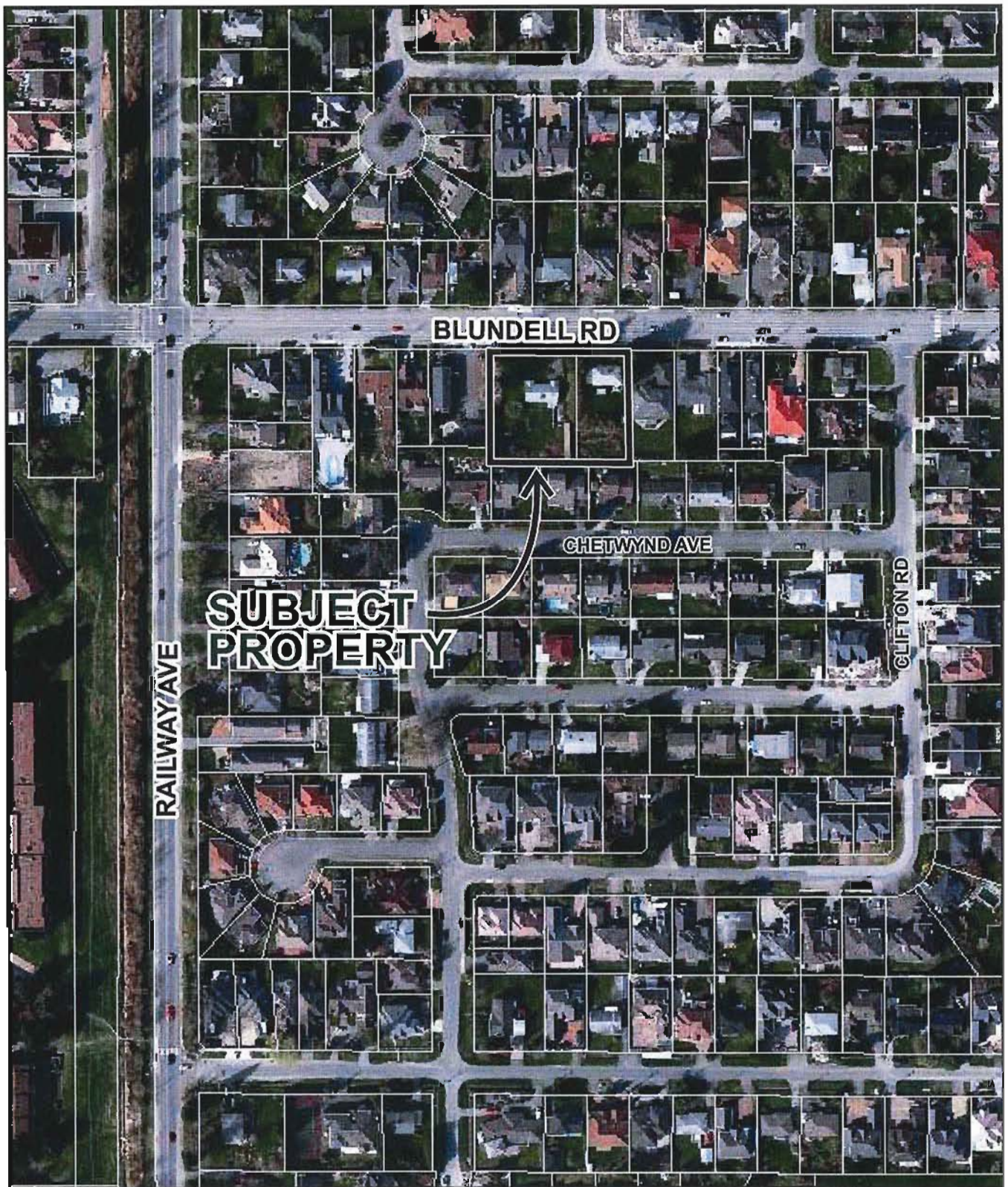
Note: Dimensions are in METRES

RZ 13-627627



City of Richmond



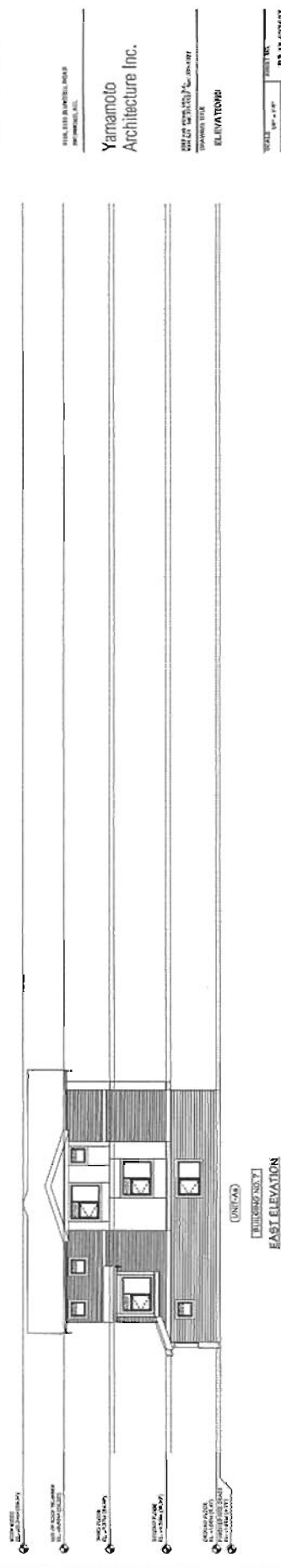
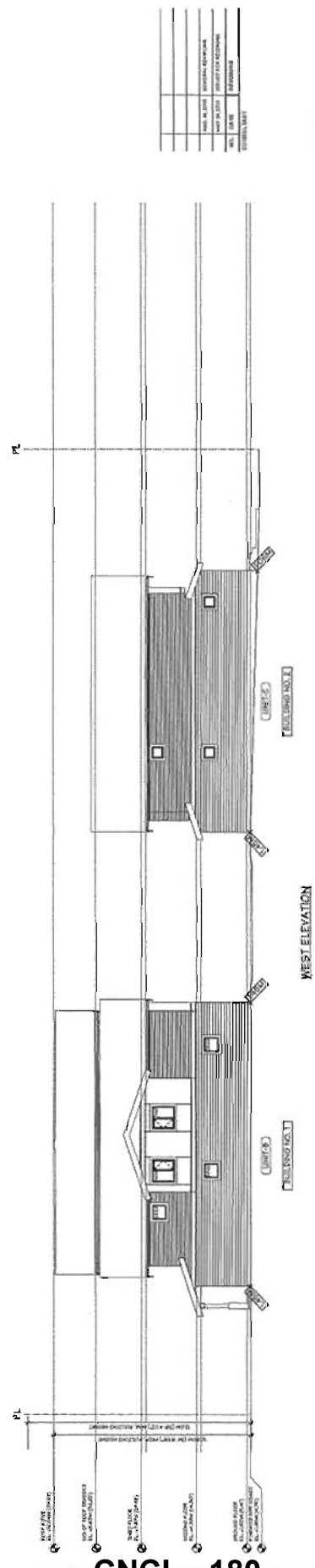
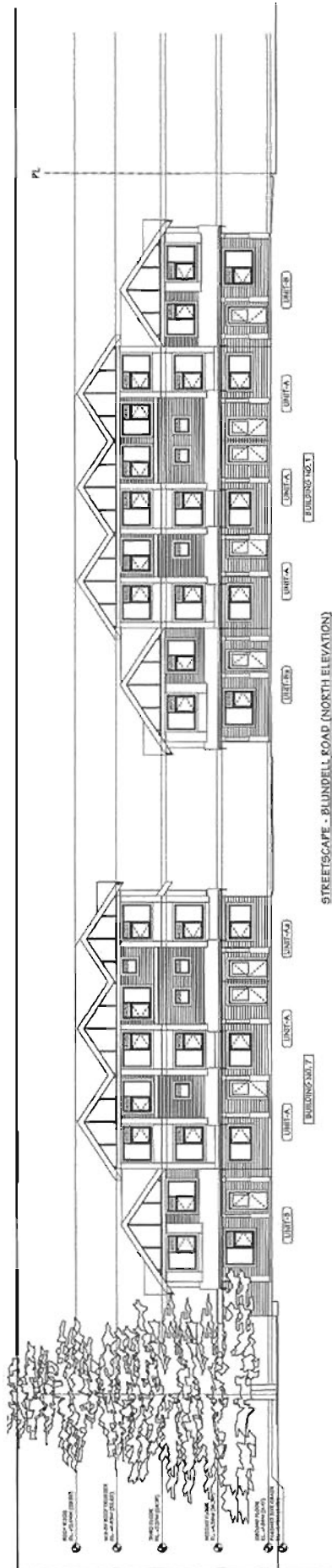


RZ 13-627627

Original Date: 01/17/13

Amended Date:

Note: Dimensions are in METRES



CNCL - 180

PLAN #4

DATE	10/10/2018
BY	YAMAMOTO ARCHITECTURE INC.
FOR	BLUNDELL ROAD DEVELOPMENT
PROJECT	BLUNDELL ROAD DEVELOPMENT
LOCATION	BLUNDELL ROAD, VICTORIA, BC
SCALE	1/8" = 1'-0"
NOTES	SEE ELEVATION SHEET FOR DETAILS

YAMAMOTO ARCHITECTURE INC.
1000 WEST 10TH AVENUE, SUITE 200
VICTORIA, BC V8M 2K7
TEL: 250-363-1111
WWW.YAMAMOTOARCHITECTURE.COM

YAMAMOTO ARCHITECTURE INC.
1000 WEST 10TH AVENUE, SUITE 200
VICTORIA, BC V8M 2K7
TEL: 250-363-1111
WWW.YAMAMOTOARCHITECTURE.COM

Yamamoto
Architecture Inc.

DATE: 10/10/2018
BY: YAMAMOTO ARCHITECTURE INC.
FOR: BLUNDELL ROAD DEVELOPMENT
PROJECT: BLUNDELL ROAD DEVELOPMENT
LOCATION: BLUNDELL ROAD, VICTORIA, BC
SCALE: 1/8" = 1'-0"
NOTES: SEE ELEVATION SHEET FOR DETAILS

DATE	10/10/2018
BY	YAMAMOTO ARCHITECTURE INC.
FOR	BLUNDELL ROAD DEVELOPMENT
PROJECT	BLUNDELL ROAD DEVELOPMENT
LOCATION	BLUNDELL ROAD, VICTORIA, BC
SCALE	1/8" = 1'-0"
NOTES	SEE ELEVATION SHEET FOR DETAILS

Copyright reserved. This drawing and design is for the use of the client only. It is not to be reproduced or used for any other project without the permission of the architect.

pmg
LANDSCAPE
ARCHITECTS
10000
Boulevard, Suite 100, Richmond, BC V6X 1A1
Tel: 604-271-1111 Fax: 604-271-1112

Site:

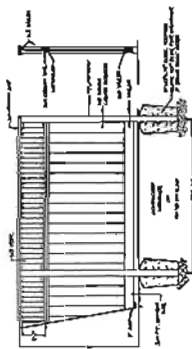


1. PROJECT NAME	15 UNIT TOWNHOUSE DEVELOPMENT
2. CLIENT	KENSINGTON HOMES
3. PROJECT ADDRESS	5140 150 BLUNDILL ROAD, RICHMOND, BC
4. PROJECT DESCRIPTION	LANDSCAPE PLAN
5. DATE	2019.03.29
6. DRAWN BY	PMG
7. CHECKED BY	PMG
8. APPROVED BY	PMG

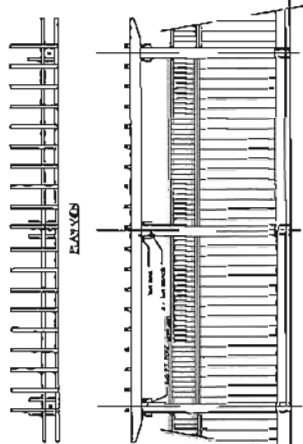
KENSINGTON HOMES

PROJECT:
15 UNIT TOWNHOUSE
DEVELOPMENT
5140 AND 150 BLUNDILL ROAD
RICHMOND
V6X 1A1
YAMAMOTO ARCHITECTURE INC.
10000
Boulevard, Suite 100, Richmond, BC V6X 1A1
Tel: 604-271-1111 Fax: 604-271-1112

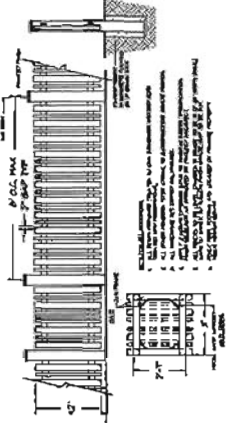
DATE: 2019.03.29
SCALE: 1/8" = 1'-0"
REVISIONS:
01.1
01.2
01.3
01.4
01.5
01.6
01.7
01.8
01.9
02.0
02.1
02.2
02.3
02.4
02.5
02.6
02.7
02.8
02.9
03.0
03.1
03.2
03.3
03.4
03.5
03.6
03.7
03.8
03.9
04.0
04.1
04.2
04.3
04.4
04.5
04.6
04.7
04.8
04.9
05.0
05.1
05.2
05.3
05.4
05.5
05.6
05.7
05.8
05.9
06.0
06.1
06.2
06.3
06.4
06.5
06.6
06.7
06.8
06.9
07.0
07.1
07.2
07.3
07.4
07.5
07.6
07.7
07.8
07.9
08.0
08.1
08.2
08.3
08.4
08.5
08.6
08.7
08.8
08.9
09.0
09.1
09.2
09.3
09.4
09.5
09.6
09.7
09.8
09.9
10.0
10.1
10.2
10.3
10.4
10.5
10.6
10.7
10.8
10.9
11.0
11.1
11.2
11.3
11.4
11.5
11.6
11.7
11.8
11.9
12.0
12.1
12.2
12.3
12.4
12.5
12.6
12.7
12.8
12.9
13.0
13.1
13.2
13.3
13.4
13.5
13.6
13.7
13.8
13.9
14.0
14.1
14.2
14.3
14.4
14.5
14.6
14.7
14.8
14.9
15.0
15.1
15.2
15.3
15.4
15.5
15.6
15.7
15.8
15.9
16.0
16.1
16.2
16.3
16.4
16.5
16.6
16.7
16.8
16.9
17.0
17.1
17.2
17.3
17.4
17.5
17.6
17.7
17.8
17.9
18.0
18.1
18.2
18.3
18.4
18.5
18.6
18.7
18.8
18.9
19.0
19.1
19.2
19.3
19.4
19.5
19.6
19.7
19.8
19.9
20.0
20.1
20.2
20.3
20.4
20.5
20.6
20.7
20.8
20.9
21.0
21.1
21.2
21.3
21.4
21.5
21.6
21.7
21.8
21.9
22.0
22.1
22.2
22.3
22.4
22.5
22.6
22.7
22.8
22.9
23.0
23.1
23.2
23.3
23.4
23.5
23.6
23.7
23.8
23.9
24.0
24.1
24.2
24.3
24.4
24.5
24.6
24.7
24.8
24.9
25.0
25.1
25.2
25.3
25.4
25.5
25.6
25.7
25.8
25.9
26.0
26.1
26.2
26.3
26.4
26.5
26.6
26.7
26.8
26.9
27.0
27.1
27.2
27.3
27.4
27.5
27.6
27.7
27.8
27.9
28.0
28.1
28.2
28.3
28.4
28.5
28.6
28.7
28.8
28.9
29.0
29.1
29.2
29.3
29.4
29.5
29.6
29.7
29.8
29.9
30.0
30.1
30.2
30.3
30.4
30.5
30.6
30.7
30.8
30.9
31.0
31.1
31.2
31.3
31.4
31.5
31.6
31.7
31.8
31.9
32.0
32.1
32.2
32.3
32.4
32.5
32.6
32.7
32.8
32.9
33.0
33.1
33.2
33.3
33.4
33.5
33.6
33.7
33.8
33.9
34.0
34.1
34.2
34.3
34.4
34.5
34.6
34.7
34.8
34.9
35.0
35.1
35.2
35.3
35.4
35.5
35.6
35.7
35.8
35.9
36.0
36.1
36.2
36.3
36.4
36.5
36.6
36.7
36.8
36.9
37.0
37.1
37.2
37.3
37.4
37.5
37.6
37.7
37.8
37.9
38.0
38.1
38.2
38.3
38.4
38.5
38.6
38.7
38.8
38.9
39.0
39.1
39.2
39.3
39.4
39.5
39.6
39.7
39.8
39.9
40.0
40.1
40.2
40.3
40.4
40.5
40.6
40.7
40.8
40.9
41.0
41.1
41.2
41.3
41.4
41.5
41.6
41.7
41.8
41.9
42.0
42.1
42.2
42.3
42.4
42.5
42.6
42.7
42.8
42.9
43.0
43.1
43.2
43.3
43.4
43.5
43.6
43.7
43.8
43.9
44.0
44.1
44.2
44.3
44.4
44.5
44.6
44.7
44.8
44.9
45.0
45.1
45.2
45.3
45.4
45.5
45.6
45.7
45.8
45.9
46.0
46.1
46.2
46.3
46.4
46.5
46.6
46.7
46.8
46.9
47.0
47.1
47.2
47.3
47.4
47.5
47.6
47.7
47.8
47.9
48.0
48.1
48.2
48.3
48.4
48.5
48.6
48.7
48.8
48.9
49.0
49.1
49.2
49.3
49.4
49.5
49.6
49.7
49.8
49.9
50.0
50.1
50.2
50.3
50.4
50.5
50.6
50.7
50.8
50.9
51.0
51.1
51.2
51.3
51.4
51.5
51.6
51.7
51.8
51.9
52.0
52.1
52.2
52.3
52.4
52.5
52.6
52.7
52.8
52.9
53.0
53.1
53.2
53.3
53.4
53.5
53.6
53.7
53.8
53.9
54.0
54.1
54.2
54.3
54.4
54.5
54.6
54.7
54.8
54.9
55.0
55.1
55.2
55.3
55.4
55.5
55.6
55.7
55.8
55.9
56.0
56.1
56.2
56.3
56.4
56.5
56.6
56.7
56.8
56.9
57.0
57.1
57.2
57.3
57.4
57.5
57.6
57.7
57.8
57.9
58.0
58.1
58.2
58.3
58.4
58.5
58.6
58.7
58.8
58.9
59.0
59.1
59.2
59.3
59.4
59.5
59.6
59.7
59.8
59.9
60.0
60.1
60.2
60.3
60.4
60.5
60.6
60.7
60.8
60.9
61.0
61.1
61.2
61.3
61.4
61.5
61.6
61.7
61.8
61.9
62.0
62.1
62.2
62.3
62.4
62.5
62.6
62.7
62.8
62.9
63.0
63.1
63.2
63.3
63.4
63.5
63.6
63.7
63.8
63.9
64.0
64.1
64.2
64.3
64.4
64.5
64.6
64.7
64.8
64.9
65.0
65.1
65.2
65.3
65.4
65.5
65.6
65.7
65.8
65.9
66.0
66.1
66.2
66.3
66.4
66.5
66.6
66.7
66.8
66.9
67.0
67.1
67.2
67.3
67.4
67.5
67.6
67.7
67.8
67.9
68.0
68.1
68.2
68.3
68.4
68.5
68.6
68.7
68.8
68.9
69.0
69.1
69.2
69.3
69.4
69.5
69.6
69.7
69.8
69.9
70.0
70.1
70.2
70.3
70.4
70.5
70.6
70.7
70.8
70.9
71.0
71.1
71.2
71.3
71.4
71.5
71.6
71.7
71.8
71.9
72.0
72.1
72.2
72.3
72.4
72.5
72.6
72.7
72.8
72.9
73.0
73.1
73.2
73.3
73.4
73.5
73.6
73.7
73.8
73.9
74.0
74.1
74.2
74.3
74.4
74.5
74.6
74.7
74.8
74.9
75.0
75.1
75.2
75.3
75.4
75.5
75.6
75.7
75.8
75.9
76.0
76.1
76.2
76.3
76.4
76.5
76.6
76.7
76.8
76.9
77.0
77.1
77.2
77.3
77.4
77.5
77.6
77.7
77.8
77.9
78.0
78.1
78.2
78.3
78.4
78.5
78.6
78.7
78.8
78.9
79.0
79.1
79.2
79.3
79.4
79.5
79.6
79.7
79.8
79.9
80.0
80.1
80.2
80.3
80.4
80.5
80.6
80.7
80.8
80.9
81.0
81.1
81.2
81.3
81.4
81.5
81.6
81.7
81.8
81.9
82.0
82.1
82.2
82.3
82.4
82.5
82.6
82.7
82.8
82.9
83.0
83.1
83.2
83.3
83.4
83.5
83.6
83.7
83.8
83.9
84.0
84.1
84.2
84.3
84.4
84.5
84.6
84.7
84.8
84.9
85.0
85.1
85.2
85.3
85.4
85.5
85.6
85.7
85.8
85.9
86.0
86.1
86.2
86.3
86.4
86.5
86.6
86.7
86.8
86.9
87.0
87.1
87.2
87.3
87.4
87.5
87.6
87.7
87.8
87.9
88.0
88.1
88.2
88.3
88.4
88.5
88.6
88.7
88.8
88.9
89.0
89.1
89.2
89.3
89.4
89.5
89.6
89.7
89.8
89.9
90.0
90.1
90.2
90.3
90.4
90.5
90.6
90.7
90.8
90.9
91.0
91.1
91.2
91.3
91.4
91.5
91.6
91.7
91.8
91.9
92.0
92.1
92.2
92.3
92.4
92.5
92.6
92.7
92.8
92.9
93.0
93.1
93.2
93.3
93.4
93.5
93.6
93.7
93.8
93.9
94.0
94.1
94.2
94.3
94.4
94.5
94.6
94.7
94.8
94.9
95.0
95.1
95.2
95.3
95.4
95.5
95.6
95.7
95.8
95.9
96.0
96.1
96.2
96.3
96.4
96.5
96.6
96.7
96.8
96.9
97.0
97.1
97.2
97.3
97.4
97.5
97.6
97.7
97.8
97.9
98.0
98.1
98.2
98.3
98.4
98.5
98.6
98.7
98.8
98.9
99.0
99.1
99.2
99.3
99.4
99.5
99.6
99.7
99.8
99.9
100.0
100.1
100.2
100.3
100.4
100.5
100.6
100.7
100.8
100.9
101.0
101.1
101.2
101.3
101.4
101.5
101.6
101.7
101.8
101.9
102.0
102.1
102.2
102.3
102.4
102.5
102.6
102.7
102.8
102.9
103.0
103.1
103.2
103.3
103.4
103.5
103.6
103.7
103.8
103.9
104.0
104.1
104.2
104.3
104.4
104.5
104.6
104.7
104.8
104.9
105.0
105.1
105.2
105.3
105.4
105.5
105.6
105.7
105.8
105.9
106.0
106.1
106.2
106.3
106.4
106.5
106.6
106.7
106.8
106.9
107.0
107.1
107.2
107.3
107.4
107.5
107.6
107.7
107.8
107.9
108.0
108.1
108.2
108.3
108.4
108.5
108.6
108.7
108.8
108.9
109.0
109.1
109.2
109.3
109.4
109.5
109.6
109.7
109.8
109.9
110.0
110.1
110.2
110.3
110.4
110.5
110.6
110.7
110.8
110.9
111.0
111.1
111.2
111.3
111.4
111.5
111.6
111.7
111.8
111.9
112.0
112.1
112.2
112.3
112.4
112.5
112.6
112.7
112.8
112.9
113.0
113.1
113.2
113.3
113.4
113.5
113.6
113.7
113.8
113.9
114.0
114.1
114.2
114.3
114.4
114.5
114.6
114.7
114.8
114.9
115.0
115.1
115.2
115.3
115.4
115.5
115.6
115.7
115.8
115.9
116.0
116.1
116.2
116.3
116.4
116.5
116.6
116.7
116.8
116.9
117.0
117.1
117.2
117.3
117.4
117.5
117.6
117.7
117.8
117.9
118.0
118.1
118.2
118.3
118.4
118.5
118.6
118.7
118.8
118.9
119.0
119.1
119.2
119.3
119.4
119.5
119.6
119.7
119.8
119.9
120.0
120.1
120.2
120.3
120.4
120.5
120.6
120.7
120.8
120.9
121.0
121.1
121.2
121.3
121.4
121.5
121.6
121.7
121.8
121.9
122.0
122.1
122.2
122.3
122.4
122.5
122.6
122.7
122.8
122.9
123.0
123.1
123.2
123.3
123.4
123.5
123.6
123.7
123.8
123.9
124.0
124.1
124.2
124.3
124.4
124.5
124.6
124.7
124.8
124.9
125.0
125.1
125.2
125.3
125.4
125.5
125.6
125.7
125.8
125.9
126.0
126.1
126.2
126.3
126.4
126.5
126.6
126.7
126.8
126.9
127.0
127.1
127.2
127.3
127.4
127.5
127.6
127.7
127.8
127.9
128.0
128.1
128.2
128.3
128.4
128.5
128.6
128.7
128.8
128.9
129.0
129.1
129.2
129.3
129.4
129.5
129.6
129.7
129.8
129.9
130.0
130.1
130.2
130.3
130.4
130.5
130.6
130.7
130.8
130.9
131.0
131.1
131.2
131.3
131.4
131.5
131.6
131.7
131.8
131.9
132.0
132.1
132.2
132.3
132.4
132.5
132.6
132.7
132.8
132.9
133.0
133.1
133.2
133.3
133.4
133.5
133.6
133.7
133.8
133.9
134.0
134.1
134.2
134.3
134.4
134.5
134.6
134.7
134.8
134.9
135.0
135.1
135.2
135.3
135.4
135.5
135.6
135.7
135.8
135.9
136.0
136.1
136.2
136.3
136.4
136.5
136.6
136.7
136.8
136.9
137.0
137.1
137.2
137.3
137.4
137.5
137.6
137.7
137.8
137.9
138.0
138.1
138.2
138.3
138.4
138.5
138.6
138.7
138.8
138.9
139.0
139.1
139.2
139.3
139.4
139.5
139.6
139.7
139.8
139.9
140.0
140.1
140.2
140.3
140.4
140.5
140.6
140.7
140.8
140.9
141.0
141.1
141.2
141.3
141.4
141.5
141.6
141.7
141.8
141.9
142.0
142.1
142.2
142.3
142.4
142.5
142.6
142.7
142.8
142.9
143.0
143.1
143.2
143.3
143.4
143.5
143.6
143.7
143.8
143.9
144.0
144.1
144.2
144.3
144.4
144.5
144.6
144.7
144.8
144.9
145.0
145.1
145.2
145.3
145.4
145.5
145.6
145.7
145.8
145.9
146.0
146.1
146.2
146.3
146.4
146.5
146.6
146.7
146.8
146.9
147.0
147.1
147.2
147.3
147.4
147.5
147.6
147.7
147.8
147.9
148.0
148.1
148.2
148.3
148.4
148.5
148.6
148.7
148.8
148.9
149.0
149.1
149.2
149.3
149.4
149.5
149.6
149.7
149.8
149.9
150.0
150.1
150.2
150.3
150.4
150.5
150.6
150.7
150.8
150.9
151.0
151.1
151.2
151.3
151.4
151.5
151.6
151.7
151.8
151.9
152.0
152.1
152.2
152.3
152.4
152.5
152.6
152.7
152.8
152.9
153.0
153.1
153.2
153.3
153.4
153.5
153.6
153.7
153.8
153.9
154.0
154.1
154.2
154.3
154.4
154.5
154.6
154.7
154.8
154.9
155.0
155.1
155.2
155.3
155.4
155.5
155.6
155.7
155.8
155.9
156.0
156.1
156.2
156.3
156.4
156.5
156.6
156.7
156.8
156.9
157.0
157.1
157.2
157.3
157.4
157.5
157.6
157.7
157.8
157.9
158.0
158.1
158.2
158.3
158.4
158.5
158.6
158.7
158.8
158.9
159.0
159.1
159.2
159.3
159.4
159.5
159.6
159.7
159.8
159.9
160.0
160.1
160.2
160.3
160.4
160.5
160.6
160.7
160.8
160.9
161.0
161.1
161.2
161.3
161.4
161.5
161.6
161.7
161.8
161.9
162.0
162.1
162.2
162.3
162.4
162.5
162.6
162.7
162.8
162.9
163.0
163.1
163.2
163.3
163.4
163.5
163.6
163.7
163.8
163.9
164.0
164.1
164.2
164.3
164.4
164.5
164.6
164.7
164.8
164.9
165.0
165.1
165.2
165.3
165.4
165.5
165.6
165.7
165.8
165.9
166.0
166.1
166.2
166.3
166.4
166.5
166.6
166.7
166.8
166.9
167.0
167.1
167.2
167.3
167.4
167.5
167.6
167.7
167.8
167.9
168.0
168.1
168.2
168.3
168.4
168.5
168.6
168.7
168.8
168.9
169.0
169.1
169.2
169.3
169.4
169.5
169.6
169.7
169.8
169.9
170.0
170.1
170.2
170.3
170.4
170.5
170.6
170.7
170.8
170.9
171.0
171.1
171.2
171.3
171.4
171.5
171.6
171.7
171.8
171.9
172.0
172.1
172.2
172.3
172.4
172.5
172.6
172.7
172.8
172.9
173.0
173.1
173.2
173.3
173.4
173.5
173.6
173.7
173.8
173.9
174.0
174.1
174.2
174.3
174.4
174.5
174.6
174.7
174.8
174.9
175.0
175.1
175.2
175.3
175.4
175.5
175.6
175.7
175.8
175.9
176.0
176.1
176.2
176.3
176.4
176.5
176.6
176.7
176.8
176.9
177.0
177.1
177.2
177.3
177.4
177.5
177.6
177.7
177.8
177.9
178.0
178.1
178.2
178.3
178.4
178.5
178.6
178.7
178.8
178.9
179.0
179.1
179.2
179.3
179.4
179.5
179.6
179.7
179.8
179.9
180.0
180.1
180.2
180.3
180.4
180.5
180.6
180.7
180.8
180.9
181.0
18



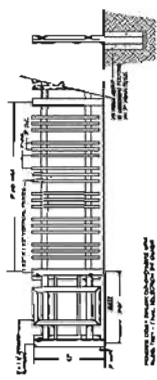
- PROFESSOR** I think it depends on whether you're married or not. If you're married, you can't get a divorce until you've been married for at least one year.



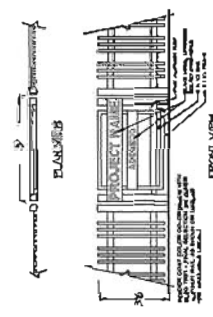
1. How often supervised with special medication? About
2. How often supervised with special medication? About
3. How often supervised with special medication? About
4. How often supervised with special medication? About
5. How often supervised with special medication? About
6. How often supervised with special medication? About
7. How often supervised with special medication? About
8. How often supervised with special medication? About
9. How often supervised with special medication? About
10. How often supervised with special medication? About



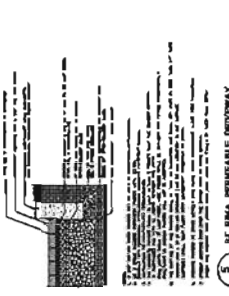
- 3 62" HT PICKET FENCE AND GATE 243' x 1'-0"



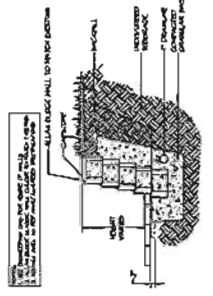
- 3 17 ALUMINUM FENCE WITH GATE



- ENTRANCE HIGH



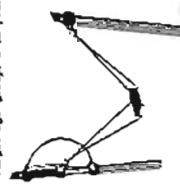
- 卷之五



- ALLAN BLOCK WALL



- KOMPAN
GXV919; Flexus
Target age groups: 5-12 years



Year	Number of cases	Number of deaths
1990	10	0
1991	15	0
1992	20	0
1993	25	0
1994	30	0
1995	35	0
1996	40	0
1997	45	0
1998	50	0
1999	55	0
2000	60	0
2001	65	0
2002	70	0
2003	75	0
2004	80	0
2005	85	0
2006	90	0
2007	95	0
2008	100	0
2009	105	0
2010	110	0
2011	115	0
2012	120	0
2013	125	0
2014	130	0
2015	135	0
2016	140	0
2017	145	0
2018	150	0
2019	155	0
2020	160	0
2021	165	0
2022	170	0
2023	175	0
2024	180	0
2025	185	0
2026	190	0
2027	195	0
2028	200	0
2029	205	0
2030	210	0
2031	215	0
2032	220	0
2033	225	0
2034	230	0
2035	235	0
2036	240	0
2037	245	0
2038	250	0
2039	255	0
2040	260	0
2041	265	0
2042	270	0
2043	275	0
2044	280	0
2045	285	0
2046	290	0
2047	295	0
2048	300	0
2049	305	0
2050	310	0
2051	315	0
2052	320	0
2053	325	0
2054	330	0
2055	335	0
2056	340	0
2057	345	0
2058	350	0
2059	355	0
2060	360	0
2061	365	0
2062	370	0
2063	375	0
2064	380	0
2065	385	0
2066	390	0
2067	395	0
2068	400	0
2069	405	0
2070	410	0
2071	415	0
2072	420	0
2073	425	0
2074	430	0
2075	435	0
2076	440	0
2077	445	0
2078	450	0
2079	455	0
2080	460	0
2081	465	0
2082	470	0
2083	475	0
2084	480	0
2085	485	0
2086	490	0
2087	495	0
2088	500	0
2089	505	0
2090	510	0
2091	515	0
2092	520	0
2093	525	0
2094	530	0
2095	535	0
2096	540	0
2097	545	0
2098	550	0
2099	555	0
2100	560	0

CLINE
KENSINGTON HOMES

**PHASE 1
15 UNIT TOWNHOUSE
DEVELOPMENT**

**5160 AND 5180 BLUNDILL ROAD
RICHMOND**

WITH:
YAMANO TO ARCHITECTURE INC.
OSAKA, JPN. &
LANDSCAPE
DETAILS

DATE 06/18/2017
TIME 12:29 PM
NAME LITTLE, MARY
DOB 04/04/1940
SSN 5-27-65
EXP 06/18/2017
STREET ADDRESS 1210 S. 10TH ST.
CITY DENVER CO
STATE CO
ZIP 80202-1015
PHONE 303-733-1015

2746242 | **THE NEW LITTE IN THE** | **THE NEW LITTE IN THE** | **THE NEW LITTE IN THE**



RZ 13-627627

Attachment 3

Address: 5160 and 5180 Blundell Road

Applicant: Kensington Homes Ltd.

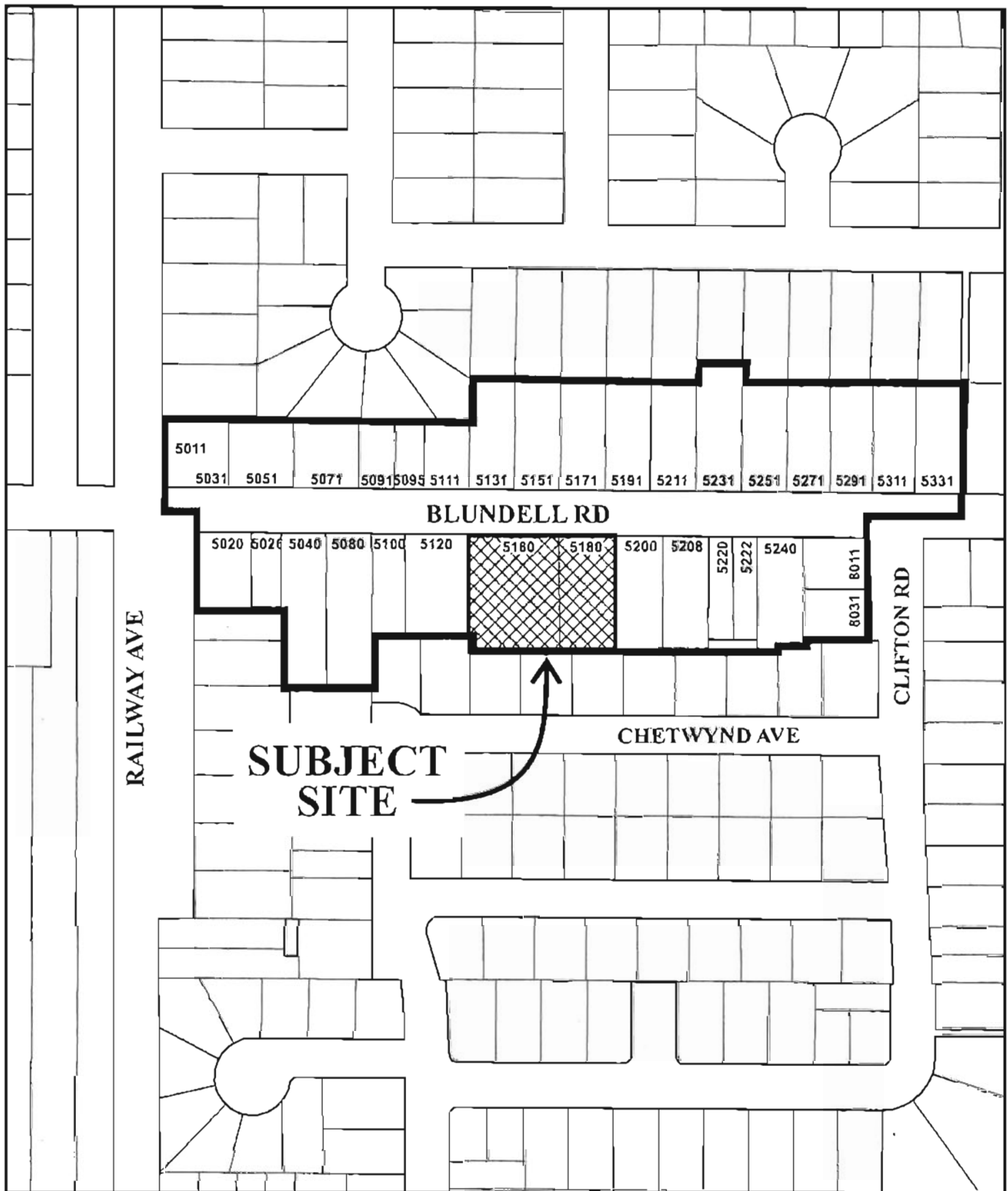
Planning Area(s): Blundell

	Existing	Proposed
Owner:	955335 B.C. Ltd.	To be determined.
Site Size (m ²):	3,400 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	15
Other Designations:	N/A	No Change

On Future Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – East Side Yard (m):	Min. 3.0 m	3.7 m Min.	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	6.0 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	10.55 m (3 storeys Max.)	none
Lot Width:	Min. 50.0 m	65.6 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	33	33	none

On Future Development Site	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (30 x Max. 50% = 15)	12	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (33 x Max. 50% = 16)	0	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	142 m ²	none

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



Consultation Area RZ 13-627627

Original Date: 08/27/13

Revision Date:

Note: Dimensions are in METRES

BLUNDELL VENTURES LIMITED PARTNERSHIP

2200 Shell Road, Richmond, V6X 2P1

May 30th, 2013

Dear Neighbour,

We would like to inform you that we have applied to City of Richmond to rezone the properties at 5160 & 5180 Blundell Road from RS1/E to RTL3 in order to construct 15 townhouse units.

The proposed development is as follows:

The consolidated lot size for the project is 36,613 square feet. The proposed total living space floor area is 21,600 square feet (FAR = 60%), with a site coverage of 14,645 square feet (40%).

15 two and three storey multi-family units are proposed in the form of five single units, one duplex, one 4-unit building and one 5-unit building. Five single units and one duplex are located along the rear property line to minimize the impact on single family houses to the south. Two 2 & 3 storey (one 4-unit and one 5-unit) building fronts Blundell Road. Along Blundell Road, 2 storey units are proposed adjacent to single family properties to the east and west. Vehicle access is provided from a 7.5m wide drive aisle located approximately in the middle of the site frontage.

Our proposal follows the Blundell Official Community Plan (OCP) policies and provides ground oriented family units in form and character which fit into the existing neighbourhood.

At this time, we are soliciting input from the neighbourhood. If you have any queries or concerns about the proposed development, please contact one of the following on or before 15th June, 2013:

City of Richmond
Edwin Lee, Planner
elee@richmond.ca

or

Blundell Ventures LP
Nick Poon, Project Manager
info@kensingtonhomes.ca

We thank you for your kind attention.

Yours truly,

Blundell Ventures LP

Lee, Edwin

From: Rick Mahal [rickandmona@gmail.com]
Sent: Friday, 26 July 2013 12:49
To: Lee, Edwin
Subject: Re: Rezoning of 5160 & 5180 Blundell

Hi Edwin in response to our conversation, here are a few general concerns on the development directly across the street from my house..

1. Property value will be negatively impacted to my new home. Usually in these developments they are across older homes/schools and or other townhome developments.

Examples would be developments on 8000 block of Williams rd and other townhome developments on Blundell.

Maybe a higher level of exterior finishing would greatly improve street appeal.

2. Driveway placement is also a concern as a driveway directly facing my property would greatly devalue my property

3. The proximity to the Intersection of Blundell/ Railway is also a concern as it is a well known problematic intersection involving many accidents.

Maybe keeping to one lane during peak hours might help?

4. Development is next door to a Montessori which already brings in major car traffic during peak times which clogs traffic in front of house because of left turn into said driveway. The close proximity of townhouse driveway will just exasperate the situation

I understand the city's community plan but this development would be the farthest west on Blundell where all large single family homes exist.

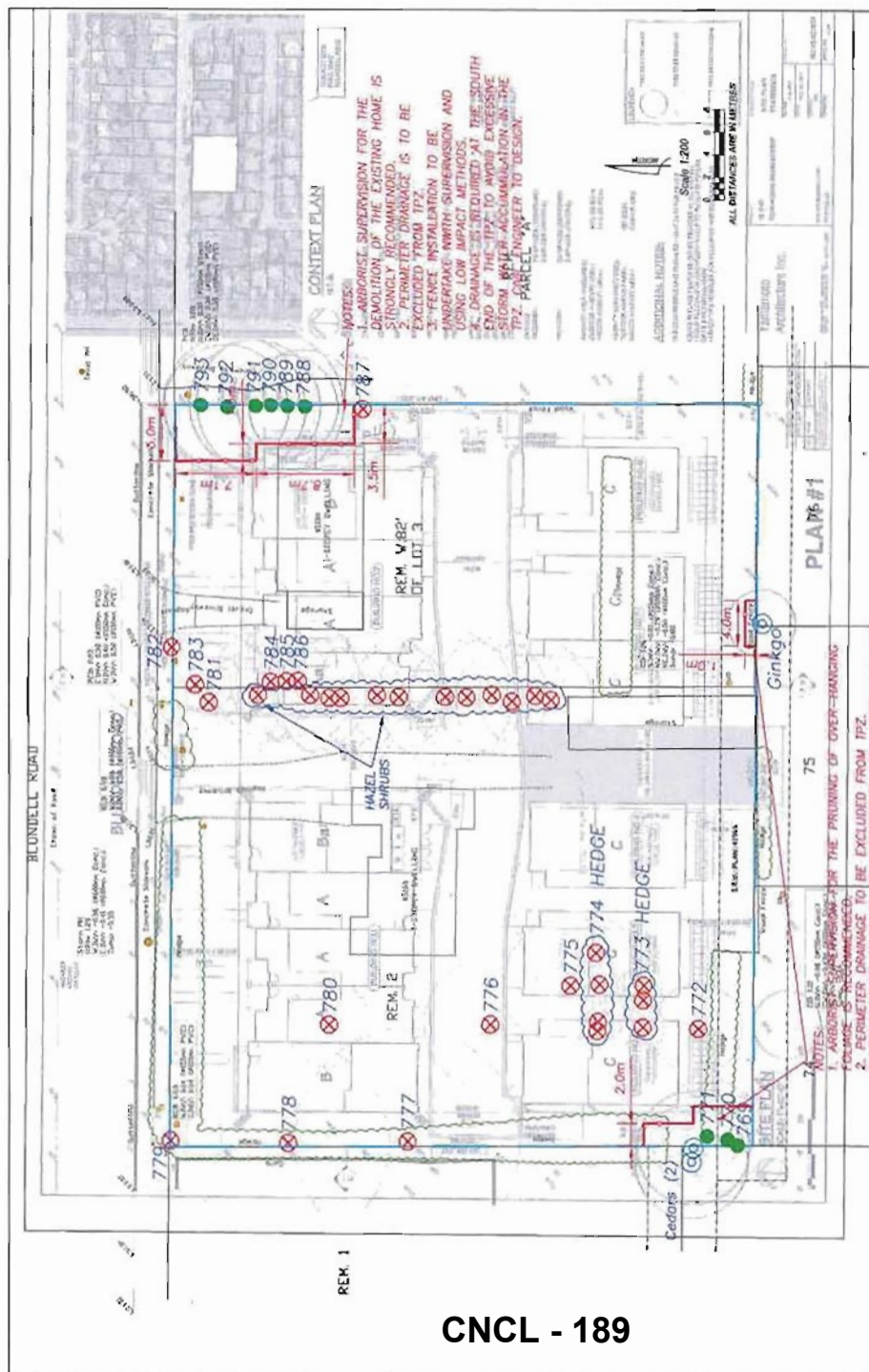
Hopefully we can resolve some of these problems. Thanks in advance

On Tue, Jul 16, 2013 at 10:03 AM, Lee, Edwin <ELee@richmond.ca> wrote:

Rick,

According to our telephone conversion on July 4, 2013, you were going to provide us with a written submission on your concerns with the proposed development. I would like to advise you that I have not yet received such submission and it would be great if you could provide us with this submission by July 23, 2013. The applicant would like to address your concerns and proceed to the next stage of the application. Should you have any questions, please feel free to contact me at 604-276-4121.

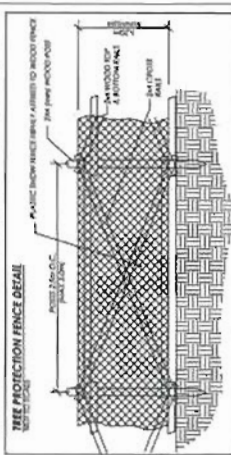
Regards,
 Edwin




769 Western Red Cedar
770 Western Red Cedar
771 Western Red Cedar
772 Cherry
773 Hedge -- Douglas Fir
774 Hedge -- Douglas Fir
775 Apple
776 Apple
777 Lombardy Poplar
778 Lombardy Poplar
779 Lombardy Poplar
780 Apple
781 Sitka Spruce
782 Douglas Fir
783 Douglas Fir
784 Douglas Fir
785 Douglas Fir
786 Douglas Fir
787 English Holly
788 Douglas Fir
789 Douglas Fir
790 Douglas Fir
791 Douglas Fir
792 Douglas Fir
793 Douglas Fir


THE PROTECTION GROUPS


There are two main types of protection groups: **1. The Protection Group** and **2. The Protection Group**. The Protection Group is a group of people who are interested in the same thing. The Protection Group is a group of people who are interested in the same thing. The Protection Group is a group of people who are interested in the same thing.





QUEST


 UNCHECKED QUEST (44%)


 1ST ADOPTED QUEST (44%)


 2ND ADOPTED QUEST (44%)


 3RD ADOPTED QUEST (44%)


 4TH ADOPTED QUEST (44%)


 5TH ADOPTED QUEST (44%)


 6TH ADOPTED QUEST (44%)


 7TH ADOPTED QUEST (44%)


 8TH ADOPTED QUEST (44%)


 9TH ADOPTED QUEST (44%)


 10TH ADOPTED QUEST (44%)


 11TH ADOPTED QUEST (44%)


 12TH ADOPTED QUEST (44%)


 13TH ADOPTED QUEST (44%)


 14TH ADOPTED QUEST (44%)


 15TH ADOPTED QUEST (44%)


 16TH ADOPTED QUEST (44%)


 17TH ADOPTED QUEST (44%)


 18TH ADOPTED QUEST (44%)


 19TH ADOPTED QUEST (44%)


 20TH ADOPTED QUEST (44%)


 21ST ADOPTED QUEST (44%)


 22ND ADOPTED QUEST (44%)


 23RD ADOPTED QUEST (44%)


 24TH ADOPTED QUEST (44%)


 25TH ADOPTED QUEST (44%)


 26TH ADOPTED QUEST (44%)


 27TH ADOPTED QUEST (44%)


 28TH ADOPTED QUEST (44%)


 29TH ADOPTED QUEST (44%)


 30TH ADOPTED QUEST (44%)


 31ST ADOPTED QUEST (44%)


 32ND ADOPTED QUEST (44%)


 33RD ADOPTED QUEST (44%)


 34TH ADOPTED QUEST (44%)


 35TH ADOPTED QUEST (44%)


 36TH ADOPTED QUEST (44%)


 37TH ADOPTED QUEST (44%)


 38TH ADOPTED QUEST (44%)


 39TH ADOPTED QUEST (44%)


 40TH ADOPTED QUEST (44%)


 41ST ADOPTED QUEST (44%)


 42ND ADOPTED QUEST (44%)


 43RD ADOPTED QUEST (44%)


 44TH ADOPTED QUEST (44%)


 45TH ADOPTED QUEST (44%)


 46TH ADOPTED QUEST (44%)


 47TH ADOPTED QUEST (44%)


 48TH ADOPTED QUEST (44%)


 49TH ADOPTED QUEST (44%)


 50TH ADOPTED QUEST (44%)


 51ST ADOPTED QUEST (44%)


 52ND ADOPTED QUEST (44%)


 53RD ADOPTED QUEST (44%)


 54TH ADOPTED QUEST (44%)


 55TH ADOPTED QUEST (44%)


 56TH ADOPTED QUEST (44%)


 57TH ADOPTED QUEST (44%)


 58TH ADOPTED QUEST (44%)


 59TH ADOPTED QUEST (44%)


 60TH ADOPTED QUEST (44%)


 61ST ADOPTED QUEST (44%)


 62ND ADOPTED QUEST (44%)


 63RD ADOPTED QUEST (44%)


 64TH ADOPTED QUEST (44%)


 65TH ADOPTED QUEST (44%)


 66TH ADOPTED QUEST (44%)


 67TH ADOPTED QUEST (44%)


 68TH ADOPTED QUEST (44%)


 69TH ADOPTED QUEST (44%)


 70TH ADOPTED QUEST (44%)


 71ST ADOPTED QUEST (44%)


 72ND ADOPTED QUEST (44%)


 73RD ADOPTED QUEST (44%)


 74TH ADOPTED QUEST (44%)


 75TH ADOPTED QUEST (44%)

 76TH ADOPTED QUEST (44%)

 77TH ADOPTED QUEST (44%)

 78TH ADOPTED QUEST (44%)

 79TH ADOPTED QUEST (44%)

 80TH ADOPTED QUEST (44%)

[illegible]



Rezoning Considerations

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

Address: 5160 and 5180 Blundell Road

File No.: RZ 13-627627

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the east and west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
3. Registration of a flood indemnity covenant on title.
4. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area/garage into habitable space.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near/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.
6. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$16,909.59) to the City's Public Art fund.
7. Contribution of \$1,000.00 per dwelling unit (e.g. \$15,000.00) in-lieu of on-site indoor amenity space.
8. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$43,921.00) to the City's affordable housing fund.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Enter into a Servicing Agreement* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to: removal of the existing sidewalk, construction of a new 1.5 m concrete sidewalk at the north property line of the site, and a 1.41 m grass and treed boulevard (between curb & sidewalk).

Notes: Engineering Department has confirmed that Water, Storm, and Sanitary analysis and upgrades are not required. A site analysis will be required on the Servicing Agreement drawings, for Storm and Sanitary site connections only. Design to also include water, storm and sanitary service connections for the proposed townhouse development.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a Landscaping Cost Estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the Development Permit Guidelines and the Arterial Road Policy in the OCP and should not include hedges along the front property line.
 - include a mix of coniferous and deciduous trees.
 - include the 34 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree
14	6 cm
8	8 cm
2	9 cm
10	11 cm

or	Minimum Height of Coniferous Tree
	3.5 m
	4.0 m
	5.0 m
	6.0 m

CNCL - 190

Initial: _____

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.

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

1. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees to be retained on-site will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.
4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
5. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
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 Division at 604-276-4285.

Note:

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

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

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

- 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
CNCL - 191



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9055 (RZ 13-627627)
5160 and 5180 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 "**LOW DENSITY TOWNHOUSES (RTL4)**".

P.I.D. 003-590-640

Lot 2 Except Part Subdivided by Plan 41965 Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

and

P.I.D. 009-452-567

West 82 Feet Lot 3 Except: Part Subdivided by Plan 41965; Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9055**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER




City of Richmond

Report to Committee

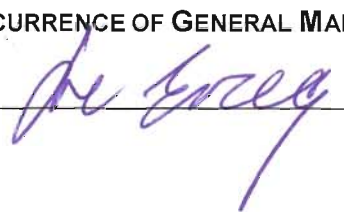
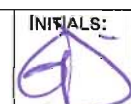
To: Public Works & Transportation Committee
From: Victor Wei, P. Eng.
Director, Transportation
Date: August 21, 2013
File: 01-0150-20-ICBC1-
01/2013-Vol 01
Re: ICBC-CITY OF RICHMOND ROAD SAFETY PARTNERSHIP

Staff Recommendation

1. That a letter be sent to the Board of Directors of ICBC expressing the City's appreciation of ICBC's comprehensive and collaborative approach to improving road safety in Richmond for all users.
2. That a copy of the report dated August 21, 2013 from the Director, Transportation outlining ICBC-City partnerships that have contributed to improved road safety in Richmond be forwarded to the Richmond Council-School Board Liaison Committee for information.
3. That the additional proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2013 *Road Improvement Program* for consideration of cost sharing funding.
4. That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly.


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

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
RCMP	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: 

CNCL - 193

Staff Report

Origin

The City and ICBC have a long-standing collaborative approach to improve road safety in Richmond, which supports Council's community safety term goal via the implementation of road-related measures that are targeted to the city's specific needs and priorities as well as contribute to a healthy and liveable community. This report summarizes traffic safety projects that have received funding from the ICBC-City Road Improvement Program and outlines other ICBC-City partnerships that together have contributed to improved road safety in Richmond for all users of city streets.

Analysis

1. Road Improvement Program

ICBC initiated the Road Improvement Program in 1990 to help fund the implementation of road safety engineering measures to reduce the frequency and/or severity of crashes at high-risk locations, reduce claims costs and reduce the potential for crashes. The Program has fostered committed partnerships with communities across BC such as Richmond, which began participating in 1996, based on a strong mutual interest of reducing crashes.

1.1. Types of Initiatives Funded

The Program provides funding to assist with road safety improvements specific to high-crash and high conflict locations, broader measures known to improve road safety and, more recently, pro-active and innovative safety measures (see **Attachment 1** for a list of the current priorities of the Program). Examples of eligible projects include:

- the upgrade of road signs and markings to a consistent standard;
- traffic signal head upgrades such as larger diameter lenses, provision of a primary signal head for each through lane, and installation of highly reflective tape on the perimeter of the yellow backboards;
- installation of uninterrupted power supply at signalized intersections to ensure that signals remain operational during power outages;
- anti-skid surfacing treatments to reduce collisions or conflicts occurring under wet pavement conditions or due to loss of control;
- improved curve delineation with signage and pavement markings on roads with a history of off-road crashes;
- "grey spot" safety treatments that attempt to pro-actively address safety concerns at sites with high conflict situations (e.g., school zones) but not necessarily a high recorded crash history;



Anti-skid Surface & Delineators at No. 6 Road S-Curve



LED Street Name Signs

- the use of new technology and tools that currently may not have extensive research but show promise of potential benefits; and
- safety improvements for vulnerable road users (pedestrians and cyclists) such as pedestrian-actuated flashing beacons at crosswalks (i.e., special crosswalks), countdown timers at signalized intersections and shoulder widening for bike lanes.

1.2 Evaluation Criteria

Initially, ICBC funded only those retrofit road safety projects that were located at documented high crash and high conflict sites, and where the agency's analysis indicated that the proposed safety improvement and ICBC's contribution would meet a target return on investment of 2:1 over two years. In other words, for every dollar that ICBC invested into a road improvement project, ICBC would expect to save at least two dollars in claims costs within two years. This initial investment criterion of a 2:1 return over a two-year period remained in place until 2002.

In 2003, the funding criteria was changed to a target return on investment of 3:1 in two years to better reflect the actual rate of return that ICBC was achieving. However, subsequent review determined that the 3:1 criteria was too aggressive and caused a significant reduction in the level of ICBC contribution, which in turn marginalized ICBC's involvement in some projects. The funding criterion was therefore changed again in 2007, such that ICBC would expect to achieve a 50 per cent internal rate of return.

Effective 2013, ICBC broadened the eligibility of potential road safety projects to allow consideration of the implementation of new technology as well as pro-active measures to reduce the potential for crashes and to increase the safety of vulnerable road users such as pedestrians and cyclists.

1.3 Past Projects in Richmond

Attachment 2 summarizes the annual funding contributed by ICBC under the program as well as the major City projects that received the funding. Over the past 17 years (1996-2012), ICBC has contributed a total of nearly \$4.0 million to the City for an average of \$233,860 per year.

Recent projects around schools include the construction of neighbourhood walkways on Herbert Road (Afton Drive-Bates Road) and Aquila Road (lane north of Williams Road-Albion Road), both of which benefit students walking to/from school, and the installation of flashing school zone warning signs on Garden City Road at Garden City School to warn motorists of the presence of schoolchildren and remind drivers of the 50 km/h speed limit.



Flashing Beacons at Garden City Elementary School

This ICBC-City partnership is a vital component of the City's traffic safety program as it enables the City not only to undertake more traffic safety enhancements than it could alone but also to expedite some of these road safety improvement projects.

1.4 Program Results

In 2009, ICBC undertook an evaluation of the safety performance of a sample of locations across BC (including three in Richmond) that have been improved under the Program in order to quantify its overall effectiveness by:

- determining if the frequency and/or severity of collisions at the improvement sites was reduced after the implementation of the improvement; and by
- quantifying the program costs versus the economic safety benefits to determine the return on ICBC's road safety investment.

As summarized in Table 1, the results indicated that the goals and objectives of ICBC's Road Improvement Program have been achieved with an overall reduction in the frequency and severity of collisions and an excellent return on road improvement investments.

The same evaluation concluded that, within Richmond, ICBC sees a return four times the investment (i.e., for every dollar invested, ICBC saves \$4.00 in claims costs) – savings that get passed onto Richmond drivers.

Table 1: Road Improvement Program Evaluation Results (2009)

Criterion	Result
Collision Reduction	<ul style="list-style-type: none"> • Property damage only collisions reduced by 11.9% • Severe (fatal + injury) collisions reduced by 19.6%
Economic: 2-Yr Service Life	<ul style="list-style-type: none"> • Net present value of \$21.3M • Benefit/Cost ratio of 5.6
Economic: 5-Yr Service Life	<ul style="list-style-type: none"> • Net present value of \$54.1M • Benefit/Cost ratio of 12.8

Given the significantly positive results achieved by the Program, ICBC not only is continuing its operation but also, as noted in Section 1.2, has recently expanded its scope of eligible projects to realize even greater benefits for road users. Staff anticipate using this opportunity to submit additional neighbourhood traffic safety projects such as the construction of walkways on local streets and the implementation of traffic calming measures, particularly in school zones.

1.5 Additional 2013 ICBC-City of Richmond Road Improvement Projects

At its March 25, 2013 meeting, Council approved the submission of a number of proposed road safety improvement projects to the 2013 *Road Improvement Program* for consideration of cost-share funding. Since that time, staff have identified several additional projects related to the construction of the Railway Greenway for potential cost-share funding as shown in Table 2. With respect to the proposed project to install northbound left-turn arrows along Railway Avenue, ICBC has already pre-approved the project and prepared the cost-share agreements for execution.

Upon approval of a project by ICBC, the City would be required to enter into a funding agreement with ICBC. The agreement is provided by ICBC and generally includes an indemnity in favour of ICBC. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements for approved projects and the 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly to reflect the receipt of external grants.

Table 2: Proposed Additional 2013 City-ICBC Road Improvement Projects

Proposed Project⁽¹⁾	Est Total Cost	Source of City Funds⁽²⁾	External Agency Funding
Installation of NB left-turn arrows: <ul style="list-style-type: none"> Railway Ave at Steveston Hwy, Williams Rd, Francis Rd, Blundell Rd 	\$60,000	\$9,000 2013 Traffic Signal Program	\$42,000 ICBC (pending) \$9,000 TransLink (confirmed)
Delineation of greenway crossings with green anti-skid surface: <ul style="list-style-type: none"> Railway Ave south of Brunswick Dr and Steveston Hwy, Williams Rd, Princeton Ave, Francis Rd, Blundell Rd, Granville Ave 	\$75,000	\$37,500 2013 Active Transportation Improvement Program	\$37,500 TransLink (confirmed)
Installation of raised crosswalks: <ul style="list-style-type: none"> Granville Ave at McCallan Road Railway Ave west of Brunswick Dr 	\$67,000	\$33,500 2013 Neighbourhood Traffic Safety Program	\$33,500 TransLink (confirmed)

(1) Should additional proposed projects not listed be approved by ICBC to receive funding, the City's portion would be drawn from funding sources previously approved by Council.

(2) Should the submitted project receive funding from ICBC, the City's portion of the total cost would be reduced accordingly.

2. Municipal Road Safety Audit Program

Since 2001, ICBC has offered the services of its road safety specialists to perform road safety audits, which are formal and independent safety performance reviews of road transportation projects based on sound road safety engineering principles and undertaken from the perspective of all road users. The objectives of a road safety audit are to:

- minimize the frequency and severity of preventable collisions;
- consider the safety of all road users, including vulnerable road users;
- ensure that collision mitigation measures that may eliminate or reduce the identified safety problems are considered fully; and
- minimize potentially negative safety impacts outside the project limits (i.e., avoid introducing collisions elsewhere along the route or on the network).

The resulting reports document any identified safety issues and suggest improvements to address those issues at a conceptual level. These improvements can then be incorporated as each project proceeds through detailed design. Current major road projects that have benefitted from ICBC's review and expertise include the widening of Westminster Highway (Nelson Road-McMillan Way) and No. 6 Road (northbound between Westminster Highway and International Place).

3. Intersection Safety Camera Program

ICBC is a partner with the provincial government in the Intersection Safety Camera (ISC) Program, which was upgraded in 2010 with digital red-light cameras and expanded to 140 of B.C.'s most crash- and casualty-prone intersections. As part of this upgrade, eight new locations in Richmond were selected based on their rankings generated by a prediction model that considered crash frequency and severity, crash configurations, potential for improvement by an ISC, and the cost-benefit results derived by measuring predicted crash reduction against the projected cost of installing and operating a camera at a site. All eight cameras became fully operational in Spring 2011.

An independent study to evaluate the impact of the expanded and upgraded ISC program is in progress and the results will be available in early 2014. The most recent peer-reviewed research conducted by ICBC concluded that intersection safety cameras reduced total crashes at ISC sites by five per cent. The research also showed a similar decrease in crashes resulting in injuries and fatalities. ICBC anticipates that the upgraded and expanded program will improve these road safety benefits.



Intersection Safety Camera

4. Road Safety Education & Enforcement

ICBC works with Richmond RCMP and City staff to operate a number of recurring road safety campaigns in Richmond throughout each year that are often linked to seasonal events and changing weather conditions such as summer and holiday CounterAttack (June and December), back to school (September) and pedestrian safety (Spring and Fall at change of daylight savings time). For example, with respect to pedestrian safety, Richmond RCMP, ICBC and the City of Richmond jointly distributed 1,000 fluorescent wrist bands to pedestrians in high pedestrian locations throughout Richmond in Spring and Fall 2012 as part of a campaign to educate and remind pedestrians on safety tips when travelling in the dark or late at night.

These annual campaigns are supplemented by specific events directed at a particular behaviour such as driver distraction (e.g., using a handheld device while driving). **Attachment 3** identifies ICBC's 2013 calendar of road safety education campaigns. Active enforcement of the targeted behaviour by Richmond RCMP is a key component of the campaigns and all campaigns involve extensive use of media (e.g., television, radio, bus tail, and cinema advertising as well as staged demonstrations) for maximum dissemination of the messages to the public.

ICBC also supports the Speed and Auto Crime Watch Programs. Speed Watch seeks to promote safer driving habits by encouraging all drivers to slow down. Through the use of portable speed radar equipment electronic reader boards, drivers receive instant feedback on the speeds they are traveling as well as reminders of the posted speed by placement of signs indicating the allowable speed in the zone they are being monitored.



Speed Watch Volunteers

Volunteers track the number of speeders, their speeds and a number of other qualifiers. This information is forwarded to Richmond RCMP and used to assist in prioritizing enforcement efforts. In 2012, over 25 volunteers completed the ICBC Speed Watch Training course and, in total, volunteers in Richmond checked over 134,700 vehicles for their speed.

In September 2012, the Richmond RCMP and ICBC conducted "Project Swoop," which is a speed watch education and enforcement day throughout Richmond. Volunteers, Richmond RCMP traffic and auxiliary members set up speed watch deployments at five locations in the morning and five locations in the afternoon. If a motorist went through a speed watch

deployment and did not slow down, RCMP traffic members were set up just down the road to ticket those individuals who continued to speed.

With respect to auto crime, Crime Watch volunteers checked over 119,190 vehicles for signs of auto crime in various parking lots throughout Richmond in 2012. They also handed out 17,400 Lock Out Auto Crime notices to vehicles in parking lots to educate drivers about leaving valuables in their vehicles and to recognize when they were doing all the right things to avoid becoming an auto crime victim. These same volunteers ran over 42,500 vehicle license plates through the Stolen Auto Recovery Program.

ICBC also provides annual crash data for Richmond and tools for analysis to assist the City in identifying high-crash locations. Funding support is also available to undertake studies at those high-crash locations to identify countermeasures that would reduce crashes.

5. Membership on City Committees

ICBC is a valued member of the following City committees:

- *Traffic Safety Advisory Committee*: formed in 1997 to create a co-operative partnership between City staff, community groups and other agencies that seek to enhance traffic and pedestrian safety in Richmond. The Committee provides input and feedback on a wide range of traffic safety issues such as school zone concerns, neighbourhood traffic calming requests and traffic-related education initiatives, and has initiated a range of successful measures encompassing engineering, education and enforcement activities.
- *REACT (Richmond Events Approval Coordination Team)*: forum of cross-departmental and public safety agency staff that reviews event applications, initiates event approvals, ensures coordination of City and agency services, and provides a one-stop approval process for managers of events external to the City (i.e., not organized by the City).

6. Future Directions

As noted in Section 1, ICBC's Road Improvement Program originally focused only on retrofit projects at documented high crash locations for motor vehicles. Effective 2013, the Program's strategic focus for eligible projects expanded to include proactive measures as well as improvements specific to vulnerable road users (i.e., pedestrians and cyclists).

Both the Official Community Plan and Council have long- and near-term goals that seek to reduce greenhouse gas emissions, enhance community safety and mobility, and improve the overall health and liveability of Richmond. In line with these goals, staff intend to prioritize future road safety improvements that:

- support alternative travel modes such as the construction of walkways, particularly around school zones and neighbourhood centres;
- enhance the safety of vulnerable road users (e.g., upgrade of arterial road crosswalks, construction of new local street bikeways, and transit stop upgrades); and
- mitigate the negative impacts of vehicle traffic, particularly within neighbourhoods (e.g., traffic calming measures).

With respect to education and enforcement, ICBC and Richmond RCMP both align their campaigns to support City priorities for road safety, which include campaigns targeted at pedestrian safety, intersection safety, distracted driving (e.g., cell phone use), and seatbelt use.

In recognition of ICBC's multi-faceted and collaborative approach to improving road safety in Richmond through its support of engineering, education and enforcement measures, staff recommend that a letter be sent to the Board of Directors of ICBC expressing the City's appreciation of ICBC's continued efforts that have materially enhanced the level of community safety in Richmond.

Financial Impact

None.

The funding sources for the City's portion of the costs of the proposed projects have been previously approved or endorsed by Council as indicated in Table 2 in this report. Several of the identified projects have additional external grants either approved or pending approval from other agencies such as TransLink.

Conclusion

ICBC is a significant long-time partner working with the City to promote traffic safety in Richmond. The traffic safety initiatives jointly implemented by ICBC and the City together with Richmond RCMP, including various road and traffic management enhancements, educational efforts and enforcement measures, have expedited a higher number of projects being implemented, resulted in safer streets for all road users in Richmond and, in turn, enhanced the liveability of the city.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

ICBC Road Improvement Program: Eligible Projects



Esplanade (171 ESW)
North Vancouver, B.C.
V&M 3H9

Telephone: 604-542-1118
e-mail: david.hill@icbc.com

Date: April 19, 2013

RE: ICBC Cost Sharing Opportunities - Road Improvement Program

The following summarizes the various initiatives that funding assistance can be provided from ICBC's Road Improvement Program (RIP) towards safety improvements in BC communities. The Program aims to reduce crashes and claims costs, and reduce the potential for crashes, by financially supporting engineering measures that will improve safety at recognized high crash and high conflict locations.

RETROFIT PROGRAM (high crash areas)

Municipal Capital & Rehabilitation Projects

ICBC will cost share with municipalities on Road Improvement Projects that incorporate proven safety measures at documented high crash locations. These include but are not limited to traffic signals, modern roundabouts, corridor widening, street lighting and intersection channelization.

Modern Roundabouts

Roundabouts can help reduce serious crashes, particularly crashes involving bodily injury, while also lessening vehicle speed, improving pedestrian and bicycle safety and eliminating the need for traffic signals. In addition to providing cost sharing of modern roundabouts at high crash locations, ICBC can assist in identifying the benefits of roundabouts and appropriate locations, and in providing implementation assistance in terms of education material.

Road Sign & Road Marking Reviews & Upgrades

ICBC is encouraging smaller communities to upgrade their road signs and markings to a consistent standard. This is being undertaken by offering workshops, conducting a review of existing facilities and procedures and helping cost share towards recommended improvements.

Safety Studies

Funding will be available to cost share on safety studies of intersections, corridors or other areas of concern to the community. Typically, we undertake safety reviews that help the municipality to evaluate recognized safety concerns and identify safety improvement options for municipal consideration. The studies also indicate ICBC funding levels that may be warranted towards the various improvement options.

Uninterrupted Power Supply Systems (UPS)

ICBC also provides funding towards the installation of UPS at signalized intersections to ensure that the signals remain operational during power outages.

Traffic Signal Head Upgrades

Safety can be improved at signalized intersections by upgrading existing signal heads from 200mm to 300mm diameter lenses, providing a primary signal head for each through lane, and installing highly reflective tape on the perimeter of the yellow backboards. ICBC funding assistance will be available for these types of improvements.

Highly Reflective Pavement Markings

ICBC will consider funding treatments that include upgrading paint markings to highly reflective inlaid profiled thermoplastic, surface-mounted highly reflective profiled thermoplastic, or wet reflective tape (inlaid or overlay) that have demonstrated effectiveness in reducing collision frequency and severity.

ICBC Road Improvement Program: Eligible Projects



Page 2 of 2

Anti-Skid Treatments

Implementation of anti-skid surfacing treatments to reduce the frequency of collisions at locations where there are collisions occurring under wet pavement conditions or due to loss of control.

Enhanced Curve Delineation

ICBC will cost share towards improved curve delineation (i.e; signage & pavement markings) on roads with a history of off-road collisions.

Centre-line & Shoulder Rumble Strips

ICBC will help fund the installation of Centre-line and Shoulder rumble strips in areas where there has been a history of centre-line cross over and off road incidents.

Speed Reader Boards

In recent years this program was offered by ICBC, but it was not administered by the Road Improvement Program. Commencing in 2013, the RIP will be responsible for evaluating funding applications for these devices in areas where they are considered to be effective tools to address speed related concerns or increase driver awareness in high risk areas.

PROACTIVE PROGRAM (high conflict areas)

Road Safety Audits

ICBC will undertake road safety audits, at no cost to the municipality, of an existing or future road corridor or intersection improvement. Road safety audits can be used in any phase of project development from planning and preliminary engineering, design and construction.

Grey Spot Safety Treatments

ICBC will help cost share towards improvements that attempt to pro-actively address safety concerns at locations that are associated with high conflict situations. This will involve sites that may not be eligible for funding based on a recorded crash history.

Innovation & New Technology

New technology and new tools to respond to road safety issues are constantly being developed. ICBC will support municipalities to study and implement road improvements that may not currently have extensive research, but show promise of potential safety benefits.

Vulnerable Road User Improvements

ICBC will help fund safety improvements related to vulnerable road users (i.e; pedestrian & cyclists). This can include pedestrian crosswalks, countdown timers at signalized intersections, pedestrian activated flashing crosswalks, shoulder widening for bicycle use, sidewalks, etc...

It should be noted that ICBC's Road Improvement Program has limited resources and therefore applications are prioritized based on the available funding and review of the specific safety history at each site. Applications for ICBC funding consideration for your area can be forwarded to the Road Safety Engineer as indicated by the contact information contained in this letter.

David Hill, P.Eng.
Road Safety Engineer
 Lower Mainland Region,
 ICBC building trust. driving confidence.

.....
direct: 604-542-1118
mobile: 604-862-0807
e-mail: david.hill@icbc.com

ICBC Funding Contributions to Richmond Road Safety Projects: 1996-2012

Year	Major Projects Funded	ICBC Funding Contribution
1996	<ul style="list-style-type: none"> Traffic safety improvements along Hazelbridge Way 	\$49,000
1997	<ul style="list-style-type: none"> Traffic safety improvements along Blundell Road corridor (Phase 1) Improvements to Garden City Road and Alderbridge Way intersection 	\$129,000
1998	<ul style="list-style-type: none"> Traffic safety improvements along Blundell Road corridor (Phase 2) Traffic signal upgrades at various locations 	\$90,000
1999	<ul style="list-style-type: none"> Intersection signal & sign upgrades at various locations Traffic safety improvements along Westminster Highway corridor Installation of new traffic signal on No. 2 Road at MacDonalds (Blundell Centre) Construction of left-turn bays at Blundell Road and No. 2 Road 	\$408,000
2000	<ul style="list-style-type: none"> Replacement of 700 stop signs Traffic signal upgrades at various locations Various traffic safety improvements 	\$287,800
2001	<ul style="list-style-type: none"> Installation of four new traffic signals and one special crosswalk Traffic safety improvements to Sea Island Way and St. Edwards Drive 	\$400,000
2002	<ul style="list-style-type: none"> Installation of special crosswalk on River Road at Hollybridge Way Construction of bike lanes on Williams Road (No. 1 Road to west dyke) Upgrade of signal visibility at four intersections on Sea Island Installation of left-turn signals at seven intersections Installation of traffic safety features on Airport Connector Bridge 	\$364,000
2003	<ul style="list-style-type: none"> Installation of left-turn signals at various intersections Installation of new traffic signal at Hazelbridge Way and Leslie Road Construction of Garden City Rd extension (Sea Island Way-Bridgeport Road) Installation of pavement lane markings on Hazelbridge Way and Cooney Road Upgrade of traffic signals downloaded from Province (5 locations) Rehabilitation of Blundell Road (No. 4 Road to Shell Road) 	\$317,000
2004	<ul style="list-style-type: none"> Traffic safety reviews of various intersections Centre median installation on Westminster Hwy. (Buswell St. to Cooney Rd.) Centre median delineator installation on No. 2 Road south of Blundell Road Installation of roadside barriers on No. 2 Road north of Granville Avenue 	\$75,670
2005	<ul style="list-style-type: none"> Westminster Hwy and No. 4 Road intersection improvements City-wide upgrade of traffic signals (new backboards & reflective tape): Phase 1 Upgrades to 25 signalized intersections (volume-density treatments): Phase 1 Westminster Highway and No. 5 Road intersection improvements Steveston Highway and No. 5 Road intersection improvements: Phase 1 	\$261,000
2006	<ul style="list-style-type: none"> Upgrade of over 100 intersections with third primary signal head: Phase 1 Review & optimization of 24-hour signal setting at all signal locations Arterial road crosswalk upgrade at five locations Garden City Road and Cambie Road intersection improvements Citywide coordination of signalized intersections Alderbridge Way and Garden City Road intersection improvements Alderbridge Way and Shell Road intersection improvements City-wide upgrade of traffic signals (new backboards & reflective tape): Phase 2 Upgrades to 25 signalized intersections (volume-density treatments): Phase 2 Raised centre median on Great Canadian Way at Costco access Upgrade of pedestrian signal to full signal at Minoru Blvd. and Blundell Road Russ Baker Way at Hudson Avenue and Cessna Drive: left-turn upgrades Volume-density traffic signal improvements at 10 sites Steveston Highway and No. 5 Road intersection improvements: Phase 2 	\$295,156

ICBC Funding Contributions to Richmond Road Safety Projects: 1996-2012

Year	Major Projects Funded	ICBC Funding Contribution
2007	<ul style="list-style-type: none"> • Upgrade of over 100 intersections with third primary signal head: Phase 2 • Traffic signal head upgrades (reflective backboards) on MRN roads • Construction of turn bays and signal upgrades at two intersections • Arterial road crosswalk upgrade at three locations • Westminster Highway widening (McMillan Way-Highway 91 Interchange) • New traffic signals at two intersections • Traffic signal improvements at Gilbert Road and Williams Road 	\$321,400
2008	<ul style="list-style-type: none"> • Installation of left-turn signals at four intersections • Arterial road crosswalk upgrade at three locations • New traffic signal at Granville Avenue and Buswell Street • Construction of southbound left-turn bay on Garden City Rd. at Ferndale Rd. 	\$92,000
2009	<ul style="list-style-type: none"> • Installation of left-turn signals at Francis Road and No. 2 Road • Installation of overhead illuminated street name signs on No. 3 Road • Arterial road crosswalk upgrade at three locations 	\$104,000
2010	<ul style="list-style-type: none"> • Installation of left-turn signals at four intersections • No. 6 Road S-curve: anti-skid surfacing • Installation of overhead illuminated street name signs at various locations • Completion of southbound left-turn bay on Garden City Road at Cook Road • Intersection realignment at Railway Avenue and Moncton Street • Arterial road crosswalk upgrade at one location 	\$205,100
2011	<ul style="list-style-type: none"> • New westbound turn bays at Steveston Highway and No. 5 Road • Additional crosswalk on west leg at Minoru Gate and Granville Avenue • Electronic "Ped Caution" sign for drivers on Lansdowne Rd. at Garden City Rd. • Additional traffic signal heads and backboard upgrades (16 sites) • Speed humps and speed reader board on Gilbert Road south of Finn Road • Centre median railing on No. 3 Road from Cambie Road to Browngate Road • Arterial road crosswalk upgrades at two locations • Advisory warning flashers on Finn Road curve 	\$205,500
2012	<ul style="list-style-type: none"> • Centre median railing on No. 3 Road from Saba Road to Brighthouse Station • Arterial road crosswalk upgrade at two locations • Construction of neighbourhood walkways on Herbert Road (Afton Dr.-Bates Rd.) and Aquila Road (lane north of Williams Rd.-Albion Rd.) • Flashing school zone warning sign on Garden City Road at Garden City School • Signal co-ordination with installation of video-detection traffic cameras on No. 2 Road (Westminster Highway-Steveston Highway) and Westminster Highway (No. 2 Road-No. 3 Road) 	\$371,000
TOTAL		\$3,975,626
ANNUAL AVERAGE		\$233,860

ICBC 2013 Calendar of Road Safety Campaigns

Road Safety Issue	Enhanced Enforcement Period	Auto Crime	Intersections/ High Risk Driving	Impaired (Summer)	Distractions	Occupant Restraints	Speed Relative to Conditions	Impaired (Winter)	Safer Vehicles
Campaign Messages	February	Bait cars are everywhere. Steal a bait car, go to jail. Steal <i>from</i> a bait car, go to jail	Driving is one of the most complex things you do all day. If you don't notice all the things going on at an intersection, your mind's not on the road. Keep your mind on the road.	Share the responsibility of being a designated driver; take your turn to help your friends and family get home safe. You may have convinced yourself you're fine to drive, but are you fine to get pulled over? Choose a safe way home, plan ahead, call a cab, take transit, have a designated driver.	Driving is one of the most complex things you do all day. If you're distracted by your cell phone or anything else, your mind's not on the road. Keep your mind on the road.	Police enforcement of seatbelts is up. So remember to buckle up. Police enforcement is up. And a ticket will cost you \$167. So remember to buckle up.	Driving is one of the most complex things you do all day. If you're rushing to be somewhere, your mind's not on the road. Keep your mind on the road.	Share the responsibility of being a designated driver; take your turn to help your friends and family get home safe. You may have convinced yourself you're fine to drive, but are you fine to get pulled over? Choose a safe way home, plan ahead, call a cab, take transit, have a designated driver.	Seatbelts and airbags aren't the only features that keep you safe. Not all safety features are standard.
		February	April-May	July	August-September	September	October-November	December	Throughout 2013
Target Audience	February	Auto thieves.	BC drivers. Motorcyclists, pedestrians, cyclists.	BC drivers 19-45 years of age.	BC drivers.	BC drivers.	BC drivers.	BC drivers 19-45 years of age.	All new and used car buyers. Emphasis on used vehicles. Parents or potential parents with young children or teenage drivers.
		February	April-May	July	August-September	September	October-November	December	Throughout 2013



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8965 (RZ 12-617436)
4691, 4731 and 4851 Francis Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 15 (Site Specific Residential (Single Detached) Zones), in numerical order:

“15.21 Single Detached (ZS21) - Lancelot Gate (Seafair)

15.21.1 Purpose

The **zone** provides for **single detached housing** fronting Francis Road between Lancelot Gate and Railway Avenue in Section 23-4-7.

15.21.2 Permitted Uses

- housing, single detached

15.21.3 Secondary Uses

- bed and breakfast
- boarding and lodging
- community care facility, minor
- home business
- secondary suite

15.21.4 Permitted Density

1. The maximum **density** is one **principal dwelling unit** per lot.
2. The maximum **floor area ratio (FAR)** is 0.40 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².
3. Notwithstanding Section 15.21.4.2, the reference to “0.4” is increased to a higher **density** of “0.55” if:
 - a) the **building** contains a **secondary suite**; or
 - b) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZS21 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
4. Further to Section 15.21.4.3, the reference to “0.4” in Section 15.21.4.2 is increased to a higher density of “0.55” if:

- a) an **owner** subdivides bare land to create new **lots** for **single detached housing**; and
- b) at least 50% of the **lots** contain **secondary suites**.

15.21.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**, but no greater than 278.7 m².
2. No more than 70% of a **lot** may be occupied by **buildings**, **structures** and **non-porous surfaces**.
3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

15.21.6 Yards & Setbacks

1. The minimum **front yard** is 9.0 m except that a single **storey garage** attached to the **principal building** maybe located in the **front yard** but no closer than 6.0 m.
2. The minimum **interior side yard** is 1.2 m.
3. The minimum **exterior side yard** is 3.0 m.
4. The minimum **rear yard** is 10.0 m.

15.21.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 ½ **storeys**, but it shall not exceed the residential **vertical lot width envelope** and the **residential vertical lot depth envelope**.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

15.21.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot** dimensions and areas are as follows, except that the minimum **frontage** and **lot width** for **corner lots** is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
13.5 m	13.5 m	24.0 m	550.0 m ²

15.21.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

15.21.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

15.21.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning and land use contract designations of the following area and by designating them **SINGLE DETACHED (ZS21) – Lancelot Gate (Seafair)**.

P.I.D. 003-992-357
Lot 636 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

P.I.D. 003-437-841
Lot 232 Section 23 Block 4 North Range 7 West New Westminster District Plan 48692

P.I.D. 003-586-570
Lot 635 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208
3. That the Mayor and Clerk are hereby authorised to execute any documents necessary to discharge “Land Use Contract 061” from the following area:

P.I.D. 003-586-570
Lot 635 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208
4. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into the table contained in Section 5.15.1, after RC2:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
ZS21	\$1.00

5. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8965**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 26 2012

DEC 17 2012

DEC 17 2012

DEC 17 2012

SEP 13 2013

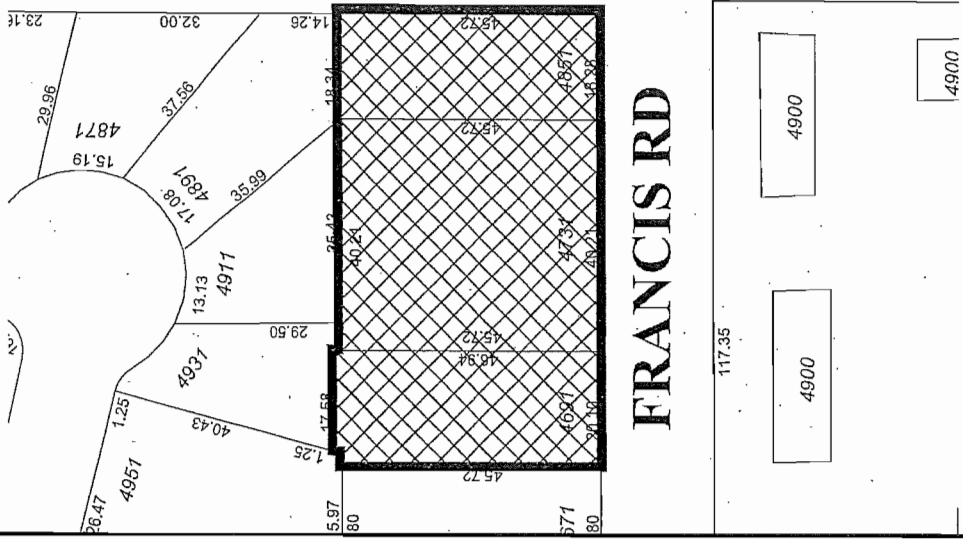


MAYOR

CORPORATE OFFICER



PROPOSED REZONING



FRANCIS RD

RAILWAY AVE

[illegible]

RZ 12-617436

Original Date: 08/22/12
Revision Date: 10/16/12
Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9009 (RZ 13-628402)
3311 Garden City 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. 001-847-686

Lot 4 Section 27 Block 5 North Range 6 West
New Westminster District Plan 69758

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9009”**.

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

MAY 21 2013

SECOND READING

MAY 21 2013

THIRD READING

MAY 21 2013

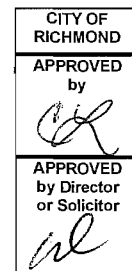
MINISTRY OF TRANSPORTATION &
INFRASTRUCTURE APPROVAL

SEP 16 2013

OTHER REQUIREMENTS SATISFIED

SEP 17 2013

ADOPTED



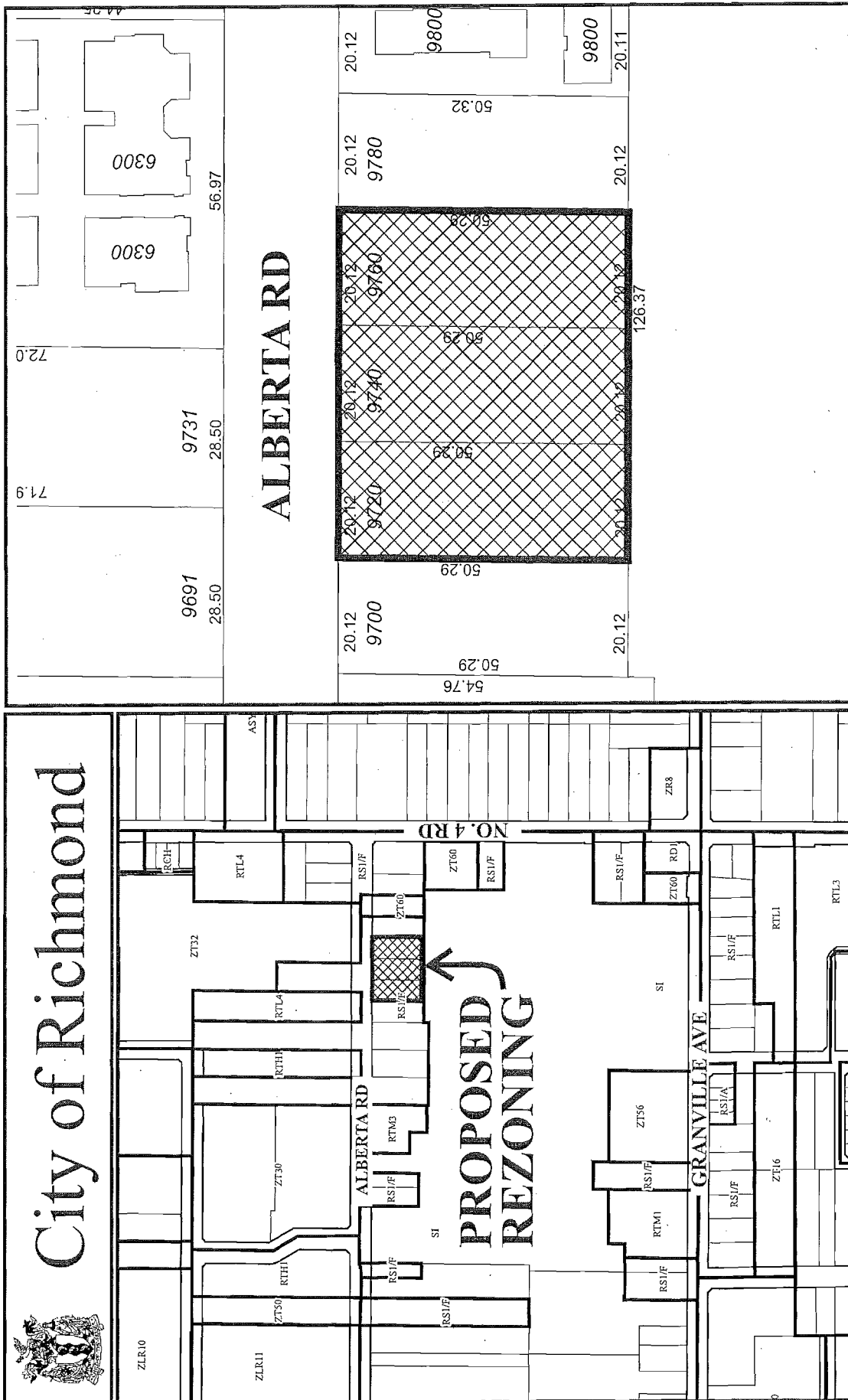
MAYOR

CORPORATE OFFICER



Note: Dimensions are in METRES

CNCL - 212





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9011 (RZ 13-628035)
8960 Heather Street**

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

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

P.I.D. 007-730-021

Lot 138 Section 22 Block 4 North Range 6 West

New Westminster District Plan 37935

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9011”**.

FIRST READING

MAY 27 2013

A PUBLIC HEARING WAS HELD ON

JUN 17 2013

SECOND READING

JUN 17 2013

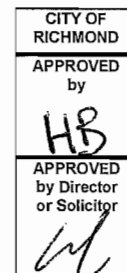
THIRD READING

JUN 17 2013

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

SEP 17 2013

ADOPTED

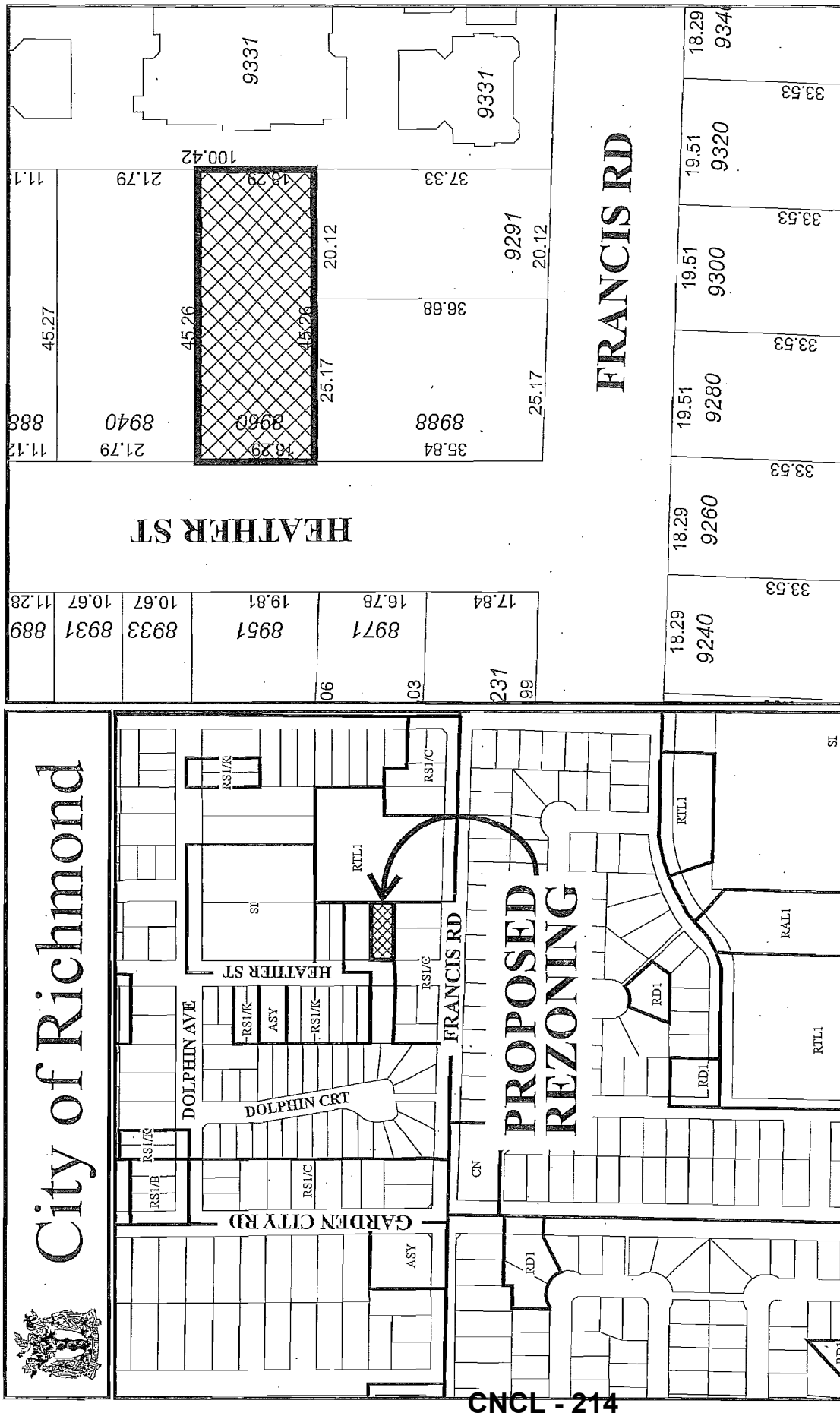


MAYOR

CORPORATE OFFICER



Note: Dimensions are in METRES



CNCL - 214



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9035 (ZT 12-610289)
6611, 6622, 6655, 6811 and 6899 Pearson Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended:
 - (a) by deleting subsections 20.4.4.3 and 20.4.4.4 and substituting the following:
 - “3. Notwithstanding Sections 20.4.4.2d, the reference to “1.2” is increased to a higher **density** of “2.9” provided that:
 - a) prior to the issuance of Building Permit, the **owner**:
 - i) provides a **community amenity** contribution of \$1 million to the **City** for the Oval Village waterfront; and
 - ii) enters into legal agreement(s) with the **City**, registered against the title to the **lot** and secured via Letter(s) of Credit, at the sole cost of the **owner** and in an amount to be determined to the satisfaction of the **City**, for the following **use** in the area identified as “M” in Diagram 1, Section 20.4.2:
 - **child care**, the **habitable space** of which shall be at least 464.5 m², excluding **floor area** not intended for the exclusive **use** of the **child care** and **floor area** not included in the calculation of **floor area ratio**; and
 - b) the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$6,791,769 to the **City’s** capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812.

4. Notwithstanding Sections 20.4.4.3, for the area identified as “T”, “J”, “K”, “L”, and “M” in Diagram 1, Section 20.4.2, the maximum total combined **floor area**, regardless of subdivision, shall not exceed 114,139.4 m², of which the maximum total combined **floor area**, regardless of **subdivision**, shall not exceed:
 - a) For residential: 110,877.5 m²; and
 - b) For all other **uses**: 3,530.3 m².”
- (b) by deleting paragraphs 20.4.8.2 (i) and (j) and substituting the following:
 - “i) 7,900 m² for the area identified as “J” in Diagram 1, Section 20.4.2;
 - j) 6,700 m² for the area identified as “K” in Diagram 1, Section 20.4.2;”
- (c) by deleting paragraph 20.4.8.2 (l) and substituting the following:
 - “l) 4,700 m² for the area identified as “M” in Diagram 1, Section 20.4.2.”
- (d) by deleting subsection 20.4.11.4 and substituting the following:
 - “4. The following **uses** are permitted within the area identified as “J” in Diagram 1, Section 20.4.2:
 - a) **boarding and lodging;**
 - b) **child care;**
 - c) **community care facility, minor;**
 - d) **congregate housing;**
 - e) **home business;**
 - f) **home-based business;**
 - g) **housing, apartment;** and
 - h) **housing, town.”**

(e) by adding the following after subsection 20.4.11.4:

“5. The following **uses** are permitted within the area identified as “K” in Diagram 1, Section 20.4.2:

- a) **boarding and lodging;**
- b) **child care;**
- c) **community care facility, minor;**
- d) **congregate housing;**
- e) **home business;**
- f) **home-based business;**
- g) **housing, apartment;**
- h) **housing, town; and**
- i) **parking, non-accessory.”**

(f) by adjusting the numbering in subsection 20.4.11 accordingly.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9035**”.

FIRST READING

JUN 24 2013

PUBLIC HEARING

JUL 15 2013

SECOND READING

JUL 15 2013

THIRD READING

JUL 15 2013

OTHER CONDITIONS SATISFIED

SEP 16 2013

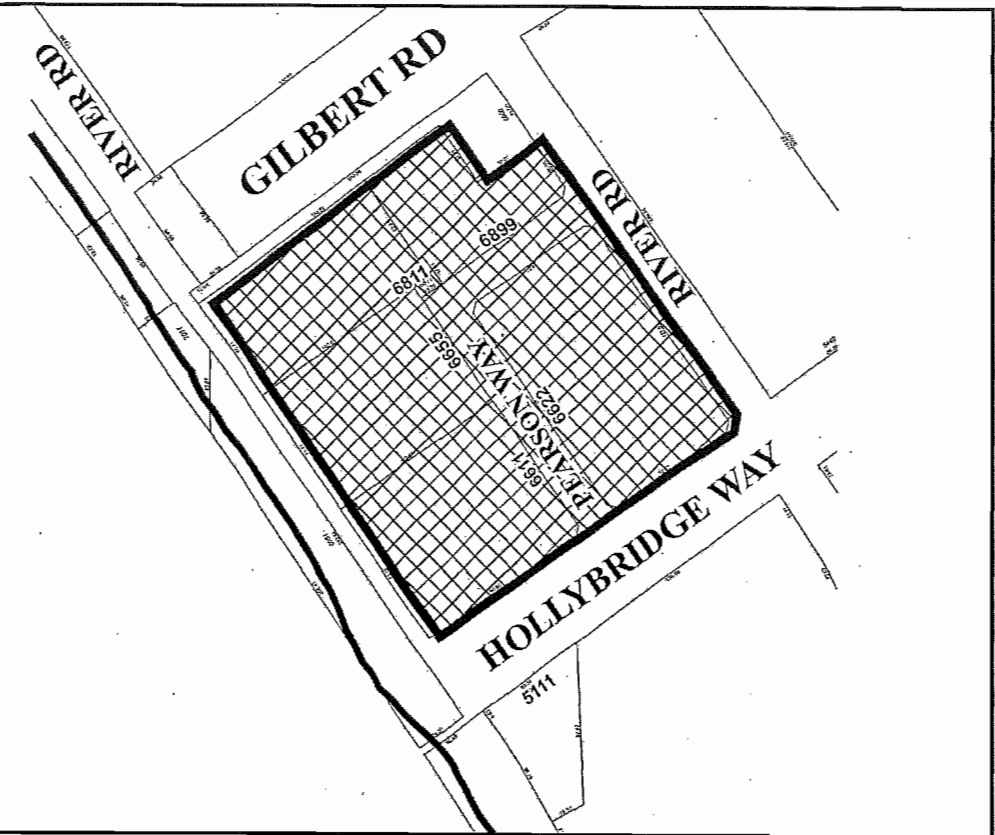
ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

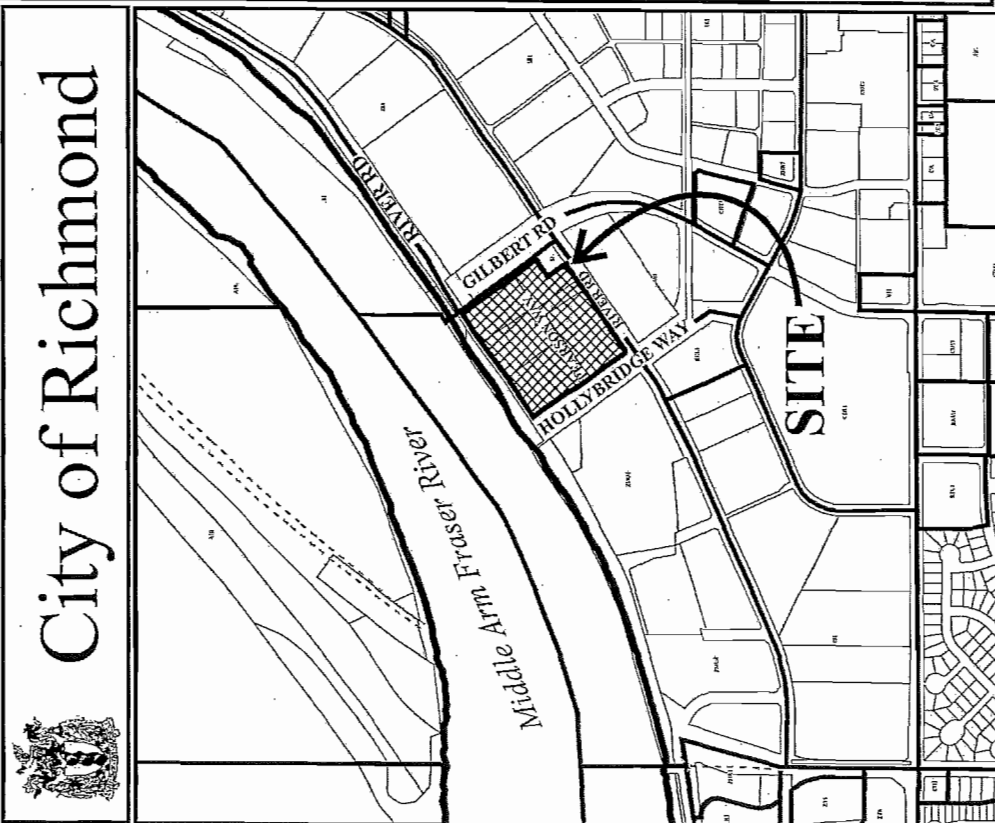
MAYOR


CORPORATE OFFICER

CNCL - 217



Original Date: 06/01/12
 Revision Date: 05/13/13
 Note: Dimensions are in METRES



 City of Richmond



ZT 12-610289