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**City Council**

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

**Monday, September 26, 2016  
7:00 p.m.**

Pg. #      ITEM

MINUTES

1. *Motion to:*

(1) *adopt the minutes of the Regular Council meeting held on September 12, 2016* (distributed previously);

(2) *adopt the minutes of the Special Council meeting held on September 19, 2016* (distributed previously);

CNCL-13

(3) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on September 6, 2016.*

AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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

3. Delegations from the floor on Agenda items.

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

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
- Voluntary Building Access Program
- Letter Advocating for Increasing Resources Dedicated to Mental Health
- Proposed City-Wide DCC Capital Programs (2016-2041) and Updated City-Wide DCC Rates
- Adult Basic Education Fees
- Richmond Comments: Metro Vancouver’s (MV) Proposed Five Year Review of the 2040 Regional Growth Strategy (RGS)
- Release of BC Climate Leadership Plan
- TransLink 2017 Capital Program Cost-Share Submissions
- Recommendation to Award Contract 5658P - Traffic Signal System Maintenance, Upgrading And Installation
- Drainage Box Culvert Replacement at No. 2 Road and Walton Road
- Water Meter Program Update
- Land use applications for first reading (to be further considered at the Public Hearing on October 17, 2016):
  - 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road – Rezone from Auto-Oriented Commercial (CA), Marina (MA2), and Hotel Commercial (ZC160 – Capstan Village (City Centre) to Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30) and School and Institutional Use (SI) (Yuanheng Seaview Developments Ltd. & Yuanheng Seaside Developments Ltd. – applicant)

- 7531 Williams Road – Rezone from Single Detached (RS1/E) to Compact Single Detached (RC2) (Rick Bowal – applicant)
- 7511 Williams Road – Rezone from Single Detached (RS1/E) to Compact Single Detached (RC2) (Rick Bowal – applicant)
- 5411 Moncton Street – Zoning Text Amendment to Add “Adult Day Care” as a Permitted Use to the Congregate Housing (ZR4) – Steveston Zone (Jason Minard – applicant)
- 4720/4740 Larkspur Avenue – Rezone from Single Detached (RS1/E) to Single Detached (RS2/B) (0906559 B.C. LTD. – applicant)
- 7340/7360 Langton Road – Rezone from Single Detached (RS1/E) to Single Detached (RS2/B) (New Horizon Developments Ltd. – applicant)
- 9771 Seavale Road – Rezone from Single Detached (RS1/E) to Single Detached (RS2/B) (Greg Klemke – applicant)

5. *Motion to adopt Items No. 6 through No. 23 by general consent.*



Consent  
Agenda  
Item

6. **COMMITTEE MINUTES**

*That the minutes of:*

- CNCL-57 (1) *the **Community Safety Committee** meeting held on September 13, 2016;*
- CNCL-64 (2) *the **General Purposes Committee** meeting held on September 19, 2016;*
- CNCL-68 (3) *the **Planning Committee** meeting held on September 20, 2016;*
- CNCL-76 (4) *the **Public Works and Transportation Committee** meeting held on September 21, 2016;*
- CNCL-80 (5) *the **Council/School Board Liaison Committee** meeting held on September 21, 2016;*

*be received for information.*



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Consent  
Agenda  
Item

7. **VOLUNTARY BUILDING ACCESS PROGRAM**  
(File Ref. No. 99-Fire Rescue) (REDMS No. 4809517 v. 20)

CNCL-90

See Page CNCL-90 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

*That a Voluntary Building Access Program, using an electronic signal for building access (Option 2) as described in the staff report titled “Voluntary Building Access Program” dated August 19, 2016, from the Fire Chief and OIC be approved.*

Consent  
Agenda  
Item

8. **LETTER ADVOCATING FOR INCREASING RESOURCES DEDICATED TO MENTAL HEALTH**  
(File Ref. No.)

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

*That a letter be sent to the Premier, Minister of Health, Richmond Members of the Legislative Assembly, and Vancouver Coastal Health, advocating for an increase in resources dedicated to mental health in the city.*

Consent  
Agenda  
Item

9. **PROPOSED CITY-WIDE DCC CAPITAL PROGRAMS (2016-2041) AND UPDATED CITY-WIDE DCC RATES**  
(File Ref. No. 03-0900-01) (REDMS No. 4919505 v. 14)

CNCL-97

See Page CNCL-97 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That the proposed DCC program and DCC rates, as outlined under Option 1 in the staff report dated August 25, 2016 titled “Proposed City-Wide DCC Capital Programs (2016-2041) and Updated City-Wide DCC Rates” from the Director, Finance, be endorsed as the basis for further public consultation in establishing the updated DCC Rates Bylaw.*

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Consent  
Agenda  
Item

10. **ADULT BASIC EDUCATION FEES**  
(File Ref. No. 07-3000-01) (REDMS No. 4924707 v. 4)

CNCL-197

See Page CNCL-197 for full report

PLANNING COMMITTEE RECOMMENDATION

*That a letter, as attached, be written to the Premier of British Columbia respectfully requesting that consideration be given to reinstating tuition-free status for BC adult students enrolled in Grade 10, 11 and 12 Adult Basic Education programs.*



Consent  
Agenda  
Item

11. **APPLICATION BY YUANHENG SEAVIEW DEVELOPMENTS LTD & YUANHENG SEASIDE DEVELOPMENTS LTD FOR REZONING AT 3031, 3211, 3231, 3291, 3311, 3331, 3351 NO. 3 ROAD, 8151 CAPSTAN WAY, AND 8051 AND 8100 RIVER ROAD FROM AUTO-ORIENTED COMMERCIAL (CA), MARINA (MA2), AND HOTEL COMMERCIAL (ZC160 – CAPSTAN VILLAGE (CITY CENTRE) TO RESIDENTIAL / LIMITED COMMERCIAL AND COMMUNITY AMENITY (ZMU30) – CAPSTAN VILLAGE (CITY CENTRE) (ZMU30) AND SCHOOL AND INSTITUTIONAL USE (SI)**  
(File Ref. No. 12-8060-20-009593/9594; RZ 12-603040) (REDMS No. 5163818)

CNCL-209

See Page CNCL-209 for full report

PLANNING COMMITTEE RECOMMENDATION

*(1) That Official Community Plan Amendment Bylaw 9593, including:*

- (a) in Schedule 1 of Official Community Plan Bylaw 9000, to redesignate 8051 River Road from "Mixed Use" to "Park" and 8100 River Road from "Park" to "Mixed Use" in Attachment 1; and*
- (b) in Schedule 2.10 (City Centre Area Plan), to amend the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), and reference maps throughout the Plan to relocate park and road within the area bounded by Sea Island Way, No. 3 Road, Capstan Way, and the Middle Arm of the Fraser River and designate the subject site as "Institution", together with related minor map and text amendments;*

*be introduced and given first reading;*

- (2) *That Bylaw 9593, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (3) *That Bylaw 9593, having been considered in conjunction with:*
  - (a) *the City’s Financial Plan and Capital Program; and*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9594 to create the “Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)” zone, and to rezone 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road from “Auto-Oriented Commercial (CA)”, “Marina (MA2)”, and “Hotel Commercial (ZC160 – Capstan Village (City Centre))” to “Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)” and “School and Institutional Use (SI)”, be introduced and given first reading; and*
- (5) *That the YuanHeng Riverfront Park Conceptual Plan, as described in the report, dated September 15, 2016, from the Director of Development, be approved.*



Consent  
Agenda  
Item

12. **APPLICATION BY RICK BOWAL FOR REZONING AT 7531 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009599; RZ 15-712649) (REDMS No. 5155063)

CNCL-397

See Page CNCL-397 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9599, for the rezoning of 7531 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



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13. **APPLICATION BY RICK BOWAL FOR REZONING AT 7511 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009600; RZ 15-712653) (REDMS No. 5155141)

CNCL-412

See Page CNCL-412 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9600, for the rezoning of 7511 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*

Consent  
Agenda  
Item

14. **APPLICATION BY JASON MINARD FOR A ZONING TEXT AMENDMENT AT 5411 MONCTON STREET TO ADD “ADULT DAY CARE” AS A PERMITTED USE TO THE CONGREGATE HOUSING (ZR4) – STEVESTON ZONE**

(File Ref. No. 12-8060-20-009607; ZT 16-737142) (REDMS No. 5129846 v. 3)

CNCL-427

See Page CNCL-427 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9607, to amend the “Congregate Housing (ZR4) – Steveston” zone to allow an adult day care program as a secondary permitted use along with congregate care in the existing facility and amended parking requirements for the facility, be introduced and given first reading.*

Consent  
Agenda  
Item

15. **APPLICATION BY 0906559 B.C. LTD. FOR REZONING AT 4720/4740 LARKSPUR AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009608; RZ 16-731886) (REDMS No. 5128123)

CNCL-439

See Page CNCL-439 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9608, for the rezoning of 4720/4740 Larkspur Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*

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Consent  
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16. **APPLICATION BY NEW HORIZON DEVELOPMENTS LTD. FOR REZONING AT 7340/7360 LANGTON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-009609; RZ 16-734207) (REDMS No. 5086251)

CNCL-458

See Page CNCL-458 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9609, for the rezoning of 7340/7360 Langton Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



Consent  
Agenda  
Item

17. **APPLICATION BY GREG KLEMKE FOR REZONING AT 9771 SEVALE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-009611; RZ 16-722173) (REDMS No. 5137850)

CNCL-473

See Page CNCL-473 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9611, for the rezoning of 9771 Sevale Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



Consent  
Agenda  
Item

18. **RICHMOND COMMENTS: METRO VANCOUVER’S (MV) PROPOSED FIVE YEAR REVIEW OF THE 2040 REGIONAL GROWTH STRATEGY (RGS)**  
(File Ref. No.) (REDMS No. 5158838)

CNCL-491

See Page CNCL-491 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Council advise the Metro Vancouver (MV) Board that it supports the Board’s proposed five year review of the 2040 Regional Growth Strategy (RGS) and at this time does not propose any RGS amendments.*



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Consent  
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19. **RELEASE OF BC CLIMATE LEADERSHIP PLAN**  
(File Ref. No. 10-6125-07-02) (REDMS No. 5146965 v. 5)

CNCL-506

See Page CNCL-506 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

*That a letter be sent to the Premier of BC to express the concerns regarding the Climate Leadership Plan, as identified in the report titled "Release of BC Climate Leadership Plan," dated August 24, 2016, from the Director, Engineering.*



Consent  
Agenda  
Item

20. **TRANSLINK 2017 CAPITAL PROGRAM COST-SHARE SUBMISSIONS**  
(File Ref. No. 01-0154-04) (REDMS No. 5106703 v. 3)

CNCL-518

See Page CNCL-518 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

- (1) *That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2017 Bicycle Infrastructure Capital Cost Sharing Regional Needs Program and Transit-Related Road Infrastructure Program, as described in the report, titled, "TransLink 2017 Capital Program Cost-Sharing Submissions" dated August 10, 2016 from the Director, Transportation, be endorsed; and*
- (2) *That, should the above submissions be successful and the projects receive Council's approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be updated accordingly.*



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21. **RECOMMENDATION TO AWARD CONTRACT 5658P - TRAFFIC SIGNAL SYSTEM MAINTENANCE, UPGRADING AND INSTALLATION**

(File Ref. No. 02-0775-50-5658) (REDMS No. 5104871)

CNCL-524

See Page CNCL-524 for full report

**PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION**

- (1) *That Contract 5658P – “Traffic Signal System Maintenance, Upgrading and Installation” be awarded to Cobra Electric Limited in an amount not to exceed approved budgets and that staff be authorized to extend the contract in one-year increments up to five years in total and, if required, extend the contract beyond the five-year term on a month-by-month basis until such time a new contract can be advertised and awarded; and*
- (2) *That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the above contract.*



Consent  
Agenda  
Item

22. **DRAINAGE BOX CULVERT REPLACEMENT AT NO. 2 ROAD AND WALTON ROAD**

(File Ref. No. 10-6060-01) (REDMS No. 5157881)

CNCL-527

See Page CNCL-527 for full report

**PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION**

- (1) *That funding of \$2,000,000 from the Drainage Utility Reserve be included as an amendment to the 5 Year Financial Plan (2016-2020) to complete the Drainage Box Culvert Replacement Project at No. 2 Road and Walton Road; and*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to award the Drainage Box Culvert Replacement Project at No. 2 Road and Walton Road and execute an agreement with respect thereto.*



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- 23. **WATER METER PROGRAM UPDATE**  
(File Ref. No. 10-6650-02) (REDMS No. 5125648 v. 11)

CNCL-531

See Page **CNCL-531** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

*That staff bring forward options and recommendations for mandatory Multi-Family water metering for consideration through the Capital budget process.*

\*\*\*\*\*

CONSIDERATION OF MATTERS REMOVED FROM THE  
CONSENT AGENDA

\*\*\*\*\*

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-538

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9519**  
(10231 and 10251 Ruskin Road, RZ 15-710997) Opposed at 1<sup>st</sup> Reading –  
None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

CNCL-540

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9540**  
(10420/10440 Odlin Road, RZ 15-700202) Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

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ADJOURNMENT





**Regular Council meeting for Public Hearings  
Tuesday, September 6, 2016**

Place: Council Chambers  
Richmond City Hall

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

David Weber, Corporate Officer

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

**1. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9498  
(RZ 14-662864)**

(Location: 10644 Railway Avenue; Applicant: Farzana and  
Trilochan Khokhar)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

*Discussion:*

In response to queries from Council, staff advised:

- the application complies with the current Zoning Bylaw; and
- the design of the coach house includes a balcony that faces the rear lane.



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In response to a question from Council, the applicant confirmed their willingness to remove the balcony from the coach house. Staff advised that the drawing formed part of the application, and could be revised to remove the balcony on the instruction of Council.

There was discussion on the need for a City-wide policy on coach house balconies to ensure consistency. It was noted that a referral has already been made to staff requesting an investigation on single-family homes and coach house balconies. Staff confirmed that the report would be submitted to the Planning Committee in the fall of 2016.

PH16/8-1

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9498 be given second and third readings.*

**CARRIED**

Opposed: Cllr. Day

**2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9547  
(RZ 14-676714)**

(Location: 7260 Westminster Highway; Applicant: GBL Architects, on behalf of Trans-Pacific Business Corporation, Inc. No. 33797)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

(a) Candy Lok, 803 – 7373 Westminster Highway (Schedule 1)

*Submissions from the floor:*

None.

PH16/8-2

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9547 be given second and third readings.*

**CARRIED**



**Regular Council meeting for Public Hearings  
Tuesday, September 6, 2016**

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563  
(RZ 15-709884)**

(Location: 8620 Railway Avenue; Applicant: 1037533 BC Ltd.)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

- (a) Lily Chen, 8666 Railway Avenue (Schedule 2)
- (b) Chung Hei Shan, 8668 Railway Avenue (Schedule 3)
- (c) Kelvin Chang, 8688 Railway Avenue (Schedule 4)
- (d) Kelly Chang, 8688 Railway Avenue (Schedule 5)
- (e) Lin Wan Chang, 8688 Railway Avenue (Schedule 6)
- (f) Linna Lee, 8688 Railway Avenue (Schedule 7)
- (g) Eleanor Chan, 8651 Calder Road (Schedule 8)
- (h) Kok Ching Chan, 8631 Calder Road (Schedule 9)
- (i) Sheila Chan, Jason Wong and Janice Wong, 8686 Railway Avenue (Schedule 10)

*Submissions from the floor:*

None.

*Discussion:*

In response to queries from Council, staff advised:

- the current zoning is specific to the site;
- an independent traffic study was not undertaken, however the traffic impacts were reviewed by the Transportation Division;
- any requirements for increases in the frequency of public transit will be monitored and TransLink will be advised accordingly;
- the applicant has proposed a number of frontage improvements;
- there is close proximity to community amenities;
- future development of the area will be informed by the future Arterial Road Policy;



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- all townhouse developments are subject to a development permit at which the “character” issue could be addressed;
- the lane will be widened and the townhouse access will be provided through the lane from Railway Avenue; and
- turning restrictions are not proposed for this development.

Council noted that three of the 17 proposed townhouse units are affordable rental housing units, one of which is on grade and could accommodate residents who have accessibility challenges. It was noted that the developer has proposed an affordable housing ratio of 15%, which exceeds the 5% ratio required under current policy.

PH16/8-3

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 be given second and third readings.*

The question on Resolution No. PH16/8-3 was not called as an amendment to the motion was presented.

It was moved and seconded

*That the proposal and rezoning considerations be amended to restrict turns to right in/right out.*

Discussion ensued on the proposed amendment. It was noted that turning restrictions would reduce traffic congestion and the potential for vehicular accidents. In response to a query from Council, staff confirmed that the City has the ability to impose turning restrictions to and from the lane, at a future date.

The question on the amendment motion was then called and it was **DEFEATED** with Mayor Brodie, Councillors Au, Dang, Loo, McNulty, McPhail, Johnston and Steves opposed.

The question on the main motion (Resolution No. PH16/8-3) for second and third reading of Zoning Bylaw 8500, Amendment Bylaw 9563 was then called and it was **CARRIED** with Councillor Day opposed.



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4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9571  
(RZ 15-704505)**  
(Location: 11920/11940 Dunavon Place; Applicant: Trendsetter Homes Ltd.)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

PH16/8-4

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9571 be given  
second and third readings.*

**CARRIED**

5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9577  
(RZ 15-710083)**  
(Location: 9351 No. 1 Road; Applicant: 0870068 BC Ltd.)

*Applicant's Comments:*

The applicant was not present.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

PH16/8-5

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9577 be given  
second and third readings.*

**CARRIED**



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**6. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9582  
(RZ 15-701879)**

(Location: 9460 Williams Road; Applicant: Sansaar Investments Ltd.)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

(a) Edward Wong, 10100 Severn Drive (Schedule 11)

*Submissions from the floor:*

Edward Wong, 10100 Severn Drive, commented that he initiated the petition objecting to the application and he ceased his efforts to obtain signatures when 100 signatures had been collected.

In response to questions from Council, Mr. Wong advised:

- the petition signatories expressed concern that the development would result in increased property taxes, the creation of unaffordable homes, increased traffic and the requirement to move the Telus panel from the property;
- the signatories would likely be willing to attend a meeting with the applicant to discuss their concerns; and
- he prefers that the setback of the current home be retained.

Harjit Sandhu, 10691 Dennis Crescent, spoke in support of the application and commented that subdividing the property would result in the construction of two smaller homes, which would add to the supply of affordable housing through the creation of two secondary suites. Mr. Sandhu noted that the current setbacks would be retained.

*Discussion:*

In response to queries from Council, staff advised:

- the current zoning allows for the construction of a single-family home of approximately 3,800 square feet if the property was not subdivided;
- the construction of two smaller homes would be permitted if the property was subdivided;
- approximately 20 townhouse units could be constructed if four properties were assembled;



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- the side yard setback would be retained if one large home was constructed; and
- the City generally does not permit rezoning within a subdivision; the application is being considered because it fronts an arterial road.

In response to questions from Council, Mr. Wong advised:

- an unfavourable precedent could be set for the neighbourhood if the property was subdivided and two compact homes were constructed;
- he would be opposed to the construction of multi-family housing in the area; and
- the petition signatories were not aware of the potential for construction of a townhouse development.

Council noted the need for the developer and staff to meet with the residents to ensure that accurate information is provided.

Staff confirmed that if a public meeting were to be scheduled, a report back to the Planning Committee would be required, resulting in the delay of the consideration of the application to the November 2016 Public Hearing or later. Alternatively, the application could be deferred to the October 2016 Public Hearing.

Council noted that the concerns raised in the petition have been addressed and the residents had been given an opportunity to provide input during the consultation on the Arterial Road Policy. It was further noted that a petition supporting the application has also been provided to Council.

PH16/8-6

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 be referred to staff for additional consultation.***

**DEFEATED**

Opposed: Mayor Brodie,  
Cllrs. Au,  
Dang,  
Loo,  
McNulty,  
McPhail,  
Johnston,  
and Steves



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PH16/8-7

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 be deferred to the October 2016 Public Hearing.*

**DEFEATED**

Opposed: Mayor Brodie  
Cllrs. Dang,  
Loo,  
McNulty,  
Johnston,  
and Steves

PH16/8-8

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 be given second and third readings.*

**CARRIED**

Opposed: Cllrs. Au and Day

**7. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9583  
(RZ 15-705932)**

(Location: 6700/6720 No. 1 Road; Applicant: Westmark Developments Ltd.)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

- (a) Stella Au Young, 11431 Seaport Avenue (Schedule 12)
- (b) Hailin He and Xuehang He, #9 – 6511 No. 1 Road (Schedule 13)

*Councillor Steves left the meeting.*

*Submissions from the floor:*

Pier Vassura, 6680 No. 1 Road, requested that the trees along the property be retained. Staff assured the resident that the trees would be preserved.



**Regular Council meeting for Public Hearings  
Tuesday, September 6, 2016**

PH16/8-9

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9583 be given second and third readings.*

**CARRIED**

*Councillor Steves returned to the meeting.*

**8. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9584  
(RZ 14-672762)**

(Location: 12040 No. 5 Road; Applicant: Haydenco Holdings Ltd)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

(a) Shannon Schneider, 12060 No. 5 Road (Schedule 14)

*Submissions from the floor:*

None.

*Discussion:*

In response to questions from Council, the applicant advised:

- annual noise tests are performed; and
- his business has been located at the current premises since 2009.

Staff confirmed that there have been no noise complaints with respect to the subject property.

PH16/8-10

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9584 be given second and third readings.*

**CARRIED**

Agenda Varied: The order of the Agenda was amended to consider Item 10 prior to Item 9.



**Regular Council meeting for Public Hearings  
Tuesday, September 6, 2016**

**10. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9592  
(RZ 14-665028)**

(Location: 5960 No. 6 Road; Applicant: 8572534 Canada Ltd.)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

PH16/8-11

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9592 be given  
second and third readings.*

**CARRIED**

Agenda Varied: The order of the Agenda was now resumed.

**9. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9591  
(REGULATION OF SALE OF ALCOHOLIC BEVERAGES IN  
GROCERY STORES)**

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

In accordance with Section 100 of the *Community Charter*, Councillor McPhail declared to be in a conflict of interest as her husband has an interest in a Liquor Establishment, and Councillor McPhail left the meeting and did not return – 8:28 p.m.

*Applicant's Comments:*

None.

*Written Submissions:*

None.



**Regular Council meeting for Public Hearings  
Tuesday, September 6, 2016**

*Submissions from the floor:*

None.

PH16/8-12      It was moved and seconded  
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9591 be given  
second and third readings.*

**CARRIED**

PH16/8-13      It was moved and seconded  
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9591 be adopted.*

**CARRIED**

**ADJOURNMENT**

PH16/8-14      It was moved and seconded  
*That the meeting adjourn (8:30 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the Regular Council meeting for  
Public Hearings of the City of Richmond  
held on Tuesday, September 6, 2016.

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Mayor (Malcolm D. Brodie)

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Corporate Officer  
(David Weber)

Schedule 1 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 6, 2016.

**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Tuesday, 6 September 2016 12:03 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 2 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9547 (RZ 14-676714) - Send a Submission Online (response # 985)

**To Public Hearing**  
**Date:** Sept 6, 2016  
**Item #** 2  
**Re:** Bylaw 9547  
RZ 14-676714

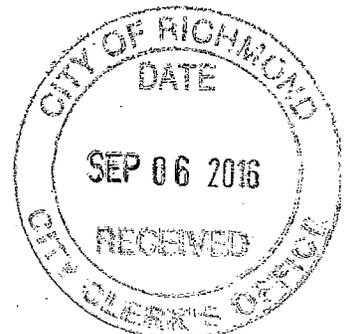
**Send a Submission Online (response #985)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/6/2016 12:02:10 PM

**Survey Response**

Your Name	Candy Lok
Your Address	803-7373 Westminster Hwy
Subject Property Address OR Bylaw Number	7260 Westminster Highway, Richmond Zoning bylaw 8500
Comments	We strongly object the project of building the "mid - rise congregate housing and commercial use". It should be restricted to a maximum of a 6 stories building instead of a midrise (25 meters - 28 meters, which is about 10 to 12 levels). The height of the proposed building with significantly block the brightness of sunshine and view of the Minoru Park towards residents of 7373 and 7371 Westminster Hwy and especially for the people who live in the building of lower levels. The height of the proposed building will also create the uneven appearance of street scenes. The neighbours with even numbers (7188, 7228, 7300, 7320) are all low rises and fit nicely with the built Quality Inn and the Ramada Inn. The Westminster Hwy is already very busy, as there are tourist that walk around the area. We hope to keep the appearances of the area clean and elegant. The proposed midrise in 7260 Westminster Hwy will affect not only the



appearance of the area, but also the nearby traffic flow and the residents and patrons of nearby apartments and hotels.

Schedule 2 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 6, 2016.

**MayorandCouncillors**

<p><b>To Public Hearing</b>  <b>Date:</b> <u>SEPTEMBER 6, 2016</u>  <b>Item #</b> <u>3</u>  <b>Re:</b> <u>ZONING AMENDMENT</u>  <u>BYLAW 9563 - RZ-15-</u>  <u>709884</u></p>
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**From:** Webgraphics  
**Sent:** Sunday, 28 August 2016 3:45 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - Sept 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - 8620 Railway Avenue - Send a Submission Online (response #974)

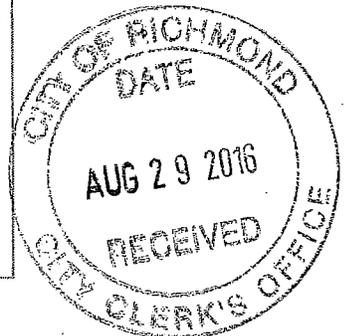
**Send a Submission Online (response #974)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	8/28/2016 3:44:41 PM

**Survey Response**

Your Name	Lily Chen
Your Address	8666 Railway Ave., Richmond BC V7C 3K3
Subject Property Address OR Bylaw Number	8620 Railway Ave., Richmond BC V7C 3K3
Comments	<p>I am opposing to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 (RZ 15-709884) on location 8620 Railway Ave. The proposed rezoning to Town Housing (ZT80) and the development of 17 townhouses raise serious issues concerning the neighborhood (e.g., households on zone RC1 next to the location). My concerns are the following: 1. The proposed development plan does not explicitly indicate if the developer plans to reuse access lane between the zones of RS1/E and RC1 at the location. The 4 households on zone RC1 have 13 vehicles combined and are already frequently using the single access lane. If the developer plans to extend this access lane for their townhouse development, then the additional 17 townhouses (which potentially adds more than 34 vehicles, assuming 2 vehicles per townhouse) will severely impact the accessibility of households on zone RC1. 2. The Railway Ave. has always been a two-</p>



lane road with one lane in each direction. During peak hours (such as go to work or school in the morning, or off work in the afternoon), the section of Railway Ave. between Francis Rd. and Blundell Rd. is often congested. The proposed rezoning of the property to Town Housing and the development of 17 townhouses will significantly increase the household density originally designed for zone RS1/E and thereby will also substantially increase the traffic to Railway Ave. This is a serious concern that has to be addressed by the City of Richmond before considering the approval of this rezoning application.

3. Aside from the accessibility impacts (on access lane and Railway Ave.) mentioned above, the rezoning of the property from Single Detached (RS1/E) to Town Housing (ZT80) also raises concerns for fire safety of nearby households. The development of 17 townhouses is a lot of households in such a constrained size of the property. In the case of fire hazard and emergencies, I am concerned that the Fire Department will not have 1) sufficient resources (such as the small number of fire hydrants on Railway Ave.) and 2) adequate access to these fire hydrants and the households.

4. The increased population density on this property due to the rezoning to Town Housing will also affect public transportation support on Railway Ave, especially on the section between Francis Rd. and Blundell Rd. For example, if an additional bus stop is required next to this property, or if the bus schedules need to be more frequent to accommodate the increased population, then this will cause further traffic congestion to Railway Ave.

5. To support the increased population density on this property, the City of Richmond may also need public construction work on the surrounding areas of this property in order to increase the capacity required for utility (such as water, electricity and recycling and garbage). These types of public constructions can potentially cause other repercussions to the surrounding households. I believe that it is intended for the neighborhoods on Railway Ave (and specifically on the section between Francis Rd. and Blundell Rd) to be "Single Detached" zones by city planning. The proposed rezoning of this property to "Town Housing (ZT80)" will cause significant inconsistency to the plan of this area and I urge the City of Richmond to consider carefully the impacts and negative ramifications (outlined above) that could potentially be caused by this rezoning.

Schedule 3 to the Minutes of the  
Public Hearing meeting of  
Richmond City Council held on  
Tuesday, September 6, 2016.

**Mayor and Councillors**

<b>To Public Hearing</b>	
Date:	SEPTEMBER 6, 2016
Item #	3
Re:	RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563

**From:** Webgraphics  
**Sent:** Friday, 2 September 2016 2:05 PM  
**To:** Mayor and Councillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)

**Send a Submission Online (response #975)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/2/2016 2:03:59 PM

**Survey Response**

Your Name	CHUNG HEI SHAN
Your Address	8668 RAILWAY AVENUE
Subject Property Address OR Bylaw Number	Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 (RZ 15-709884)
Comments	<p>Dear Sir/Madam: I am writing to object to have the development of 17 townhouses in the above mentioned location. My house is located at 8668 Railway Avenue and just next to the proposed development site. My reasons and main concerns are stated below: 1. The value of my property will be decreased. Due to the introduction of the townhouse there, the value of my house will become lower. It is because the style and scale of houses have changed in that location. People do not tend to live in a densely populated area. 2. Traffic disturbance. Railway is already a busy road. The additional users would cause traffic problems and the cyclists using the lane would not feel safe; furthermore, the bus number 410 would run behind schedule due to the heavy traffic. My and the other three houses are in the same lot: 8688, 8686, 8668 and 8666 Railway Avenue. As we have already been living in a dense area, so we concern much about this re-zoning adjacent to our place. I would</p>



	<p>appreciate it if you could take my concerns into consideration before making the decision. Yours sincerely, CHUNG HEI SHAN</p>
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**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Sunday, 4 September 2016 5:35 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 976)

**Send a Submission Online (response #976)**

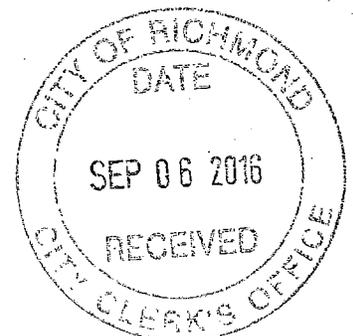
**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/4/2016 5:34:01 PM

**To Public Hearing**  
**Date:** SEPTEMBER 6, 2016  
**Item #** 3  
**Re:** RICHMOND ZONING  
BYLAW 8500, AMENDMENT  
BYLAW 9563 (RZ 15-709884)

**Survey Response**

Your Name	Kelvin Chang
Your Address	8688 Railway Ave
Subject Property Address OR Bylaw Number	8620 Railway Ave / Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 (RZ 15-709884)
Comments	To whom it may concern, I live next door to this property. I am 100% against the rezoning of this land to townhouses. The rezoning and proposed construction of 17 townhouses in a single family residential neighbourhood is not consistent with that of the surrounding construction. We are all single family homes that surround this lot. This rezoning will be very detrimental to us in that it will most definitely lower our property values as well as increase the traffic tenfold on a already heavy and very busy single lane Railway Ave which is already like a freeway. I strongly oppose this rezoning. I would suggest that any rezoning is consistent with that of the immediate surrounding zoning of single family residential lots. Yours truly, Kelvin Chang 604-649-6618 <a href="mailto:chang282@gmail.com">chang282@gmail.com</a>



**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Sunday, 4 September 2016 5:55 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 977)

Send a Submission Online (response #977)

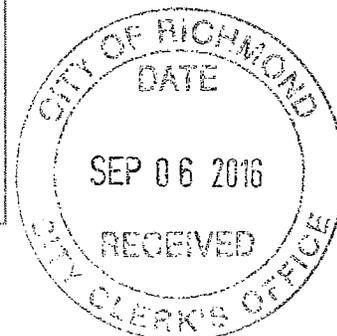
Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/4/2016 5:53:48 PM

**To Public Hearing**  
**Date:** SEPTEMBER 6, 2016  
**Item #** 3  
**Re:** RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)

Survey Response

Your Name	Kelly Chang
Your Address	8688 Railway Avenue
Subject Property Address OR Bylaw Number	8620 Railway Avenue, Zoning Bylaw 8500, Amendment Bylaw 9563
Comments	To Whom It May Concern, I live next door to this property. I am strongly opposed to the rezoning of this land into townhouses. This will most certainly negatively affect the people who live in the area. The rezoning and proposed construction of 17 townhouses in a single family residential neighbourhood is not consistent with that of the surrounding construction. We are all single family homes that surround this lot. This rezoning will be extremely detrimental to our area in that it will dramatically increase traffic tenfold on a already heavy and very busy single lane Railway Ave. I would suggest that any rezoning is consistent with that of the immediate surrounding zoning of single family residential lots, as oppose to cramming 17 new townhouses onto the extremely small lot.



**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Sunday, 4 September 2016 6:04 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 978)

Send a Submission Online (response #978)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/4/2016 6:03:11 PM

**To Public Hearing**  
 Date: SEPTEMBER 6, 2016  
 Item # 3  
 Re: RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)

Survey Response

Your Name	Lin Wan Chang
Your Address	8688 Railway Ave
Subject Property Address OR Bylaw Number	8620 Railway Ave / Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 (RZ 15-709884)
Comments	To whom it may concern, I am strongly opposed to the rezoning of this property to townhouses. It will change our neighbourhood for the worse and will increase traffic, congestion, pollution and be very ugly for our street. There are no other townhouses directly surrounding this land. The rezoning is not consistent with that of the surrounding construction. It is a detriment to put townhouses in the middle of a neighbourhood of single detached family homes. The rezoning will lower my property value and the property values of all homes in the area. This is too many housing units and a overpopulated increase of people on such a small piece of land. It will increase traffic and congestion with a minimum of another 20-35 cars entering and exiting from one driveway/laneway onto a already very busy single lane Railway Ave. I am 100% opposed to this rezoning. WE DO NOT WANT TOWNHOUSES RIGHT BESIDE OUR SINGLE FAMILY



DETACHED HOMES. Do the right thing and do not allow this rezoning to be pushed through for 3 measly rent controlled low cost housing units.  
Yours truly, Lin Wan Chang 604-271-1938  
[chang@telus.net](mailto:chang@telus.net)

**MayorandCouncillors**

Schedule 7 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 6, 2016.

**From:** Webgraphics  
**Sent:** Sunday, 4 September 2016 8:17 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 979)

**Send a Submission Online (response #979)**

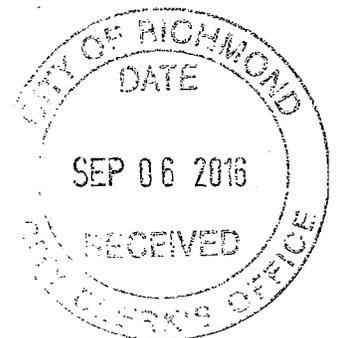
**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/4/2016 8:15:55 PM

**To Public Hearing**  
**Date:** SEPTEMBER 6, 2016  
**Item #** 5  
**Re:** RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)

**Survey Response**

Your Name	Linna Lee
Your Address	8688 Railway Avenue
Subject Property Address OR Bylaw Number	8620 Railway Avenue, Richmond, BC Bylaw #9563
Comments	As a direct neighbor, who is directly impacted, I am strongly opposed to the proposed zoning application for increased density for the subject lot above. To increase a single family dwelling zoning to 17 townhomes is overwhelming to this neighborhood. The incentive of providing THREE RENT CONTROL UNITS is not worthy of granting this developer's increase zoning application. To maintain consistency with the neighborhood, it would be acceptable to subdivide the 1 lot into smaller lots of 25' frontages. This increases density while keeping with the consistency of the surrounding area. If this application were to be granted, there will be an influx of owners rushing to have all their properties along the Railway corridor to be rezoned into multi-family dwellings following suit. The single lane traffic on Railway Avenue will not be able to handle such an increase. L. Lee



**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Monday, 5 September 2016 4:13 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 980)

Send a Submission Online (response #980)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/5/2016 4:12:26 PM

<b>To Public Hearing</b>
Date: <u>SEPTEMBER 6, 2016</u>
Item # <u>3</u>
Re: <u>RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)</u>

Survey Response

Your Name	eleanor chan
Your Address	8651 calder road
Subject Property Address OR Bylaw Number	richmond,b.c v 7c 4b9
Comments	Dear Mr David Weber My name is Eleanor Chan and address at 8651 calder road richmond,b.c. This is about the Re Zoning 8620 Railway ave.applicant: 1037533 BC LTD we have been living in our house for the last 23 years and we oppose the re Zoning of 8620 Railway ave, reasons as below; the future construction of such complex if approved will greatly disturb our peaceful enjoyment of my own property located directly behind the subject lots. The value of my property will be devastatingly affected due to the close proximity of such complex to my home, and over the years I had put in an enormous amount of money to upgrade my home and damaged my future value of my property. If this multi family complex is approved, the amount of people and tenant will increase in this neighbourhood which in turn will create insecurity to the neighbourhood and to my family. I sincerely hope our city hall will



	consider from a one single family increasing to 18 family housing. thanks you best regards eleanor chan
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**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Monday, 5 September 2016 5:22 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 981)

Send a Submission Online (response #981)

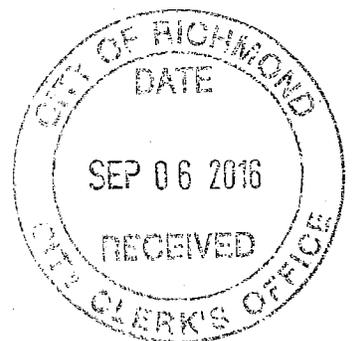
Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/5/2016 5:21:06 PM

**To Public Hearing**  
**Date:** SEPTEMBER 6, 2016  
**Item #** 3  
**Re:** RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)

Survey Response

Your Name	Kok Ching Chan
Your Address	8631 Calder Rd
Subject Property Address OR Bylaw Number	Richmond Zoning ByLaw 8500, Amendment Bylaw 9563(RZ-15-709884)
Comments	To David Weber, We, the Chan family, oppose the re-zoning of 8620 Railway Ave. We feel that the development of a 17 town house residential area would negatively impact our quality of life that we have enjoyed over the past 35 years. This re-zoning would cause the following: • Increase noise pollution – 17 townhouses would add a substantial increase in noise pollution than the previous single detached zone. 17 families generate much more noise than one family. • Decrease property value – With a 17 townhouse zone, there is great concern that property value of the surrounding lots would decrease. This would be detrimental to our property as an investment. • Decrease privacy – We are worried that the increase of density will take away our piece of mind and privacy. A 17 townhouse zone does not have the same conditions of a single family home. • Construction damage – There is a concern that a large



development would damage the surrounding properties such as fencing. We urge the city council to reconsider the re-zoning of 8620 Railway Ave to a 17 townhouse zone. My family and I are deeply worried that the increase density would harm our peaceful quality of life in Richmond.  
Regards, Mr Kok Ching Chan and family

**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Tuesday, 6 September 2016 2:16 AM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 3 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884) - Send a Submission Online (response # 983)

**Send a Submission Online (response #983)**

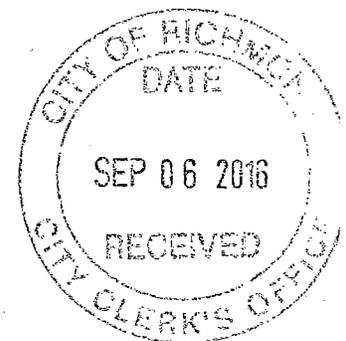
**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/6/2016 2:14:33 AM

<b>To Public Hearing</b>
Date: <u>September 6, 2016</u>
Item # <u>3</u>
Re: <u>RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)</u>

**Survey Response**

Your Name	Sheila Chan, Jason Wong and Janice Wong
Your Address	8686 Railway Avenue
Subject Property Address OR Bylaw Number	RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9563 (RZ 15-709884)
Comments	<p>To Whomever It Concerns, We are writing to you concerning the demolition of a small house at the address of 8620 Railway Avenue into a 17-unit townhouse complex. There has been an article published on the Richmond News written by Graeme Wood which released more information on the details of the rezoning application (<a href="http://www.richmond-news.com/city-hall/precedent-setting-land-deal-for-rent-controlled-units-1.2308365">http://www.richmond-news.com/city-hall/precedent-setting-land-deal-for-rent-controlled-units-1.2308365</a>). As tax-paying residents who live next to this house, we are strongly opposed to this rezoning due to these major concerns listed below.</p> <p>1) Railway avenue is an extremely busy road, and this rezoning is located very close to the major intersection of Francis and Railway Avenue. Railway is also only a two-lane road, which means there is only one lane going in each direction. As we live on 8686 Railway Avenue, we can attest to the difficulty of turning onto and from Railway,</p>



especially during the busy hours. If we are turning left from Railway into our back lane especially during busy hours, there is always congestion behind us with many impatient cars honking and trying to dangerously pass us on the right. With the new rezoning, the article writes that there will be two parking spaces per market unit, which would be approximately 28 extra cars trying to turn in and out of that complex onto Railway. There will also be the three housing units with lifelong rent-control covenants who will have cars as well. How will the city manage this congestion and the sudden increase in traffic in one specific neighborhood with no improvements to the roads? 2) There is a senior home located very close to this rezoning site who frequently walk past our houses and the rezoning site to have access to a path leading them to the Kilgour/Ecole de Navigateur neighbourhood and park. There is also a bus stop in front of the rezoning site. With the addition of 17 townhouses, there will be a sudden sharp increase of the density of people in that 29,000 square feet place, and an increase of cars as well. This sudden increase of people and congestion are bound to have a negative impact on all of the surrounding neighbours within a few blocks, but even more drastic impact on the elderly who go on their daily walks, and those who walk to wait for the bus station. How will the city address this problem? 3) It seems that the City is benefiting quite a bit from this rezoning. As the article writes, the developer "has been granted increased density on the site in exchange for building three housing units with lifelong rent-control covenants placed on them by the city" (Graeme Wood, Richmond News). We would like to draw attention to the words increased density. The agreement to seventeen townhouses placed in a small 29,000 square-foot lot that will be three stories tall is frankly very shocking and unbelievable as this is extremely high density. The City gains "three housing units with lifelong rent-control covenants" (Graeme Wood, Richmond News) as well as "\$1000 per unit to the city, in lieu of providing indoor amenity space" (Graeme Wood, Richmond News). That would be \$14,000 to the City and three units for striking a deal with this developer. It is stated that the City is agreeing for higher density in order to provide "extra affordable housing", but in reality it appears that they are also greatly benefiting in the process. We would like to question whether the well-being City has considered the neighbourhoods and current inhabitants who live near this rezoning. What about us? Unlike the City, we don't gain anything except loud construction noises for years to come, a

sudden increase in population over a small area of land, and huge congestion in terms of cars and traffic. We need to be heard and put into consideration as well.



Schedule 11 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, September 6, 2016.

<b>To Public Hearing</b>	
Date:	<u>Sept 6/16</u>
Item #	<u>6</u>
Re:	<u>Bylaw 9582</u>
	<u>RZ 15-701879</u>

**CITY OF RICHMOND**

**Public Hearing: Tuesday-September-06-2016 – 7 pm**

**Re: Neighbourhood Petition Against 9460 Williams Road, Richmond, BC Rezoning Application.**

**10 Pages X 10 Petition Signers / page = 100 Signers.**

**From Edward Wong – 604-274-4721**

**By Fax: 604-278-5139**

**Attention: Director, City Clerk's Office**

City of Richmond Public Hearing

1)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

NEIGHBOURHOOD PETITION TO STOP APPLICATION TO REZONE IN ORDER TO SUB-DIVIDE ONE (1) SINGLE DETACHED FAMILY RESIDENTIAL LOT INTO TWO (2) SINGLE FAMILY LOTS.

Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 (RZ 15-701879)

Location/s Address: 9460 Williams Road / & Severn Drive.

Applicant: Saisaar Investments Ltd.

Purpose: To rezone the subject property from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit development of two (2) compact single-family lots with vehicle access from a new rear lane from Severn Dr.

Objections: We, the neighbourhood of this Subdivision strongly object to the Rezone Proposal to develop 1 Single Detached Family lot into 2 Compact Single Detached Family lots based on the following:

- To have 2 long narrow homes with a back lane at the corner of Severn Drive & Williams Road, being the entrance roadway to the subdivision is highly inappropriate and out of character with the neighbourhood.
- Richmond prides itself with wide ample residential lots, and this proposed development with two narrow "Vancouver Special" style, "Spec Homes" type lots devalues the subdivision's neighbourhood character.
- This approval would also set a precedence that will be detrimental to the neighbourhood's character with narrow side yards and longer house depth that would lose privacy, and harmony to the existing Single Detached Family Residential Subdivision lots. In this case, the corner house is close to the street.
- Homes along Williams Road from No. 4 to No. 5 Road have shown how narrow and close the homes are to each other, and they demonstrate how out of character they will be in this neighbourhood's residential subdivision. Also, the closeness of these homes may be a hazard problem in a potential fire situation.

For this reasons, we strongly object to the proposed rezoning change to sub-divide 1 lot into 2 lots.

<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
1)	10100 SEVERN DRIVE	EDWARD WONG	<i>Edward Wong</i>	604-274-4721
2)	1080 SEVERN DRIVE	ROB BULLER-TAYLOR	<i>RBT.</i>	604-241-9503
3)	10040 Severn Dr.	F. PARROTTA	<i>F. Parrotta</i>	604-275-5641
4)	10040 SEVERN DR.	VAL PARROTTA	<i>Parrotta</i>	604-275-5641
5)	10060 SEVERN DR	CHARLAYNE NELLES	<i>Charlayne Nelles</i>	604-285-1117
6)	10111 SEVERN DR.	RICH	<i>Rich</i>	604-274-8927
7)	10131 Severn Dr.	J. YAMAMOTO	<i>J. Yamamoto</i>	604-277-7251
8)	10140 Severn Drive	Lily Li	<i>Lily Li</i>	778 855 3791
9)	10201 Severn Dr.	Gerald Lee	<i>Gerald Lee</i>	604-277-4919
10)	10200 Severn Dr	Gary Nelles	<i>Gary Nelles</i>	604 285 1117

City of Richmond Public Hearing

2)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

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Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 (RZ 15-701879)

Location/s Address: 9460 Williams Road / &amp; Severn Drive.

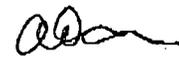
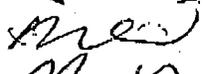
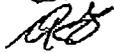
Applicant: Sansaar Investments Ltd.

Purpose: To rezone the subject property from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit development of two (2) compact single-family lots with vehicle access from a new rear lane from Severn Dr.

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<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
11)	10051 Severn Dr.	Stephen Cheng		604-618-9180
12)	10080 Severn Dr.	T. Buller Taylor	J. Buller-John	604-241-9503
13)	10080 SEVERN DR	BST AL MAYFIELD		604 339 2195
14)	10211 Severn Dr.	HONGSIUAN ZHANG		7788619558
15)	10211 Severn Dr.	Mei Wang		604781-5912
16)	10231 Severn Dr.	Dang, Hong		403-619-5391
17)	10231 Severn Dr.	Dang Helen		403 926 8748
18)	10231 SEVERN DR	DANG SHIRLEY		403-971-1664
19)	10231 Severn Dr.	Chae ETC		403-877-2866
20)	10220 SEVERN DR	ANNA TADDEI		604 274 1476

City of Richmond Public Hearing

3)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

NEIGHBOURHOOD PETITION TO STOP APPLICATION TO REZONE IN ORDER TO SUB-DIVIDE ONE (1) SINGLE DETACHED FAMILY RESIDENTIAL LOT INTO TWO (2) SINGLE FAMILY LOTS.

Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 (RZ 15-701879)

Location/s Address: 9460 Williams Road / & Severn Drive.

Applicant: Sansaar Investments Ltd.

Purpose: To rezone the subject property from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit development of two (2) compact single-family lots with vehicle access from a new rear lane from Severn Dr.

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<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
21)	1022 O SEVERN DR	VINCE TADDEI		604 2741476
22)	10120 Severn Dr	Vince Li		604 448-0074
23)	10120 Severn Dr.	Eliza Ko		604-448-0074
24)	10160 Severn Dr	Jimmy Aragon		778 928-1785
25)	9533 Wemy SWANSEA DRIVE	Jing Phong		604-3681166
26)	10180 Severn Dr	Hensquang Zhang		778 4263330
27)	10120 SEVERN DR	DEANE JOHNSON		604 303 1911
28)	10160 SEVERN DR	Dan Comino		778 237 8773
29)	10111 SEVERN DR	LORNE KING		604-272-2344
30)	10211 Gower St. (GOWER STREET)	Y. CNCL - 45 (Y. CNCL)		604 2741423

City of Richmond Public Hearing

4)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

NEIGHBOURHOOD PETITION TO STOP APPLICATION TO REZONE IN ORDER TO SUB-DIVIDE ONE (1) SINGLE DETACHED FAMILY RESIDENTIAL LOT INTO TWO (2) SINGLE FAMILY LOTS.

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<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
31)	10311 Severn Dr	Dolores Frasn	D Frasn	604-274-7004
32)	9480 Snowdon Ave.	CHRIS CHENY	Chris Cheny	778-318-5022
33)	9480 Snowdon Ave.	CARRIE JUAN	Carrie Juan	11 11 11
34)	10351 Severn Dr	Chris Kaminski	Chris Kaminski	978-262-5796
35)	10357 Severn Dr	Lea Kaminski	L Kaminski	604-448-9731
36)	10320 Severn Dr.	Doug Rogerson	D Rogerson	604 274 1843
37)	10320 SEVERN DR	DO ROTHY ROGERSON	D Rogerson	604 274 1843
38)	10251 " "	HUI CHU LIU	H Liu	604 288 5798
39)	" "	STEPH CHENG	Steph Cheng	" " "
40)	10220 SEVERN DR	Vincent TADDEI	Vincent Taddei	604 274 476

City of Richmond Public Hearing

5)

Date: Tuesday-September-6-2016 at 7 pm.

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Location/s Address: 9460 Williams Road / & Severn Drive.

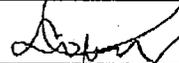
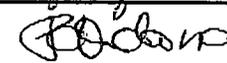
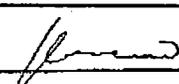
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<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
41)	10060 SEVERN	JULIUS TOBIAS		778 384 0228
42)	10060 SEVERN	Leticia Bullay		778-237-0523
43)	10060 SEVERN	Perita Ordonez		778-389-9465
44)	10051 SEVERN	ROSE CHENG		604-618-9180
45)	10051 SEVERN DR	Richard Cheng		604-618-9180
46)	9460 WILLIAMS RD	Paula Douglas		604-218 0823
47)	9460 WILLIAMS RD	Ramzy Mohammed		" "
48)	9460 WILLIAMS RD	Stephan Melamed		" "
49)	9440 WILLIAMS RD	ANDREW TARDAGLIA		604-276-1914
50)	9520 WILLIAMS RD	R. PURSUAL (PAGIBIK)		604 241 7065

City of Richmond Public Hearing

6)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

NEIGHBOURHOOD PETITION TO STOP APPLICATION TO REZONE IN ORDER TO SUB-DIVIDE ONE (1) SINGLE DETACHED FAMILY RESIDENTIAL LOT INTO TWO (2) SINGLE FAMILY LOTS.

Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 (RZ 15-701879)

Location/s Address: 9460 Williams Road / & Severn Drive.

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No.:	Address	Name	Signature	Phone Number
51)	10331 SEVERN DR	SHEDON FRIERSON		604 271-2449
52)	10100 Severn Drive,	Shirley Wong	Shirley	604-274-4721
53)	10150 SEVERN DR.	RAYMOND WONG		604-8174764
54)	9500 SWANSEA DRIVE	V. GALE		604 271-5745
55)	9560 Swansea Dr.	B. Koestmaier		604 271-2018
56)	9580 SWANSEA DR.	DHARMA SINGH		604/271 0417
57)	9580 "	"	MANJIB SINGH	MANJIB "
58)	9571 Swansea Dr.	Raymond Kaur		604-618-0888
59)	9591 Swansea Dr.	Harekar Kaur		604-271-8103
60)	9620 Swansea Dr.	Carol Reddy		604-271-3528

City of Richmond Public Hearing

7)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

NEIGHBOURHOOD PETITION TO STOP APPLICATION TO REZONE IN ORDER TO SUB-DIVIDE ONE (1) SINGLE DETACHED FAMILY RESIDENTIAL LOT INTO TWO (2) SINGLE FAMILY LOTS.

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No.:	Address	Name	Signature	Phone Number
61)	10171 Gower St.	TERRY T. STASHUK		604-277-5705
62)	10131 Gower St.	Theresa Haas		778-861-4239
63)	10111 GOWER ST.	RICHMOND B.C.	RUTH TSUI	604 275-2019
64)	9611 Swansea dr	Richmond	Jimmy Lee	604-276-8798
65)	9611 Swansea dr	Jimmy Lee	LiLi Dai	604-303-8082
66)	9540 Swansea dr	ZENG ZHAO JIE		778-855-0622
67)	"	"	HONG LI	" " "
68)	9520 Sunnyside Dr	Alan Chene		778-991-5518
69)	10160 Severn dr	Joana Aragon		604-7292958
70)	9500 Williams Rd.	Lucas Macneil		778-788-4427

City of Richmond Public Hearing

8)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

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No.:	Address	Name	Signature	Phone Number
71)	9560 Williams Rd.	RAYMOND NG	<i>[Signature]</i>	604-272-0910
72)	9560 11 11 11	SOPHIA NG	<i>[Signature]</i>	604-272-0910
73)	9660 WILLIAMS RD	SARAJIT SAU	<i>[Signature]</i>	604-278-8557
74)	9220 Williams Rd	Janie Stott	<i>[Signature]</i>	604-778-7071.
75)	9531 WILLIAMS RD	JUSTIN OSTLUND	<i>[Signature]</i>	604-547-8908
76)	9591 Williams	Zina Wang	<i>[Signature]</i>	604-728-9345
77)	9631 Williams Rd	Janet Dyk	<i>[Signature]</i>	604-729-5305
78)	9655 Williams RD	Joe Wang	<i>[Signature]</i>	604-313-1833
79)	9691 WILLIAMS RD.	SUMON UTTAROD	<i>[Signature]</i>	604-271-9412
80)	9691 WILLIAMS RD.	BOGAN ESTAGU	<i>[Signature]</i>	604-271-9402

City of Richmond Public Hearing

9)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

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Purpose: To rezone the subject property from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit development of two (2) compact single-family lots with vehicle access from a new rear lane from Severn Dr.

Objections: We, the neighbourhood of this Subdivision strongly object to the Rezone Proposal to develop 1 Single Detached Family lot into 2 Compact Single Detached Family lots based on the following:

- To have 2 long narrow homes with a back lane at the corner of Severn Drive & Williams Road, being the entrance roadway to the subdivision is highly inappropriate and out of character with the neighbourhood.
- Richmond prides itself with wide ample residential lots, and this proposed development with two narrow "Vancouver Special" style, "Spec Homes" type lots devalues the subdivision's neighbourhood character.
- This approval would also set a precedence that will be detrimental to the neighbourhood's character with narrow side yards and longer house depth that would lose privacy, and harmony to the existing Single Detached Family Residential Subdivision lots. In this case, the corner house is close to the street.
- Homes along Williams Road from No. 4 to No. 5 Road have shown how narrow and close the homes are to each other, and they demonstrate how out of character they will be in this neighbourhood's residential subdivision. Also, the closeness of these homes may be a hazard problem in a potential fire situation.

For this reasons, we strongly object to the proposed rezoning change to sub-divide 1 lot into 2 lots.

<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
81)	9715 Williams	T. Cheng (Ting)		604 315-6031
82)	9771 Williams Rd	Fengyu Liu		604 562 3298
83)	9771 Williams Rd	Guohui Yao		604 961 6728
84)	9680 Swansea Dr	Suzinder Haller		604-616-6166
85)	9720 Swansea Dr	Curtis Lee		478-991-4382
86)	9731 Swansea Drive	Taka Yamada		778-866-5809 (604) 272-5302
87)	9811 Swansea Dr	Madene Neal		604 274 1917
88)	9811 Swansea Dr	CLINTON NEAL		604 274 1917
89)	9811 SWANSEA DR	RAY NEAL		778-834-1615
90)	9780 SWANSEA DR	Golden Huang		604 275-1017

City of Richmond Public Hearing

10)

Date: Tuesday-September-6-2016 at 7 pm.

To: The Mayor and the City Council of Richmond Members.

NEIGHBOURHOOD PETITION TO STOP APPLICATION TO REZONE IN ORDER TO SUB-DIVIDE ONE (1) SINGLE DETACHED FAMILY RESIDENTIAL LOT INTO TWO (2) SINGLE FAMILY LOTS.

Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9582 (RZ 15-701879)

Location/s Address: 9460 Williams Road / & Severn Drive.

Applicant: Sansaar Investments Ltd.

Purpose: To rezone the subject property from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit development of two (2) compact single-family lots with vehicle access from a new rear lane from Severn Dr.

Objections: We, the neighbourhood of this Subdivision strongly object to the Rezone Proposal to develop 1 Single Detached Family lot into 2 Compact Single Detached Family lots based on the following:

- To have 2 long narrow homes with a back lane at the corner of Severn Drive & Williams Road, being the entrance roadway to the subdivision is highly inappropriate and out of character with the neighbourhood.
- Richmond prides itself with wide ample residential lots, and this proposed development with two narrow "Vancouver Special" style, "Spec Homes" type lots devalues the subdivision's neighbourhood character.
- This approval would also set a precedence that will be detrimental to the neighbourhood's character with narrow side yards and longer house depth that would lose privacy, and harmony to the existing Single Detached Family Residential Subdivision lots. In this case, the corner house is close to the street.
- Homes along Williams Road from No. 4 to No. 5 Road have shown how narrow and close the homes are to each other, and they demonstrate how out of character they will be in this neighbourhood's residential subdivision. Also, the closeness of these homes may be a hazard problem in a potential fire situation.

For this reasons, we strongly object to the proposed rezoning change to sub-divide 1 lot into 2 lots.

<u>No.:</u>	<u>Address</u>	<u>Name</u>	<u>Signature</u>	<u>Phone Number</u>
91)	9877 SWANSEA DR.	JEFF LOU	<i>[Signature]</i>	604-7285728
92)	9951 Swansea Dr.	Karen Wong	<i>[Signature]</i>	604-780-5487
93)	9751 SWANSEA DR.	BRIAN QUEE	<i>[Signature]</i>	604-241-9646
94)	9720 Swansea Dr.	Teresa Sanchez	<i>[Signature]</i>	604-274-3900
95)	9500 Snowden Ave,	JANOR JONAN	<i>[Signature]</i>	604-671-9723
96)	9551 Snowden Ave,	Ken Wong	<i>[Signature]</i>	604-825-8308
97)	9580 Snowden Ave	Allan Py	<i>[Signature]</i>	604-346-580
98)	9620 Snowden Ave	Stacey Wong	<i>[Signature]</i>	(604) 271-2227
99)	9620 Snowden Ave	Lan Ha	<i>[Signature]</i>	(604) 271-2227
100)	9651 SNOWDEN AVE	NOV Loulli Hopkins	<i>[Signature]</i>	274-2565

CNCL - 52

To LOUILLI 604

**CityClerk**

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**From:** stellaayoung2016 <stellaayoung2016@gmail.com>  
**Sent:** Friday, 2 September 2016 10:10 AM  
**To:** De Sousa, Steven  
**Subject:** Re: Richmond zoning bylaw 8500,6700/6720 no.1 rd

<b>To Public Hearing</b>
<b>Date:</b> <u>SEPTEMBER 6, 2016</u>
<b>Item #</b> <u>7</u>
<b>Re:</b> <u>RICHMOND ZONING BYLAW</u> <u>8500, AMENDMENT BYLAW</u> <u>9583</u>

In regards to your letter of RZ 15-705932, proposed rezoning single dwelling homes that are only 2 1/2 storey high that I have no problem with this new development.

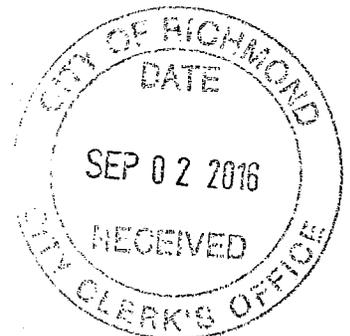
I would like to see in the near future of all these old houses are being torned down to build all the same height and sizes and better sidewalk and must have brighter street lights for security reasons to prevent any more break and enters in our neighbourhood.

Please no highrises. We need sunlights for our trees and grasses. Even sidewalks. No meter parking. We do not have enough parking stalls inside our complex has to park on city street.

Yours truly,

Stella at tennyson garden.

Sent from my Samsung Galaxy smartphone.



**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Tuesday, 6 September 2016 10:50 AM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 7 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9583 (RZ 15-705932) - Send a Submission Online (response # 984)

<p><b>To Public Hearing</b>  <b>Date:</b> <u>SEPTEMBER 6, 2016</u>  <b>Item #</b> <u>7</u>  <b>Re:</b> <u>RICHMOND ZONING BYLAW</u>  <u>8500, AMENDMENT BYLAW 9583</u>  <u>(RZ 15-705932)</u></p>
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**Send a Submission Online (response #984)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/6/2016 10:49:08 AM

**Survey Response**

Your Name	HE HAI L & LI XUE H
Your Address	6511 NO.1 RD #9
Subject Property Address OR Bylaw Number	6700/6720 No.1 Road (RZ 15-705932)
Comments	Hello, Sorry, we are not available to attend the public hearing. For the property rezoning (RZ 15-705932), we don't agree with that since it might increase the land and building price. The more price increases, the more property tax is needed to pay by us. Thank you for your understanding and take your time. Regards, Hailin & Xuehang



**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Monday, 5 September 2016 9:24 PM  
**To:** MayorandCouncillors  
**Subject:** Public Hearing - September 6, 2016 - Item 8 - RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9584 (RZ 14-672762) - Send a Submission Online (response # 982)

**Send a Submission Online (response #982)**

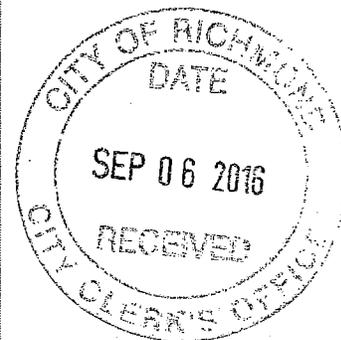
**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	9/5/2016 9:23:38 PM

**To Public Hearing**  
**Date:** SEPTEMBER 6, 2016  
**Item #** 8  
**Re:** RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9584 (RZ 14-672762)

**Survey Response**

Your Name	Shannon Schneider
Your Address	12060 no. 5 Road
Subject Property Address OR Bylaw Number	12040 No.5 Road/ 8500/9584 (RZ14-672762)
Comments	<p>Attention: Director, City Clerk's Office Re: Richmond zoning bylaw 8500, Amendment bylaw 9584 (RZ 14-672762) Location: 12040 No.5 Road Applicant/s: Haydenco Holding Ltd. Purpose: To rezone the subject property from "Agricultural AG1" to Light Industrial (IL)", to permit development of an industrial manufacturing building. My concerns re: the rezoning of 12040 No. 5 from AG1 TO IL: Currently, 12040 No 5 road is the only lot between us and Haydenco Holding limited current manufacturing building. -This light industrial company can be heard Running 24/7 -Currently we can only use our backyard when the company shuts down, which is one day week. -The noise levels from their current location are so high that you cannot carry on a conversation with anyone in the back yard - The noise levels from their current location can be heard inside our house. - I currently feel as though I may have already suffered some</p>



hearing loss due to the noise from this Company. -  
Light industrial companies that operate 24/7 while  
generating ongoing loud noises are not a good fit  
next to residential areas. These companies do  
have a direct impact on the quality of life of anyone  
living in the residential area. -Further loss of  
Richmond's Agricultural Land Reserves -  
Environmental impact/ Fine particulars maybe seen  
from what I perceive to be a vacuum system or  
exhaust. In conclusion, for the reasons above, I  
don't agree with the rezoning from AG1 to IL.  
Thanks, Shannon Schneider



## Community Safety Committee

Date: Tuesday, September 13, 2016  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Bill McNulty, Chair  
Councillor Derek Dang  
Councillor Ken Johnston  
Councillor Alexa Loo  
Councillor Linda McPhail  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Community Safety Committee held on July 12, 2016, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

October 12, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

### DELEGATIONS

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), representatives from E-Comm, Dave Guscott, President and CEO, along with Dave Mitchell, Director of Fire Services, Doug Watson, Vice President of Operations, and Mike Webb, Vice-President of Technology Services, distributed E-Comm's Annual Report for 2015 (copy on file, City Clerk's Office) and provided an update of E-Comm's activities.

1.

**Community Safety Committee**  
**Tuesday, September 13, 2016**

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In reply to queries from Committee, Mr. Guscott, and Mr. Webb noted that (i) E-Comm has procedures to handle multiple calls for the same incident, (ii) calls are prioritized and directed to the appropriate agency, and (iii) E-Comm is working with Telus to expand capacity.

Discussion ensued with regard to the costs of an independent dispatching system compared to E-Comm.

## LAW AND COMMUNITY SAFETY DIVISION

2. **EMERGENCY PROGRAMS ACTIVITY REPORT – JULY AND AUGUST 2016**

(File Ref. No. 09-5350-00) (REDMS No. 5085579)

The Chair recognized the community activities of Norman Kotez and Anna Urbanowicz for all their efforts with displays at various shows in the community.

Phyllis Carlyle, General Manager, Law and Community Safety, commented on staffing changes, noting that Dan McKenna will be assisting the department on an interim basis.

It was noted that the listed locations in the staff report for public drinking fountains as reported by the August 5, 2016 edition of the Richmond News is incorrect.

Ms. Carlyle noted that Kinder Morgan will be conducting an emergency exercise on MacDonald Beach on October 5, 2016. She added that (i) Richmond Fire-Rescue (RFR) will be observing the exercise, (ii) dog walking will not be affected, and (iii) Council members are welcome to observe the exercise. Committee then suggested that a memorandum be provided updating Council on the exercise.

It was moved and seconded

*That the staff report titled “Emergency Programs Activity Report – July and August 2016,” dated August 20, 2016, from the General Manager, Law and Community Safety, be received for information.*

**CARRIED**

3. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – JUNE 2016**

(File Ref. No.) (REDMS No. 5069918 v. 4)

Committee commended Community Bylaws, RFR, and Richmond RCMP staff for resolving issues related to non-compliant properties on Spires Road.

## Community Safety Committee

Tuesday, September 13, 2016

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It was reported that the unsightly property on Seacote Road has been cleaned and Ben Dias, Manager, Community Bylaws and Roads and Construction and Kevin Gray, Deputy Fire Chief, noted that Bylaw Officers and RFR members attended the site and were able to speak to the property's owner.

It was moved and seconded

*That the staff report titled "Community Bylaws Monthly Activity Report – June 2016," dated July 28, 2016, from the General Manager, Law and Community Safety, be received for information.*

**CARRIED**

4. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – JULY 2016**

(File Ref. No.) (REDMS No. 5127558)

It was moved and seconded

*That the staff report titled "Community Bylaws Monthly Activity Report – July 2016," dated August 15, 2016, from the General Manager, Law and Community Safety, be received for information.*

**CARRIED**

5. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – JUNE 2016**

(File Ref. No. 09-5000-01) (REDMS No. 5074266)

It was moved and seconded

*That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - June 2016," dated August 12, 2016 from the Fire Chief, Richmond Fire-Rescue, be received for information.*

**CARRIED**

6. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – JULY 2016**

(File Ref. No. 09-5000-01) (REDMS No. 5133528)

It was moved and seconded

*That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - July 2016," dated August 12, 2016 from the Fire Chief, Richmond Fire-Rescue, be received for information.*

**CARRIED**

**Community Safety Committee**  
**Tuesday, September 13, 2016**

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7. **VOLUNTARY BUILDING ACCESS PROGRAM**

(File Ref. No. 99-Fire Rescue) (REDMS No. 4809517 v. 20)

John McGowan, Fire Chief, Richmond Fire-Rescue, reviewed the proposed Voluntary Building Access Program, noting that first responders are facing challenges in accessing secured buildings when responding to emergencies. He added that new technologies such as electronic lockbox systems are potential solutions to issues related to building access for first responders.

Discussion ensued with regard to (i) costs of installing the system and potential discounts on insurance, (ii) the benefits of a building access system, (iii) examining options for a mandatory program, (iv) advocating the Province to include building access systems in the Building Code, and (v) increasing public awareness of the benefits of building access systems.

As a result of the discussion, staff were directed to provide an evaluation of the Voluntary Building Access Program by June 2017.

It was moved and seconded

*That a Voluntary Building Access Program, using an electronic signal for building access (Option 2) as described in the staff report titled "Voluntary Building Access Program" dated August 19, 2016, from the Fire Chief and OIC be approved.*

**CARRIED**

8. **FIRE CHIEF BRIEFING**

(Verbal Report)

*(i) Breast Cancer Awareness Month*

Fire Chief McGowan noted that October is Breast Cancer Awareness Month, and RFR members will be wearing pink in support of the cause.

*(ii) Fire Prevention Week*

Fire Chief McGowan noted that Fire Prevention Week is scheduled for the week of October 9 to 15, 2016 and that RFR members will be in various locations in the city promoting the event. Also, he reminded residents to periodically check their smoke alarms and that smoke alarms generally have a 10 year lifespan.

*(iii) Recruitment – New Hires*

Fire Chief McGowan noted that the newly hired RFR members are currently training at the No. 7 Fire Hall.

## Community Safety Committee

Tuesday, September 13, 2016

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9. **2016-2017 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN FIRST QUARTER RESULTS (APRIL 1 TO JUNE 30, 2016)**

(File Ref. No. 09-5000-01) (REDMS No. 5108570 v. 2)

It was moved and seconded

*That the report titled "2016-2017 Richmond RCMP Detachment Annual Performance Plan First Quarter Results (April 1 to June 30, 2016)," dated August 4, 2016 from the Officer in Charge, Richmond RCMP, be received for information.*

**CARRIED**

10. **RCMP'S MONTHLY ACTIVITY REPORT - JUNE 2016**

(File Ref. No. 09-5000-01) (REDMS No. 5056656 v. 3)

In reply to queries from Committee, Renny Nessel, Officer in Charge, Richmond RCMP, noted that statistics gathered can capture incidents that were mental health related.

Discussion ensued with regard to (i) mental health and repeat offenders, (ii) resources required for the RCMP to respond to mental health related incidents, and (iii) advocating Vancouver Coastal Health for resources to address mental health cases.

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

It was moved and seconded

*That a letter be sent to the Premier, Minister of Health, Richmond Members of the Legislative Assembly, and Vancouver Coastal Health, advocating for an increase in resources dedicated to mental health in the city.*

**CARRIED**

It was moved and seconded

*That the report titled "RCMP's Monthly Activity Report – June 2016" dated July 26, 2016 from the Officer in Charge, Richmond RCMP, be received for information.*

**CARRIED**

11. **RCMP'S MONTHLY ACTIVITY REPORT - JULY 2016**

(File Ref. No. 09-5000-01) (REDMS No. 5102253)

It was moved and seconded

*That the report titled "RCMP's Monthly Activity Report – July 2016" dated August 9, 2016 from the Officer in Charge, Richmond RCMP, be received for information.*

**CARRIED**

**Community Safety Committee**  
**Tuesday, September 13, 2016**

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12. **RCMP/OIC BRIEFING**

(Verbal Report)

None.

13. **COMMITTEE STANDING ITEM**

*E-Comm*

The Chair advised that E-Comm will have a Director's workshop scheduled for September 15, 2016.

It was noted that Ms. Carlyle will be pursuing an employment opportunity outside of the City and Committee recognized her service to the City and wished her success in her future endeavours.

14. **MANAGER'S REPORT**

*(i) Fentanyl Exposure*

Discussion ensued with regard to recent cases of fentanyl overdoses. Supt. Nessel noted that Richmond RCMP will be issuing safeguards for members responding to these incidents.

*(ii) Airbnb Complaints*

In reply to queries from Committee, Mr. Dias noted that there has been an increase in complaints received with respect to Airbnb listed properties. He added that staff respond to complaints and inspect the properties for illegal alterations.

*(iii) Cyclists in Non-Cycling Areas in Britannia*

Discussion ensued with regard to reports of cyclists not dismounting in non-cycling areas in Britannia and cycling signs damaged.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (5:03 p.m.).*

**CARRIED**

**Community Safety Committee**  
**Tuesday, September 13, 2016**

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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 13, 2016.

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Councillor Bill McNulty  
Chair

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Evangel Biason  
Legislative Services Coordinator



## General Purposes Committee

- Date: Monday, September 19, 2016
- Place: Anderson Room  
Richmond City Hall
- Present: Mayor Malcolm D. Brodie, Chair  
Councillor Chak Au  
Councillor Derek Dang  
Councillor Carol Day  
Councillor Ken Johnston  
Councillor Alexa Loo  
Councillor Bill McNulty  
Councillor Linda McPhail  
Councillor Harold Steves
- Call to Order: The Chair called the meeting to order at 4:02 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on September 6, 2016, be adopted as circulated.*

**CARRIED**

### FINANCE AND CORPORATE SERVICES DIVISION

1. **REVIEW OF LOCAL SPORT GROUP RESIDENCY REQUIREMENTS**  
(File Ref. No. 11-7375-01) (REDMS No. 5155648 v. 4)

**General Purposes Committee**  
**Monday, September 19, 2016**

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It was moved and seconded

*That Council Policy 8701, Parks and Leisure Services – Community Involvement, be amended as identified in Attachment 3 of the staff report titled, “Review of Local Sport Group Residency Requirement,” dated September 1, 2016, from the Senior Manager, Recreation and Sports Services.*

The question on the motion was not called as discussion ensued regarding (i) consulting with Richmond Sports Council (ii) the implications of going with a higher residency threshold and (iii) possible repercussions if a team or sports organization violates the residency requirement.

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

It was moved and seconded

*That the matter regarding the local sport group residency requirement amendment be referred to staff for further consultation and comment from Richmond Sports Council.*

**CARRIED**

2. **PROPOSED CITY-WIDE DCC CAPITAL PROGRAMS (2016-2041) AND UPDATED CITY-WIDE DCC RATES**

(File Ref. No. 03-0900-01) (REDMS No. 4919505 v. 14)

In response to questions from Committee, Jerry Chong, Director, Finance and Venus Ngan, Manager, Treasury and Financial Services stated that (i) after Council approval, the proposal would go out for public and industry consultation before coming back to Council in an updated bylaw (ii) Development Cost Charges (DCC) are a financing tool for local government to ensure that growth pays for growth and that new DCC programs are aligned with Richmond’s Official Community Plan (OCP) (iii) best practices recommend that the program be updated every 5 years (iv) the concept of DCCs is to have a provision available for city-wide use as there are areas of the city that collect more DCC funds to help pay for other areas and (v) the application of the rates are city-wide.

It was moved and seconded

*That the proposed DCC program and DCC rates, as outlined under Option 1 in the staff report dated August 25, 2016 titled “Proposed City-Wide DCC Capital Programs (2016-2041) and Updated City-Wide DCC Rates” from the Director, Finance, be endorsed as the basis for further public consultation in establishing the updated DCC Rates Bylaw.*

**CARRIED**

## ENGINEERING AND PUBLIC WORKS DIVISION

### 3. **HARVEST POWER DRAFT AIR QUALITY PERMIT UPDATE**

(File Ref. No. 10-6175-02-01) (REDMS No. 5142207 v. 2)

Peter Russell, Senior Manager, Sustainability and District Energy, provided an update to the staff report, stating that a four or five year permit is now being considered instead of a 10 year permit.

Discussion ensued with regards to (i) odour monitoring (ii) health impacts to local residents and (iii) the location and current operation of the facility.

In response to queries from Committee, Ray Robb, Division Manager of Environmental Regulatory and Enforcement Services at Metro Vancouver provided the following comments:

- Metro Vancouver is still assessing what will be in the permit but, with further complaints and odour observations, the need for further improvements are anticipated;
- public complaints are noted by Metro Vancouver and anyone who expresses concern with the application will be advised if there is an appeal decision;
- the intent of this process is to issue a permit with reasonable expectations, which will include progressive steps over an extended period of time to meet targets for diminishing odours;
- the exact reason for the excess odour is currently unknown but is caused by the anaerobic process;
- changes to equipment are being explored; and
- based on past observations, Metro Vancouver is contemplating some measure of penalization for future violations once a permit is issued.

It was moved and seconded

*That a letter be sent to the Metro Vancouver Board of Directors highlighting the City's opposition to the issuance of a 10-year air quality permit to Harvest Power and that Metro Vancouver pursue all necessary compliance and enforcement measures as required to ensure full compliance with the air quality permit.*

**CARRIED**

The chair inquired about the expiry of the contract with Harvest Power and directed staff to provide a memorandum regarding contract information.

**General Purposes Committee**  
**Monday, September 19, 2016**

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**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (4:56 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 19, 2016.

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Mayor Malcolm D. Brodie  
Chair

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Amanda Welby  
Acting Legislative Services Coordinator



## Planning Committee

Date: Tuesday, September 20, 2016  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Chak Au  
Councillor Carol Day  
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 Planning Committee held on  
September 7, 2016, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

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

### COMMUNITY SERVICES DIVISION

1. **ADULT BASIC EDUCATION FEES**

(File Ref. No. 07-3000-01) (REDMS No. 4924707 v. 4)

Discussion ensued with regard to advocating the Province to withdraw tuition fees for Adult Basic Education.

**Planning Committee**  
**Tuesday, September 20, 2016**

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In reply to queries from Committee, Michael Khoo, Richmond School District No. 38, noted that (i) average Adult Basic Education fees are approximately \$500 in Metro Vancouver municipalities, (ii) the Province implemented tuition-free Adult Basic Education in 2008, and (iii) since the re-establishment of tuition fees, student registration has decreased by approximately 50%.

It was moved and seconded

*That a letter, as attached, be written to the Premier of British Columbia respectfully requesting that consideration be given to reinstating tuition-free status for BC adult students enrolled in Grade 10, 11 and 12 Adult Basic Education programs.*

**CARRIED**

## PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY YUANHENG SEAVIEW DEVELOPMENTS LTD & YUANHENG SEASIDE DEVELOPMENTS LTD FOR REZONING AT 3031, 3211, 3231, 3291, 3311, 3331, 3351 NO. 3 ROAD, 8151 CAPSTAN WAY, AND 8051 AND 8100 RIVER ROAD FROM AUTO-ORIENTED COMMERCIAL (CA), MARINA (MA2), AND HOTEL COMMERCIAL (ZC160 – CAPSTAN VILLAGE (CITY CENTRE) TO RESIDENTIAL / LIMITED COMMERCIAL AND COMMUNITY AMENITY (ZMU30) – CAPSTAN VILLAGE (CITY CENTRE) (ZMU30) AND SCHOOL AND INSTITUTIONAL USE (SI)**  
(File Ref. No. 12-8060-20-009593/9594; RZ 12-603040) (REDMS No. 5163818)

Wayne Craig, Director, Development, reviewed the application, noting that:

- the proposed mixed use development will be in proximity to transit;
- the proposed development would take place over three phases and will consist of a maximum of 850 units;
- the proposed development will (i) include the construction of a City-owned community centre, (ii) provide a cash contribution towards public art, (iii) construct road and frontage improvements, (iv) and contribute funding towards the future construction of the Capstan Village Canada Line Station;
- construction of the community centre would take place during the second phase of development and would include 74 parking spaces with 54 parking spaces dedicated for City use;
- a new waterfront park is proposed adjacent to the subject site and park design considerations are included in this staff report; and

**Planning Committee**  
**Tuesday, September 20, 2016**

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- the proposed development will include approximately 59 units allocated for affordable housing and that more than half of those units will have at least two bedrooms.

Discussion ensued with regard to (i) increasing the proposed development's affordable housing contribution, (ii) utilizing Provincial funding allocated for affordable housing, and (iii) connecting the proposed development to District Energy.

In reply to queries from Committee, Mr. Craig noted that (i) the proposed development will meet the City's current affordable housing standards, (ii) the proposed community centre will be owned and operated by the City, (iii) a marina is not currently proposed, however a cash contribution will be provided towards future development of a pier, (iv) portions of the City's waterfront trail network along the middle arm of the river will be added as more sites develop, and (v) the proposed Capstan Station will cost approximately \$25 million and will be funded through development contributions.

Discussion ensued regarding (i) the closure of sections of River Road for park development, (ii) road network improvements in the area, and (iii) the potential for a pedestrian crossing over Sea Island Way.

In reply to queries from Committee, Serena Lusk, Senior Manager, Recreation and Sport Services, noted that the amenities in the proposed community centre will complement programming in other City recreation facilities and will serve all residents of the city. Joe Erceg, General Manager, Planning and Development, added that future development will not be required to contribute to the operating costs of the community centre.

In reply to queries from Committee, Joyce Rautenberg, Affordable Housing Coordinator, noted that the non-profit organizations that manage affordable housing units have advised that a clustered configuration of affordable housing units will be more manageable compared to a more dispersed configuration.

Discussion ensued with regard to potential development cost overruns and the allowances in the Tenant Improvement portion of the proposed community centre.

It was moved and seconded

- (1) That Official Community Plan Amendment Bylaw 9593, including:**
- (a) in Schedule 1 of Official Community Plan Bylaw 9000, to redesignate 8051 River Road from "Mixed Use" to "Park" and 8100 River Road from "Park" to "Mixed Use" in Attachment 1; and**

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*(b) in Schedule 2.10 (City Centre Area Plan), to amend the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), and reference maps throughout the Plan to relocate park and road within the area bounded by Sea Island Way, No. 3 Road, Capstan Way, and the Middle Arm of the Fraser River and designate the subject site as "Institution", together with related minor map and text amendments;*

*be introduced and given first reading;*

*(2) That Bylaw 9593, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*

*(3) That Bylaw 9593, having been considered in conjunction with:*

*(a) the City's Financial Plan and Capital Program; and*

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

*is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*

*(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9594 to create the "Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)" zone, and to rezone 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road from "Auto-Oriented Commercial (CA)", "Marina (MA2)", and "Hotel Commercial (ZC160 – Capstan Village (City Centre))" to "Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)" and "School and Institutional Use (SI)", be introduced and given first reading; and*

*(5) That the YuanHeng Riverfront Park Conceptual Plan, as described in the report, dated September 15, 2016, from the Director of Development, be approved.*

**CARRIED**

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3. **APPLICATION BY RICK BOWAL FOR REZONING AT 7531 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009599; RZ 15-712649) (REDMS No. 5155063)

In reply to queries from Committee, Mr. Craig noted that townhouse options were not discussed with the applicant and that adjacent lots have already been redeveloped as single-detached dwellings with vehicle access from the existing rear lane.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9599, for the rezoning of 7531 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.*

**CARRIED**

4. **APPLICATION BY RICK BOWAL FOR REZONING AT 7511 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009600; RZ 15-712653) (REDMS No. 5155141)

Cynthia Lussier, Planner 1, reviewed the application, noting that the site is accessible via the rear lane.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9600, for the rezoning of 7511 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.*

**CARRIED**

5. **APPLICATION BY JASON MINARD FOR A ZONING TEXT AMENDMENT AT 5411 MONCTON STREET TO ADD "ADULT DAY CARE" AS A PERMITTED USE TO THE CONGREGATE HOUSING (ZR4) – STEVESTON ZONE**

(File Ref. No. 12-8060-20-009607; ZT 16-737142) (REDMS No. 5129846 v. 3)

Mr. Craig reviewed the application, noting that no exterior modifications are anticipated and that the proposed development will add parking spaces.

In reply to queries from Committee regarding traffic and the need for parking spaces in the area, Sara Badyal, Planner 2, noted that given the unique use and following a staff review of the proposed development, a parking ratio was assigned to the site. Mr. Craig further noted that staff anticipates that the proposed development will not generate a significant increase in traffic.

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In reply to queries from Committee, Jason Minard, applicant, alongside Queenie Choo and Alice Choi, representing SUCCESS, noted that (i) Vancouver Coastal Health (VCH) provides funding and refers clients to the Adult Day Care Program, (ii) the facility is considered to be a BC Housing project and accepts applicants from outside the city, (iii) pick up and drop off times are staggered to address issues related to traffic and parking, and (iv) SUCCESS is seeking to create a campus of care where residents are able to move into different types of facilities as needed.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9607, to amend the "Congregate Housing (ZR4) – Steveston" zone to allow an adult day care program as a secondary permitted use along with congregate care in the existing facility and amended parking requirements for the facility, be introduced and given first reading.*

**CARRIED**

**6. APPLICATION BY 0906559 B.C. LTD. FOR REZONING AT 4720/4740 LARKSPUR AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009608; RZ 16-731886) (REDMS No. 5128123)

Mr. Craig reviewed the application, noting that the proposed development will retain three trees and that there are other duplex lots in the area.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9608, for the rezoning of 4720/4740 Larkspur Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

**7. APPLICATION BY NEW HORIZON DEVELOPMENTS LTD. FOR REZONING AT 7340/7360 LANGTON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009609; RZ 16-734207) (REDMS No. 5086251)

Mr. Craig briefed Committee on the proposed development, noting that the proposed development is consistent with the existing duplex and lot size policy in the area and a total of four trees will be planted on-site.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9609, for the rezoning of 7340/7360 Langton Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

**Planning Committee**  
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8. **APPLICATION BY GREG KLEMKE FOR REZONING AT 9771 SEAVALE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009611; RZ 16-722173) (REDMS No. 5137850)

Mr. Craig reviewed the proposed development, noting that access to one lot will be through the cul-de-sac and the other lot will have access via the rear lane.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9611, for the rezoning of 9771 Seavale Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

9. **RICHMOND COMMENTS: METRO VANCOUVER'S (MV) PROPOSED FIVE YEAR REVIEW OF THE 2040 REGIONAL GROWTH STRATEGY (RGS)**

(File Ref. No.) (REDMS No. 5158838)

Terry Crowe, Manager, Policy Planning, remarked on Metro Vancouver's (MV) proposed Five Year Review of the 2040 Regional Growth Strategy (RGS), noting that the City is supporting MV's engagement process and is currently not requesting any amendments to the RGS.

It was noted that section 1b under the heading *Current and Proposed MV RGS Initiatives* in the staff report should read "establish a maximum house and floor plate size".

It was moved and seconded

*That Council advise the Metro Vancouver (MV) Board that it supports the Board's proposed five year review of the 2040 Regional Growth Strategy (RGS) and at this time does not propose any RGS amendments.*

**CARRIED**

10. **MANAGER'S REPORT**

*(i) Limiting House Size in the Agricultural Land Reserve (ALR)*

Mr. Crowe noted that regarding the City's July 2016, request for the BC Ministry of Agriculture and the Agricultural Land Commission (ALC) to establish maximum houses size limits in the ALR, ALC staff advised that a response will be coming within several weeks.

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*(ii) Construction Industry Petition*

It was noted that a petition from the construction industry was received advocating to streamline the development application process. Mr. Erceg remarked that the development statistics used by the petition's proponents are inaccurate.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (5:10 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 20, 2016.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



## Public Works and Transportation Committee

Date: Wednesday, September 21, 2016  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Chak Au, Chair  
Councillor Harold Steves  
Councillor Derek Dang  
Councillor Alexa Loo  
Absent: Councillor Ken Johnston  
Also Present: Councillor Carol Day  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded  
*That the minutes of the meeting of the Public Works and Transportation Committee held on July 20, 2016, be adopted as circulated.*

**CARRIED**

### ENGINEERING AND PUBLIC WORKS DIVISION

1. **CITY OF RICHMOND ENERGY STATEMENT INITIATIVE**  
(File Ref. No. 10-6125-05-01) (REDMS No. 5149960 v. 7)

It was moved and seconded  
*That the staff report titled "City of Richmond Energy Statement Initiative" from the Director, Engineering, dated August 29, 2016, be received for information.*

**CARRIED**

1.

**Public Works & Transportation Committee**  
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2. **RELEASE OF BC CLIMATE LEADERSHIP PLAN**

(File Ref. No. 10-6125-07-02) (REDMS No. 5146965 v. 5)

The Committee expressed satisfaction with the level of detail presented in the report. In response to questions, Nicholas Heap, Sustainability Project Manager, confirmed that the Provincial and Federal governments are engaged in the development of a Pan-Canadian climate plan.

It was moved and seconded

*That a letter be sent to the Premier of BC to express the concerns regarding the Climate Leadership Plan, as identified in the report titled "Release of BC Climate Leadership Plan," dated August 24, 2016, from the Director, Engineering.*

**CARRIED**

The Committee, after gathering input from staff, suggested that it would be beneficial to simplify the report and include the summary in a press release which could be made available to the public.

## PLANNING AND DEVELOPMENT DIVISION

3. **TRANSLINK 2017 CAPITAL PROGRAM COST-SHARE SUBMISSIONS**

(File Ref. No. 01-0154-04) (REDMS No. 5106703 v. 3)

In reply to a query, Victor Wei, Director, Transportation, noted that the results of the cost share program could be completed as early as end of the year or toward the beginning of the next year.

It was moved and seconded

*(1) That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2017 Bicycle Infrastructure Capital Cost Sharing Regional Needs Program and Transit-Related Road Infrastructure Program, as described in the report, titled, "TransLink 2017 Capital Program Cost-Sharing Submissions" dated August 10, 2016 from the Director, Transportation, be endorsed; and*

*(2) That, should the above submissions be successful and the projects receive Council's approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be updated accordingly.*

**CARRIED**

**Public Works & Transportation Committee**  
**Wednesday, September 21, 2016**

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4. **TRANSLINK SOUTHWEST AREA TRANSPORT PLAN – RESULTS OF PHASE 1 CONSULTATION**

(File Ref. No. 01-0154-04) (REDMS No. 5146696 v. 2)

It was moved and seconded

*That the staff report titled “TransLink Southwest Area Transport Plan – Results of Phase 1 Consultation” providing a summary of the Phase 1 consultation results for TransLink’s Southwest Area Transport Plan, dated August 24, 2016, from the Director, Transportation, be received for information.*

**CARRIED**

5. **RECOMMENDATION TO AWARD CONTRACT 5658P - TRAFFIC SIGNAL SYSTEM MAINTENANCE, UPGRADING AND INSTALLATION**

(File Ref. No. 02-0775-50-5658) (REDMS No. 5104871)

In response to questions, Victor Wei, Director, Transportation, noted that Cobra Electric Limited has been providing service to the City of Richmond for more than 20 years.

It was moved and seconded

(1) *That Contract 5658P – “Traffic Signal System Maintenance, Upgrading and Installation” be awarded to Cobra Electric Limited in an amount not to exceed approved budgets and that staff be authorized to extend the contract in one-year increments up to five years in total and, if required, extend the contract beyond the five-year term on a month-by-month basis until such time a new contract can be advertised and awarded; and*

(2) *That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the above contract.*

**CARRIED**

6. **DRAINAGE BOX CULVERT REPLACEMENT AT NO. 2 ROAD AND WALTON ROAD**

(File Ref. No.: 10-6060-01) (REDMS No. 5157881)

It was moved and seconded

(1) *That funding of \$2,000,000 from the Drainage Utility Reserve be included as an amendment to the 5 Year Financial Plan (2016-2020) to complete the Drainage Box Culvert Replacement Project at No. 2 Road and Walton Road; and*

**Public Works & Transportation Committee**  
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- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to award the Drainage Box Culvert Replacement Project at No. 2 Road and Walton Road and execute an agreement with respect thereto.*

**CARRIED**

7. **WATER METER PROGRAM UPDATE**

(File Ref. No.: 10-6650-02) (REDMS No. 5125648 v. 11)

In reply to questions, Lloyd Bie, Manager, Engineering Planning, explained that the Fixed Based Network offers many benefits, including: (i) providing real time consumption information, (ii) eliminating the need for workers to drive by water meters to gather information via radios, (iii) being able to witness and prevent leakages, and (iv) mitigating the wastage of water caused by leaks.

It was moved and seconded

*That staff bring forward options and recommendations for mandatory Multi-Family water metering for consideration through the Capital budget process.*

**CARRIED**

8. **MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:17 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, September 21, 2016.

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Councillor Chak Au  
Chair

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Shaun Divecha  
Legislative Services Coordinator



## Council/School Board Liaison Committee

- Date: September 21, 2016
- Place: Anderson Room  
Richmond City Hall
- Present: Councillor Linda McPhail, Chair  
Councillor Alexa Loo  
Trustee Debbie Tablotney (entered at 9:06 a.m.)  
Trustee Donna Sargent  
Trustee Alice Wong
- Also Present: Clive Mason, Director, Facilities Planning, SD38 (entered at 9:04 a.m.)  
Victor Wei, Director, Transportation, COR  
Cathryn Volkering Carlile, General Manager, Community Services, COR  
Kim Somerville, Manager, Community Social Develop, COR  
Mark De Mello, Secretary Treasurer, SD38  
Mike Redpath, Senior Manager, Parks, COR  
Serena Lusk, Senior Manager, Recreation and Sport Services, COR
- Call to Order: The Chair called the meeting to order at 9:00 a.m.

### AGENDA

It was moved and seconded

*That the Council/School Board Liaison Committee agenda for the meeting of September 21, 2016, be adopted as circulated.*

**CARRIED**

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Council/School Board Liaison Committee held on May 25, 2016, be adopted as circulated.*

**CARRIED**

## STANDING ITEMS

### 1. **TRAFFIC SAFETY ADVISORY COMMITTEE**

Victor Wei, Director, Transportation, COR, provided the Traffic Safety Advisory Committee's minutes from April 7, 2016 to the Committee (attached to and forming part of these minutes as Schedule 1). Mr. Wei outlined some key highlights of the meeting, which included: (i) the dissolution of the Parking Advisory Committee, (ii) removal of hazardous real estate signage, and (iii) new amendments to the Traffic Control and Regulation Bylaw to address sightline obstructions.

*Clive Mason (9:04 a.m.) and Trustee Debbie Tablotney (9:06 a.m.) entered the meeting.*

Mr. Wei noted that signage reminding people to not use their cellphone while driving is being considered in various areas upon completion of analysis within the area. Mr. Wei also remarked that the rationale of placing "no cellphone" signage might be ineffective as those on their cellphone while driving will not be aware of the signs; negotiations are still underway with the supplier. In reply to questions on signage on Steveston Highway across from Ironwood Mall, Mr. Wei said that he was not aware of these signs and would investigate.

In reply to questions from the Committee, Mr. Wei suggested that an improved design of a parking lot along with education provided to parents who are driving their children are all measures which could be taken to calm traffic in schools. Mr. Wei also agreed to attend a School district Parent Advisory Committee meeting and provide a letter and pamphlet to parents.

*Victor Wei left the meeting and did not return (9:18 a.m.).*

### 2. **CANADA 150 CELEBRATION UPDATE**

Councillor Linda McPhail briefed the Committee on the Canada 150 Celebration, noting that: (i) the first intake of grants has been completed and there were a total of 33 applications, (ii) one of the applications received were from a Parent Advisory Committee, (iii) there have been many requests for the calendar of events, and (iv) it is hoped that more of the Parent Advisory Committees apply in order to encourage the involvement of Richmond's youth and their families.

Mike Redpath, Senior Manager, Parks, COR, informed the Committee that the tall ship, Kaiwo Maru, is currently scheduled to arrive from Japan on May 3, 2017 and that there might be an opportunity to organize a "school day" visit to Garry Point. The visit is a tribute to Japanese heritage in Richmond and Canada.

## **Council/School Board Liaison Committee**

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The Committee questioned whether it may be beneficial for the School District to be involved in the steering committee. Councillor Linda McPhail noted that there were many steering committees for each event and that one committee did not oversee all events. Cathryn Volkering Carlile, General Manager, Community Services, offered to prepare a package for the School District outlining a list of the steering committees.

As a result of the discussion, it was confirmed that correspondence would be forwarded to the School District with information on (i) the Canada 150 grant second intake, (ii) Street Banners Contest submission, (iii) Canada 150 Calendar of events, and (iv) information on a potential presentation to a School Board meeting or committee.

### **3. SCHOOL PLANNING AND CONSTRUCTION SCHEDULE**

Clive Mason, Director, Facilities Planning, SD38, reported to the Committee on (i) the completion of the Tait Elementary building envelope, (ii) the commencement of the building envelope remediation at Talmey, (iii) the initiation of the 5 year capital plan process, and (iv) the progress of the project definition reports for Cook Elementary and Hugh Boyd Secondary.

## **BUSINESS ARISING & NEW BUSINESS**

### **4. ADULT BASIC EDUCATION FEES**

Kim Somerville, Manager, Community Social Development, COR, briefed the Committee on the status of the Adult Basic Education report which received endorsement at the Planning Committee meeting on September 20, 2016.

### **5. CHILD CARE STRATEGY UPDATE**

Ms. Somerville noted that the City of Richmond has embarked on the child care needs assessment and strategy update which involves meeting with stakeholders and the public. Surveys will also be launched to the public and to operators to examine the needs, challenges, and the gaps regarding child care. The Committee expressed interest in having the results of the Child Care needs assessment and strategy update added to a future Council School Board Liaison Committee Agenda.

Ms. Somerville pointed out that there has been a low response from the public with regards to the survey. The survey is quite extensive in addressing the needs of parents, the challenges to accessing childcare, the forms of childcare being utilized, and where childcare can be accessed. The Committee noted that the low response from the public might be caused by people focusing their energy on the topic of school closures rather than actively participating in the child care issues.

## Council/School Board Liaison Committee

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### 6. UBCM RESOLUTIONS COMMITTEE

Trustee Debbie Tablotney highlighted the importance of receiving the support of Richmond City Council with the ongoing advocacy efforts regarding the topic of school closures. Ms. Carlile informed the Committee that a memo is currently being prepared containing the highlights of UBCM motions in the Community Social Development Area and that this topic could be added to the memo.

### 7. FENTANYL

Trustee Debbie Tablotney discussed the seriousness of the fentanyl drug while making reference to the handout provided to the Committee (attached to and forming part of these minutes as Schedule 2). Trustee Tablotney suggested that it would be a good idea to have a meeting similar to the forum conducted in Delta, where there has been a recent case of overdoses, in order to raise awareness to the drug.

It was noted by the Committee that the topic of Fentanyl has been discussed at previous City of Richmond Community Safety Committee meetings and that all first responders are aware of how to react to the drug. As a result of the discussion, the following motion was introduced:

It was moved and seconded

*That the City of Richmond and the School Board work together to have a forum on fentanyl.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

November 23, 2016 at 9:00 a.m. in the Anderson Room

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (9:55 p.m.).*

**CARRIED**

## Council/School Board Liaison Committee

Wednesday, September 21, 2016

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Certified a true and correct copy of the Minutes of the meeting of the City of Richmond Council/School Board Liaison Committee held on September 21, 2016.

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Councillor Linda McPhail  
Chair

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Shaun Divecha  
Legislative Services Coordinator  
City Clerk's Office



**CITY OF RICHMOND**

**TRAFFIC SAFETY ADVISORY COMMITTEE  
MINUTES**

**HELD Thursday, April 7, 2016 - 9:30 a.m.  
Meeting Room M.1.003**

**RICHMOND CITY HALL**

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**In Attendance:**

Sgt. Rob Quilley, Richmond RCMP  
Michael Palmer, Richmond School District  
David Hill, ICBC  
Kirby Graeme, Richmond Fire - Rescue  
Peter Tellis, Richmond Fire – Rescue  
Caitlyn Van Neck, Richmond Fire - Rescue

Susan Lloyd, City of Richmond, Community Bylaws  
Joan Caravan, City of Richmond, Transportation  
Bill Dhaliwal, City of Richmond, Transportation  
Cameron Robertson, City of Richmond, Transportation  
Mike Nivens, City of Richmond, Transportation

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**1. Next Meeting**

Next meeting – **Thursday, June 2, 2016, 9:30 a.m., Meeting Room M.1.003, Richmond City Hall.**  
Please submit agenda items to Lynda Epps, Transportation, at least one week before the meeting date:  
(Tel: 604-276-4271 / Email: lepps@richmond.ca).

**2. Adoption of Agenda**

The agenda of the meeting dated April 7, 2016 was adopted.

**3. Adoption of Minutes**

The minutes of the meeting dated February 4, 2016 were adopted as read.

**4. Richmond Parking Advisory Committee**

J. Caravan gave a brief overview on the history and function of the Richmond Parking Advisory Committee (RPAC) and advised TSAC members that questions have recently been raised regarding the continuing relevance of the RPAC. The RPAC is a Council appointed committee that began in 2004 as a recommendation under the City Centre Area Plan. The RPAC is made up of stakeholders representing the business community, City employees and Richmond residents that together provide input into the planning and management of vehicle parking across Richmond. Recently, concerns have been raised that many of the items brought to the RPAC for discussion tend to reflect personal concerns of individual members and that the issues tend to be more associated with traffic rather than parking management.

The RPAC has had difficulty in recent times coming up with relevant discussion items that are solely concerned with vehicle parking in Richmond. Instead, meetings have evolved to become a forum for members to have their traffic pet peeves heard. Given the current movement towards more sustainable modes of transportation, it may be that topics strictly associated with vehicle parking have become

exhausted. For this reason, future continuation of the Richmond Parking Advisory Committee is currently being reviewed.

It was agreed by TSAC members that if the RPAC is now serving as more of a traffic complaint forum than a parking management panel then there is some redundancy in its function, since traffic issues in Richmond have traditionally been dealt with by stakeholders represented on TSAC.

#### **5. Removal of Real Estate Directional Signage**

S. Lloyd informed TSAC of an initiative by the City's Community Bylaws Department to address the issue of the illegal placement of real estate signs on City boulevards. The initiative follows a directive from the City's Mayor's office to take action to remove from city property the growing number of signs used by realtors to direct people to open houses. Community Bylaws has been working closely with the City's Public Works Department on the on-going removal of the signs and has also worked to amend the City's Sign Bylaw to include a fine schedule for the placement of these signs on city property. The local real estate community has been advised of the recent increase in realty signage clean-up and enforcement activity by the City.

#### **6. Richmond Traffic Bylaw Amendments - Update**

R. Gilchrist was not in attendance at the meeting however, S. Lloyd provided comments on some of the upcoming changes that will be included in the amended Traffic Regulation Bylaw. Two items that will be removed from the Bylaw are the five minute relaxation in a No Parking zone and the three hour residential parking allowance. Currently, a driver may stop in a No Parking zone for up to five minutes and not be ticketed regardless if actively engaged in loading or not. The amended Bylaw will only provide a five minute allowance if the vehicle is being actively loaded. If the vehicle is unattended, it will automatically be subject to ticketing. The three hour allowance, which prohibits vehicles unknown to a property owner from parking in front of that owner's parcel for longer than three hours, will be removed as it has historically been used by residents as a neighbourhood dispute tool.

Further details on Richmond's Traffic Bylaw Amendments will be provided by R. Gilchrist at the next TSAC meeting.

#### **7. TransLink RTAC Working Committee**

R. Gilchrist was not in attendance, therefore this item is deferred to the next TSAC meeting.

#### **8. Distracted Driving Signage in Richmond**

R. Gilchrist was not in attendance, however J. Caravan provided comments on proposed distracted driving signage that is being promoted by Develotech BC, the supplier of the street mounted school "Pedestrian Zone Marker" signs that the City is currently evaluating. The proposed distracted driving signs are intended to be mounted in the street at approaches to intersections and would display an image of a mobile phone with a red interdictory symbol and the current penalty for drivers using a mobile device while driving.

A meeting was requested by Develotech BC as a means of promoting the signage to the City to determine the level of interest in the product. City staff have agreed to meet with the supplier, however, ICBC will not be at the meeting. They are not in support of the signs as they feel the signs themselves would be a distraction to drivers.

Sgt. Rob Quilley, Chairperson

Michael Nivens, Recorder

- ❖ Any corrections to the above minutes should be forwarded to the recorder within one week of receipt of these minutes, or otherwise they are deemed to be accurate and *“Certified a true and correct copy of the minutes of the meeting of the Traffic Safety Advisory Committee of the Council of the City of Richmond held on April 7, 2016.”*

Traffic Safety Advisory Committee - Distribution List

Sgt. Rob Quilley, Richmond RCMP – Traffic (Chairperson)	Bill Dhaliwal, City of Richmond – Transportation
Michael Palmer, Richmond School District	Gordon Chan, City of Richmond – Transportation
Wanda Plante, Richmond School Board	Cameron Robertson, City of Richmond – Transportation
David Hill, ICBC	Joan Caravan, City of Richmond – Transportation
Joanne Bergman, ICBC	Mike Nivens, City of Richmond – Transportation
Kirby Graeme, Richmond Fire-Rescue	Steve Matheson, City of Richmond – Transportation
Sandra Jansen, Richmond Fire-Rescue	Donna Chan, City of Richmond – Transportation
Brian MacLeod, Richmond Fire-Rescue	Michelle Orsetti, City of Richmond - Community Bylaws
Bob Alexander, BC Ambulance Service	Susan Lloyd, City of Richmond – Community Bylaws
Victor Wei, City of Richmond - Transportation	Councillor Harold Steves
Robert Gilchrist, City of Richmond - Transportation	Councillor Ken Johnston

Traffic Safety Advisory Committee – Member Agencies

City of Richmond – Fire/Rescue	Richmond District Parent Association
City of Richmond – Parking Enforcement	Richmond RCMP Detachment – Traffic Section
City of Richmond – Transportation	Richmond School District
ICBC	



What you need to know about



# FENTANYL

***Fentanyl is very toxic. Just a small amount, the size of two grains of salt, can be deadly.***

According to the BC Coroners Service, there have been 238 illicit drug overdose deaths with Fentanyl detected from January 2016 to June 2016.

- *Fentanyl is a powerful opioid drug (painkiller) that is prescribed by medical professionals. BUT it is now being made and sold illegally.*
- *Fentanyl is being combined with other street drugs for the sole purpose of increasing profit. Overdose can occur on your first use.*
- *Fentanyl is odourless and tasteless. Drugs don't discriminate – ANY drug can contain a deadly amount of Fentanyl.*
- *Both drug-active children and those in the experimental stage are vulnerable to serious harm or death from Fentanyl.*

***"Never try it, because it's going to take you..."***

***warns a young BC man who recently lost both his brother and 16-year-old girlfriend both to Fentanyl overdoses.***

## TIPS for Parents

- VISIT [knowyoursource.ca](http://knowyoursource.ca) and learn about Fentanyl and other opioids (painkillers).
- TALK to your child about drug use, let them know you care about them and you want them to be safe.
- LISTEN to them and respect their opinion. Give them room to participate and ask questions.
- ASK them what they know about drugs and encourage open and honest communication
- DON'T ASSUME they are using drugs. Stay calm and tell them what you know. Plan the main points you want to discuss and avoid saying everything you think all at once.
  - Fentanyl is a very dangerous drug that is being seen more and more in BC;
  - Trying any drugs even just one time could kill them if they're cut with Fentanyl
- FOCUS ON FACTS rather than emotions. If your teenager is using drugs, you may feel anger, sadness, fear or confusion. Those are natural reactions, but talking about the issue is more productive than talking about your feelings.
- Avoid being judgmental.
- RESPECT their independence. Tell them you are trying to help them make good decisions, by giving them information they may not know.
- BE CLEAR about why you are worried. Whatever your teenager may think, communicate that your main concern is for their well-being.
- You are your teenager's role model and their best defense against drug use. Start early and answer their questions with facts not fear.

ADVISE YOUR CHILD - if they see any of the following signs of a possible overdose in one of their friends

- Severe sleepiness – can't wake them
- Breathing is slow or not breathing at all
- Nails and/or lips are blue
- Nausea & vomiting
- Cold, clammy skin;
- Trouble walking or talking
- Seizures

**Immediately call 911. Your call will be treated as a medical issue**





# City of Richmond

## Report to Committee

**To:** Community Safety Committee  
**From:** John McGowan - Fire Chief  
 Renny Nessel - OIC, RCMP Detachment

**Date:** August 19, 2016  
**File:** 99-Fire Rescue/2015-  
 Vol 01

**Re:** Voluntary Building Access Program

### Staff Recommendation

That a Voluntary Building Access Program, using an electronic signal for building access (Option 2) as described in the staff report titled "Voluntary Building Access Program" dated August 19, 2016, from the Fire Chief and OIC be approved.

John McGowan  
 Fire Chief  
 (604-303-2734)

Renny Nessel  
 OIC, Richmond RCMP Detachment  
 (604-278-1212)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Information Technology	<input checked="" type="checkbox"/>	
Risk Management	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

## Staff Report

### Origin

This report recommends to Council a Voluntary Building Access Program to reduce delays that are encountered by Richmond Fire-Rescue (RFR) and Richmond RCMP when responding to calls for service in secure properties.

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

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

- 1.2. *Program and service enhancements that improve community safety services in the City.*
- 1.4. *Effective interagency relationships and partnerships.*

### Background

The goal of emergency responders is to provide effective and efficient service to the citizens of Richmond. Entry into secure buildings is becoming more problematic with increases in the number of secure buildings that do not have on location building managers. The delays with accessing buildings and limiting the movement of emergency responders within the building, creates a safety concern for the public and first responders when responding to emergencies in buildings.

RFR and Richmond RCMP frequently encounter delays when entering buildings in response to an emergency. When the fire alarm system is not activated there are no building safety systems that automatically activate to unlock doors, or notify the building manager. Currently, when RFR and RCMP respond to a medical or police emergency in a secure building, first responders use the intercom to contact the unit or suite requesting assistance, if there is no answer – first responders call multiple units until another resident in the building answers and unlocks the front doors.

Richmond RCMP requires rapid entry into buildings to respond to calls for service where the health and safety of the public is at risk. Often the entry time is the difference between a successful resolution and an unsuccessful one. At times, Richmond RCMP responds to buildings for 911 calls, where a quick, tactically silent approach is required for a positive response. Without free access to move around inside a building, situations may arise where Richmond RCMP cannot gain access to the required areas. This may result in innocent people being hurt, hostages being taken, or excessive property damage.

Without easy access, civilians may become involved in providing access, or entry ways may have to be breached. The cost of these breaches is borne by the landowner. The physical breach presents an increased risk to public and first responder's safety. For these priority calls, a matter of minutes can mean the difference in saving lives and resolving incidents.

Since the early 1980s across Canada and the United States, lockbox programs have been an integral part of emergency response plans. In most cases landowners register for the lockbox program voluntarily.

A lockbox is a small, wall-mounted safe that contains building key(s), access cards or fobs to allow first responders to move freely throughout the building in emergency situations, but no master suite keys are included. To access the buildings quickly; minimize delays in emergency services; mitigate forced entry damage and protect emergency responders and citizens from injury, local first responders would have master keys or electronic access cards to all lockboxes in their response area, so the first responders can quickly enter a building without having to force entry.

Historically, Richmond had a lockbox program with cast aluminum surface mounted boxes that were unsecure. In the 1990s the lockboxes were changed to a steel tube which was cored into concrete and mounted flush to the wall, which provided a more secure system.

In 2002, the City of Richmond along with a number of other lower mainland municipalities, experienced security breaches of their lockbox systems where keys were removed and buildings entered, illegally. Given this risk, the City decommissioned its lockbox program. Currently, there are 12 local Fire Departments that are operating a lockbox program using varying types of key systems.

### **Analysis**

Buildings through their construction and design are becoming increasingly more secure. The demand for security management solutions within buildings is a primary consideration as organizational and personal threats or risks are increasing. Access control systems may include the following items; door controllers, access cards and tags (including Smart Cards and proximity cards) and biometric technologies, such as fingerprint door locks. All apartment buildings and commercial properties whether rental or strata owned and properties that have a fire alarm system or an automatic fire sprinkler system, would be accepted as part into this building access program. Communication of the program would be delivered directly to property managements companies, property owners and would be made available through the City website. As the focus of the program is on safety and security of buildings, it is estimated that there would be approximately 50% enrollment in the program from property managers and owners.

There are two types of lockboxes for the Volunteer Building Access Program:

#### **Type 1: Physical key to access all lockboxes in the City (not recommended);**

This system uses a hardened box that is securely mounted on an external wall or a cylinder that is cored and mounted flush on an external wall. Access to all lockboxes in the City is provided through a key that is obtained from an accredited locksmith provider. The specialized key is kept securely on fire trucks for immediate access when required. The Vancouver Fire Department uses a key while the Saanich Fire Department uses a combination of keys and access cards.

#### **Pros:**

A key to access a lockbox does not require electricity or battery power to operate and there are no ongoing maintenance costs for owners associated with this program.

**Cons:**

A key is a single point of failure. If the key to a lockbox program is lost, stolen or copied, an unauthorized person could gain access to any building that had a lockbox within the City. Many lockbox programs report problems with keys going missing or lockboxes being compromised which often leads to the lockbox cylinders being re-keyed with the cost borne by the City.

**Type 2: Electronic signal to access the lockbox (Recommended);**

This system uses a hardened box that is securely mounted on an external wall or a cylinder that is cored and mounted flush on an external wall. A smartphone with an installed electronic key app and Bluetooth technology communicates with the lockbox to unlock and allow access the building. The Calgary Fire Department use a web based database that communicates to fire crews on scene through their smartphone app to unlock a lockbox door.

**Electronic Lockbox Program framework;**

When a building owner volunteers to be part of the Building Access Program, the owner would contact a locksmith or other company to procure a lockbox, install and conduct regular maintenance inspections on the lockboxes as per the Building Access Program Guideline (Attachment 1).

**Pros:**

The electronic lockbox would be Underwriter Laboratories (UL) certified for attack resistance for anti-theft devices and would also store records of access and record usage. The building owner would arrange and manage the installation and maintenance for the lockbox.

First responders, using a smartphone, would access a lockbox using a unique PIN code through an electronic key app. Unlike a key, this app leaves a comprehensive audit trail to verify site access. Cellular coverage is not required at a site to open lockboxes. Smartphones can be immediately disabled remotely if missing, lost or stolen and re-activated if found.

A record of the lockbox entry is uploaded to a secure, web based database by the smart phone app which transmits activity data to the online server. The database has a number of reporting features with a choice of options including automatic, daily, weekly or monthly delivery.

An example of the additional benefits of this type of system was demonstrated during the 2013 Calgary floods. The downtown core of Calgary was evacuated due to flooding; high-rise buildings were without power and generator power was used to protect the buildings from water. Buildings were in an unsafe state with the electrical and gas systems unprotected. The Calgary Fire Department engaged several contracting professionals and activated the smartphone electronic key app to allow access to enter specific buildings. This action allowed the contractors to keep the building systems safely

running (such as re-fuelling electrical generators, to keep sump pumps operational in parking garages) or to shut off all unsafe electrical and gas services. As the incident was mitigated and contractors were de-mobilized, their electronic keys were disabled and the database had records of all lockbox building entries for each contractor.

**Cons:**

Building owners would incur operating costs for an approved contractor/accredited locksmith to provide lockbox and key maintenance, twice per year.

**Options:**

**Option 1: Status Quo**

First responders would continue to make every effort to make entry into a secure building as quickly as possible (as required in City Bylaw No. 8306).

First Responders will continue to experience delays in entry to secure buildings and these delays will impact effectiveness in emergency operations. As security systems become more sophisticated, many secure buildings limit movement between floors, which creates operational and safety hazards to both RFR and Richmond RCMP. There may be additional costs to property owners for any damage that may occur from first responders gaining access to the building in an emergency.

**Option 2: Implementation of a Voluntary Building Access Program. (Recommended)**

Building owners would voluntarily enrol in the Building Access Program and arrange for the installation of a lockbox that has electronic access. The building owner would also manage the lockbox, keys, access cards and fobs as set out in the Building Access Program Guideline (*Attachment 1*).

**Pros:**

- Increase in public and responder safety
- Increase in responder effectiveness and efficiency
- System tracks access to the lockbox
- System has reporting capabilities
- Limit damage to secure building through emergency responder forcible entry procedures

**Cons:**

- Financial impact to building owners

The cost to each property owner would be approximately \$700 to \$850 for the lockbox and installation of the lockbox would be approximately \$150 to \$300 per building, thus the total cost to purchase and install the lockbox is \$850 to \$1,150. The annual cost for the property owner would be approximately \$150 to \$250 per year to conduct maintenance inspections on the lockbox.

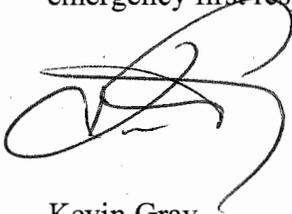
### **Financial Impact**

RFR currently deploys smartphones on all front line emergency response teams and will not require any additional equipment to operate the program. Richmond RCMP does not currently use smartphones with the ability to access external networks. The total financial impact of \$6,000 for the RCMP would include the capital purchase of five (5) new City smartphone devices at a total cost of \$2,000 and the related data plan at \$4,000 per year. These costs can be covered within the existing budget.

### **Conclusion**

The voluntary Building Access Program will provide RFR and Richmond RCMP with the tools to more effectively and efficiently gain access to the interior of secure buildings with minimal delays through the provision of a rapid entry system for all emergency responses.

This program would provide greater safety to the citizens of the City of Richmond and emergency first responders.



Kevin Gray  
Deputy Fire Chief  
(604-303-2700)

KG:mt

City of Richmond  
Voluntary Building Access Program Guideline

**Electronic Rapid Entry System**

Lockbox devices are to be Underwriter Laboratories (UL) certified to resist attack and vandalism, and all devices are to be programmed with a system code which is accessible only by the installation company, Richmond Fire Rescue and Richmond RCMP.

**Voluntary Building Access Program**

**Purchase:**

There shall be only one lockbox at a civic address. The property owner or representative shall arrange with a lockbox installation company to order, install and maintain a lockbox.

**Installation:**

In accordance with the manufacturer's recommendations, every lockbox installed shall be securely installed to:

- an exterior structural wall of the building; or
- a structural post in proximity to the gate of the premises.

Every lockbox shall be installed within 3 metres of the main entrance of the premises at a height between 1.5 metres to 1.9 metres above the ground or floor.

A 3 inch "LB" (lockbox) decal (provided by Richmond Fire-Rescue), shall be affixed on the top left or top right of main entrance door to indicate a lockbox is present and which side of the main entrance door the lockbox is located.

**Maintenance:**

The property owner or representative shall arrange with a lockbox installation company to perform maintenance twice a year which shall include:

- opening the lockbox door; and
- validating and testing all keys, swipe cards, or FOBs in the lockbox and identified as set out in below.

**Operations:**

Keys, cards or FOBs within the lockbox shall be attached to a 1" stainless steel split ring and shall be identified with the address of the premises and their function with a color identifier;

Front Entrance – Green

Fire Alarm Panel – Red

Sprinkler Control Room – Blue

Stairwells/Roof – Orange

Service Rooms (Elevator, Electrical, etc...) –  
Black



# City of Richmond

## Report to Committee

**To:** General Purposes Committee **Date:** August 25, 2016  
**From:** Jerry Chong **File:** 03-0900-01/2016-Vol  
 Director, Finance 01  
**Re:** **Proposed City-Wide DCC Capital Programs (2016-2041) and Updated City-Wide DCC Rates**

### Staff Recommendation

That the proposed DCC program and DCC rates, as outlined under Option 1 in the staff report dated August 25, 2016 titled Proposed City-Wide DCC Capital Programs (2016-2041) and Updated City-Wide DCC Rates from the Director, Finance, be endorsed as the basis for further public consultation in establishing the updated DCC Rates Bylaw.

Jerry Chong  
 Director, Finance  
 (604-276-4064)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

During the February 11, 2014 Council Meeting, Council introduced the following referral for the Hamilton Area Plan Update Report:

*That staff bring forward amendments to Development Cost Charges Imposition Bylaw 8024, no later than 2015 in order to add Hamilton Area Plan DCCs to the City-wide DCC review process.*

This report supports Council's 2014-2018 Term Goals #3 – A Well-Planned Community:

*3.1 Growth and development that reflects the OCP and related policies and bylaws.*

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

*7.1 Relevant and effective budget processes and policies.*

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

*7.3 Transparent financial decisions that are appropriately communicated to the public.*

### Findings of Facts

The City's Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8396 was adopted by Council during the September 14, 2009 Council Meeting, and the bylaw became effective on September 14, 2010.

In accordance with the Development Cost Charge (DCC) Best Practice Guide published by the Development Finance Review Committee, it is recommended that "major amendments to the DCC bylaws should be completed at least once every five years and involves a full review of DCC issues and methodology".

A major bylaw amendment involves a full review of the DCC methodology including:

- Underlying DCC assumptions
- Broad policy considerations
- Development projections
- DCC program costs
- Timing of proposed capital projects
- Addition of new projects to the DCC program
- Deletion from the DCC program of those capital projects that have been completed or are no longer required

The DCC Approval Process is illustrated in Attachment 1.

To develop the amended DCC program, the proposed capital infrastructure programs required to support new development must be identified. Staff performed a major review of the City-Wide DCC Program (Alexandra Area Supplementary DCC program review is not in scope of this review due to the substantial build-out status of this supplementary area). The following sources

of data and background documents are used in the process of compiling the proposed updated City-Wide DCC program:

- Development Cost Charges Best Practices Guide
- City of Richmond 2041 Official Community Plan (OCP)
- City of Richmond Building Permit Records, January 1, 2009 to November 6, 2015
- 2010 Employment Lands Strategy
- Community-Level Projections of Population, Housing & Employment (Urban Futures May 2010)
- Projecting Community Change in Richmond City Centre – A Community Lifecycle Approach (Urban Futures May 2007)
- 2009 City Centre Area Plan
- 2014 Hamilton Area Plan Update
- City Centre Transportation Plan
- Interim and Long Term Action Plan for the 16,000-block of River Road
- Parks and Open Space Strategy
- Richmond Trail Strategy

#### What is included in the DCC Program?

DCC's are monies that municipalities collect from developers to offset the portion of costs related to the services that are incurred as a direct result of new developments. The *Local Government Act* permits DCCs to be established for providing, constructing, altering or expanding facilities related only to roads, water, sanitary, drainage, parkland acquisition and park development.

- Roads – examples include master transportation planning work, roads, sidewalks and pedestrian facilities, traffic signals and controls, boulevards and boulevard landscaping, noise attenuation structures, medians, curb and gutter, street lighting, underground wiring to support traffic devices, drainage facilities within roadways, pedestrian and highway bridges, intersection channelization, transit provisions such as bus pull-ins and bicycle/pedestrian infrastructure etc.
- Water – examples include water distribution modeling, water rights-of-way and easement acquisition, trunk or grid watermains, facility oversizing, booster pump stations, reservoirs, water treatment facilities and pressure reducing valve (PRV) stations etc.
- Sanitary – examples include master sewerage planning, sanitary rights-of-way and easement acquisition, trunk sanitary sewer, relief sewers, facility oversizing, sewage lift stations and sewage treatment facilities etc.
- Drainage – examples include preparation of master storm water management plans, drainage rights-of-way and easement acquisition, large diameter storm sewer, major culvert crossings, overland flow routing systems, community retention/detention facilities, watercourse erosion protection works, lowland drainage improvements (including dyking) and pump stations etc.
- Parkland acquisition and improvement – examples of parkland improvements include fencing, landscaping, drainage and irrigation, trails, restrooms, changing rooms, playground equipment and playing field equipment etc.

### Executive Summary

#### Proposed DCC Program

The capital infrastructure programs required to support new development between 2016 and 2041 have been developed and included in Attachments 2 to 6 of this report. Table 1 below summarizes the total proposed DCC program by servicing types.

Table 1. Proposed 2016-2041 DCC Program

Servicing Types	DCC Recoverable Value	% of Total
Transportation	\$504,321,687	41.2%
Park Acquisition	\$248,120,966	20.3%
Park Development	\$178,383,901	14.6%
Drainage	\$167,383,669	13.7%
Sanitary	\$88,650,258	7.1%
Water	\$38,308,976	3.1%
<b>Total DCC Program Costs</b>	<b>\$1,225,169,457</b>	

#### Cost Drivers

The main cost drivers of the City's DCC program are land costs and construction costs. Land acquisition costs for both park sites and road dedication account for approximately 40% of the City's DCC program costs, with the remaining 60% of the City's DCC program being construction and/or material costs driven. Based on statistics published by the Real Estate Board of Greater Vancouver and Statistics Canada, Table 2 below illustrates the trends of land and construction cost increases since the last DCC update that was completed in 2009.

Table 2. Richmond detached home values and construction costs trends

	2016 Update	2009 Update	% increase
Richmond Detached Home Average Value	\$1,704,200	\$688,500	148%
Vancouver Home Construction Price Index	152.6	139.4	9%

#### Proposed DCC Rates

The escalating increase in land costs and the inflationary increase in construction value have inevitably put upward pressure to the proposed DCC rates. Table 3 summarizes the proposed DCC rates under the two implementation alternatives.

Table 3. Proposed DCC rates

	Current DCC Rates	Unit	1-year implementation		2-year implementation	
			Proposed DCC Rates (Recommended)	% Change	Proposed DCC Rates (Not Recommended)	% Change
Single Family	\$24,859.53	per lot	\$39,582.87	59%	\$32,690.54	32%
Townhouse	\$14.28	per ft <sup>2</sup>	\$21.51	51%	\$17.79	25%
Apartment	\$15.09	per ft <sup>2</sup>	\$22.67	50%	\$18.89	25%
Commercial	\$11.22	per ft <sup>2</sup>	\$14.53	29%	\$12.71	13%
Light Industrial	\$8.96	per ft <sup>2</sup>	\$11.33	26%	\$9.87	10%
Major Industrial	\$83,837.56	per acre	\$97,725.09	17%	\$88,275.19	5%
<b>Average Increase</b>				<b>39%</b>		<b>18%</b>

Impact to Development

Table 4 shows a comparison of residential DCC rates as a percentage of average sale price under the current DCC rates and the proposed DCC rates. Under the recommended implementation approach, with the exception of apartment units, the relative cost of the proposed DCC's in comparison to sale price of residential units will remain favourable.

Table 4. Residential DCC rate as a percentage of average home sale price

	Current <i>(Current rates/2010 Price)</i>	Proposed - no phasing <i>(Proposed rates/Latest Price)</i>	Proposed – 2-year phasing <i>(Proposed rates/Latest Price)</i>
		<i>(Recommended)</i>	<i>(Not Recommended)</i>
Single Family	2.92%	2.32%	1.92%
Townhouse	4.04%	3.96%	3.28%
Apartment	4.03%	4.89%	4.08%

Grand-Fathering Provision

The Local Government Act that provides in-stream protection to subdivision applications and precursor applications (e.g. rezoning application, development permit application, building permit application) for a period of one year from the effective date of the adopted DCC bylaw.

To qualify for in-stream protection (i.e. in order for the development to be grandfathered to the current DCC rates instead of the new DCC rates in the amended DCC Bylaw), prior to the effective date of the DCC bylaw, the subdivision application, precursor applications, and building permit applications must have been submitted in satisfactory form to and accepted by the City, and that all application fees have been paid. In addition, the building permit related to these applications must be issued within 12 months of the effective date of the bylaw in order for the grand-fathering provision to be applicable.

Under the legislation, if any of the above applications are submitted to and accepted by the City after the effective date of the adopted DCC bylaw, the application will be subject to the new DCC rates (i.e. not eligible for in-stream protection).

Under the recommended approach, the effective date of the proposed DCC bylaw will be on the adoption date of the bylaw, thus no further grace period is granted in addition to the in-stream application protection required by the Local Government Act.

Conclusion

To ensure that the required infrastructure will be available to support the anticipated growth and to ensure that capital costs directly attributed to growth are fairly and equitably allocated, the proposed increased DCC rates are recommended.

## Analysis

In order to derive the proposed DCC rates, the master DCC program, as well as the updated program costs and growth projections have been established to align with the proposed DCC timeframe. The sections below summarized the major steps involved in the DCC amendment process.

### Step 1: Revision of the Master DCC Program

During the DCC program review process, staff have incorporated the identified future infrastructure needs to support the anticipated growth of the City inclusive of Hamilton Area Plan DCC up to 2041 (time frame is in alignment with the latest Council approved OCP). The review involves removing completed projects, as well as reassessing timing of capital requirements of projects by removing and adding projects to the proposed DCC program. The proposed program may still be subject to further changes during the public consultation process.

Highlights of DCC projects completed since the last DCC update (costs noted are DCC program values where actual project costs may vary from such):

- 218.5 acres of DCC park land acquired, including Garden City Lands, Grauer Lands and Railway Ave. CP Rail (\$69.7M)
- Railway Greenway, Terra Nova Play Environment, Thompson Youth Park, Oval West Waterfront Park (\$21.1M)
- No. 2 Road Bridge Debt Repayment (\$18.3M)
- No. 3 Road, Cook Road to Bridgeport Road streetscape enhancement associated with Canada Line (\$14.2M)
- No. 4 Road North pump station (\$6.6M)
- River Road, No.2 Road to Hollybridge Way realignment (\$6.0M)
- East Richmond Planning Area watermain upgrade (\$2.3M)
- Westminster Highway (Nelson Road to Hamilton Interchange) widening (\$2.0M)

Highlights of DCC projects being deleted or deferred due to changes in program requirements:

- Road construction and provision of new or enhancement of existing traffic signals in the City Centre area east of Great Canadian Way and north of Beckwith Road (\$30.4M)
- Upgrade and extension of Blundell Road from No. 4 Road to Savage Road (\$17.3M)
- Pedestrian/cycling crossing enhancements/overpass in the City Centre (\$16.8M)
- Highway 99 Interchange at Blundell Road (\$13.0M)
- McLennan Sanitary Area pump stations (\$12.8M)
- Middle Arm Pedestrian-Cycling Bridge (\$12.1 M)
- Fraserport Sanitary Area pump stations (\$5.7M)
- Fraser Sanitary Area forcemains (\$2.8M)
- No. 3 Road drainage main, from Lansdowne Road to Granville Avenue \$2.3M)
- Highway 99 Interchange at Steveston Highway (\$2.1M)
- No. 4 Road box culvert, from Highway 99 to Tuttle Ave (\$2.1M)
- City Center Sanitary Area pump stations (\$2.0M)

Highlights of new DCC projects that are added to the proposed DCC program:

- Various City Centre Park Acquisitions (\$64.9M)

- Garden City Land Park Acquisition repayment (\$55.6M)
- City Centre Middle Arm Park Development (\$33.2M)
- Hamilton Area Plan<sup>1</sup> (\$23.0M)
- Garden City Lands Park Development (\$20.7M)
- Minoru Park Development (\$10.3M)
- City Centre Park Development (\$9.4M)
- Broadmoor and Cambie Neighbourhood Centre enhancements (\$9.1M)
- Garry Point Park Development (\$7.1M)
- Garden City Road box culvert – Demorest Drive to Williams Road (\$5.6M)
- No. 3 Road box culvert – Granville Avenue to Blundell Avenue (\$5.3M)
- Cambie Road box culvert – Sexsmith Road to No. 3 Road (\$5.1M)
- 16,000-block River Road for new road access east of No. 7 Road (\$4.6M)
- New pump station and forcemain near Williams Road and Triangle Road (\$3.7M)
- Blundell Road box culvert, from Dalemore Road to Bundell Road West pump station (\$3.6M)
- McCallan Road box culvert, from Blundell Road to Linfield Gate (\$2.6M)

Additional and specific details of the Roads, Water, Sanitary, Drainage, Parks Acquisition and Parks Development DCC programs can be found in Attachments 2 to 6.

#### Step 2: Update of the DCC Program Costs

The revised DCC program is required to reflect the updated cost of providing and constructing the required DCC capital infrastructure. The main cost drivers of the City's DCC program are land costs and construction costs. Land acquisition costs for both park sites and road dedication account for approximately 40% of the City's DCC program costs, with the remaining 60% of the City's DCC program being construction costs driven.

The DCC rate bylaw that was last amended in 2009 was reviewed and adopted shortly after the 2008 global financial crisis. Prior to Council adoption of the DCC bylaw in 2009, there was indication that a potential recession was foreseeable and that future development activities would be negatively affected by the financial crisis. As a result of this speculation, prior to adoption of the current DCC rate bylaw in 2009, an overall 10% DCC program cost reduction was applied to the entire DCC program in anticipation of the possible decrease in land and construction costs.

Despite the volatility in the global economy from the impact of the financial crisis in 2008 and various major economic events and global economic downturn since 2009, real estate and development activities in Richmond did not show signs of weakening but instead continued to prosper and grow. Since the last DCC Rate Amendment in 2009, there have been notable increases in the City's costs of delivering the required infrastructure needs, especially as a result of the significant increase in land value. These costs increases are due to market driven demand, inflation and other external factors.

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<sup>1</sup> Includes land acquisition and development for the proposed Waterfront Park, improvement to VLA Park, Hamilton Highway Park, the Queen Canal and other trails and greenway elements, and road works for the new Westminster Highway improvements.

Based on statistics published by the Real Estate Board of Greater Vancouver and Statistics Canada, Table 5 illustrates the trends of land and construction cost increases since the last DCC update that was completed in 2009.

Table 5. Richmond detached home values and construction costs trends

	2016 Update	2009 Update	% increase
Richmond Detached Home Average Value	\$1,704,200	\$688,500	148%
Vancouver Home Construction Price Index	152.6	139.4	9%

Through this DCC program review, staff have updated the DCC program costs to reflect the updated land and construction prices in delivering the DCC capital infrastructures. As part of the administrative changes to the updated DCC Bylaw, the City will include an automatic annual increase to the DCC Bylaw as permitted under the Development Cost Charge Amendment Bylaw Approval Exemption Regulation (B.C. Reg. 130/2010) of the *Community Charter*.

### Step 3: Update of the 2016-2041 Growth Projection

The growth projection is updated to reflect the proposed DCC timeframe of 2016-2041. The City undertook an extensive growth study subsequent to the 2009 DCC update in developing the 2011 Employment Lands Strategy (prepared by external consulting firm AECOM, based on 2010 Urban Futures study on Community-Level Projections of Population, Housing and Employment). The assumptions of the study have been used to deriving the growth projections for the 2016 DCC update (2016 to 2041 timeframe). The revised growth projection is consistent with the OCP, City Centre Area Plan and the Metro Vancouver Regional Growth Strategy.

### Step 4: Calculation of the Proposed DCC Rates

Based on the revised DCC program, and the updated costs and growth projection, the revised DCC rates are recalculated and presented in Table 6:

Table 6. Comparison of Proposed and Current DCC Rates

	Unit	Proposed DCC Rates (2016)	Current DCC Rates (2009)	% Change
Single Family	per lot	\$39,582.87	\$24,859.53	59%
Townhouse	per lot	\$21.51	\$14.28	51%
Apartment	per ft <sup>2</sup>	\$22.67	\$15.09	50%
Commercial/ Institutional	per ft <sup>2</sup>	\$14.53	\$11.22	29%
Light Industrial	per ft <sup>2</sup>	\$11.33	\$8.96	26%
Major Industrial	per acre	\$97,725.09	\$83,837.56	17%

### **Implementation Options**

The escalating increase in land costs and the inflationary increase in construction value since the last DCC update have inevitably put upward pressure to the proposed DCC rates. Staff have identified and presented in Table 7 three implementation options and the resulting DCC rates for each option in Table 8.

Staff are recommending Option 1 in rolling out the proposed DCC rates.

Table 7. Implementation Options

Implementation Factors	Option 1 <i>(Recommended)</i>	Option 2 <i>(Not Recommended)</i>	Option 3 <i>(Not Recommended)</i>
Grace Period	None	6 months from adoption date	None
Phasing of DCC Rates	None	None	Phased over 2 years

Table 8. Proposed DCC rates

	Current DCC Rates	Unit	1-year implementation (Option 1 and Option 2)		2-year implementation (Option 3)	
			Proposed DCC Rates <i>(Recommended)</i>	% Change	Proposed DCC Rates <i>(Not Recommended)</i>	% Change
Single Family	\$24,859.53	per lot	\$39,582.87	59%	\$32,690.54	32%
Townhouse	\$14.28	per ft <sup>2</sup>	\$21.51	51%	\$17.79	25%
Apartment	\$15.09	per ft <sup>2</sup>	\$22.67	50%	\$18.89	25%
Commercial	\$11.22	per ft <sup>2</sup>	\$14.53	29%	\$12.71	13%
Light Industrial	\$8.96	per ft <sup>2</sup>	\$11.33	26%	\$9.87	10%
Major Industrial	\$83,837.56	per acre	\$97,725.09	17%	\$88,275.19	5%
<b>Average Increase</b>				<b>39%</b>		<b>18%</b>

Implementation Factor #1: Grace Period

The Local Government Act that provides in-stream protection to subdivision applications as well as precursor applications (e.g. rezoning application, development permit application, building permit application) for a period of one year from the effective date of the adopted DCC bylaw. Table 9 below summarizes all the conditions that must be met by the different types of applications in order for the development to be grandfathered to the current DCC rates instead of the new DCC rates in the amended DCC Bylaw.

Table 9. Conditions for grandfathering provision for different types of applications

	Subdivision Application	Rezoning Application	Development Permit Application	Building Permit Application
Prior to the effective date of the bylaw, application has been submitted to the City’s designated officer	✓	✓	✓	✓
Prior to the effective date of the bylaw, application is accepted and considered in satisfactory form by the designated local government officer	✓	✓	✓	✓
Prior to the effective date of the bylaw, applicable application fee has been paid	✓	✓	✓	✓
Building permit is issued within 12 months of the effective date of the bylaw	✓	✓	✓	✓

Under the legislation, if any of the above applications are submitted to and accepted by the City after the effective date of the adopted DCC bylaw, the application will be subject to the new DCC rates (i.e. not eligible for in-stream protection).

The DCC Amendment Bylaw process typically takes between 4 to 6 months (or longer) to complete as it is subject to additional scrutiny from the development industry and approval is required from the Ministry of Community, Sport and Cultural Development prior to adoption. Along with the mandatory 1-year protection of the Local Government for all in-stream applications, it is considered that there is ample of time for the development industry to react to the proposed changes in the DCC rates even without granting additional grace period.

It is therefore recommended that no grace period is required before the effective date of the bylaw.

Implementation Factor #2: Phasing of DCC Rates

The substantial increase in the proposed DCC rates are mainly attributed to significant changes in the underlying DCC program cost and growth assumptions. The proposed increase in DCC rates will ensure that adequate DCC funding will be available to support the capital requirement of the anticipated growth, and will ensure that capital costs directly attributed to growth are fairly and equitably allocated between growth and the existing population.

The proposed DCC rates should be compared to the current average home sale price in order to provide context to the increase. Using the published statistics obtained from the Real Estate Board of Greater Vancouver, a comparison is made in Table 10 to compare the residential DCC rates as a percentage of average home sale prices under the current DCC bylaw rates and the proposed DCC rates.

Table 10. Comparison of residential DCC as a percentage of home sale price

Year	DCC as % of Sale price	Single Family	Townhouse	Apartment
2010 (current)	Current DCC Payable	\$24,859.53	\$19,278.00	\$14,335.50
	2010 Average Sale Price	\$850,600.00	\$476,700.00	\$355,700.00
	<b>DCC as a % of Sale Price</b>	<b>2.92%</b>	<b>4.04%</b>	<b>4.03%</b>
2016 (Option 1 & 2) <b>Option 1 Recommended</b>	Proposed DCC Payable	\$39,582.87	\$29,038.50	\$21,536.50
	Average Sale Price*	\$1,704,200.00	\$732,400.00	\$440,200.00
	<b>DCC as a % of Sale Price</b>	<b>2.32%</b>	<b>3.96%</b>	<b>4.89%</b>
2016 (Option 3)	Proposed DCC Payable	\$32,690.54	\$24,016.50	\$17,945.50
	Average Sale Price*	\$1,704,200.00	\$732,400.00	\$440,200.00
	<b>DCC as a % of Sale Price</b>	<b>1.92%</b>	<b>3.28%</b>	<b>4.08%</b>

\*Based on latest Aug 2016 MLS Average Sale Price

Under the recommended implementation approach (Option 1), with the exception of apartment units, the relative cost of the proposed DCC's in comparison to sale price of residential units will remain favourable. Based on the above analysis, staff is recommending that the proposed DCC rates be implemented in full upon adoption, on the basis that:

- the resulting cost burden impact (as a percentage of project value) to the developers will still be within a range that is consistent with the historical ratios; and

- the administration requirement to implement the immediate roll out of the proposed rate (without phasing) is far more simplified than the 2-year phasing approach for both the City and the development industry.

### **Recommendation**

Staff recommend that the proposed DCC rates be implemented under option 1, where the full rate increase is effective upon adoption of the amended DCC Rate Bylaw (no phasing and no grace period). A complete comparison of the City's current and proposed DCC rates with other municipalities can be found in Attachment 7.

### **Next Steps**

Once the implementation approach is endorsed by Council, staff will:

- seek stakeholder input by means of public consultation, where comments from relevant stakeholders such as the Urban Development Institute, developers, home builders etc. will be received for consideration;
- considering stakeholder input, present the proposed DCC Bylaw to Council for first, second and third readings;
- submit the DCC Bylaw and all supporting documentation to the Ministry of Community, Sport and Cultural Development for review and statutory approval;
- the DCC Bylaw, if rejected by the Ministry, will need to be revised by staff and re-presented to Council for approval; and
- the DCC Bylaw, if approved by the Ministry, will be presented back to Council for adoption of the Bylaw.

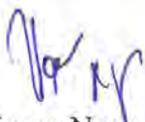
The amount of time required to complete the above steps internally and for the steps to be completed by the Ministry will take approximately 4 to 6 months.

### **Financial Impact**

None.

### **Conclusion**

A review of the City's DCC Bylaw has been performed to ensure that long term capital funding for infrastructure (e.g. parks, trails, facilities, roads etc.) is in place in order to maintain community liveability and generate economic development. Once the proposed DCC program and the proposed implementation approach is endorsed by Council, staff will proceed with the necessary steps in order to present to Council an amendment DCC Bylaw for consideration.

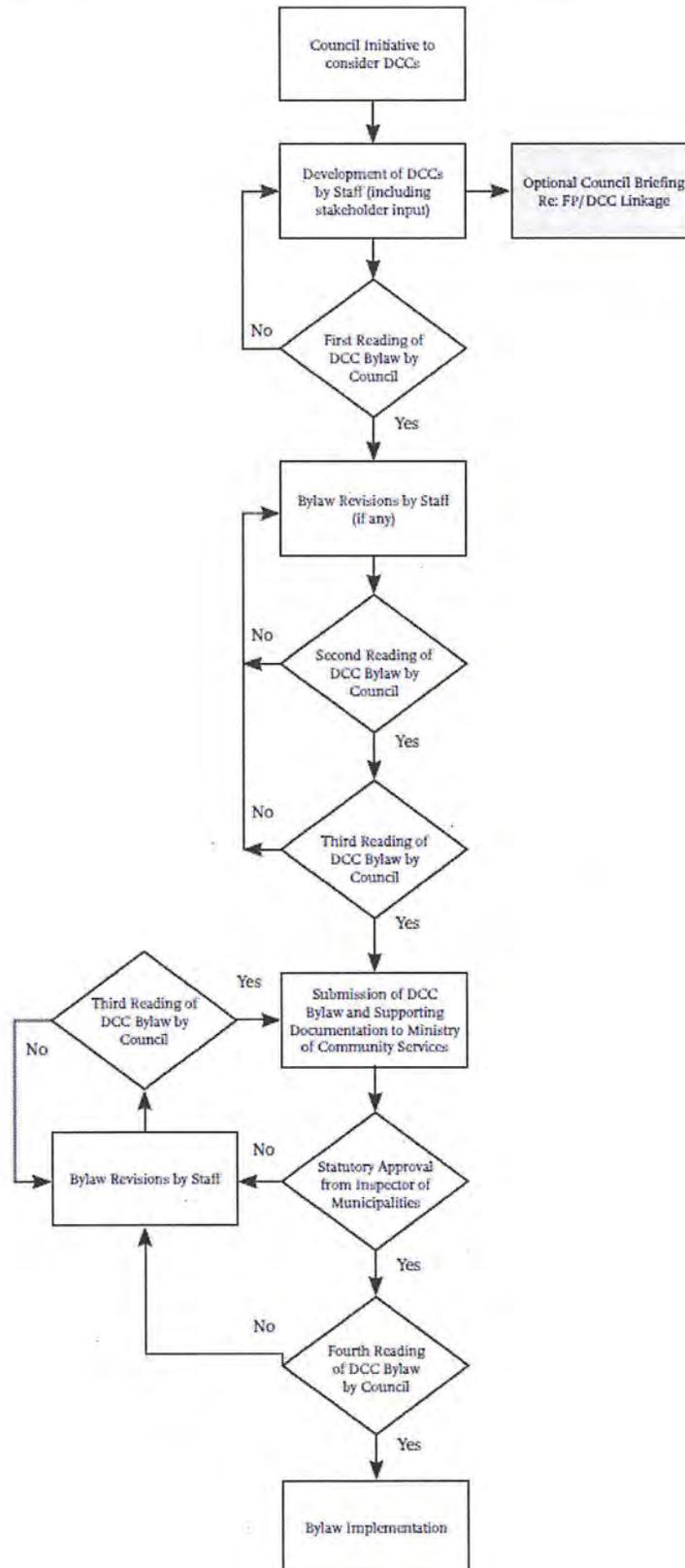


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**Attachment 1**

DCC Bylaw Approval Process

**DCC Bylaw Approval Process**  
Source: *Development Cost Charge Best Practice Guide*



**Attachment 2**

Roads – Proposed DCC Program

## ROAD WORKS

### *Overview of Proposed Program Changes*

	Roads DCC Program Recoverable Value	Number of Projects
Existing DCC Program	\$505,707,426	283
Less: Completed Projects	(\$46,569,784)	(52)
Less: Deleted/Deferred Projects	(\$100,709,681)	(26)
Add: Inflationary Adjustment	\$56,410,271	N/A
Add: New / Enhanced Existing Projects	\$55,678,506	44
Add: Construction Contingency Adjustment	\$33,804,949	N/A
<b>Proposed DCC Program</b>	<b>\$504,321,687</b>	<b>249</b>

### *Purpose of Program*

The Roads DCC program provides a dedicated source of capital funding for upgrading existing, and providing new, transportation infrastructure including arterial roads, traffic signals, sidewalks and pathways, crosswalks, cycling and rolling improvements (active transportation), transit-related road infrastructure (e.g., accessible bus stops) and traffic safety projects (e.g., traffic calming measures).

### *Overview of Proposed Program*

In correspondence with the goals and objectives of the Official Community Plan, these projects focus on accommodating and encouraging sustainable transportation.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Complete Streets <sup>(1)</sup>	Roadworks: new multi-modal roads	34.2%
	Roadworks: upgrades to existing roads to accommodate all modes	32.5%
	<b>Total Complete Streets</b>	<b>66.7%</b>
Sustainable Transportation	Active Transportation Infrastructure	8.5%
	Arterial Road Crosswalk Improvement	1.7%
	Sidewalk Infrastructure	4.7%
	Transit Plan Infrastructure	0.9%
	<b>Total Sustainable Transportation</b>	<b>15.8%</b>
Road Safety	Major Intersection Improvements	4.9%
	Minor Traffic Safety Improvements	0.2%
	Neighbourhood Traffic Calming	0.7%
	Traffic Signals	9.4%
	<b>Total Road Safety</b>	<b>15.2%</b>
Others	Project Partnership Funding	1.9%
	Transportation Modelling	0.4%
	<b>Total Others</b>	<b>2.3%</b>
<b>Total Proposed Roads DCC Program</b>		<b>100.0%</b>

(1) Roadworks projects reflect a “complete streets” approach whereby pedestrian and cycling facilities are included as part of the project.

***Breakdown of Program by Benefitting Areas***

	Roads DCC Proposed (2016)	Roads DCC Existing (2009)	Change (Decrease)
<b>Total DCC Program Costs</b>	<b>\$ 504,321,687</b>	<b>\$ 505,707,426</b>	<b>(\$1.4 million)</b>
Comprised of:			<b>or</b>
City-Wide	32%	43%	<b>(0.27%)</b>
City-Centre	49%	45%	
Neighbourhood Centres	2%	0%	
General	17%	12%	
<b>Total Number of Projects</b>	<b>249</b>	<b>283</b>	<b>(34 projects)</b>
Comprised of:			<b>or</b>
City-Wide	21%	35%	<b>(12%)</b>
City-Centre	62%	63%	
Neighbourhood Centres	13%	0%	
General	4%	2%	

***Explanation of Change in Program Value (\$)***

While there is an increase program cost due to new projects added as well as the inflationary and contingency adjustments made since the last update of the program in 2008/2009, such an increase has been entirely offset with the completion, deletion, and/or deferral of some notable projects as described below. Overall, there is a slight decrease in the overall value of the program by \$1.4 million.

**Completed Roads DCC Projects**

Approximately \$46 million has been removed from the proposed DCC program comprising DCC projects completed since 2009. Some examples of the completed projects and their associated Roads DCC program values include the following:

- No. 2 Road Bridge: funding repayment (\$18,300,000)
- No. 3 Road (Cook Road to Bridgeport Road): streetscape enhancements associated with the Canada Line (\$14,200,000)
- River Road (No. 2 Road to Hollybridge Way): realignment of roadway (\$6,000,000)
- Westminster Highway (Nelson Rd to Hamilton Interchange): widening of roadway (\$2,000,000)
- Nelson Road (Blundell Road to McCartney Way): upgrade of roadway (\$1,860,000)
- Cook Road (Garden City Road to Katsura Street): extension of roadway (\$1,400,000)
- No. 6 Road (No. 7 Fire Hall to Commerce Parkway): widening of roadway (\$760,000)
- Computerized Traffic Signal System Replacement project (\$443,000)
- Van Horne Way (River Drive to Great Canadian Way): cycling connection (multi-use path) to Canada Line Bridge (\$188,000)
- 4<sup>th</sup> Avenue (Steveston Highway to Chatham Street): provision of sidewalk/pathway (\$100,000)

Note that the actual construction cost may vary from the Roads DCC Program values as noted above.

#### Existing Highway-Related Roads DCC Projects to be Deleted or Deferred

The George Massey Tunnel Replacement (GMTR) Project Definition Report (PDR) released by the Ministry of Transportation & Infrastructure (MoTI) identifies a new interchange at Steveston Highway rather than an upgrade to the existing interchange (as noted in the existing DCC program), as well as a new overpass at Blundell Road rather than an interchange (also noted in the existing DCC program).

Accordingly, the following individual projects currently included in the Roads DCC Program are proposed to be removed, as the projects are no longer expected to be required to be implemented nor funded from the City's Roads DCC Program:

- Highway 99 Interchange at Steveston Highway (\$2.1 million)
- Highway 99 Interchange at Blundell Road (\$13 million)
- Upgrade and extension of Blundell Road from No. 4 Road to Savage Road (\$17.3 million)

#### Existing Municipal-related Roads DCC Projects to be Deleted or Deferred

Several projects are proposed to be removed from the program, as the projects are deemed no longer relevant and/or required for upgrades prior to 2041. The key projects in this category are:

- Road construction and provision of new or enhancement of existing traffic signals in the City Centre area east of Great Canadian Way and north of Beckwith Road (\$30.4 million), which includes a new major street located between No. 4 Road and Highway 99 from Bridgeport Road to Van Horne Way, and upgrades of River Drive, Van Horne Way and various traffic signals and trails in the area.
- Pedestrian/cycling crossing enhancements/overpass in the City Centre (\$16.8 million)
- Middle Arm Pedestrian-Cycling Bridge (\$12.1 million)

#### Increase in Land Costs

An increase of \$56 million in the proposed program reflects the increase in land costs (e.g., in the City Centre, land costs have increased from \$67.50 to \$120 per square foot for non-residential and from \$135 to \$280 per square foot for residential). Most of the land costs in the proposed DCC program occur with City Centre projects where land is necessary to implement new and/or widen an existing Major Street or Major Thoroughfare. Examples of these projects are:

- new Cooney Road extension between Alderbridge Way and Lansdowne Road,
- extension of Minoru Boulevard from Alderbridge Way to River Parkway, and
- enhancement/extension of Odlin Road, between Brown Road and Odlin Crescent.

In the current program, the relative allocation between land and construction costs is approximately 20 percent for land and 80 percent for construction. Under the proposed program, this relative allocation would shift to approximately 32 percent for land and 68 percent for construction.

### Increase in Construction Costs

Approximately \$34 million of the proposed increase is due to the updated construction costs since the previous DCC review along with an increase in contingency allowances for construction from 10% to 25% (This increase in contingency allowances would be consistent with typical industry standards for preliminary cost estimates prepared for construction projects). The overall updated construction costs will allow the City to collect Roads DCCs that more closely reflect actual construction costs, thus minimizing the potential that the project will be underfunded at the time of implementation by the City.

### ***Highlights of New DCC Projects***

#### New Roads DCC Projects

The following new key projects are proposed to be added to the Roads DCC program to reflect the update of the Hamilton Area Plan and the Official Community Plan as well as other City policies and strategies.

- Hamilton Area Plan: the area plan identifies new upgrades to Westminster Highway and Willett Road in the Hamilton area (\$8.78 million).
- Official Community Plan: the Mobility & Access section identifies enhancements to be implemented within 400 metres of each neighbourhood centre to better support walking, rolling, and cycling (e.g., wider and uninterrupted sidewalks, improved lighting, marked crosswalks, enhanced audible signals, more street benches). Two such neighbourhood centres, Broadmoor and Cambie, are included in the current update (\$9.1 million). Enhancements to other neighbourhood centres, which are anticipated to be longer-term improvements, will be subject to further detailed area plan process and be added in the DCC program as part of future updates.
- 16,000-block River Road: the Interim and Long Term Action Plan for the 16,000-block of River Road outlines guidelines for reviewing commercial vehicle truck parking and storage rezoning applications in the area. The Long Term Action Plan includes the establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light industrial activities (\$4.6 million).
- Project Partnership Funding Program: this new general program would address unforeseen transportation-related projects led by external agencies that may require City funding contributions (e.g., No. 3 Road Streetscape project that was triggered by the Canada Line project). The amount of the program is based on past historical funding required and projected out to the planning horizon of 2041 (\$10.0 million).

***Top 20 DCC Projects – See Attachment 2.1***

***All DCC Projects – See Attachment 2.2***

***Map of City-Wide Roads DCC Projects – See Attachment 2.3***

***Map of City-Centre Roads DCC Projects – See Attachment 2.4***

**ROAD WORKS - TOP 20 PROPOSED PROJECTS**

Ranking #	DCC Project ID	Description of Infrastructure	Project Location	Description (from/to)	DCC Recoverable Costs (in thousands)
1	Gen-09	Major Intersection Improvements	Major Intersection Improvements	various locations	\$ 23,513
2	Gen-01	Traffic Signal Installation Program	Traffic Signal Installation Program	various locations	\$ 23,513
3	CC-14	Roadworks, Extension of Major Street, with Cycling	Cooney Rd	Alderbridge Way to Lansdowne Rd	\$ 17,480
4	CCS- 1	Traffic Signal- New	City Centre Traffic Signal Installation Program	Various locations in City Centre	\$ 17,018
5	CW- 32	Land Acquisition (CP Road)	River Parkway	No 2 to Capstan Way	\$ 14,296
6	CW- 04	Roadworks - Collector, Commercial Cross-section	Blundell Rd	Savage Rd to No 7 Rd	\$ 14,066
7	CC-12	Roadworks, Widen, Add cycling Lanes, new S/W	Capstan Way	River Parkway to Garden City Rd	\$ 11,246
8	CW- 35	Roadworks - Arterial, Undivided, Widening	Shell Rd	Bridgeport Rd to Cambie Rd	\$ 11,166
9	CC-7	Roadworks, Widen, Add cycling Lanes, new S/W	Brown Rd	Cambie Rd to Leslie Rd	\$ 10,890
10	CC-45	Roadworks, Realign and upgrade to major street with cycling	Odlin Rd	Brown Rd to Odlin Cr.	\$ 10,851
11	CC-51	Roadworks, Road extension to interim standards	River Parkway	Cambie Rd to Gilbert Rd	\$ 10,628
12	CC-28	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Rd	Gilbert Rd to Minoru Blvd	\$ 10,200
13	CC-48	Roadworks, Major street w/median in new corridor	River Parkway	Cambie Rd to Capstan Way	\$ 9,894
14	CW- 12	Roadworks - Local, Commercial/Industrial, Construction	Fraserwood Way	Dyke Rd to Boundary Rd	\$ 9,884
15	CC-37	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Minoru Blvd	Alderbridge Way to River Parkway	\$ 9,655
16	CW- 46	Roadworks - Arterial, Undivided, Widening	Westminster Hwy	Gilley Rd to Boundary Rd	\$ 9,411
17	Gen-08	Project Partnership Funding	Project Partnership Funding	various locations	\$ 9,405
18	CC-9	Roadworks, New Major Street Segment with Cycling	Browngate Rd	River Parkway to No. 3 Rd	\$ 9,186
19	CW- 21	Roadworks - New Local, Commercial/Industrial, Construction	Knox Rd	No 6 Rd to No 7 Rd	\$ 8,536
20	CC-6	Roadworks, Extension of Major Street, with Cycling	Brown Rd	Cambie Rd to Capstan Way / Sexsmith Rd	\$ 7,970

Top 20 Roads DCC Projects DCC Recoverable Amount \$ 248,805

**ONCL-115** Top 20 Roads Projects DCC Recoverable Amount \$ 504,322

Top 20 Projects as a Percentage of Total Program Value 49%

**ROAD WORKS - ALL PROPOSED PROJECTS**

DCC Project ID	Description of Infrastructure	Project Location	Description (from / to)	DCC Recoverable (in thousands)
CW- 01	Roadworks - Local, Residential Cross-section	Alberta Rd	Katsura St to No 4 Rd	\$ 44
CW- 54	Roadworks - Left turn bay	Alderbridge Way	Alderbridge Way (eastbound) at May Drive	\$ 322
CW- 53	Roadworks - Left turn bay	Alderbridge Way	Alderbridge Way (eastbound) at McClelland Rd	\$ 322
CW- 50	Traffic Signal - New	Alderbridge Way	Alderbridge Way at May Drive	\$ 181
CW- 49	Traffic Signal - New	Alderbridge Way	Alderbridge Way at McClelland Rd	\$ 181
CW- 55	Roadworks - Off Street bike way	Alderbridge Way	Alderbridge Way Bike Lane north side	\$ 197
CW- 56	Roadworks - Off Street bike way	Alderbridge Way	Alderbridge Way Bike Lane south side	\$ 197
CC-1	Roadworks, Urban Greenway	Alderbridge Way	Garden City Rd to Minoru Blvd	\$ 4,065
CC-2	Roadworks, Sidewalk Improvements	Alderbridge Way	Minoru Blvd to Elmbridge Way	\$ 694
CW- 02	Roadworks - Sidewalk Installation	Alderbridge Way	No 4 Rd to Fisher Drive	\$ 420
Gen-06	Arterial Road Crosswalk Improvement Program	Arterial Road Crosswalk Improvement Program	various locations	\$ 7,054
CC-3	Roadworks, Widen to 4 lanes	Beckwith St	Great Canadian to Major-22-1	\$ 5,627
CC-4	Roadworks, Widen to 4 lanes	Beckwith St	No. 3 Rd to Great Canadian Way	\$ 3,090
CW- 03	Roadworks - Collector, Commercial Cross-section	Blundell Rd	Nelson Rd to Graybar Rd	\$ 7,057
CW- 04	Roadworks - Collector, Commercial Cross-section	Blundell Rd	Savage Rd to No 7 Rd	\$ 14,066
CW- 05	Roadworks - Arterial, Undivided, Widening	Bridgeport Rd	St Edwards to Knight St	\$ 1,418
CC-5	Roadworks, Extension of Major Street, with Cycling	Brown Rd	Alderbridge Way to Leslie Rd	\$ 6,336
CC-6	Roadworks, Extension of Major Street, with Cycling	Brown Rd	Cambie Rd to Capstan Way / Sexsmith Rd	\$ 7,970
CC-7	Roadworks, Widen, Add cycling Lanes, new S/W	Brown Rd	Cambie Rd to Leslie Rd	\$ 10,890
CC-8	Roadworks, Widen, Add cycling Lanes, new S/W	Browngate Rd	Brown Rd to Hazelbridge Way	\$ 3,810
CW- 06	Roadworks - Local, Residential Cross-section	Browngate Rd	No 3 Rd to Hazelbridge Way	\$ 171
CC-9	Roadworks, New Major Street Segment with Cycling	Browngate Rd	River Parkway to No. 3 Rd	\$ 9,186
CC-10	Roadworks, Urban Greenway	Cambie Rd	Garden City Rd to No. 3 Rd	\$ 855
CC-11	Roadworks, Major street w/median in new corridor	Cambie Rd	River Parkway to No. 3 Rd	\$ 3,160
CC-12	Roadworks, Widen, Add cycling Lanes, new S/W	Capstan Way	River Parkway to Garden City Rd	\$ 11,246
CW- 07	Roadworks - Sidewalk Installation	Cedarbridge Way - Sidewalk	Alderbridge to Elmbridge Way	\$ 488
CCS- 2	Traffic Signal- Upgrade	City Centre Traffic Signal Enhancement Program	Various locations in City Centre	\$ 5,267

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Note: Line items may represent multiple projects

DCC Project ID	Description of Infrastructure	Project Location	Description (from / to)	DCC Recoverable (in thousands)
CCS- 1	Traffic Signal- New	City Centre Traffic Signal Installation Program	Various locations in City Centre	\$ 17,018
CCS- 3	Traffic Signal- add 4th leg	City Centre Traffic Signal Upgrade Program	Various locations in City Centre	\$ 903
CC-13	Roadworks, Cycling Lanes	Cook Rd	Garden City Rd to No. 3 Rd	\$ 3,127
CC-14	Roadworks, Extension of Major Street, with Cycling	Cooney Rd	Alderbridge Way to Lansdowne Rd	\$ 17,480
CC-15	Roadworks, Cycling Lanes	Cooney Rd	Granville Ave to Lansdowne Rd	\$ 3,943
CW- 08	Roadworks - Local, Residential Cross-section Construction	Corvette Way	Capstan Way to Sea Island Way	\$ 1,411
Gen-02	Cycling Infrastructure Improvement Program	Cycling Infrastructure Improvement Program	various locations	\$ 7,054
CW- 09	Roadworks - Overpass Structure	Dover Crossing Pedestrian Overpass: No 2 Rd	No 2 Rd	\$ 470
CW- 10	Roadworks - Collector, Residential, Cross-section Construction	Ferndale Rd	Garden City Rd to No 4 Rd	\$ 658
CW- 11	Roadworks - Arterial, Undivided, Widening	Francis Rd	No 3 Rd to Garden City Rd	\$ 2,034
CW- 12	Roadworks - Local, Commercial/Industrial, Construction	Fraserwood Way	Dyke Rd to Boundary Rd	\$ 9,884
CW- 13	Roadworks - Sidewalk Installation	Garden City	Sea Island to Cambie Rd	\$ 802
CC-16	Roadworks, Pedestrian/cyclist crossing enhancements, on Garden City, between Alderbridge and Westminster	Garden City Rd	Alderbridge Way to Westminster Hwy	\$ 282
CW- 52	Roadworks - Left turn bay	Garden City Rd	Garden City (southbound) at Future Leslie Rd	\$ 322
CW- 51	Roadworks - Left turn bay	Garden City Rd	Garden City (southbound) at Odlin Rd	\$ 322
CC-18	Roadworks, Pedestrian/cyclist crossing enhancements, on Garden City, between Sea Island and Cambie	Garden City Rd	Sea Island Way to Cambie Rd	\$ 282
CW- 14	Roadworks - Arterial, Divided, Widening	Garden City Rd	Westminster Hwy to Granville Ave	\$ 3,019
CC-17	Roadworks, pedestrian/cyclist crossing enhancements, on Garden City, between Westminster and Granville	Garden City Rd	Westminster Hwy to Granville Avenue	\$ 282
CC-19	Roadworks, Upgrade Cycling, Add Urban Greenway	Gilbert Rd	Dinsmore Bridge to River Parkway	\$ 142
CC-20	Roadworks, Urban Greenway	Gilbert Rd	Elmbridge Way to Westminster Hwy	\$ 495
CC-21	Roadworks, Urban Greenway	Gilbert Rd	Granville Avenue to Westminster Hwy	\$ 1,711
CC-22	Roadworks, pedestrian/cyclist crossing enhancements, on Gilbert Road at Lansdowne	Gilbert Rd	Lansdowne Rd	\$ 282
CC-23	Roadworks, Widen to 4 lanes, upgrade. Cycling, Urban Greenway	Gilbert Rd	River Parkway to Elmbridge Way	\$ 4,339
CW- 15	Roadworks - Arterial, Undivided (widening)	Granville Ave	Garden City Rd to No 4 Rd	\$ 2,712
CC-24	Roadworks, Urban Greenway	Granville Avenue	Garden City Rd to Gilbert Rd	\$ 2,868
CC-25	Roadworks, Urban Greenway	Great Canadian Way	Beckwith St to River Rd	\$ 89

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DCC Project ID	Description of Infrastructure	Project Location	Description (from / to)	DCC Recoverable (in thousands)
CW- 18	Roadworks - Collector, Commercial	Hazelbridge Way	Cambie Rd to Browngate	\$ 119
CC-26	Roadworks, Extend Minor Street - Commercial	Hazelbridge Way	Capstan Rd to Sexsmith Rd	\$ 1,832
CW- 19	Roadworks - Bike Lane	Jacombs Rd	Westminster Hwy to Bathgate	\$ 60
CW- 20	Roadworks - Sidewalk Installation	Jacombs Rd	Jacombs Rd: Cambie Rd to Bathgate Rd	\$ 212
CW- 21	Roadworks - New Local, Commercial/Industrial, Construction	Knox Rd	No 6 Rd to No 7 Rd	\$ 8,536
CW- 22	Roadworks - Local, Commercial, Widening	Kwantlen St	Alderbridge Way to Alexandra Rd	\$ 2,916
CC-27	Roadworks, Cycling, Urban Greenway	Lansdowne Rd	Garden City Rd to No. 3 Rd	\$ 5,988
CC-28	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Rd	Gilbert Rd to Minoru Blvd	\$ 10,200
CC-29	Roadworks, Cycling, Urban Greenway	Lansdowne Rd	Minoru Blvd to No. 3 Rd	\$ 3,640
CC-30	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Rd	River Parkway to Gilbert Rd	\$ 4,428
CC-31	Roadworks, Widen, new S/W, Bicycle Friendly Street (Shared Lane)	Leslie Rd	Brown Rd to Garden City Rd	\$ 2,701
CC-32	Roadworks, Realign and upgrade, Bicycle Friendly Street (Shared lane)	Leslie Rd	Brown Rd to Hazelbridge Way	\$ 1,856
CC-33	Roadworks, Sidewalk Improvements, Bicycle Friendly Street	Leslie Rd	Hazelbridge Way to No. 3 Rd	\$ 582
CC-34	Roadworks, Widen, new S/W, Bicycle Friendly Street (Shared Lane)	Leslie Rd	River Parkway to No. 3 Rd	\$ 4,666
CW- 23	Roadworks - New Local, Full construction	Lynas Lane Extension	Granville Ave to Lynnwood Dr	\$ 1,525
Gen-09	Major Intersection Improvements	Major Intersection Improvements	various locations	\$ 23,513
Gen-07	Minor Traffic Safety Improvements	Minor Traffic Safety Improvements	various locations	\$ 941
CC-37	Roadworks, Extend Major Street, Include Cycling, Urban Greenway	Minoru Blvd	Alderbridge Way to River Parkway	\$ 9,655
CC-38	Roadworks, Sidewalk Improvements	Minoru Blvd	Blundell Rd to Granville Avenue	\$ 642
CC-39	Roadworks, Cycling, Urban Greenway	Minoru Blvd	Granville Avenue to Alderbridge Way	\$ 1,403
CW- 24	Roadworks - New Local, Commercial/Industrial, Construction	Mitchell Rd	Tipping Rd to east	\$ 4,234
NSC-5	Neighbourhood Centre Active Transportation Improvements	Neighbourhood Centre Active Transportation Improvements	Broadmoor/Garden City	\$ 3,422
NSC-7	Neighbourhood Centre Active Transportation Improvements	Neighbourhood Centre Active Transportation Improvements	Cambie	\$ 5,175
Gen-05	Neighbourhood Traffic Calming Program	Neighbourhood Traffic Calming Program	various locations	\$ 3,762
CW- 25	Roadworks - Arterial, Undivided, Widening	Nelson Rd	Westminster Hwy to Blundell Rd	\$ 2,076
CW- 27	Roadworks - Minor Arterial, Commercial, Widening	No 5 Rd	Jacobson Rd (formerly Hartnell Rd) to Dyke Rd	\$ 2,115
CW- 28	Roadworks - Arterial, Undivided, Widening	No 6 Rd	Bridgeport Rd to Cambie Rd	\$ 3,835
CW- 29	Roadworks - Arterial, Undivided, Widening	No 6 Rd	Cambie Rd to Hwy 91	\$ 837

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Note: Line items may represent multiple projects

DCC Project ID	Description of Infrastructure	Project Location	Description (from / to)	DCC Recoverable (in thousands)
CW- 30	Roadworks - Arterial, Undivided, Widening	No 6 Rd	Triangle Rd to Steveston Hwy	\$ 2,284
CC-40	Roadworks, Realign and upgrade - Urban Greenway (include future widening for raised bikelane on west side)	No. 3 Rd	Alderbridge Way to Cambie Rd	\$ 841
CC-41	Roadworks, Urban Greenway	No. 3 Rd	Alderbridge Way to Westminster Hwy	\$ 572
CC-42	Roadworks, Realign and upgrade - Urban Greenway incl S/W and Blvd west side. (include future widening for raised bikelane on west side)	No. 3 Rd	Bridgeport Rd to Cambie Rd	\$ 3,254
CC-43	Roadworks, Realign and upgrade (Future widening / realignment)	No. 3 Rd	Bridgeport Rd to River Rd	\$ 2,646
CC-44	Roadworks, Urban Greenway	No. 3 Rd	Granville Avenue to Westminster Hwy	\$ 1,299
CC-45	Roadworks, Realign and upgrade to major street with cycling	Odlin Rd	Brown Rd to Odlin Cr.	\$ 10,851
CC-46	Roadworks, Realign and upgrade to major street with cycling	Odlin Rd	Garden City Rd to Odlin Cr.	\$ 2,172
CW- 31	Roadworks - Local, Residential Cross-section Construction	Princess St, Princess Lane, London Rd area	Princess St, Princess Lane, London Rd area	\$ 533
Gen-08	Project Partnership Funding	Project Partnership Funding	various locations	\$ 9,405
CC-48	Roadworks, Major street w/median in new corridor	River Parkway	Cambie Rd to Capstan Way	\$ 9,894
CC-49	Roadworks, Road extension to interim standards	River Parkway	Cambie Rd to Capstan Way	\$ 6,856
CC-50	Roadworks, Major street w/median in new corridor	River Parkway	Cambie Rd to Gilbert Rd	\$ 7,914
CC-51	Roadworks, Road extension to interim standards	River Parkway	Cambie Rd to Gilbert Rd	\$ 10,628
CC-52	Roadworks, Major street w/median in new corridor	River Parkway	Gilbert Rd to Hollybridge Way	\$ 2,057
CC-53	Roadworks, Widen to 4 lanes + cycling + median	River Parkway	Hollybridge Way to No. 2 Rd	\$ 3,374
CW- 32	Land Acq (CP Road)	River Parkway	No 2 to Capstan Way	\$ 14,296
CW- 33	Roadworks - Sidewalk Installation	River Rd Sidewalk	No 4 Rd to Shell Rd	\$ 1,646
CW- 34	Roadworks - Local, Commercial/Industrial, Construction	Savage Rd	Knox Way to River Rd	\$ 1,317
CC-54	Roadworks, Widen to 4 lanes, Shared Cycling	Sexsmith Rd	Beckwith St to Bridgeport Rd	\$ 1,422
CC-55	Roadworks, Extension of Major Street, with Cycling	Sexsmith Rd	Beckwith St to Charles St	\$ 1,072
CC-56	Roadworks, Widen, Add cycling Lanes, new S/W	Sexsmith Rd	Sea Island Way to Capstan Way	\$ 6,744
CW- 35	Roadworks - Arterial, Undivided, Widening	Shell Rd	Bridgeport Rd to Cambie Rd	\$ 11,166
CW- 36	Roadworks - Arterial, Undivided, Widening	Shell Rd	Bridgeport Rd to River Rd	\$ 4,640
CW- 37	Roadworks - Arterial, Undivided, Widening	Shell Rd	Cambie Rd to Alderbridge	\$ 236
CW- 38	Roadworks - Arterial, Undivided, Widening	Shell Rd (west)	Williams Rd to Steveston Hwy	\$ 5,496

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Note: Line items may represent multiple projects

DCC Project ID	Description of Infrastructure	Project Location	Description (from / to)	DCC Recoverable (in thousands)
Gen-03	Sidewalk, annual program	Sidewalk, annual program	various locations (non-development frontage)	\$ 4,703
CC-57	Roadworks, Extend Minor Street - Residential	Sorenson Cr	Alexandra Rd to Leslie Rd	\$ 928
CW- 39	Roadworks - Local, Residential Cross-section Construction	South McLennan	east-west ring road	\$ 6,406
CW- 40	Roadworks - Arterial, Rural Undivided, Widening	Steveston Hwy widening	Hwy 99 to Palmberg Rd	\$ 7,550
Gen-01	Traffic Signal Installation Program	Traffic Signal Installation Program	various locations	\$ 23,513
Gen-04	Transit Plan Infrastructure Improvements	Transit Plan Infrastructure Improvements	various locations	\$ 4,703
Gen-10	Transportation Modelling	Transportation Modelling	various locations	\$ 1,881
CW- 41	Roadworks - Local, Commercial/Industrial, Construction to new Cross-section	Triangle Rd	No 6 Rd to Williams Rd	\$ 5,198
CW- 42	Roadworks - Collector, Commercial, Construction to Cross-section	Viking Way	Vulcan Way to Viking Place	\$ 1,742
CW- 43	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	No 7 Rd to Kartner Rd right of way	\$ 4,312
CW- 44	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	Shell Rd to No 5 Rd	\$ 4,312
CW- 45	Roadworks - Arterial, Divided, Widening	Westminster Hwy	Garden City to No 4 Rd	\$ 2,844
CW- 46	Roadworks - Arterial, Undivided, Widening	Westminster Hwy	Gilley Rd to Boundary Rd	\$ 9,411
CW- 47	Roadworks - Arterial, Undivided, Widening	Westminster Hwy	Hamilton Interchange to Gilley Rd	\$ 2,256
CC-60	Roadworks, Urban Greenway	Westminster Hwy	No. 2 Rd to No. 3 Rd	\$ 1,434
CC-61	Roadworks, pedestrian/cyclist crossing enhancements, on Westminster, between No. 3 and Garden City	Westminster Hwy	No. 3 Rd to Garden City Rd	\$ 282
CC-62	Roadworks, Urban Greenway	Westminster Hwy	No. 3 Rd to No. 4 Rd	\$ 1,480
CW- 48	Roadworks - New Local, to Residential Cross-section Construction.	Willet Ave	Westminster Hwy to River Rd	\$ 1,638

Total Proposed Roads DCC Recoverable Amount \$ 504,322

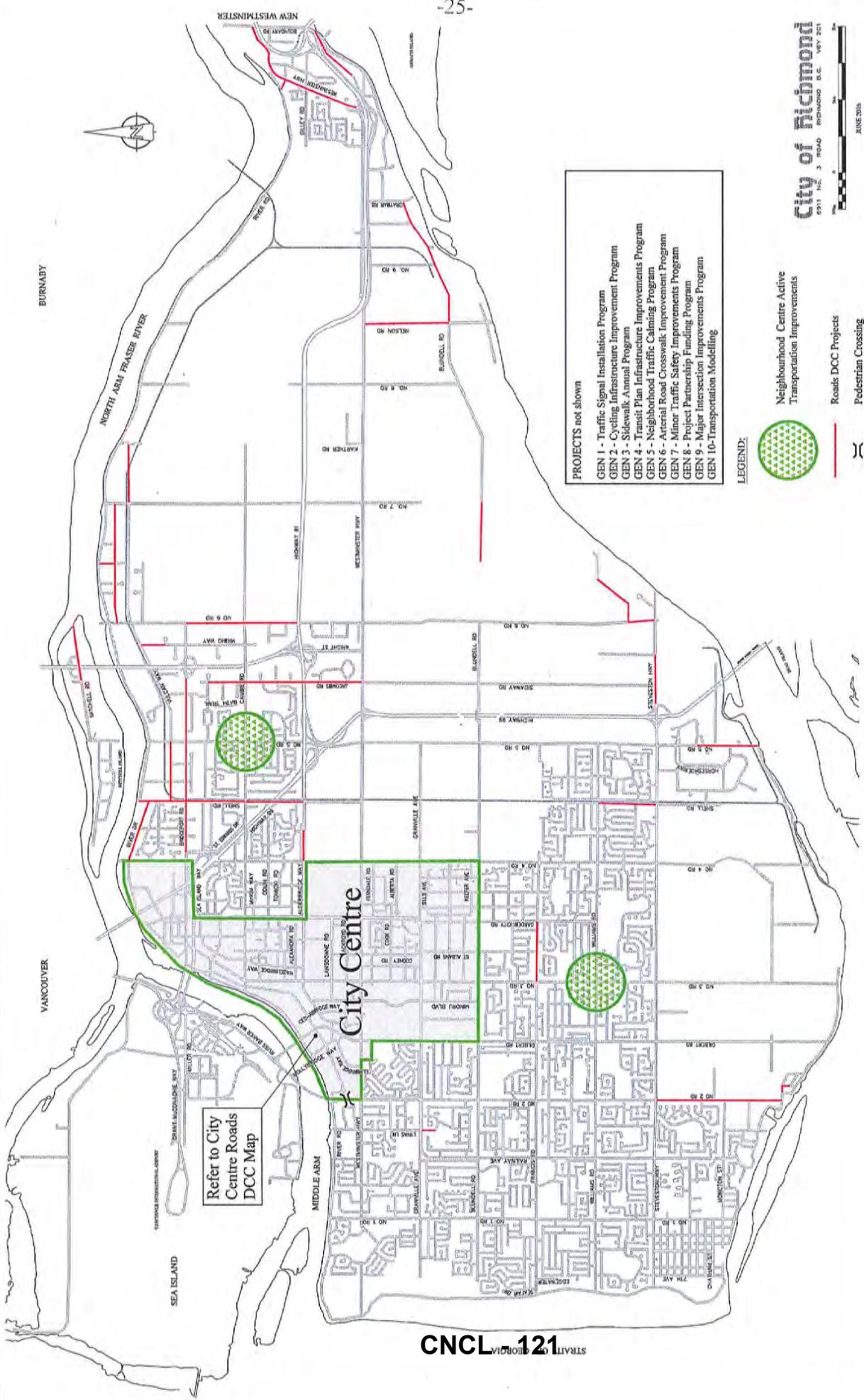


- PROJECTS not shown
- GEN 1 - Traffic Signal Installation Program
  - GEN 2 - Cycling Infrastructure Improvement Program
  - GEN 3 - Sidewalk Annual Program
  - GEN 4 - Transit Plan Infrastructure Improvements Program
  - GEN 5 - Neighborhood Traffic Calming Program
  - GEN 6 - Arterial Road Crosswalk Improvements Program
  - GEN 7 - Minor Traffic Safety Improvements Program
  - GEN 8 - Project Partnership Funding Program
  - GEN 9 - Major Intersection Improvements Program
  - GEN 10 - Transportation Modelling

LEGEND:

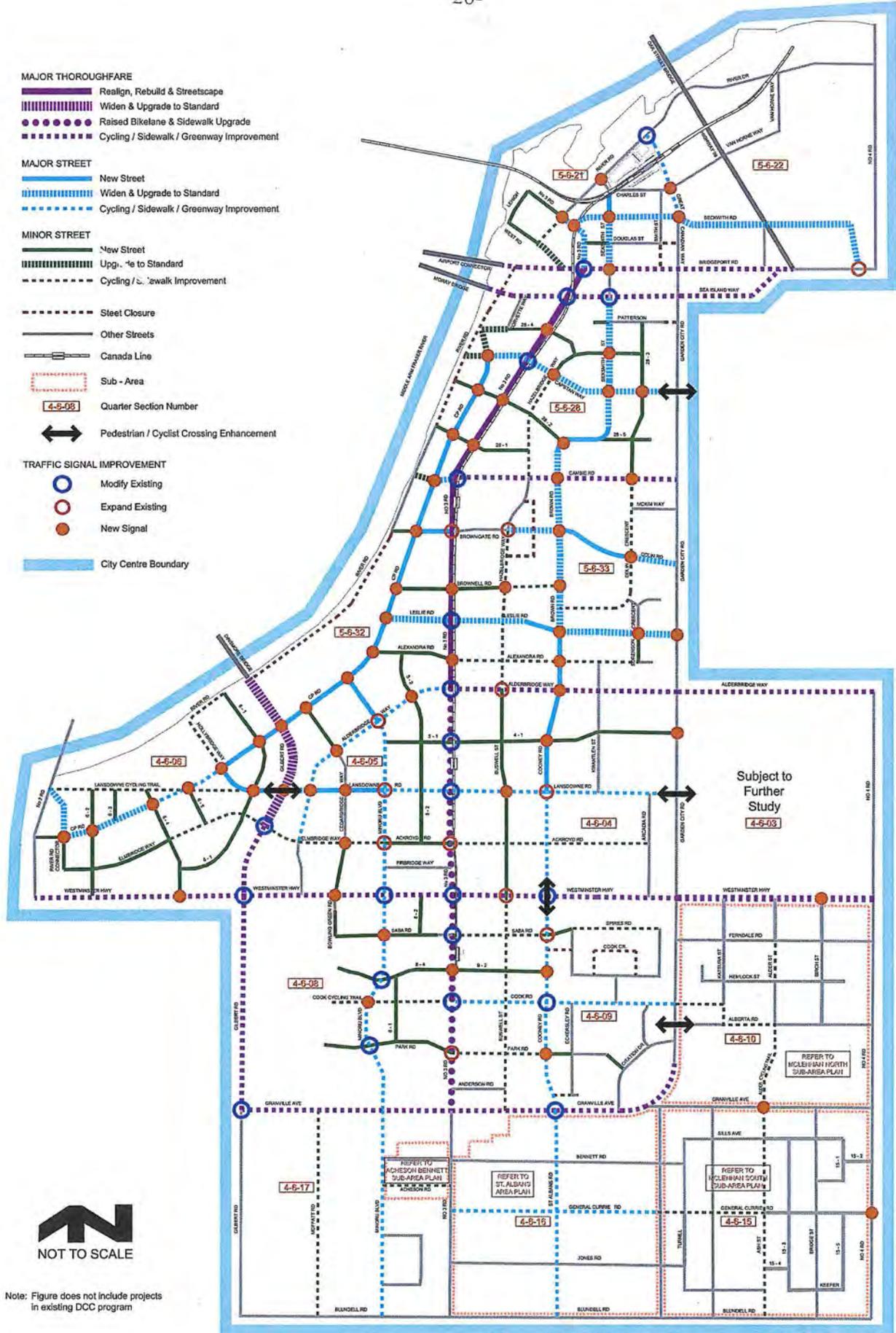
- Neighbourhood Centre Active Transportation Improvements
- Roads DCC Projects
- Pedestrian Crossing

Refer to City Centre Roads DCC Map



# Richmond City-Wide Roads DCC Projects

- MAJOR THOROUGHFARE**
- Realign, Rebuild & Streetscape
  - Widen & Upgrade to Standard
  - Raised Bikeway & Sidewalk Upgrade
  - Cycling / Sidewalk / Greenway Improvement
- MAJOR STREET**
- New Street
  - Widen & Upgrade to Standard
  - Cycling / Sidewalk / Greenway Improvement
- MINOR STREET**
- New Street
  - Upg. to Standard
  - Cycling / Sidewalk Improvement
  - Street Closure
  - Other Streets
  - Canada Line
  - Sub - Area
  - Quarter Section Number
  - Pedestrian / Cyclist Crossing Enhancement
- TRAFFIC SIGNAL IMPROVEMENT**
- Modify Existing
  - Expand Existing
  - New Signal
- City Centre Boundary



Note: Figure does not include projects in existing DCC program

Revised: June 2016

# Richmond City-Centre Roads DCC Projects

**Attachment 3**

Water – Proposed DCC Program

## WATER WORKS

### *Overview of Proposed Program Changes*

	Water DCC Program Recoverable Value	Number of Projects
Existing DCC Program	\$34,123,682	419
Less: Completed Projects	(\$9,654,542)	(97)
Less: Deleted Projects	(\$8,893,736)	(122)
Add: Inflationary Adjustment	\$16,961,253	N/A
Add: New Projects	\$5,772,319	15
<b>Proposed DCC Program</b>	<b>\$38,308,976</b>	<b>215</b>

### *Purpose of Program*

The Water DCC Program provides a dedicated source of funding for upgrading existing infrastructure as well as installing new infrastructure to support growth. The water system takes the water delivered by Metro Vancouver and distributes it to individual properties across the City. As population density increases with redevelopment, water demand increases, thereby requiring infrastructure with increased capacity.

### *Overview of Proposed Program*

The Water DCC Program corresponds with the 2041 Official Community Plan, Section 12.3, Water Supply and Distribution, Objective 2, proactive planning and implementation of infrastructure upgrades and replacements due to age and growth. The program consists of upgrades for watermains and pressure reducing valve (PRV) stations.

### *Breakdown of Program by Benefiting Area*

	Water DCC Proposed (2016)	Water DCC Existing (2009)	Change Increase/ (Decrease)
<b>Total DCC Program Costs</b>	<b>\$ 38,308,976</b>	<b>\$ 34,123,682</b>	<b>\$4.2 million or 12%</b>
Comprised of:			
City-Wide	74%	90%	
City-Centre	26%	10%	
<b>Total Number of Projects</b>	<b>215</b>	<b>415</b>	<b>(200 projects) or (48%)</b>
Comprised of:			
City-Wide	79%	86%	
City-Centre	21%	14%	

### *Explanation of Changes in Program Value (\$)*

Revised cost estimates for the water projects accounted for the cost increase in the proposed Water DCC program.

### ***Highlights of DCC Projects***

#### Completed Water DCC Projects

Projects completed since the previous DCC program review in 2009 have been removed from the proposed DCC program and have a total value of \$9.65 million. Examples of the completed projects and their associated Water DCC program values include the following watermain upgrades:

- Steveston Planning Area (\$1,573,661)
- East Richmond Planning Area (\$2,294,388)
- Broadmoor Planning Area (\$1,870,959)
- Shellmont Planning Area (\$513,941)
- Fraser Lands Planning Area (\$852,517)
- Blundell Planning Area (\$357,063)

#### Deleted Water DCC Projects

With the recent Metro Vancouver upgrade to the Angus Drive water supply main, some of the projects on the existing DCC program are proposed to be removed, as there is no longer an immediate need to upgrade capacity in certain areas. The following are some of the projects proposed to be removed from the existing Water DCC program:

- Blundell Planning Area (\$795,988)
- Bridgeport Planning Area (\$474,871)
- Seafair Planning Area (\$916,236)
- East Richmond Planning Area (\$1,885,222)
- Broadmoor Planning Area (\$1,117,706)

#### New Water DCC Projects

The following are some of the new projects proposed to be added to the Water DCC program to reflect increased demand conditions of the 2041 OCP:

- Shell Road and Westminster Highway PRV station upgrade (\$495,000)
- Shell Road and Blundell Road PRV station upgrade (\$495,000)
- Shell Road and Williams Road PRV station upgrade (\$470,250)
- Blundell Road watermain upgrade, from No. 4 Road to Shell Road (\$1,403,325)
- Blundell Road watermain upgrade, from Seafair Driver to No. 1 Road (\$952,875)

***Top 20 DCC Projects – See Attachment 3.1***

***All DCC Projects – See Attachment 3.2***

**WATER WORKS - TOP 20 PROPOSED PROJECTS**

Ranking #	DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
1	2006-WC-409	West Cambie	Watermain	Westminster Hwy b/w No 4 Road and Shell Road	\$ 1,420
2	2015-OCP-12	Others	Watermain	Blundell Road	\$ 1,403
3	2008-CCAP-435	City Centre	Watermain	Gilbert Road	\$ 994
4	2015-OCP-8	Others	Watermain	Blundell Road	\$ 953
5	2006-SH-271	Shellmont	Watermain	Francis Road	\$ 812
6	2015-OCP-13	Others	PRV Station Upgrade	Shell & Westminster PRV Station Upgrade	\$ 495
7	2015-OCP-14	Others	PRV Station Upgrade	Shell & Blundell PRV Station Upgrade	\$ 495
8	2015-OCP-15	Others	PRV Station Upgrade	Shell & Williams PRV Station Upgrade	\$ 470
9	2006-WC-361	West Camibe	Watermain	Patterson Road	\$ 469
10	2015-OCP-2	Others	Watermain	Garry Street	\$ 371
11	2006-SH-275	Shellmont	Watermain	King Road	\$ 354
12	2006-SH-276	Shellmont	Watermain	King Road	\$ 342
13	2006-SF-248	Seafair	Watermain	Francis Road	\$ 298
14	2006-SF-247	Seafair	Watermain	Francis Road	\$ 253
15	2006-SF-398	Seafair	Watermain	Francis Road	\$ 226
16	2006-WC-360	West Cambie	Watermain	Patterson Road	\$ 180
17	2006-SF-399	Seafair	Watermain	Francis Road	\$ 145
18	2006-SH-278	Shellmont	Watermain	King Road	\$ 121
19	2006-SF-249	Seafair	Watermain	Francis Road	\$ 100
20	2006-SH-277	Shellmont	Watermain	King Road	\$ 75
Top 20 Water Projects DCC Recoverable Amount					\$ 9,978
Total Water Projects DCC Recoverable Amount					\$ 38,309
Top 20 Projects as a Percentage of Total Program Value					26%

**WATER WORKS - ALL PROPOSED PROJECTS**

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-BL-16	Blundell	Watermain	Ledway Rd	\$ 76
2006-BL-17	Blundell	Watermain	Ludlow Rd	\$ 145
2006-BL-22	Blundell	Watermain	Livingstone Pl	\$ 74
2006-BL-23	Blundell	Watermain	Comstock Rd	\$ 72
2006-BL-24	Blundell	Watermain	Comstock Rd	\$ 190
2006-BL-25	Blundell	Watermain	Comstock Rd	\$ 145
2006-BL-26	Blundell	Watermain	Grandy Rd	\$ 69
2006-BL-28	Blundell	Watermain	Chelmsford St	\$ 83
2006-BL-29	Blundell	Watermain	Dorval Rd	\$ 97
2006-BL-30	Blundell	Watermain	Dorval Rd	\$ 10
2006-BL-31	Blundell	Watermain	Dorval Rd	\$ 64
2006-BL-32	Blundell	Watermain	Dorval Rd	\$ 95
2006-BL-35	Blundell	Watermain	Dorval Rd	\$ 48
2006-BL-36	Blundell	Watermain	Dunsany Pl	\$ 10
2006-BL-37	Blundell	Watermain	Dorval Rd	\$ 79
2006-BL-40	Blundell	Watermain	Woodwards Rd	\$ 161
2006-BL-41	Blundell	Watermain	Woodwards Rd	\$ 273
2006-BL-42	Blundell	Watermain	Woodwards Rd	\$ 166
2006-BL-43	Blundell	Watermain	Woodwards Rd	\$ 22
2006-BL-48	Blundell	Watermain	Lynnwood Rd	\$ 302
2006-BL-49	Blundell	Watermain	Ledway Rd	\$ 267
2006-BL-50	Blundell	Watermain	Ledway Rd	\$ 23
2006-BL-51	Blundell	Watermain	Cheviot Pl	\$ 138
2006-BL-52	Blundell	Watermain	Blundell Rd	\$ 290
2006-BL-53	Blundell	Watermain	No. 2 Rd	\$ 207
2006-BL-363	Blundell	Watermain	Cathay Rd	\$ 124
2006-BL-364	Blundell	Watermain	Clearwater Dr	\$ 185
2006-BL-366	Blundell	Watermain	Cantley Rd	\$ 61
2006-BL-367	Blundell	Watermain	Cathay Rd	\$ 187
2006-BL-368	Blundell	Watermain	Cantley Rd	\$ 64
2006-BL-369	Blundell	Watermain	Lancing Rd	\$ 150
2006-BL-370	Blundell	Watermain	Lancing Rd	\$ 150
2006-BL-371	Blundell	Watermain	Woodwards Rd	\$ 101
2006-BL-372	Blundell	Watermain	Woodwards Rd	\$ 79
2006-BL-373	Blundell	Watermain	Woodwards Rd	\$ 98
2006-BP-54	Bridgeport	Watermain	Finlayson Dr	\$ 69
2006-BP-60	Bridgeport	Watermain	Gage Rd	\$ 127
2006-BP-61	Bridgeport	Watermain	Beckwith Rd	\$ 220
2006-BP-375	Bridgeport	Watermain	Finlayson Rd	\$ 103
2006-BM-77	Broadmoor	Watermain	Lucas Rd	\$ 126
2006-BM-78	Broadmoor	Watermain	Lucas Rd	\$ 63
2006-BM-79	Broadmoor	Watermain	Lucas Rd	\$ 125
2006-BM-80	Broadmoor	Watermain	Sunnycroft Rd	\$ 87
2006-BM-81	Broadmoor	Watermain	Sunnycroft Rd	\$ 68

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-BM-82	Broadmoor	Watermain	Sunnycroft Rd	\$ 73
2006-BM-83	Broadmoor	Watermain	Sunneymede Cr	\$ 175
2006-BM-84	Broadmoor	Watermain	Sunneymede Cr	\$ 142
2006-BM-85	Broadmoor	Watermain	Sunneymede Gate	\$ 71
2006-BM-102	Broadmoor	Watermain	Rideau Dr	\$ 159
2006-BM-103	Broadmoor	Watermain	Saunders Rd	\$ 278
2006-BM-104	Broadmoor	Watermain	Pigott Rd	\$ 86
2006-BM-105	Broadmoor	Watermain	Saunders Rd	\$ 335
2006-BM-106	Broadmoor	Watermain	Saunders Rd	\$ 45
2006-BM-107	Broadmoor	Watermain	Saunders Rd	\$ 185
2006-BM-115	Broadmoor	Watermain	Francis Rd	\$ 12
2006-BM-116	Broadmoor	Watermain	Ash St	\$ 60
2006-BM-117	Broadmoor	Watermain	Ash St	\$ 103
2006-BM-118	Broadmoor	Watermain	Ash St	\$ 150
2006-CC-128	City Centre	Watermain	Brown Rd	\$ 28
2006-CC-129	City Centre	Watermain	Brown Rd	\$ 104
2006-CC-130	City Centre	Watermain	Odlin Cres	\$ 203
2006-CC-131	City Centre	Watermain	Odlin Cres	\$ 102
2006-CC-132	City Centre	Watermain	Sexsmith Rd	\$ 405
2006-CC-133	City Centre	Watermain	Lansdowne/Minoru Connector	\$ 15
2006-CC-136	City Centre	Watermain	Bennett Rd	\$ 134
2006-CC-137	City Centre	Watermain	Park Rd	\$ 271
2006-CC-143	City Centre	Watermain	Cooney Rd	\$ 149
2006-CC-144	City Centre	Watermain	Cooney Rd to Granville Connector	\$ 82
2006-CC-147	City Centre	Watermain	Eckersley Rd	\$ 145
2006-CC-148	City Centre	Watermain	Cook Gate	\$ 81
2006-CC-149	City Centre	Watermain	Spires Rd	\$ 64
2006-CC-150	City Centre	Watermain	Spires Rd	\$ 59
2006-CC-151	City Centre	Watermain	Pimlico Way	\$ 139
2006-CC-152	City Centre	Watermain	Odlin Rd (Odlin Cr west to Brown Rd)	\$ 322
2006-CC-155	City Centre	Watermain	Cook Rd	\$ 116
2006-CC-156	City Centre	Watermain	Cook Rd	\$ 97
2006-CC-157	City Centre	Watermain	Cook Rd	\$ 107
2006-CC-158	City Centre	Watermain	Cook Rd	\$ 135
2006-CC-159	City Centre	Watermain	Cook Rd	\$ 150
2006-CC-381	City Centre	Watermain	Spires Gate	\$ 80
2006-CC-382	City Centre	Watermain	Cooney Rd	\$ 37
2006-CC-383	City Centre	Watermain	River Rd	\$ 113
2008-CCAP-411	City Centre	Watermain	Capstan Way	\$ 449
2008-CCAP-416	City Centre	Watermain	Brown Rd	\$ 27
2008-CCAP-418	City Centre	Watermain	Minoru Blvd	\$ 147
2008-CCAP-421	City Centre	Watermain	Cheson Rd	\$ 217

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-CCAP-422	City Centre	Watermain	Bennett Rd	\$ 79
2008-CCAP-431	City Centre	Watermain	South of Granville Ave (b/w St. Albans & Garden City)	\$ 162
2008-CCAP-433	City Centre	Watermain	No. 4 Rd	\$ 965
2008-CCAP-435	City Centre	Watermain	Gilbert Rd	\$ 994
2008-CCAP-436	City Centre	Watermain	Spires Rd	\$ 157
2008-CCAP-437	City Centre	Watermain	Cook Cr	\$ 280
2008-CCAP-439	City Centre	Watermain	Citation Dr	\$ 336
2008-CCAP-441	City Centre	Watermain	Cook Rd	\$ 456
2008-CCAP-443	City Centre	Watermain	No. 3 Rd	\$ 613
2008-CCAP-444	City Centre	Watermain	Hazelbridge Way	\$ 207
2008-CCAP-445	City Centre	Watermain	Leslie Rd	\$ 339
2008-CCAP-446	City Centre	Watermain	Leslie Rd	\$ 237
2008-CCAP-447	City Centre	Watermain	Sorenson Cr	\$ 117
2008-CCAP-448	City Centre	Watermain	Brown Rd	\$ 75
2008-CCAP-449	City Centre	Watermain	Brown Rd	\$ 229
2006-EC-161	East Cambie	Watermain	Bird Rd	\$ 296
2006-EC-162	East Cambie	Watermain	Bird Rd	\$ 290
2006-EC-163	East Cambie	Watermain	Bird Rd	\$ 45
2006-EC-166	East Cambie	Watermain	Daniels Rd	\$ 73
2006-EC-167	East Cambie	Watermain	Daniels Rd	\$ 55
2006-EC-168	East Cambie	Watermain	Daniels Rd	\$ 82
2006-EC-169	East Cambie	Watermain	Daniels Rd	\$ 52
2006-EC-170	East Cambie	Watermain	Daniels Rd	\$ 153
2006-EC-171	East Cambie	Watermain	Bamfield Dr	\$ 161
2006-EC-172	East Cambie	Watermain	Bamfield Dr	\$ 203
2006-EC-173	East Cambie	Watermain	Mellis Dr	\$ 151
2006-EC-174	East Cambie	Watermain	Mellis Dr	\$ 37
2006-EC-175	East Cambie	Watermain	Mellis Dr	\$ 160
2006-EC-176	East Cambie	Watermain	Mellis Dr	\$ 42
2006-EC-180	East Cambie	Watermain	Dewsbury Dr	\$ 200
2006-EC-181	East Cambie	Watermain	Dewsbury Dr	\$ 63
2006-EC-182	East Cambie	Watermain	Dewsbury Dr	\$ 65
2006-EC-184	East Cambie	Watermain	Bath Rd	\$ 266
2006-EC-185	East Cambie	Watermain	Bamfield Gate	\$ 106
2006-EC-186	East Cambie	Watermain	Bamfield Gate	\$ 18
2006-EC-187	East Cambie	Watermain	Bargen Dr	\$ 135
2006-EC-188	East Cambie	Watermain	Cambie Connector	\$ 11
2006-EC-189	East Cambie	Watermain	Cambie Rd	\$ 63
2006-EC-190	East Cambie	Watermain	Dallyn Rd	\$ 172
2006-EC-191	East Cambie	Watermain	Dallyn Rd	\$ 120
2006-EC-192	East Cambie	Watermain	Sparwood Pl	\$ 365
2006-HA-210	Hamilton	Watermain	Smith Cr	\$ 239
2006-HA-214	Hamilton	Watermain	Willet Ave	\$ 145

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-HA-215	Hamilton	Watermain	Smith Dr	\$ 256
2006-SF-234	Seafair	Watermain	Colonial Dr	\$ 335
2006-SF-235	Seafair	Watermain	Colonial Dr	\$ 134
2006-SF-240	Seafair	Watermain	Palmer Rd	\$ 67
2006-SF-241	Seafair	Watermain	Mahood Dr	\$ 201
2006-SF-242	Seafair	Watermain	Groat Ave	\$ 58
2006-SF-243	Seafair	Watermain	Geal Rd	\$ 103
2006-SF-244	Seafair	Watermain	Francis Rd	\$ 39
2006-SF-246	Seafair	Watermain	Francis Rd	\$ 45
2006-SF-247	Seafair	Watermain	Francis Rd	\$ 253
2006-SF-248	Seafair	Watermain	Francis Rd	\$ 298
2006-SF-249	Seafair	Watermain	Francis Rd	\$ 100
2006-SF-398	Seafair	Watermain	Francis Rd	\$ 226
2006-SF-399	Seafair	Watermain	Francis Rd	\$ 145
2006-SF-401	Seafair	Watermain	Pendleton Rd	\$ 301
2006-SH-260	Shellmont	Watermain	Shell Rd	\$ 70
2006-SH-264	Shellmont	Watermain	Kingcome Ave	\$ 186
2006-SH-265	Shellmont	Watermain	Kingcome Ave	\$ 151
2006-SH-266	Shellmont	Watermain	Kingswood Dr	\$ 103
2006-SH-267	Shellmont	Watermain	Kingcome Ave/Kingswood Dr Connector	\$ 25
2006-SH-268	Shellmont	Watermain	Seacote Rd	\$ 70
2006-SH-271	Shellmont	Watermain	Francis Rd	\$ 812
2006-SH-272	Shellmont	Watermain	Kingsbridge Dr	\$ 85
2006-SH-273	Shellmont	Watermain	Kingsbridge Dr	\$ 204
2006-SH-274	Shellmont	Watermain	Kingsbridge Dr	\$ 175
2006-SH-275	Shellmont	Watermain	King Rd	\$ 354
2006-SH-276	Shellmont	Watermain	King Rd	\$ 342
2006-SH-277	Shellmont	Watermain	King Rd	\$ 75
2006-SH-278	Shellmont	Watermain	King Rd	\$ 121
2006-ST-289	Steveston	Watermain	Springfield Dr	\$ 106
2006-ST-290	Steveston	Watermain	Springfield Dr	\$ 195
2006-ST-291	Steveston	Watermain	Springfield Dr	\$ 59
2006-ST-296	Steveston	Watermain	Fortune Ave	\$ 105
2006-ST-297	Steveston	Watermain	Fortune Ave	\$ 44
2006-ST-298	Steveston	Watermain	Fundy Dr	\$ 91
2006-ST-299	Steveston	Watermain	Fundy Dr	\$ 153
2006-ST-300	Steveston	Watermain	Fundy Dr	\$ 179
2006-ST-302	Steveston	Watermain	Fundy Dr	\$ 58
2006-ST-303	Steveston	Watermain	Fundy Dr	\$ 61
2006-ST-304	Steveston	Watermain	Fundy Dr	\$ 48
2006-ST-305	Steveston	Watermain	Bonavista Dr	\$ 129
2006-ST-310	Steveston	Watermain	Garry St	\$ 77
2006-ST-311	Steveston	Watermain	Garry St	\$ 101

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-ST-312	Steveston	Watermain	Windward Gate	\$ 60
2006-ST-313	Steveston	Watermain	Garry St	\$ 101
2006-ST-314	Steveston	Watermain	Garry St	\$ 132
2006-ST-315	Steveston	Watermain	Leeward Gate	\$ 71
2006-ST-324	Steveston	Watermain	Kingfisher Dr	\$ 206
2006-ST-325	Steveston	Watermain	Kingfisher Dr	\$ 57
2006-ST-326	Steveston	Watermain	Plover Dr	\$ 109
2006-ST-327	Steveston	Watermain	Pintail Dr	\$ 483
2006-ST-330	Steveston	Watermain	Kittiwake Dr	\$ 93
2006-ST-331	Steveston	Watermain	Kittiwake Dr	\$ 142
2006-ST-332	Steveston	Watermain	Kittiwake Dr	\$ 96
2006-TH-341	Thompson	Watermain	Westminster Hwy/Lynas Lane	\$ 34
2006-TH-343	Thompson	Watermain	Garrison Rd	\$ 31
2006-TH-344	Thompson	Watermain	Garrison Rd	\$ 49
2006-TH-345	Thompson	Watermain	Garrison Rd	\$ 52
2006-TH-346	Thompson	Watermain	Garrison Rd	\$ 2
2006-TH-347	Thompson	Watermain	Garrison Rd	\$ 54
2006-TH-349	Thompson	Watermain	Skaha Cr	\$ 43
2006-TH-353	Thompson	Watermain	Tiffany Blvd	\$ 196
2006-TH-354	Thompson	Watermain	Tiffany Blvd	\$ 130
2006-TH-355	Thompson	Watermain	Tiffany Blvd	\$ 68
2006-TH-356	Thompson	Watermain	Tiffany Blvd	\$ 125
2006-TH-358	Thompson	Watermain	Granville Cr	\$ 361
2006-TH-408	Thompson	Watermain	Redfern Cr	\$ 127
2006-WC-360	West Cambie	Watermain	Patterson Rd	\$ 180
2006-WC-361	West Cambie	Watermain	Patterson Rd	\$ 469
2006-WC-409	West Cambie	Watermain	Westminster Hwy b/w No. 4 Rd and Shell Rd	\$ 1,420
Modelling	Others	Watermain		\$ 743
2015-OCP-1	Others	Watermain	Dunford Rd	\$ 80
2015-OCP-2	Others	Watermain	Garry St (Section not covered in list above)	\$ 371
2015-OCP-3	Others	Watermain	Windjammer Dr	\$ 434
2015-OCP-4	Others	Watermain	Beckwith Rd	\$ 314
2015-OCP-5	Others	Watermain	Kingcome Ave	\$ 273
2015-OCP-6	Others	Watermain	Colville Rd	\$ 88
2015-OCP-7	Others	Watermain	East of No. 4 Rd & Saunders Rd Intersection	\$ 88
2015-OCP-8	Others	Watermain	Blundell Rd	\$ 953
2015-OCP-9	Others	Watermain	Bowen Gate	\$ 64
2015-OCP-10	Others	Watermain	Gabrolia Gate	\$ 80
2015-OCP-11	Others	Watermain	Ruskin Rd loop to Ryan	\$ 161

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2015-OCP-12	Others	Watermain	Blundell Rd	\$ 1,403
2015-OCP-13	Others	Pressure Reducing Valve (PRV) Station	Shell & Westminster PRV Station Upgrade	\$ 495
2015-OCP-14	Others	PRV Station	Shell & Blundell PRV Station Upgrade	\$ 495
2015-OCP-15	Others	PRV Station	Shell & Williams PRV Station Upgrade	\$ 470

Total Proposed Water DCC Recoverable Amount \$ 38,309

**Attachment 4**

Sanitary – Proposed DCC Program

## SANITARY SEWER WORKS

### *Overview of Proposed Program Changes*

	Sanitary DCC Program Recoverable Value	Number of Projects
Existing DCC Program	\$84,663,842	325
Less: Completed Projects	(\$1,610,995)	(22)
Less: Deleted Projects	(\$24,779,081)	(23)
Add: Inflationary Adjustment	\$24,942,295	N/A
Add: New Projects	\$5,434,197	13
<b>Proposed DCC Program</b>	<b>\$88,650,258</b>	<b>293</b>

### *Purpose of Program*

The Sanitary DCC Program provides a dedicated source of funding for upgrading existing infrastructure as well as installing new infrastructure to support growth. The sanitary sewer system collects sewage from properties and conveys it to the wastewater treatment plants. As population density increases with redevelopment, sewage flow increases, thereby requiring infrastructure with increased capacity.

### *Overview of Proposed Program*

The Sanitary DCC Program corresponds with the 2041 Official Community Plan, Section 12.1, Sanitary Sewers, Objective 2, proactive planning of infrastructure upgrades and replacements due to age and growth. The program consists of new installations and upgrades for gravity mains, forcemains, and pump stations.

### *Breakdown of Program by Benefitting Area*

	Sanitary DCC Proposed (2016)	Sanitary DCC Existing (2009)	Change Increase/ (Decrease)
<b>Total DCC Program Costs</b>	<b>\$ 88,650,258</b>	<b>\$ 84,663,842</b>	<b>\$3.98 million or 4.7%</b>
Comprised of:			
City-Wide	63%	72%	
City-Centre	37%	28%	
<b>Total Number of Projects</b>	<b>293</b>	<b>325</b>	<b>(32) projects or (10%)</b>
Comprised of:			
City-Wide	56%	65%	
City-Centre	44%	45%	

### *Explanation of Changes in Program Value (\$)*

Revised cost estimates for the sanitary projects accounted for the cost increase in the proposed Sanitary DCC program.

### ***Highlights of DCC Projects***

#### Completed Sanitary DCC Projects

Projects completed since the previous DCC program review in 2009 have been removed from the proposed DCC program and have a total value of \$1.6 million. Below are examples of the completed projects and their associated Sanitary DCC program values:

- Gravity main upgrade on McLennan Avenue from River Drive to Finlayson Pump Station (\$300,772)
- Gravity main upgrade near 6111 River Road (\$102,032)
- St. Albans Road forcemain upgrade (\$761,102)
- Jones Pump Station forcemain upgrade (\$71,205)

#### Deleted Sanitary DCC Projects

The following are some of the projects proposed to be removed from the existing Sanitary DCC program, primarily as a result of updated conditions in the 2041 OCP:

- McLennan Sanitary Area pump stations (\$12,825,867)
- East Richmond Sanitary Area pump stations (\$1,425,096)
- Fraserport Sanitary Area pump stations (\$5,700,386)
- City Center Sanitary Area pump stations (\$2,036,421)
- Fraser Sanitary Area forcemains (\$2,791,310)

#### New Sanitary DCC Projects

The following are some of the new projects proposed to be added to the Sanitary DCC program to reflect increased sanitary flow conditions of the 2041 OCP:

- Parsons Pump Station upgrade (\$1,051,875)
- New pump station and forcemain near Williams Road and Triangle Road (\$3,650,625)
- City Center gravity mains (\$731,697)

***Top 20 DCC Projects – See Attachment 4.1***

***All DCC Projects – See Attachment 4.2***

**SANITARY SEWER WORKS - TOP 20 PROPOSED PROJECTS**

Ranking #	DCC Project ID	Area	Description of Infrastructure	Project Location and Description	DCC Recoverable Costs (in thousands)
1	2006-CC-1056	City Centre	Pump Station	New Pump station at Lansdowne	\$ 1,763
2	2006-CC-1051	City Centre	Pump Station	Pump Station - upgrade Lancing pump station	\$ 1,117
3	2008-SH-1746	Shellmont	Pump Station	Upgrade Sherman pump station	\$ 619
4	2008-BM-1763	Broadmoor	Pump Station	Upgrade Oeser pump station	\$ 619
5	2008-BM-1764	Broadmoor	Pump Station	Upgrade Saunders pump station	\$ 619
6	2008-BM-1765	Broadmoor	Pump Station	Upgrade Woodward's pump station	\$ 619
7	2008-ST-1652	Steveston	Pump Station	Upgrade Steveston pump station	\$ 619
8	2008-ST-1653	Steveston	Pump Station	Upgrade Richmond Park pump station	\$ 619
9	2008-ST-1654	Steveston	Pump Station	Upgrade Trites pump station	\$ 619
10	2008-ST-1655	Steveston	Pump Station	Upgrade Boyd pump station	\$ 619
11	2006-CC-1040	City Centre	Pump Station	Pump Station - upgrade Acheson pump station	\$ 588
12	2006-CC-1041	City Centre	Pump Station	Pump Station - upgrade Ackroyd pump station	\$ 588
13	2006-CC-1042	City Centre	Pump Station	Pump Station - reduce horse power of pumps in Alberta pump station to improve efficiency	\$ 588
14	2006-CC-1044	City Centre	Pump Station	Pump Station - upgrade Arcadia pump station	\$ 588
15	2006-CC-1045	City Centre	Pump Station	Pump Station - upgrade Brighthouse	\$ 588
16	2006-CC-1047	City Centre	Pump Station	Pump Station - reduce HP of pumps in Ferndale pump station to improve efficiency	\$ 588
17	2006-CC-1048	City Centre	Pump Station	Pump Station - upgrade Foster North pump station	\$ 588
18	2006-CC-1049	City Centre	Pump Station	Pump Station - upgrade Alderbridge West	\$ 588
19	2006-CC-1050	City Centre	Pump Station	Pump Station - upgrade Jones pump station	\$ 588
20	2006-CC-1053	City Centre	Pump Station	Pump Station - upgrade Moffatt pump station	\$ 588

Top 20 Sanitary Sewer DCC Recoverable Amount	\$ 13,708
Total Sanitary Sewer DCC Recoverable Amount	\$ 88,650
Top 20 Projects as a Percentage of Total Program Value	15%

**SANITARY SEWER WORKS - ALL PROPOSED PROJECTS**

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-BP-1066	Bridgeport	Gravity Mains-right of way	Gravity Main - Rear of 4640 No. 3 Rd to Leslie pump station	\$ 89
2006-BP-1067	Bridgeport	Gravity Mains	Gravity Main - 8140 Leslie Rd to 8380 Leslie Rd	\$ 350
2006-BP-1074	Bridgeport	Gravity Mains	Gravity Main - Crossing Charles St (8980 Charles St to 8891 Charles St)	\$ 31
2006-BP-1083	Bridgeport	Gravity Mains	Gravity Main - 3433 Regina Ave to 3291 Regina Ave	\$ 110
2006-BP-1084	Bridgeport	Gravity Mains	Gravity Main - 3291 Regina Ave to 3251 Regina Ave	\$ 60
2006-BP-1085	Bridgeport	Gravity Mains	Gravity Main - 3251 Regina Ave to Walford PS	\$ 59
2006-BP-1087	Bridgeport	Gravity Mains-right of way	Gravity Main - through 3111 Beckman Pl	\$ 70
2006-BP-1088	Bridgeport	Gravity Mains	Gravity Main - 10191 Hall Ave to 10271 Odlin Rd	\$ 167
2006-BP-1089	Bridgeport	Gravity Mains	Gravity Main - 10233 Hayne Crt to 10411 Odlin Rd	\$ 199
2006-BP-1090	Bridgeport	Gravity Mains-right of way	Gravity Main - Rear of 10148 Carter Crt to 10233 Hayne Crt	\$ 189
2006-BP-1091	Bridgeport	Gravity Mains-right of way	Gravity Main - Rear of 10482 Odlin Rd to Odlin PS	\$ 48
2006-BP-1092	Bridgeport	Gravity Mains	Gravity Main - Lane b/w Shepherd Dr & Odlin Rd from SW corner of 10482 Odlin Rd to Hall Ave	\$ 112
2006-BP-1093	Bridgeport	Gravity Mains	Gravity Main - 12751 Vulcan Way to 12631 Vulcan Way	\$ 191
2006-BP-1094	Bridgeport	Gravity Mains	Gravity Main - 12631 Vulcan Way to Vulcan PS	\$ 52
2006-BP-1095	Bridgeport	Gravity Mains	Gravity Main - 2700 Sweden Way to 13200 Vulcan Way	\$ 277
2006-BP-1096	Bridgeport	Gravity Mains	Gravity Main - 13300 Vulcan Way to 13400 Vulcan Way	\$ 159
2006-BP-1097	Bridgeport	Gravity Mains	Gravity Main - 13400 Vulcan Way	\$ 16
2006-BP-1098	Bridgeport	Gravity Mains	Gravity Main - right of way along NPL of 2471 Viking Way	\$ 105
2006-BP-1099	Bridgeport	Gravity Mains	Gravity Main - right of way along SPL of 13511 Vulcan Way	\$ 81
2006-BP-1100	Bridgeport	Gravity Mains-right of way	Gravity Main - right of way b/w 12606/12620 Greenland Dr	\$ 25
2006-BP-1102	Bridgeport	Gravity Mains	Gravity Main - Jacombs Rd from Delf Pl to Worster Crt	\$ 203
2006-BP-1103	Bridgeport	Gravity Mains	Gravity Main - Jacombs Rd from Parkwood Way to 4680 Wyne Cr	\$ 427

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-BP-1104	Bridgeport	Gravity Mains	Gravity Main -Viking Way along 13680 Bridgeport Rd	\$ 133
2006-BP-1105	Bridgeport	Gravity Mains	Gravity Main - Burrows Rd along SPL of 2080 Van Dyke Pl	\$ 98
2006-BP-1106	Bridgeport	Gravity Mains	Gravity Main - Van Dyke Pl from Burrows Rd to end of Cul-de-sac	\$ 121
2006-BP-1107	Bridgeport	Gravity Mains	Gravity Main - No. 6 Rd from 4455 to 13988 Maycrest Way	\$ 503
2006-BP-1108	Bridgeport	Gravity Mains	Gravity Main - No. 6 Rd from 13988 Maycrest Way to Gilley East PS	\$ 79
2006-BP-1109	Bridgeport	Gravity Mains	Gravity Main - No. 6 Rd from SE corner 13799 Commerce Pkwy to Gilley East PS	\$ 270
2006-BP-1110	Bridgeport	Gravity Mains	Gravity Main - No. 6 Rd from 13800 Commerce Pkwy to 13799 Commerce Pkwy	\$ 260
2006-BP-1111	Bridgeport	Gravity Mains	Gravity Main - No. 6 Rd from NE corner of 13700 International Pl to SE corner of 13800 Commerce Pkwy	\$ 120
2006-BP-1112	Bridgeport	Gravity Mains	Gravity Main - No. 6 Rd along 13700 International Pl	\$ 71
2006-BP-1009	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1010	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1011	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1012	Bridgeport	Pump Stations	Pumps near capacity	\$ 1,176
2006-BP-1013	Bridgeport	Pump Stations	Pumps near capacity	\$ 1,117
2006-BP-1014	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1015	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1017	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1018	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1019	Bridgeport	Pump Stations	Pumps near capacity	\$ 588
2006-BP-1023	Bridgeport	Pump Stations	New pump station at Pinnacle	\$ 1,763
2006-BP-1024	Bridgeport	Pump Stations	New pump station at West Cambie	\$ 1,763
2006-CC-1119	City Centre	Gravity Mains	Gravity Main - along 8500 Ackroyd Rd to 3m West of EPL	\$ 20
2006-CC-1122	City Centre	Gravity Mains-right of way	Gravity Main - from 8040/8120 Cook Rd to 6300 No. 3 Rd (65m East of WPL)	\$ 129
2006-CC-1123	City Centre	Gravity Mains-right of way	Gravity Main - Crossing No. 3 Rd NE corner of 6551 No. 3 Rd to 65m East of WPL of 6300 No. 3 Rd	\$ 120
2006-CC-1136	City Centre	Gravity Mains	Gravity Main - from 6931 Anderson Rd to 8371 Anderson Rd	\$ 46
2006-CC-1139	City Centre	Gravity Mains-right of way	Gravity Main - 7120 St. Albans Rd, right of way along EPL	\$ 30

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2006-CC-1140	City Centre	Gravity Mains-right of way	Gravity Main - right of way along 7295 Gilbert Rd & 7437 Moffatt Rd	\$ 96
2006-CC-1141	City Centre	Gravity Mains-right of way	Gravity Main - Moffatt Rd, right of way at rear from 7571 Moffatt Rd to 7459 Moffatt Rd	\$ 81
2006-CC-1142	City Centre	Gravity Mains	Gravity Main - 8191 Jones Rd to 8333 Jones Rd	\$ 195
2006-CC-1036	City Centre	Forcemains	Forcemain - Lucas Rd from Minler pump station to Gilbert Rd	\$ 104
2006-CC-1037	City Centre	Pump Stations	Pump Station - upgrade Eckersley A pump station (EarthTech recommendation)	\$ 588
2006-CC-1038	City Centre	Pump Stations	Pump Station - upgrade Heather North pump station (EarthTech recommendation)	\$ 588
2006-CC-1039	City Centre	Pump Stations	Pump Station - upgrade Eckersley B pump station (EarthTech recommendation)	\$ 588
2006-CC-1040	City Centre	Pump Stations	Pump Station - upgrade Acheson PS	\$ 588
2006-CC-1041	City Centre	Pump Stations	Pump Station - upgrade Ackroyd pump station	\$ 588
2006-CC-1042	City Centre	Pump Stations	Pump Station - reduce HP of pumps in Alberta pump station to improve efficiency	\$ 588
2006-CC-1044	City Centre	Pump Stations	Pump Station - upgrade Arcadia pump station (to be completed in 05/06)	\$ 588
2006-CC-1045	City Centre	Pump Stations	Pump Station - upgrade Brighthouse	\$ 588
2006-CC-1047	City Centre	Pump Stations	Pump Station - reduce HP of pumps in Ferndale pump station to improve efficiency	\$ 588
2006-CC-1048	City Centre	Pump Stations	Pump Station - upgrade Foster North PS	\$ 588
2006-CC-1049	City Centre	Pump Stations	Pump Station - upgrade Alderbridge West	\$ 588
2006-CC-1050	City Centre	Pump Stations	Pump Station - upgrade Jones PS	\$ 588
2006-CC-1051	City Centre	Pump Stations	Pump Station - upgrade Lancing PS	\$ 1,117
2006-CC-1053	City Centre	Pump Stations	Pump Station - upgrade Moffatt PS	\$ 588
2006-CC-1056	City Centre	Pump Stations	New Pump station at Lansdowne	\$ 1,763
2006-ER-1211	East Richmond	Pump Stations	New P/S in Section 36-5-4 (includes forcemain component)	\$ 1,763
2006-ER-1213	East Richmond	Pump Stations	New P/S in Section 36-5-4 (includes forcemain component)	\$ 1,763
2006-ER-1214	East Richmond	Pump Stations	New P/S in Section 36-5-4 (includes forcemain component)	\$ 1,763

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-CCAP-1303	City Centre	Gravity Mains-right of way	160m East of Gilbert Rd	\$ 420
2008-CCAP-1304	City Centre	Gravity Mains-right of way	160m West of Minoru Blvd	\$ 46
2008-CCAP-1309	City Centre	Gravity Mains	7200 Minoru Blvd	\$ 12
2008-CCAP-1310	City Centre	Gravity Mains-right of way	7480 Gilbert Rd	\$ 89
2008-CCAP-1312	City Centre	Gravity Mains-right of way	7435 Gilbert Rd	\$ 123
2008-CCAP-1313	City Centre	Gravity Mains-right of way	Along EPL of 7571 Moffatt Rd	\$ 84
2008-CCAP-1314	City Centre	Gravity Mains-right of way	North side of 7459 Moffatt Rd	\$ 75
2008-CCAP-1315	City Centre	Gravity Mains-right of way	7311 Moffatt Rd	\$ 147
2008-CCAP-1316	City Centre	Gravity Mains	Minoru Blvd	\$ 19
2008-CCAP-1317	City Centre	Gravity Mains	9211 Beckwith Rd	\$ 215
2008-CCAP-1318	City Centre	Gravity Mains	50m West of Smith St	\$ 260
2008-CCAP-1319	City Centre	Gravity Mains	Leslie Rd	\$ 81
2008-CCAP-1320	City Centre	Gravity Mains-right of way	Intersection of Brown Rd & Cambie Rd	\$ 211
2008-CCAP-1321	City Centre	Gravity Mains	Sexsmith Rd	\$ 346
2008-CCAP-1322	City Centre	Gravity Mains	Hazelbridge Way	\$ 343
2008-CCAP-1323	City Centre	Gravity Mains	15m West of EPL of 8200 Capstan Way	\$ 31
2008-CCAP-1324	City Centre	Gravity Mains	NW corner of 8100 Capstan Way	\$ 103
2008-CCAP-1325	City Centre	Gravity Mains-right of way	NW corner of 3331 No 3 Rd	\$ 67
2008-CCAP-1326	City Centre	Gravity Mains	8991 Charles St	\$ 77
2008-CCAP-1328	City Centre	Gravity Mains	9011 Garden City	\$ 56
2008-CCAP-1329	City Centre	Gravity Mains	NW corner of 8091 Capstan Way	\$ 198
2008-CCAP-1331	City Centre	Gravity Mains	Capstan Way	\$ 330
2008-CCAP-1333	City Centre	Gravity Mains	SE corner of 4551 No. 3 Rd	\$ 155

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-CCAP-1336	City Centre	Gravity Mains	SE corner of 4551 No. 3 Rd	\$ 177
2008-CCAP-1337	City Centre	Gravity Mains	NW corner of 4200 No. 3 Rd	\$ 366
2008-CCAP-1338	City Centre	Gravity Mains-right of way	Odlin Cres	\$ 191
2008-CCAP-1339	City Centre	Gravity Mains	Van Horne Way	\$ 106
2008-CCAP-1340	City Centre	Gravity Mains	Intersection of No. 3 Rd & Beckwith Rd	\$ 244
2008-CCAP-1342	City Centre	Gravity Mains	Capstan Way	\$ 83
2008-CCAP-1344	City Centre	Gravity Mains	Van Horne Way	\$ 304
2008-CCAP-1345	City Centre	Gravity Mains-right of way	SW corner of 9800 Van Horne Way	\$ 173
2008-CCAP-1348	City Centre	Gravity Mains	35m East of Alderbridge West PS	\$ 104
2008-CCAP-1350	City Centre	Gravity Mains-right of way	West side of City Hall	\$ 112
2008-CCAP-1351	City Centre	Gravity Mains-right of way	6251 Minoru Blvd	\$ 60
2008-CCAP-1353	City Centre	Gravity Mains-right of way	7340 Westminster Hwy	\$ 295
2008-CCAP-1354	City Centre	Gravity Mains-right of way	right of way along the East side of 7000 Westminster Hwy	\$ 125
2008-CCAP-1355	City Centre	Gravity Mains-right of way	1st Pipe segment North of Richmond Centre PS	\$ 9
2008-CCAP-1358	City Centre	Gravity Mains-right of way	10m West of Buswell PS	\$ 256
2008-CCAP-1361	City Centre	Gravity Mains-right of way	5111 Hollybridge Way	\$ 100
2008-CCAP-1363	City Centre	Gravity Mains	5900 No. 2 Rd	\$ 173
2008-CCAP-1364	City Centre	Gravity Mains	20m West of WPL of 6751 Westminster Hwy	\$ 328
2008-CCAP-1365	City Centre	Gravity Mains	NW corner of 6951 Elmbridge Way	\$ 113
2008-CCAP-1366	City Centre	Gravity Mains	Middle of 6211 Gilbert Rd	\$ 109
2008-CCAP-1367	City Centre	Gravity Mains	6799 Azure Rd	\$ 83
2008-CCAP-1368	City Centre	Gravity Mains-right of way	175m North of Granville St	\$ 61
2008-CCAP-1369	City Centre	Gravity Mains-right of way	Along frontage of 6211 Gilbert Rd	\$ 109

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-CCAP-1370	City Centre	Gravity Mains-right of way	6240 Mara Cr	\$ 339
2008-CCAP-1371	City Centre	Gravity Mains-right of way	6180 Skaha Cr	\$ 263
2008-CCAP-1372	City Centre	Gravity Mains-right of way	Near WPL of 6211 Gilbert Rd (150m South of NPL)	\$ 260
2008-CCAP-1373	City Centre	Gravity Mains-right of way	6251 Minoru Blvd	\$ 651
2008-CCAP-1374	City Centre	Gravity Mains-right of way	14m North of Brighthouse PS	\$ 28
2008-CCAP-1375	City Centre	Gravity Mains	General Currie Rd	\$ 89
2008-CCAP-1376	City Centre	Gravity Mains	7480 Heather St	\$ 11
2008-CCAP-1378	City Centre	Gravity Mains	North side of 7351 Elmbridge	\$ 145
2008-CCAP-1379	City Centre	Gravity Mains-right of way	NE corner of 7360 Elmbridge Way	\$ 80
2008-CCAP-1382	City Centre	Gravity Mains	SW corner of 5540 Hollybridge Way	\$ 153
2008-CCAP-1383	City Centre	Gravity Mains	5300 No. 3 Rd	\$ 125
2008-CCAP-1386	City Centre	Gravity Mains	3m West of EPL of 8500 Ackroyd	\$ 103
2008-CCAP-1387	City Centre	Gravity Mains	NE corner of 5880 No 3 Rd	\$ 20
2008-CCAP-1390	City Centre	Gravity Mains	Along the frontage of 7811 Alderbridge Way	\$ 101
2008-CCAP-1391	City Centre	Gravity Mains	7080 River Rd	\$ 435
2008-CCAP-1393	City Centre	Gravity Mains	5003 Minoru Blvd	\$ 119
2008-CCAP-1394	City Centre	Gravity Mains	No. 3 Rd	\$ 87
2008-CCAP-1396	City Centre	Gravity Mains	NW corner of 5333 No. 3 Rd	\$ 393
2008-CCAP-1397	City Centre	Gravity Mains-right of way	Gilbert Rd	\$ 253
2008-CCAP-1399	City Centre	Gravity Mains	Centre of Ferndale Rd	\$ 12
2008-CCAP-1400	City Centre	Gravity Mains	6233 Katsura St	\$ 71
2008-CCAP-1403	City Centre	Gravity Mains-right of way	8151 Bennett Rd	\$ 49
2008-CCAP-1404	City Centre	Gravity Mains	8151 & 8220 Bennett Rd	\$ 53

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-CCAP-1405	City Centre	Gravity Mains-right of way	8520 Granville St	\$ 88
2008-CCAP-1406	City Centre	Gravity Mains	8640 Bennett Rd	\$ 26
2008-CCAP-1407	City Centre	Gravity Mains-right of way	NPL of 6831 Cooney (at rear)	\$ 45
2008-CCAP-1409	City Centre	Gravity Mains-right of way	8580 Cook Rd	\$ 657
2008-CCAP-1410	City Centre	Gravity Mains-right of way	SE corner of 6560 Eckersley Rd	\$ 32
2008-CCAP-1411	City Centre	Gravity Mains	8720 Spires St	\$ 99
2008-CCAP-1412	City Centre	Gravity Mains-right of way	8780 Spires Rd	\$ 62
2008-CCAP-1413	City Centre	Gravity Mains-right of way	8431 Cook Rd	\$ 157
2008-CCAP-1414	City Centre	Gravity Mains-right of way	Middle of 8088 Spires Gate	\$ 89
2008-CCAP-1415	City Centre	Gravity Mains-right of way	8140 Spires Rd	\$ 174
2008-CCAP-1419	City Centre	Gravity Mains	8700 & 8711 Jones Rd	\$ 89
2008-CCAP-1420	City Centre	Gravity Mains	8600 & 8655 Jones Rd	\$ 117
2008-CCAP-1421	City Centre	Gravity Mains-right of way	NW corner of 8535 Jones Rd	\$ 39
2008-CCAP-1422	City Centre	Gravity Mains	8600 Jones Rd	\$ 15
2008-CCAP-1426	City Centre	Forcemains	River Rd	\$ 238
2008-CCAP-1427	City Centre	Forcemains	River Rd	\$ 191
2008-CCAP-1428	City Centre	Forcemains	Railway Tracks	\$ 264
2008-CCAP-1429	City Centre	Forcemains	NE corner of 4551 No. 3 Rd	\$ 185
2008-CCAP-1430	City Centre	Forcemains	Elmbridge PS	\$ 457
2008-CCAP-1431	City Centre	Forcemains	Brighthouse PS	\$ 114
2008-CCAP-1432	City Centre	Forcemains	Minoru PS	\$ 157
2008-CCAP-1433	City Centre	Forcemains	Cedarbridge Way	\$ 759
2008-CCAP-1434	City Centre	Forcemains	8120 Lansdowne Rd	\$ 495

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-CCAP-1441	City Centre	Pump Stations (Major)	Upgrade Alderbridge pump station	\$ 1,856
2008-CCAP-1444	City Centre	Pump Stations	Pump station - upgrade Elmbridge PS	\$ 619
2008-CCAP-1445	City Centre	Pump Stations (Major)	Pump station - upgrade Alderbridge PS	\$ 1,856
2008-CCAP-1448	City Centre	Pump Stations	Pump station - upgrade Van Horne PS	\$ 726
2015-OCP-1000	City Centre	Pump Stations		\$ 1,052
2015-OCP-1001	City Centre	Pump Stations and Forcemain	Pump station near Williams Rd and Triangle Rd; 2000 m forcemain from Williams Rd to Blundell Rd	\$ 3,651
2015-OCP-1002	City Centre	Gravity Mains	8971 Beckwith Rd to 8960 Charles St	\$ 119
2015-OCP-1003	City Centre	Gravity Mains	Gilbert and Elmbridge Way	\$ 74
2015-OCP-1004	City Centre	Gravity Mains	7111 Elmbridge Way	\$ 120
2015-OCP-1005	City Centre	Gravity Mains	6551 No. 3 Rd	\$ 164
2015-OCP-1006	City Centre	Gravity Mains	8120 Cook Rd	\$ 84
2015-OCP-1007	City Centre	Gravity Mains	8121 Cook Rd	\$ 10
2015-OCP-1008	City Centre	Gravity Mains	6091 No. 3 Rd	\$ 41
2015-OCP-1009	City Centre	Gravity Mains	6092 No. 3 Rd	\$ 59
2015-OCP-1010	City Centre	Gravity Mains	6093 No. 3 Rd	\$ 8
2015-OCP-1011	City Centre	Gravity Mains	6094 No. 3 Rd	\$ 35
2015-OCP-1012	City Centre	Gravity Mains	6095 No. 3 Rd	\$ 17
2008-TN-1501	Terra Nova	Gravity Mains	6571 Barnard Dr	\$ 76
2008-TN-1502	Terra Nova	Gravity Mains	5888 Dover Cr	\$ 94
2008-TN-1505	Terra Nova	Gravity Mains	5771 Granville Ave	\$ 193
2008-TN-1506	Terra Nova	Gravity Mains	North of 5360 Granville Ave (at Lynas Lane & Granville Ave)	\$ 182
2008-TN-1507	Terra Nova	Gravity Mains	6591 Lynas Ave (at Lynas Lane & Garrison Rd)	\$ 210
2008-TN-1508	Terra Nova	Gravity Mains	5599 Lynas Lane	\$ 26
2008-TN-1509	Terra Nova	Gravity Mains	5862 Dover Cr	\$ 92
2008-TN-1510	Terra Nova	Gravity Mains	6171 Tiffany Blvd	\$ 202
2008-TN-1511	Terra Nova	Gravity Mains	6237 Tiffany Blvd	\$ 200
2008-TN-1512	Terra Nova	Gravity Mains-right of way	4760 Blundell Rd	\$ 114
2008-TN-1513	Terra Nova	Gravity Mains-right of way	8020 Colonial Dr	\$ 167
2008-TN-1514	Terra Nova	Gravity Mains	8171 Colonial Dr	\$ 267
2008-TN-1515	Terra Nova	Gravity Mains	4111 Francis Rd	\$ 76
2008-TN-1516	Terra Nova	Gravity Mains-right of way	4211 Francis Rd	\$ 121
2008-TN-1517	Terra Nova	Gravity Mains-right of way	SE corner of 3840 Anvil Cr	\$ 376
2008-TN-1518	Terra Nova	Gravity Mains-right of way	7520 Decourcy Dr	\$ 120

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-TN-1519	Terra Nova	Gravity Mains	6020/6028 Richard Dr	\$ 120
2008-TN-1520	Terra Nova	Gravity Mains	6411 Barnard Dr	\$ 128
2008-TN-1521	Terra Nova	Gravity Mains	6631 Barnard Dr	\$ 18
2008-TN-1522	Terra Nova	Gravity Mains-right of way	5551 Barnard Dr	\$ 51
2008-TN-1523	Terra Nova	Pump Stations	Pump station - Barnard PS	\$ 619
2008-TN-1524	Terra Nova	Pump Stations	Pump station - Claysmith PS	\$ 619
2008-TN-1525	Terra Nova	Pump Stations	Pump station - Lynas PS	\$ 619
2008-TN-1526	Terra Nova	Pump Stations	Pump station - Terra Nova East PS	\$ 619
2008-TN-1527	Terra Nova	Pump Stations	Pump Station - Works Yard PS	\$ 619
2008-ST-1602	Steveston	Gravity Mains	Pacemore Ave	\$ 540
2008-ST-1603	Steveston	Gravity Mains	Ullsmore Ave	\$ 232
2008-ST-1604	Steveston	Gravity Mains	3491 Francis Rd	\$ 79
2008-ST-1609	Steveston	Gravity Mains	3031 Sedgemond Pl	\$ 595
2008-ST-1610	Steveston	Gravity Mains-right of way	9071 Wellmond Rd	\$ 144
2008-ST-1611	Steveston	Gravity Mains	9160 Wellmond Rd	\$ 43
2008-ST-1612	Steveston	Gravity Mains	9120 Wellmond Rd	\$ 92
2008-ST-1613	Steveston	Gravity Mains	Cul-de-sac at Wellmond Rd & Barmond Ave	\$ 76
2008-ST-1614	Steveston	Gravity Mains	3351 Barmond Ave	\$ 135
2008-ST-1615	Steveston	Gravity Mains	3451 Barmond Ave	\$ 203
2008-ST-1616	Steveston	Gravity Mains	10677 Truro Dr	\$ 192
2008-ST-1617	Steveston	Gravity Mains-right of way	NE corner of 3391 Springmont Dr	\$ 57
2008-ST-1618	Steveston	Gravity Mains-right of way	60m North of SPL of 10760 Springmont Dr	\$ 147
2008-ST-1619	Steveston	Gravity Mains	50m South of NPL of 11671 7th Ave	\$ 145
2008-ST-1620	Steveston	Gravity Mains	11740 7th Ave	\$ 472
2008-ST-1621	Steveston	Gravity Mains	3411 Richmond St	\$ 186
2008-ST-1622	Steveston	Gravity Mains	Barmond Ave	\$ 61
2008-ST-1623	Steveston	Gravity Mains	9031 Kirkmond Rd	\$ 28
2008-ST-1625	Steveston	Gravity Mains-right of way	10200/10300 4th Ave	\$ 283
2008-ST-1627	Steveston	Gravity Mains-right of way	4791 Princeton Ave	\$ 150
2008-ST-1628	Steveston	Gravity Mains-right of way	20m South of SPL of 9291 Parksville Dr	\$ 82
2008-ST-1629	Steveston	Gravity Mains-right of way	11191 Kingfisher Dr	\$ 249
2008-ST-1632	Steveston	Gravity Mains	Moncton St	\$ 112
2008-ST-1634	Steveston	Gravity Mains	3260/3280 Blundell Rd	\$ 72
2008-ST-1635	Steveston	Gravity Mains	Pacemore Ave	\$ 231
2008-ST-1636	Steveston	Gravity Mains	Dalemor Rd	\$ 86
2008-ST-1637	Steveston	Gravity Mains-right of way	3440 Springfield Dr	\$ 36

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-ST-1638	Steveston	Gravity Mains	3400 Springfield Dr	\$ 197
2008-ST-1640	Steveston	Gravity Mains	9331 Kirkmond Cr	\$ 70
2008-ST-1641	Steveston	Gravity Mains	Gormond Rd	\$ 362
2008-ST-1642	Steveston	Gravity Mains	Kelmore Rd	\$ 279
2008-ST-1644	Steveston	Gravity Mains	3511 Francis Rd	\$ 34
2008-ST-1645	Steveston	Gravity Mains-right of way	SW corner of 9780 Pendleton Rd	\$ 51
2008-ST-1647	Steveston	Gravity Mains	Pleasant St	\$ 57
2008-ST-1648	Steveston	Forcemains	4120 Regent St	\$ 76
2008-ST-1649	Steveston	Pump Stations	Pump station - Ivy PS	\$ 619
2008-ST-1650	Steveston	Pump Stations	Pump station - Pendlebury PS	\$ 619
2008-ST-1651	Steveston	Pump Stations	Pump station - Ransford PS	\$ 619
2008-ST-1652	Steveston	Pump Stations	Pump station - Regent PS	\$ 619
2008-ST-1653	Steveston	Pump Stations	Pump station - Richmond Park PS	\$ 619
2008-ST-1654	Steveston	Pump Stations	Pump station - Trites PS	\$ 619
2008-ST-1655	Steveston	Pump Stations	Pump station - Boyd PS	\$ 619
2008-SH-1702	Shellmont	Gravity Mains	NW corner of 11300 Seaport Rd	\$ 124
2008-SH-1704	Shellmont	Gravity Mains	SE corner of 11911 No. 5 Rd	\$ 103
2008-SH-1705	Shellmont	Gravity Mains	Forge Pl	\$ 606
2008-SH-1706	Shellmont	Gravity Mains	No. 5 Rd	\$ 380
2008-SH-1707	Shellmont	Gravity Mains	Coppersmith Way	\$ 68
2008-SH-1708	Shellmont	Gravity Mains	8m East of WPL of 12431 Horseshoe Way	\$ 263
2008-SH-1709	Shellmont	Gravity Mains	Horseshoe Way	\$ 97
2008-SH-1710	Shellmont	Gravity Mains-right of way	Horseshoe PS	\$ 166
2008-SH-1711	Shellmont	Gravity Mains	NE corner of 11780 Hammersmith Way	\$ 183
2008-SH-1712	Shellmont	Gravity Mains	11471 Blacksmith Pl	\$ 17
2008-SH-1713	Shellmont	Gravity Mains	11920 Horseshoe Way	\$ 310
2008-SH-1714	Shellmont	Gravity Mains	11420 Horseshoe Way	\$ 218
2008-SH-1715	Shellmont	Gravity Mains-right of way	Middle of 9420 Glenacres Dr	\$ 173
2008-SH-1716	Shellmont	Gravity Mains-right of way	9540 Glenacres Dr	\$ 287
2008-SH-1717	Shellmont	Gravity Mains	5m East of EPL of 9371 Ash St	\$ 186
2008-SH-1718	Shellmont	Gravity Mains	Saunders Rd	\$ 137
2008-SH-1719	Shellmont	Gravity Mains	Pinewell Cr	\$ 140
2008-SH-1720	Shellmont	Gravity Mains	9931 Ash St	\$ 212
2008-SH-1721	Shellmont	Gravity Mains-right of way	103391 Severn Dr	\$ 434
2008-SH-1723	Shellmont	Gravity Mains-right of way	NW corner of 10771 Ryan Rd	\$ 201
2008-SH-1725	Shellmont	Gravity Mains-right of way	10920/10971 Ryan Rd (112m North of Mortfield Gate)	\$ 301
2008-SH-1726	Shellmont	Gravity Mains-right of way	Middle of 9111 Kingsbridge Dr (SPL)	\$ 54

DCC Project ID	Area	Description of Infrastructure	Project Location	DCC Recoverable Costs (in thousands)
2008-SH-1727	Shellmont	Gravity Mains-right of way	At SPL of 9111 Kingsbridge Dr & WPL of 11751 King Rd	\$ 429
2008-SH-1728	Shellmont	Gravity Mains	9580 Seacote Rd	\$ 121
2008-SH-1729	Shellmont	Gravity Mains-right of way	9640 Seacote Rd	\$ 157
2008-SH-1730	Shellmont	Gravity Mains	9791 Seacote Rd	\$ 98
2008-SH-1731	Shellmont	Gravity Mains	9871 Seacote Rd	\$ 251
2008-SH-1732	Shellmont	Gravity Mains	11351 Williams Rd	\$ 310
2008-SH-1733	Shellmont	Gravity Mains	10440 Seacote Rd	\$ 142
2008-SH-1734	Shellmont	Gravity Mains-right of way	10611 Seaway Rd	\$ 136
2008-SH-1735	Shellmont	Gravity Mains-right of way	9500 Aquila Rd	\$ 150
2008-SH-1736	Shellmont	Gravity Mains-right of way	9640 Aquila Rd	\$ 399
2008-SH-1738	Shellmont	Gravity Mains	NW corner of 10411 Williams Rd	\$ 572
2008-SH-1739	Shellmont	Gravity Mains	10091 Aintree Cr	\$ 106
2008-SH-1740	Shellmont	Gravity Mains	130m East of WPL of 12291 Jacobson Way	\$ 170
2008-SH-1741	Shellmont	Gravity Mains	46m North of SPL of 12111 Riverside Way	\$ 24
2008-SH-1742	Shellmont	Pump Stations	Pump station - Edgemere PS	\$ 619
2008-SH-1743	Shellmont	Pump Stations	Pump station - Horseshoe PS	\$ 619
2008-SH-1744	Shellmont	Pump Stations	Pump station - Riverside PS	\$ 619
2008-SH-1745	Shellmont	Pump Stations	Pump station - Riverside East PS	\$ 619
2008-SH-1746	Shellmont	Pump Stations	Upgrade Sherman pump station	\$ 619
2008-BM-1761	Broadmoor	Pump Stations	Upgrade Maple pump station	\$ 619
2008-BM-1762	Broadmoor	Pump Stations	Upgrade Montrose pump station	\$ 619
2008-BM-1763	Broadmoor	Pump Stations	Upgrade Oeser pump station	\$ 619
2008-BM-1764	Broadmoor	Pump Stations	Upgrade Saunders pump station	\$ 619
2008-BM-1765	Broadmoor	Pump Stations	Upgrade Woodward's pump station	\$ 619
Modelling	General	Modelling	City wide	\$ 743

Total Proposed Sanitary Sewer DCC Recoverable Amount \$ 88,650

**Attachment 5**

Drainage – Proposed DCC Program

## DRAINAGE

### *Overview of Proposed Program Changes*

	Drainage DCC Program Recoverable Value	Number of Projects
Existing DCC Program	\$155,193,322	547
Less: Completed Projects	(\$13,893,043)	(40)
Less: Deleted Projects	(\$12,977,790)	(162)
Add: Inflationary Adjustment	\$14,867,560	N/A
Add: New Projects	\$24,193,620	8
<b>Proposed DCC Program</b>	<b>\$167,383,669</b>	<b>353</b>

### *Purpose of Program*

The Drainage DCC Program provides a dedicated source of funding for upgrading existing infrastructure as well as installing new infrastructure to support growth. The drainage system collects storm water and conveys it to the surrounding bodies of water. As population density increases with redevelopment, the impervious land area increases, thereby increasing the amount of surface runoff into the drainage system. As such, infrastructure with increased capacity would be required.

### *Overview of Proposed Program*

The Drainage DCC Program corresponds with the 2041 Official Community Plan, Section 12.2, Irrigation and Drainage, Objective 1, maintain and improve urban drainage systems to meet the public's needs and regional requirements, with the policies to service existing and future development, as well as to ensure that development-related drainage system upgrades are funded through development Servicing Agreements, drainage DCC's, and senior government funding.

### *Breakdown of Program by Benefitting Area*

	Drainage DCC Proposed (2016)	Drainage DCC Existing (2009)	Change Increase/ (Decrease)
<b>Total DCC Program Costs</b>	<b>\$ 167,383,669</b>	<b>\$ 155,193,322</b>	<b>\$12.2 million or 7.85%</b>
Comprised of:			
City-Wide	82%	88%	
City-Centre	18%	12%	
<b>Total Number of Projects</b>	<b>353</b>	<b>547</b>	<b>(194 projects) or (35.5%)</b>
Comprised of:			
City-Wide	70%	79%	
City-Centre	30%	21%	

### *Explanation of Changes in Program Value (\$)*

Revised cost estimates for the drainage projects accounted for the cost increase in the proposed Drainage DCC program.

***Highlights of DCC Projects*****Completed Drainage DCC Projects**

Projects completed since the previous DCC program review in 2009 have been removed from the proposed DCC program and have a total value of \$13.4 million. Examples of the completed projects and their associated Drainage DCC program values include the following drainage upgrades:

- Williams Road West pump station (\$373,166)
- Cambie Road pump station (\$762,470)
- No. 4 Road North pump station (\$6,643,237)
- Garden City Road drainage main, from Cambie Road to Leslie Road (\$1,192,975)
- Blundell Road drainage main, from Ash Street to No. 4 Road (\$291,305)
- Minoru Boulevard drainage main, from 7811 Granville Avenue to 6391 Minoru Boulevard (\$315,169)

**Deleted Drainage DCC Projects**

The following are some of the projects proposed to be removed from the existing Drainage DCC program, primarily as a result of a DCC program review as well as updated conditions in the 2041 OCP:

- No. 3 Road South pump station (\$1,489,059)
- No. 3 Road drainage main, from Lansdowne Road to Granville Avenue (\$2,320,101)
- No. 4 Road box culvert, from Highway 99 to Tuttle Ave (\$2,054,052)

**New Drainage DCC Projects**

The following are some of the new projects proposed to be added to the Drainage DCC program to reflect increased drainage requirements due to conditions of the 2041 OCP:

- Blundell Road box culvert, from Dalemore Road to Blundell Road West pump station (\$3,564,000)
- McCallan Road box culvert, from Blundell Road to Linfield Gate (\$2,637,360)
- No. 3 Road box culvert, from Granville Avenue to Blundell Road (\$5,349,960)
- Garden City Road box culvert, from Demorest Drive to Williams Road (\$5,647,950)
- Cambie Road box culvert, from Sexsmith Road to No. 3 Road (\$5,076,225)
- No. 3 Road South pump station upgrade (\$990,000)
- No. 3 Road and Steveston Highway pump station upgrade (\$464,063)
- Gilbert and Steveston Highway pump station upgrade (\$464,063)

***Top 20 DCC Projects – See Attachment 5.1***

***All DCC Projects – See Attachment 5.2***

**DRAINAGE WORKS - TOP 20 PROPOSED PROJECTS**

Ranking #	DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
1	2006-WW-2095	No. 3 Rd South	Box Culvert	No. 3 Rd	Francis Rd	Steveston Hwy	\$ 18,600
2	2006-WW-2097	Gilbert Rd South	Box Culvert	Gilbert Rd (incl. connections to parallel system at Gilhurst Gate and Gainsborough Dr.)	Francis Rd	Steveston Hwy	\$ 12,523
3	2006-WW-2094	Woodwards Slough	Box Culvert	Garden City (incl. all connections to parallel system)	Blundell	Francis Rd	\$ 8,071
4	2006-ST-2077	No. 2 Rd South	Box Culvert	Railway Ave and Moncton St	Garry St	No. 2 Rd	\$ 8,044
5	2006-ST-2076	No. 2 Rd South	Box Culvert	Railway Ave	Woodwards Rd	Steveston Hwy	\$ 7,637
6	2008-BS6-2940	Shell Rd North	Box Culvert	Shell Rd	River Rd	Bridgeport Rd	\$ 6,196
7	2015-OCP-WS2	Woodward Slough	Box Culvert	Garden City Rd	Demorest Dr	Williams Rd	\$ 5,648
8	2006-WW-2044	Woodwards Slough	Box Culvert	No. 4 Rd	Dayton Rd	South of Steveston Hwy	\$ 5,462
9	2015-OCP-3S1	No. 3 Rd South	Box Culvert	No. 3 Rd	Granville Ave	Blundell Rd	\$ 5,350
10	2015-OCP-CN1	Cambie Rd West	Box Culvert	Cambie Rd	Sexsmith Rd	No. 3 Rd	\$ 5,076
11	2008-BS6-2957	No. 6 Rd North	Box Culvert	No. 6 Rd North	Vulcan Way	Bridgeport Rd	\$ 4,839
12	2015-OCP-BW1	Blundell Rd West	Box Culvert	Blundell Rd	Dalemore Rd	Blundell Rd West PS	\$ 3,564
13	2008-CCAP-2644	Gilbert Rd North	Box Culvert	Gilbert Rd	Blundell Rd	Granville Ave	\$ 2,849
14	2015-OCP-MC1	McCallan Rd North	Box Culvert	Mccallan Rd	Blundell Rd	Linfield Gate	\$ 2,637
15	2006-TN-2005	No. 1 Rd North	Box Culvert	No. 1 Rd	Blundell Rd	S of Williams Rd	\$ 2,537
16	2008-BS6-2944	Shell Rd North	Box Culvert	Bird Rd	Bargen Dr	Shell Rd	\$ 2,207
17	2008-BS6-2946	Shell Rd North	Pump station	Shell Rd Pump Station Upgrade	River Rd	River Rd	\$ 1,980
18	2006-ST-2015	No. 2 Rd South	Box Culvert	Steveston Highway	No. 1 Rd	No. 2 Rd	\$ 1,973
19	2008-CCAP-2676	Gilbert Rd North	Drainage Main	No 3 Rd - additional new pipe	Lansdowne Rd	Granville Ave	\$ 1,725
20	2008-BS6-2943	Shell Rd North	Box Culvert	Cambie Rd	Shell Rd	Dallyn Rd	\$ 1,693
Top 20 Drainage Projects DCC Recoverable Amount							\$ 108,611
Total Drainage Projects DCC Recoverable Amount							\$ 167,384
Top 20 Projects as a Percentage of Total Program Value							65%

**DRAINAGE WORKS - ALL PROPOSED PROJECTS**

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-TN-2002	Francis Rd West	Box Culvert	Francis Rd	Francis Rd West DDS	No. 1 Rd	\$ 1,554
2006-TN-2005	No. 1 Rd North	Box Culvert	No. 1 Rd	Blundell Rd	South of Williams	\$ 2,537
2006-TN-2006	McCallan Rd	Pump Station	Upgrade McCallan Rd DDS to 3.0 cms and adjust operating levels	McCallan Rd at River Road	McCallan Rd at River Road	\$ 1,057
2006-TN-2007	McCallan Rd	Box Culvert	McCallan Rd	Westminster Hwy	Linfield Gate	\$ 1,409
2006-TN-2008	McCallan Rd	Box Culvert	Francis Rd	No. 1 Rd	Railway Ave	\$ 1,266
2006-TN-2009	McCallan Rd	Box Culvert	Francis Rd	West of Railway Ave.	Railway Ave	\$ 84
2006-TN-2012	No. 2 Rd North	Drainage Main	Lynas Lane	River Rd	Westminster Hwy	\$ 175
2006-TN-2013	No. 2 Rd North	Drainage Main	Granville Rd	Lynas Lane	No. 2 Rd	\$ 219
2006-ST-2015	No. 2 Rd South	Box Culvert	Steveston Highway	No. 1 Rd	No. 2 Rd	\$ 1,973
2006-ST-2016	No. 2 Rd South	Box Culvert	Williams Rd	Fortune Ave	Lassam Rd	\$ 653
2006-ST-2017	No. 2 Rd South	Box Culvert	No. 2 Rd	Steveston Hwy	Williams Rd	\$ 1,397
2006-ST-2018	No. 2 Rd South	Box Culvert	No. 2 Rd	Williams Rd	Woodwards Rd	\$ 409
2006-ST-2019	No. 2 Rd South	Box Culvert	No. 2 Rd	Woodwards Rd	Francis Rd	\$ 589
2006-ST-2020	No. 2 Rd South	Box Culvert	Railway Ave	Garry St	Moncton St	\$ 18
2006-ST-2022	No. 1 Rd South	Drainage Main	Garry St	No. 1 Rd	Windward Gate	\$ 164
2006-ST-2023	No. 1 Rd South	Drainage Main	Garry St	Windward Gate	Railway Ave	\$ 132
2006-ST-2024	Steveston Hwy West	Box Culvert	Steveston Hwy	No. 1 Rd	Steveston Hwy West DDS	\$ 801
2006-ST-2027	Williams Rd. West	Box Culvert	South of Williams Rd	South of Williams Rd. DDS	No. 1 Rd	\$ 1,154
2006-WW-2044	Woodwards Slough	Box Culvert	No. 4 Rd	Dayton Rd	South of Steveston Hwy	\$ 5,462
2006-WW-2045	Woodwards Slough	Box Culvert	Garden City Rd	Francis Rd	North of Glenallan Gate	\$ 259
2006-WW-2047	No. 3 Rd South	Channel	No. 3 Rd Canal	Steveston Highway	No. 3 Rd DDS	\$ 559
2006-WW-2048	No. 3 Rd South	Channel	Gilbert Rd/No. 3 Rd Connection	Gilbert Rd	No. 3 Rd	\$ 180
2006-WW-2056	Gilbert Rd South	Box Culvert	Steveston Hwy Culvert	No. 2 Rd	Gilbert Rd	\$ 1,249
2006-WW-2059	Gilbert Rd South	Channel	Gilbert Canal	Steveston Highway	Gilbert Rd South DDS	\$ 502
2006-PA-2061	Horseshoe Slough	Channel	Shell Rd Canal	Steveston Highway	Hammersmith Gate	\$ 346

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-PA-2065	Horseshoe Slough	Drainage Main	Williams Rd - south side	Seacote Rd	East of Seacote Rd	\$ 34
2006-TN-2073	McCallan Rd	Drainage Main	Railway Ave	Francis Rd	Blundell Rd	\$ 1,203
2006-TN-2074	McCallan Rd	Drainage Main	Blundell Rd	34908 Blundell Rd	5020 Blundell Rd	\$ 59
2006-ST-2075	No 2. Rd South	Drainage Main	Housman Street	10960 Housman Street	6260 Steveston Hwy	\$ 40
2006-ST-2076	No 2. Rd South	Box Culvert	Railway Ave	Woodwards Rd	Steveston Hwy	\$ 7,637
2006-ST-2077	No 2. Rd South	Box Culvert	Railway Ave. and Moncton St	Garry St	No. 2 Rd	\$ 8,044
2006-ST-2078	No 2. Rd South	Pump Station	No. 2 Rd	London Rd	London Rd	\$ 743
2006-ST-2079	No. 1 Rd South	Pump Station	No. 1 Rd	Bayview St	Bayview St	\$ 990
2006-WW-2094	Woodwards Slough	Box Culvert	Garden City (incl. all connections to parallel system)	Blundell Rd	Francis Rd	\$ 8,071
2006-WW-2095	No. 3 Rd South	Box Culvert	No. 3 Rd	Francis Rd	Steveston Hwy	\$ 18,600
2006-WW-2096	Gilbert Rd South	Drainage Main	Constable Gate	10951 Constable Gate	6640 Steveston Hwy	\$ 42
2006-WW-2097	Gilbert Rd South	Box Culvert	Gilbert Rd (incl. connections to parallel system at Gilhurst Gate and Gainsborough Dr.)	Francis Rd	Steveston Hwy	\$ 12,523
2006-ST-2233	No. 1 Rd South	Drainage Main	Ransford Gate	A488	M801	\$ 4
2006-ST-2358	Steveston Hwy West	Drainage Main	4th Ave	M9514	M195	\$ 4
2006-ST-2288	No. 1 Rd South	Drainage Main	Fortune Ave	M5355	M5359	\$ 8
2006-ST-2265	No. 1 Rd South	Drainage Main	Fortune Ave	M5359	M902	\$ 13
2006-ST-2216	No. 1 Rd South	Drainage Main	Bonavista Dr	M5126	M5143	\$ 15
2006-ST-2287	No. 1 Rd South	Drainage Main	Fortune Ave	M5340	M5355	\$ 17
2006-ST-2321	No. 1 Rd South	Drainage Main	Fortune Ave	M5334	M5333	\$ 15
2006-ST-2364	No. 1 Rd South	Drainage Main	Bonavista Dr	M5144	M5140	\$ 18
2006-ST-2314	No. 1 Rd South	Drainage Main	Bonavista Dr	M5140	M5126	\$ 24
2006-ST-2199	No. 1 Rd South	Drainage Main	Fortune Ave	M5333	M5340	\$ 22
2006-GN-2410	Gilbert Rd North	Drainage Main	Gilbert Rd	A12722	A12721	\$ 2
2006-GN-2203	Gilbert Rd North	Drainage Main	Gilbert Rd	A2237	M3612	\$ 2
2006-GN-2207	Gilbert Rd North	Drainage Main	Gilbert Rd	A2237	A2928	\$ 5

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-GN-2196	Gilbert Rd North	Drainage Main	Gilbert Rd	M3656	M1161	\$ 12
2006-GN-2266	Gilbert Rd North	Drainage Main	Azure Rd	M3775	A2352	\$ 12
2006-GN-2171	Gilbert Rd North	Drainage Main	Elmbridge Way	A2155	M3381	\$ 17
2006-GN-2376	Gilbert Rd North	Drainage Main	Azure Rd	M3776	A2353	\$ 18
2006-GN-2438	Gilbert Rd North	Drainage Main	Minoru Blvd	M4415	M4414	\$ 18
2006-GN-2206	Gilbert Rd North	Drainage Main	Gilbert Rd	M5341	A2928	\$ 18
2006-GN-2374	Gilbert Rd North	Drainage Main	Azure Rd	A2354	M3775	\$ 22
2006-GN-2223	Gilbert Rd North	Drainage Main	Azure Rd	M3766	M3321	\$ 22
2006-GN-2430	Gilbert Rd North	Drainage Main	Minoru Blvd	M4414	M4413	\$ 23
2006-GN-2380	Gilbert Rd North	Drainage Main	Azure Rd	A2353	A2354	\$ 24
2006-GN-2370	Gilbert Rd North	Drainage Main	Azure Rd	M3778	M3777	\$ 27
2006-GN-2419	Gilbert Rd North	Drainage Main	River Rd	M5346	M5345	\$ 42
2006-GN-2365	Gilbert Rd North	Drainage Main	River Rd	M5345	M5344	\$ 43
2006-GN-2205	Gilbert Rd North	Drainage Main	River Rd	M5344	M5341	\$ 46
2006-GN-2440	Gilbert Rd North	Drainage Main	Blundell Rd	M744	M743	\$ 47
2006-GN-2342	Gilbert Rd North	Drainage Main	Blundell Rd	M746	M748	\$ 51
2006-GN-2282	Gilbert Rd North	Drainage Main	Blundell Rd	M727	M728	\$ 48
2006-GN-2293	Gilbert Rd North	Drainage Main	Azure Rd	M3777	M3776	\$ 49
2006-GN-2324	Gilbert Rd North	Drainage Main	Azure Rd	M3660	M3659	\$ 49
2006-GN-2318	Gilbert Rd North	Drainage Main	Azure Rd	M3659	M3658	\$ 49
2006-GN-2360	Gilbert Rd North	Drainage Main	Azure Rd	M3658	M3657	\$ 62
2006-GN-2423	Gilbert Rd North	Drainage Main	Minoru Blvd	M4413	M1006	\$ 78
2006-GN-2214	Gilbert Rd North	Drainage Main	Blundell Rd	M726	M727	\$ 75
2006-GN-2267	Gilbert Rd North	Drainage Main	Azure Rd	A2352	M3766	\$ 87
2006-GN-2193	Gilbert Rd North	Drainage Main	Azure Rd	M3657	M3656	\$ 98
2006-WW-2156	Woodwards Slough	Drainage Main	Garden City Rd	M4073	A2469	\$ 1
2006-WW-2336	Woodwards Slough	Drainage Main	Amethyst Ave	A3559	M6489	\$ 1

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-WW-2200	Woodwards Slough	Drainage Main	No. 4 Rd	A1462	A1399	\$ 1
2006-WW-2466	Woodwards Slough	Drainage Main	Heather St	M5458	A2965	\$ 2
2006-WW-2150	No. 3 Rd South	Drainage Main	Tweedsmuir Ave	A3253	M5988	\$ 2
2006-WW-2331	Woodwards Slough	Drainage Main	Dixon Ave	M5395	M5424	\$ 3
2006-WW-2280	Woodwards Slough	Drainage Main	Bakerview Dr	M6492	M6493	\$ 3
2006-WW-2317	Woodwards Slough	Drainage Main	Steveston Hwy	M2798	M2800	\$ 3
2006-WW-2138	No. 3 Rd South	Drainage Main	Greenless Rd	A1883	M2847	\$ 4
2006-WW-2115	Woodwards Slough	Drainage Main	Steveston Hwy	M2803	M2902	\$ 4
2006-WW-2249	Woodwards Slough	Drainage Main	Ash St	A2173	M3468	\$ 4
2006-WW-2353	No. 3 Rd South	Drainage Main	Francis Rd	M4955	M4947	\$ 4
2006-WW-2272	Woodwards Slough	Drainage Main	Bakerview Dr	M6496	M6480	\$ 5
2006-WW-2270	Woodwards Slough	Drainage Main	Bakerview Dr	M6497	M6496	\$ 5
2006-WW-2251	Woodwards Slough	Drainage Main	Francis Rd	M1726	A2151	\$ 5
2006-WW-2347	Woodwards Slough	Drainage Main	Dolphin Ave	M5455	M4312	\$ 6
2006-WW-2106	No. 3 Rd South	Drainage Main	Saunders Rd	M5757	A2975	\$ 6
2006-WW-2202	Woodwards Slough	Drainage Main	No. 4 Rd	A1399	M1714	\$ 6
2006-WW-2218	No. 3 Rd South	Drainage Main	Williams Rd	M2847	A1881	\$ 6
2006-WW-2328	No. 3 Rd South	Drainage Main	Francis Rd	M4947	M6457	\$ 8
2006-WW-2169	Woodwards Slough	Drainage Main	Amethyst Ave	M6002	M6001	\$ 8
2006-WW-2343	Woodwards Slough	Drainage Main	Rosehill Dr	M6317	M6318	\$ 8
2006-WW-2435	No. 3 Rd South	Drainage Main	Francis Rd	M6444	A3555	\$ 10
2006-WW-2277	Woodwards Slough	Drainage Main	Bakerview Dr	M6480	M6492	\$ 10
2006-WW-2139	No. 3 Rd South	Drainage Main	Saunders Rd	M5755	M5757	\$ 11
2006-WW-2107	No. 3 Rd South	Drainage Main	Saunders Rd	M5752	M5755	\$ 11
2006-WW-2154	Woodwards Slough	Drainage Main	Greenfield Dr	M5711	M4073	\$ 12
2006-WW-2191	Woodwards Slough	Drainage Main	Wagner Dr	M5672	M4077	\$ 12
2006-WW-2437	No. 3 Rd South	Drainage Main	Francis Rd	A3555	M4955	\$ 12

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-WW-2148	No. 3 Rd South	Drainage Main	Goldstream Dr	M5988	M5985	\$ 12
2006-WW-2147	No. 3 Rd South	Drainage Main	Tweedsmuir Ave	M6022	A3253	\$ 12
2006-WW-2399	Woodwards Slough	Drainage Main	Dixon Ave	M5398	M5760	\$ 14
2006-WW-2143	No. 3 Rd South	Drainage Main	Tweedsmuir Ave	M6023	M6022	\$ 13
2006-WW-2137	No. 3 Rd South	Drainage Main	Greenless Rd	A2995	A1883	\$ 13
2006-WW-2340	Woodwards Slough	Drainage Main	Rosehill Dr	M6318	M6319	\$ 13
2006-WW-2219	No. 3 Rd South	Drainage Main	Williams Rd	M2861	A1881	\$ 16
2006-WW-2153	No. 3 Rd South	Drainage Main	Goldstream Dr	M5985	A3240	\$ 16
2006-WW-2192	No. 3 Rd South	Drainage Main	Francis Rd	M6485	M6483	\$ 16
2006-WW-2172	Woodwards Slough	Drainage Main	Amethyst Ave	M6001	M1885	\$ 16
2006-WW-2371	No. 3 Rd South	Drainage Main	Williams Rd	M2863	M2866	\$ 17
2006-WW-2387	Woodwards Slough	Drainage Main	Ash St	M6364	M3490	\$ 17
2006-WW-2114	Woodwards Slough	Drainage Main	Steveston Hwy	M2801	M2803	\$ 17
2006-WW-2335	Woodwards Slough	Drainage Main	Francis Rd	M3511	M3470	\$ 17
2006-WW-2149	Woodwards Slough	Drainage Main	Steveston Hwy	M2981	A1536	\$ 17
2006-WW-2248	Woodwards Slough	Drainage Main	Francis Rd	A2151	M3471	\$ 19
2006-WW-2253	Woodwards Slough	Drainage Main	Steveston Hwy	M2979	M2980	\$ 17
2006-WW-2257	Woodwards Slough	Drainage Main	Steveston Hwy	M2980	M2981	\$ 18
2006-WW-2299	Woodwards Slough	Drainage Main	Steveston Hwy	M2800	M2801	\$ 18
2006-WW-2201	Woodwards Slough	Drainage Main	Ryan Rd	M9394	A3480	\$ 20
2006-WW-2250	Woodwards Slough	Drainage Main	Ash St	M3490	A2173	\$ 18
2006-WW-2323	Woodwards Slough	Drainage Main	Steveston Hwy	M2796	M2798	\$ 19
2006-WW-2434	No. 3 Rd South	Drainage Main	St. Albans Rd	M5042	M5043	\$ 21
2006-WW-2344	Woodwards Slough	Drainage Main	Dolphin Ave	M5454	M5455	\$ 21
2006-WW-2330	No. 3 Rd South	Drainage Main	Francis Rd	M6457	A3559	\$ 22
2006-WW-2377	No. 3 Rd South	Drainage Main	St Albans Rd	M5043	M5044	\$ 22
2006-WW-2377	Woodwards Slough	Drainage Main	St. Albans Rd	M5043	M5044	\$ 22

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-WW-2463	Woodwards Slough	Drainage Main	Heather St	M5628	A2965	\$ 22
2006-WW-2268	Woodwards Slough	Drainage Main	Glenallan Gate	M4160	M4106	\$ 22
2006-WW-2221	No. 3 Rd South	Drainage Main	Williams Rd	M2861	M2868	\$ 23
2006-WW-2381	Woodwards Slough	Drainage Main	St. Albans Rd	M5044	M5045	\$ 23
2006-WW-2269	Woodwards Slough	Drainage Main	Bakerview Dr	M6498	M6497	\$ 24
2006-WW-2120	No. 3 Rd South	Drainage Main	Rosewell Ave	M6286	A3471	\$ 26
2006-WW-2397	Woodwards Slough	Drainage Main	Dolphin Ave	M5452	M5454	\$ 27
2006-WW-2234	No. 3 Rd South	Drainage Main	Francis Rd	M6489	A3563	\$ 27
2006-WW-2194	Woodwards Slough	Drainage Main	Williams Rd	M2123	M2124	\$ 28
2006-WW-2413	Woodwards Slough	Drainage Main	Dolphin Ave	M5460	M5461	\$ 28
2006-WW-2204	Woodwards Slough	Drainage Main	Ryan Rd	M9394	A10460	\$ 29
2006-WW-2247	Woodwards Slough	Drainage Main	Francis Rd	M3471	M3470	\$ 30
2006-PA-2355	Horseshoe Slough	Drainage Main	Williams Rd	M2253	M2255	\$ 2
2006-PA-2166	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	A2547	M2742	\$ 3
2006-PA-2167	Peace Arch (Hwy 99)	Drainage Main	Steveston Hwy	M3073	M2754	\$ 4
2006-PA-2307	Horseshoe Slough	Drainage Main	Williams Rd	M2344	M2355	\$ 4
2006-PA-2188	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2739	M2597	\$ 4
2006-PA-2124	Horseshoe Slough	Drainage Main	Williams Rd	A1699	A1680	\$ 5
2006-PA-2130	Horseshoe Slough	Drainage Main	Shell Rd	A2114	A2113	\$ 6
2006-PA-2212	Horseshoe Slough	Drainage Main	Coppersmith Way	M7281	M7283	\$ 7
2006-PA-2407	Peace Arch (Hwy 99)	Drainage Main	Steveston Hwy	A2023	M3047	\$ 8
2006-PA-2471	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	A2032	M3073	\$ 6
2006-PA-2131	Horseshoe Slough	Drainage Main	Shell Rd	A4523	M7304	\$ 10
2006-PA-2305	Horseshoe Slough	Drainage Main	Steveston Hwy	M3042	M3041	\$ 10
2006-PA-2319	Horseshoe Slough	Drainage Main	Williams Rd	M2340	M2255	\$ 9
2006-PA-2123	Horseshoe Slough	Drainage Main	Williams Rd	M2255	A1699	\$ 9
2006-PA-2155	Horseshoe Slough	Drainage Main	Horseshoe Way	M7238	M7240	\$ 12

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-PA-2222	Peace Arch (Hwy 99)	Drainage Main	Steveston Hwy	A2014	A2015	\$ 14
2006-PA-2433	Horseshoe Slough	Drainage Main	Williams Rd	M2408	M2407	\$ 15
2006-PA-2129	Horseshoe Slough	Drainage Main	Shell Rd	M7304	A2114	\$ 16
2006-PA-2220	Peace Arch (Hwy 99)	Drainage Main	Steveston Hwy	M3048	A2014	\$ 16
2006-PA-2356	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2740	M2739	\$ 18
2006-PA-2383	Horseshoe Slough	Drainage Main	Williams Rd	M2406	A1676	\$ 18
2006-PA-2409	Peace Arch (Hwy 99)	Drainage Main	Steveston Hwy	M3047	M3048	\$ 18
2006-PA-2134	Horseshoe Slough	Drainage Main	Williams Rd	M2417	M2369	\$ 21
2006-PA-2184	Horseshoe Slough	Drainage Main	Seacote Rd	M7630	M7521	\$ 19
2006-PA-2215	Horseshoe Slough	Drainage Main	Horseshoe Way	M7353	M7362	\$ 24
2006-PA-2428	Horseshoe Slough	Drainage Main	Williams Rd	M2407	M2406	\$ 21
2006-PA-2454	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2611	M2609	\$ 22
2006-PA-2458	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2609	M2608	\$ 22
2006-PA-2337	Horseshoe Slough	Drainage Main	Horseshoe Way	M7364	M7363	\$ 27
2006-PA-2338	Horseshoe Slough	Drainage Main	Horseshoe Way	M7363	M7362	\$ 27
2006-PA-2119	Horseshoe Slough	Drainage Main	Horseshoe Pl	M7353	M7395	\$ 30
2006-PA-2464	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2608	M2606	\$ 26
2006-PA-2157	Horseshoe Slough	Drainage Main	Horseshoe Way	M7240	M7241	\$ 32
2006-PA-2229	Horseshoe Slough	Drainage Main	Horseshoe Way	M7223	M7237	\$ 26
2006-PA-2113	Horseshoe Slough	Drainage Main	Horseshoe Way	M7241	M7242	\$ 33
2006-PA-2447	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2612	M2611	\$ 29
2006-PA-2136	Horseshoe Slough	Drainage Main	Seacote Rd	M7540	M7521	\$ 26
2006-PA-2405	Peace Arch (Hwy 99)	Drainage Main	No. 5 Rd	M2585	M104159	\$ 5
2006-PA-2445	Peace Arch (Hwy 99)	Drainage Main	Williams Rd	M2420	A1701	\$ 28
2006-PA-2142	Horseshoe Slough	Drainage Main	King Rd	M7521	A4720	\$ 39
2006-PA-2357	Horseshoe Slough	Drainage Main	Williams Rd	M2250	M2253	\$ 27
2006-PA-2359	Horseshoe Slough	Drainage Main	Williams Rd	M2249	M2250	\$ 27

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2006-PA-2432	Horseshoe Slough	Drainage Main	King Rd	M7550	M7521	\$ 29
2006-PA-2320	Horseshoe Slough	Drainage Main	Albion Rd	M6296	M6289	\$ 31
2006-PA-2190	Horseshoe Slough	Drainage Main	Albion Rd	M6297	M6296	\$ 29
2006-PA-2339	Horseshoe Slough	Drainage Main	Coppersmith Way	M7283	M7282	\$ 31
2006-PA-2135	Horseshoe Slough	Drainage Main	Horseshoe Way	M7270	M7242	\$ 31
2006-PA-2209	Horseshoe Slough	Drainage Main	Coppersmith Way	M7280	M7281	\$ 30
2006-WW-2477	Woodwards Slough	Drainage Main	Dixon Ave	M5424	M4318	\$ 30
2006-WW-2499	Woodwards Slough	Drainage Main	Dolphin Ave	M5457	M4311	\$ 31
2006-WW-2494	Woodwards Slough	Drainage Main	Dixon Ave	M5760	M5397	\$ 43
2006-WW-2479	Woodwards Slough	Drainage Main	Glendower Gate	M6449	A1509	\$ 86
2006-WW-2498	Woodwards Slough	Drainage Main	Dolphin Ave	M5461	M5457	\$ 105
2006-WW-2487	Woodwards Slough	Drainage Main	Dixon Ave	M5397	M5395	\$ 156
2006-PA-2478	Horseshoe Slough	Drainage Main	Williams Rd	A1694	M2355	\$ 11
2006-PA-2474	Horseshoe Slough	Drainage Main	King Rd	A4720	M7522	\$ 14
2006-PA-2495	Horseshoe Slough	Drainage Main	Shell Rd	M4604	M2351	\$ 19
2006-PA-2483	Peace Arch (Hwy 99)	Drainage Main	Steveston Hwy	M3044	A2140	\$ 56
2006-PA-2482	Horseshoe Slough	Drainage Main	Shell Rd	M2351	M2343	\$ 112
2006-PA-2476	Horseshoe Slough	Drainage Main	Sealord Rd	M7512	M7514	\$ 105
2006-PA-2475	Horseshoe Slough	Drainage Main	King Rd	M7522	M7523	\$ 232
2008-CCAP-2600	Gilbert Rd North	Drainage Main	right of way b/w 7400 Minoru Blvd and 7500 Minoru Blvd (going east)	Minoru Blvd	150m East	\$ 106
2008-CCAP-2602	Gilbert Rd North	Drainage Main	Ackroyd Rd - south side	8400 Ackroyd Rd	Arcadia Rd	\$ 242
2008-CCAP-2603	Gilbert Rd North	Drainage Main	Ackroyd Rd - north side	5880 No. 3 Rd	8411 Ackroyd Rd	\$ 186
2008-CCAP-2604	Gilbert Rd North	Drainage Main	Ackroyd Rd - south side	5811 Cooney Rd	8400 Ackroyd Rd	\$ 71
2008-CCAP-2605	Gilbert Rd North	Drainage Main	Ackroyd Rd - south side	5880 No. 3 Rd	5811 Cooney Rd	\$ 166
2008-CCAP-2606	Gilbert Rd North	Drainage Main	Ackroyd Rd - north side	8411 Ackroyd Rd	Arcadia Rd	\$ 256
2008-CCAP-2611	Gilbert Rd North	Drainage Main	Blundell Rd - north side	Gilbert Rd	Minoru Blvd	\$ 673

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2008-CCAP-2821	No. 3 Rd South	Drainage Main	Blundell Rd - north side	Minoru Blvd	No.3 Rd	\$ 313
2008-CCAP-2612	Woodward's Slough	Drainage Main	Blundell Rd	Garden City Rd	Ash St	\$ 188
2008-CCAP-2613	Gilbert Rd North	Drainage Main	Bridge St - west side	7151 Bridge St	Granville Ave	\$ 115
2008-CCAP-2616	Gilbert Rd North	Drainage Main	Cooney Rd	Ackroyd Rd	Lansdowne Rd	\$ 145
2008-CCAP-2617	Gilbert Rd North	Drainage Main	Cooney Rd (east side) & Westminster Hwy (south side) (twin ex. box culvert)	Spires Gate	No. 3 Rd & Westminster	\$ 504
2008-CCAP-2621	Gilbert Rd North	Drainage Main	Gilbert Rd - right of way approx. 185m north of Blundell Rd	Rear of 7611 Moffatt	Gilbert Rd	\$ 39
2008-CCAP-2630	Woodward's Slough	Drainage Main	Garden City Rd - east side	Blundell Rd	7600 Garden City	\$ 13
2008-CCAP-2633	Woodward's Slough	Drainage Main	General Currie - south side	39.7m East of St. Albans	St. Albans Rd	\$ 10
2008-CCAP-2636	Gilbert Rd North	Drainage Main	Elmbridge Way	South PL of 6651 Elmbridge	Westminster Hwy	\$ 77
2008-CCAP-2637	Gilbert Rd North	Drainage Main	Elmbridge Way	6791 Elmbridge Way	Hollybridge Way	\$ 160
2008-CCAP-2644	Gilbert Rd North	Box Culvert	Gilbert Rd	Blundell Rd	Granville Ave	\$ 2,849
2008-CCAP-2645	Gilbert Rd North	Drainage Main	Gilbert Rd North PS outfall	River Rd	River Rd	\$ 30
2008-CCAP-2648	Gilbert Rd North	Drainage Main	Granville Ave - south side	Heather St	Garden City Rd	\$ 152
2008-CCAP-2650	Gilbert Rd North	Drainage Main	Granville Ave - additional new pipe	7840 Granville	No. 3 Rd	\$ 128
2008-CCAP-2651	Gilbert Rd North	Drainage Main	Granville Ave - south side	St. Albans Rd	Garden City Rd	\$ 370
2008-CCAP-2652	Gilbert Rd North	Drainage Main	Granville Ave - south side	Gilbert Rd	St. Albans Rd	\$ 1,491
2008-CCAP-2653	Gilbert Rd North	Box Culvert	Granville Ave - north side	No. 3 Rd	8520 Anderson Rd - West PL	\$ 1,352
2008-CCAP-2661	Woodward's Slough	Drainage Main	Heather St	Granville Ave	7620 Heather St	\$ 132
2008-CCAP-2662	Woodward's Slough	Drainage Main	Heather St	7620 Heather St	Blundell Rd	\$ 50
2008-CCAP-2665	Gilbert Rd North	Drainage Main	Lansdowne Rd & right of way - additional new pipe	No. 3 Rd	Hollybridge Way	\$ 1,164
2008-CCAP-2666	Gilbert Rd North	Drainage Main	Minoru Blvd	7811 Granville Ave	6391 Minoru Blvd - North PL	\$ 500
2008-CCAP-2667	Gilbert Rd North	Drainage Main	Minoru Blvd - replace and new segment	Westminster Hwy	6391 Minoru Blvd - North PL	\$ 109
2008-CCAP-2669	Woodward's Slough	Drainage Main	Minoru Blvd - Acheson Rd	Acheson Rd - north side	Acheson Rd - south side	\$ 4

BCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2008-CCAP-2670	Woodward's Slough	Drainage Main	Minoru Blvd	Acheson Rd - south side	7400 Minoru Blvd - North PL	\$ 27
2008-CCAP-2671	Woodward's Slough	Drainage Main	Minoru Blvd	7400 Minoru Blvd - North PL	7660 Minoru Blvd - North of Abercrombie Dr	\$ 67
2008-CCAP-2672	Woodward's Slough	Drainage Main	Minoru Blvd	7660 Minoru Blvd - North of Abercrombie Dr	Blundell Rd	\$ 42
2008-CCAP-2675	Gilbert Rd North	Drainage Main	No 3 Rd - west side	5411 No 3 Rd - North PL	Lansdowne Rd	\$ 162
2008-CCAP-2676	Gilbert Rd North	Drainage Main	No 3 Rd - additional new pipe	Lansdowne Rd	Granville Ave	\$ 1,725
2008-CCAP-2683	Gilbert Rd North	Drainage Main	Westminster Hwy - north side	Alderbridge Way	Minoru Blvd	\$ 189
2008-CCAP-2684	Gilbert Rd North	Drainage Main	Park Rd - north side	Eckersley Rd	8567 Citation Dr	\$ 112
2008-CCAP-2688	Gilbert Rd North	Drainage Main	Pimliko Way/Citation Dr	Cook Rd	8567 Citation	\$ 173
2008-CCAP-2690	Gilbert Rd North	Drainage Main	Railway right of way near Browngate Rd right of way and No 3 Rd	Browngate Rd right of way	4411 No. 3 Rd	\$ 62
2008-CCAP-2694	Gilbert Rd North	Drainage Main	River Rd - south side	Van Horne Way	East on Van Horne Way	\$ 51
2008-CCAP-2699	Gilbert Rd North	Drainage Main	River Rd	Hollybridge Way	Hollybridge Way	\$ 3
2008-CCAP-2700	Gilbert Rd North	Drainage Main	River Rd	Hollybridge Way	Hollybridge Way	\$ 19
2008-CCAP-2701	Gilbert Rd North	Drainage Main	River Rd	Hollybridge Way	Gilbert Rd	\$ 205
2008-CCAP-2830	Gilbert Rd North	Drainage Main	River Rd	7080 River Rd	NE PL of 7400 River Rd	\$ 342
2008-CCAP-2702	Gilbert Rd North	Drainage Main	River Rd	NE PL of 7400 River Rd	7560 River Rd	\$ 46
2008-CCAP-2704	Gilbert Rd North	Drainage Main	Sexsmith Rd near Sea Island Way - connect East to West drainage system, additional new pipe	3160 Sexsmith Rd	3131 Sexsmith Rd	\$ 11
2008-CCAP-2706	Gilbert Rd North	Drainage Main	Westminster Hwy - additional new pipe	Bowling Green Rd	Gilbert Rd	\$ 273
2008-CCAP-2714	Woodward's Slough	Drainage Main	Garden City Rd - west side	Bennett Rd	7211 Garden City	\$ 16
2008-CCAP-2716	Woodward's Slough	Drainage Main	Garden City Rd - west side	General Currie	Bennett Rd	\$ 63
2008-CCAP-2717	Woodward's Slough	Drainage Main	Garden City Rd - west side	Blundell Rd	General Currie	\$ 183
2008-CCAP-2720	Woodward's Slough	Drainage Main	St. Albans Rd - west side	Blundell Rd	7433 St. Albans Rd - South PL	\$ 79
2008-CCAP-2726	No. 3 Rd South	Drainage Main	Acheson Rd - south side	No 3 Rd	Minoru Blvd	\$ 409

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2008-CCAP-2730	Gilbert Rd North	Drainage Main	Acheson Rd - north side	Minoru Blvd	7551 Acheson	\$ 34
2008-CCAP-2731	Gilbert Rd North	Drainage Main	Acheson Rd - north side (existing culverts only)	7591 Acheson	7671 Acheson	\$ 98
2008-CCAP-2733	No. 3 Rd South	Drainage Main	Acheson Rd - north side	7691 Acheson	7731 Acheson	\$ 67
2008-CCAP-2740	No. 4 Rd North	Drainage Main	Alderbridge Way	4751 McClelland Rd/ 9251 Alderbridge Way / 9680-9728 Alexandra Rd	5555 No. 4 Rd	\$ 23
2008-CCAP-2746	Gilbert Rd North	Drainage Main	Anderson Rd	No. 3 Rd	8051 Anderson Rd	\$ 59
2008-CCAP-2748	Woodwards Slough	Drainage Main	Ash St	Granville Ave	7120 Ash St	\$ 130
2008-CCAP-2749	Woodwards Slough	Drainage Main	Ash St	7220 Ash St	General Currie Rd	\$ 250
2008-CCAP-2823	Woodwards Slough	Drainage Main	Ash St	General Currie Rd	7560 Ash St	\$ 134
2008-CCAP-2750	Woodwards Slough	Drainage Main	Ash St	7560 Ash St	Blundell Rd	\$ 360
2008-CCAP-2752	Woodwards Slough	Drainage Main	Ash St - west side	Blundell Rd	7833 Ash	\$ 43
2008-CCAP-2753	Woodwards Slough	Drainage Main	Heather St - west side	Blundell Rd	7833 Heather St.	\$ 24
2008-CCAP-2755	No. 4 Rd North	Drainage Main	Bridge St - west side	7151 Bridge	Blundell Rd	\$ 520
2008-CCAP-2756	No. 4 Rd North	Drainage Main	Sills Ave	9560 Sills Ave	Bridge St	\$ 145
2008-CCAP-2758	No. 4 Rd North	Drainage Main	Bridge St - east side	7280 Bridge	Blundell Rd	\$ 631
2008-CCAP-2759	No. 4 Rd North	Drainage Main	General Currie Rd - north side	7380 Bridge St	Bridge St	\$ 8
2008-CCAP-2760	Gilbert Rd North	Drainage Main	Buswell St	Park Rd	Anderson Rd	\$ 181
2008-CCAP-2761	Cambie Rd	Drainage Main	Cambie Rd PS outfall	River Rd	River Rd	\$ 73
2008-CCAP-2764	Gilbert Rd North	Drainage Main	Cooney Rd	Ackroyd Rd	Westminster Hwy	\$ 279
2008-CCAP-2767	Gilbert Rd North	Drainage Main	Gilbert Rd - right of way at rear	7640 Gilbert Rd	7600 Gilbert Rd	\$ 62
2008-CCAP-2768	Woodwards Slough	Drainage Main	Keefer Ave	Heather St	South side of 7720 Heather St	\$ 103
2008-CCAP-2769	Gilbert Rd North	Drainage Main	Garden City Rd	6488 Garden City	Ferndale Rd	\$ 828
2008-CCAP-2770	Gilbert Rd North	Drainage Main	Garden City Rd	6488 Garden City	Granville Ave	\$ 475
2008-CCAP-2771	Gilbert Rd North	Drainage Main	Garden City Rd	Garden City Rd	6120 Garden City	\$ 8
2008-CCAP-2772	Gilbert Rd North	Drainage Main	Garden City Rd	Westminster Hwy	9171 Ferndale Rd	\$ 184
2008-CCAP-2773	Woodwards Slough	Drainage Main	General Currie Rd	Heather St	Garden City Rd	\$ 320

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2008-CCAP-2774	No. 4 Rd North	Drainage Main	General Currie Rd	Ash St	Bridge St	\$ 249
2008-CCAP-2775	No. 4 Rd North	Drainage Main	General Currie Rd	Bridge St	No. 4 Rd	\$ 322
2008-CCAP-2777	Gilbert Rd North	Drainage Main	Granville Ave	Garden City Rd	8790 Citation Dr	\$ 101
2008-CCAP-2778	Gilbert Rd North	Drainage Main	Granville Ave	St. Albans Rd	St. Albans Rd	\$ 5
2008-CCAP-2779	Gilbert Rd North	Drainage Main	Granville Ave	No. 3 Rd	No. 3 Rd	\$ 9
2008-CCAP-2781	No. 3 Rd South	Drainage Main	Abercrombie Dr	Minoru Blvd	Middle of 7740 of Abercrombie Dr	\$ 87
2008-CCAP-2783	Gilbert Rd North	Drainage Main	Minoru Blvd	Acheson Rd	Bennett Rd	\$ 158
2008-CCAP-2784	Gilbert Rd North	Drainage Main	Granville Ave - north side	9533 Granville Ave	9171 Granville Ave	\$ 489
2008-CCAP-2785	Gilbert Rd North	Drainage Main	Granville Ave - north side	9171 Granville Ave	Garden City Rd	\$ 154
2008-CCAP-2786	No. 3 Rd South	Drainage Main	Bennett Rd - north side	7288 No 3 Rd	Garden City Rd	\$ 1,156
2008-CCAP-2787	No. 3 Rd South	Drainage Main	Bennett Rd - north side	Minoru Blvd	No. 3 Rd	\$ 199
2008-CCAP-2789	No. 3 Rd South	Drainage Main	General Currie Rd - north side	8251 General Currie	8291 General Currie	\$ 168
2008-CCAP-2790	No. 3 Rd South	Drainage Main	General Currie Rd - north side	St Albans Rd	8611 General Currie	\$ 290
2008-CCAP-2793	No. 3 Rd South	Drainage Main	General Currie Rd - north side	8031 General Currie	8131 General Currie	\$ 181
2008-CCAP-2794	Woodwards Slough	Drainage Main	General Currie Rd - north side	Garden City Rd	9051 General Currie Rd	\$ 74
2008-CCAP-2798	Gilbert Rd North	Drainage Main	Westminster Hwy - north side	NE corner of Garden City & Westminster Hwy	NE corner of Garden City & Westminster Hwy	\$ 13
2008-CCAP-2799	Gilbert Rd North	Drainage Main	Westminster Hwy - north side	Across from 9460 Westminster Hwy	Garden City Rd	\$ 10
2008-CCAP-2801	Gilbert Rd North	Drainage Main	Granville Ave - south side	Heather St	Ash St	\$ 303
2008-CCAP-2802	No. 4 Rd North	Drainage Main	Granville Ave - south side	Ash St	Bridge St	\$ 282
2008-CCAP-2804	No. 3 Rd South	Drainage Main	Bennett Rd - south side	7288 No. 3 Rd	Garden City Rd	\$ 1,135
2008-CCAP-2805	No. 3 Rd South	Drainage Main	Bennett Rd - south side	No. 3 Rd	7288 No. 3 Rd	\$ 131
2008-CCAP-2807	Gilbert Rd North	Drainage Main	Bennett Rd - south side	Minoru Blvd	No. 3 Rd	\$ 275
2008-CCAP-2809	No. 3 Rd South	Drainage Main	General Currie Rd - south side	8500 General Currie	8600 General Currie	\$ 228
2008-CCAP-2810	No. 3 Rd South	Drainage Main	General Currie Rd - south side	No. 3 Rd	8400 General Currie Rd	\$ 568
2008-CCAP-2813	No. 3 Rd South	Drainage Main	Jones Rd - south side	8180 Jones Rd	8380 Jones Rd	\$ 115
2008-CCAP-2814	No. 3 Rd South	Drainage Main	Jones Rd - south side	No. 3 Rd	8180 Jones Rd	\$ 339

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2008-CCAP-2822	Woodwards Slough	Drainage Main	Blundell Rd	Ash St	No. 4 Rd	\$ 487
2008-CCAP-2833	Cambie Rd	Box Culvert	Cambie Rd - south side	Middle of 8880 Cambie Rd	Middle of 8888 Odlin Cr (Cambie frontage)	\$ 467
2008-CCAP-2834	Cambie Rd	Box Culvert	Cambie Rd - south side	Middle of 8888 Odlin Cr (Cambie frontage)	Sexsmith Rd	\$ 868
Modelling	City-wide	Model	City-wide	City-wide	City-wide	\$ 743
2008-WCAP-2828	Cambie Rd	Drainage Main	Cambie Rd West of Garden City Rd - south side	Garden City Rd	Middle of 8880 Cambie Rd	\$ 51
2008-BS6-2901	Shell Rd North	Drainage Main	Dallyn Rd	Cambie Rd	Dallyn Rd	\$ 9
2008-BS6-2902	Shell Rd North	Drainage Main	Dallyn Rd	Dallyn Rd	Montego Rd	\$ 329
2008-BS6-2904	Shell Rd North	Drainage Main	Danforth Dr	Cambie Rd	Danforth Dr	\$ 39
2008-BS6-2911	Shell Rd North	Drainage Main	River Rd	Shell Rd	Simpson Rd	\$ 196
2008-BS6-2913	Shell Rd North	Drainage Main	St. Edwards Dr	Shellbridge Gate	St. Edwards Dr	\$ 106
2008-BS6-2915	Shell Rd North	Drainage Main	Bridgeport Rd North Side	Shell Rd	Simpson Rd	\$ 185
2008-BS6-2919	Bath Slough	Box Culvert	Cambie Rd	Bath Slough	No. 5 Rd W	\$ 1,419
2008-BS6-2920	Bath Slough	Drainage Main	No. 5 Rd	Cambie Rd	Dewsbury Dr	\$ 503
2008-BS6-2923	Bath Slough	Drainage Main	Bathgate Way	Bath Slough	Jacombs Rd	\$ 253
2008-BS6-2925	Bath Slough	Drainage Main	River Rd	River Rd	No. 5 Rd	\$ 155
2008-BS6-2926	Bath Slough	Drainage Main	Bath Slough	Bath Slough	Vauxhall Pl	\$ 175
2008-BS6-2927	Bath Slough	Drainage Main	Vulcan Way	Vauxhall Pl	Vulcan Way	\$ 534
2008-BS6-2929	Bath Slough	Drainage Main	Bridgeport	Olafsen Dr	No. 5 Rd	\$ 228
2008-BS6-2932	No. 6 Rd North	Drainage Main	Viking Way (with new connection)	Bridgeport Rd S	Verdun Pl	\$ 127
2008-BS6-2936	No. 6 Rd North	Pump Station	No. 6 Rd. North PS Upgrade	River Rd	River Rd	\$ 990
2008-BS6-2938	No. 6 Rd North	Drainage Main	Burrows Rd	No. 6 Rd	Van Dyke Pl	\$ 297
2008-BS6-2940	Shell Rd North	Box Culvert	Shell Rd	River Rd	Bridgeport RD	\$ 6,196
2008-BS6-2941	Shell Rd North	Box Culvert	Shell Rd	Shellbridge Way North	Shellbridge Way South	\$ 170
2008-BS6-2942	Shell Rd North	Box Culvert	Shell Rd	Cambie Rd North	Cambie Rd South	\$ 652
2008-BS6-2943	Shell Rd North	Box Culvert	Cambie St	Shell Rd	Dallyn Rd	\$ 1,693
2008-BS6-2944	Shell Rd North	Box Culvert	Bird Rd	Bargen Dr	Shell Rd	\$ 2,207
2008-BS6-2945	Shell Rd North	Drainage Main	Bargen Dr	Bird Rd	Daniels Rd	\$ 196
2008-BS6-2946	Shell Rd North	Pump Station	Shell Rd Pump Station Upgrade	River Rd	River Rd	\$ 1,980
2008-BS6-2948	Bath Slough	Box Culvert	Bath Slough	Vulcan Way North	Vulcan Way South	\$ 384

DCC Project ID	Area	Description of Infrastructure	Project Location	Description (from)	Description (to)	DCC Recoverable Costs (in thousands)
2008-BS6-2949	Bath Slough	Channel	Bath Slough	Channel upgrading downstream of Vulcan Way	Vulcan Way	\$ 51
2008-BS6-2950	Bath Slough	Box Culvert	Bath Slough	Bridgeport Rd North	Bridgeport Rd South	\$ 246
2008-BS6-2951	Bath Slough	Channel	Bath Slough	South of Bridgeport Rd	Bridgeport Rd	\$ 45
2008-BS6-2952	Bath Slough	Box Culvert	Bath Slough	Vickers Way	Vickers Way	\$ 245
2008-BS6-2953	Bath Slough	Channel	Bath Slough	North of Vickers Way	Vickers Way	\$ 38
2008-BS6-2954	Bath Slough	Box Culvert	Bath Slough	Cambie Rd South	Cambie Rd South	\$ 360
2008-BS6-2955	Bath Slough	Drainage Main	No 5 Rd (New Connection)	Cambie Rd North	Cambie Rd South	\$ 24
2008-BS6-2957	No. 6 Rd North	Box Culvert	No 6 Rd North	Vulcan Way	Bridgeport Rd	\$ 4,839
2008-BS6-2958	No. 6 Rd North	Box Culvert	Bridgeport Rd - south side and cross over to north at Viking Way	No. 6 Rd	Viking Way	\$ 1,599
2015-OCP-BW1	Blundell Rd West	Box Culvert	Blundell Rd	Dalemore Rd	Blundell Rd West PS	\$ 3,564
2015-OCP-MC1	Mccallan Rd North	Box Culvert	Mccallan Rd	Blundell Rd	Linfield Gate	\$ 2,637
2015-OCP-3S1	No 3 Rd South	Box Culvert	No. 3 Rd	Granville Ave	Blundell Rd	\$ 5,350
2015-OCP-WS2	Woodward Slough	Box Culvert	Garden City Rd	Demorest Dr	Williams Rd	\$ 5,648
2015-OCP-CN1	Cambie Rd West	Box Culvert	Cambie Rd	Sexsmith Rd	No. 3 Rd	\$ 5,076
2015-OCP-3S3	No. 3 Rd South	Pump Station	No. 3 Rd South PS Upgrade	River Rd	River Rd	\$ 990
2015-OCP-3S2	No. 3 Rd South	Pump Station	No. 3 Rd & Steveston Hwy PS Upgrade	Steveston Hwy	Steveston Hwy	\$ 464
2015-OCP-GS1	Gilbert Rd South	Pump Station	Gilbert Rd and Steveston Hwy	Steveston Hwy	Steveston Hwy	\$ 464

Total Proposed Drainage DCC Recoverable Amount \$ 167,384

**Attachment 6**

Park Acquisition and Park Development –  
Proposed DCC Program and Parks DCC Program Maps

**PARKS ACQUISITION**

***Overview of Proposed Program Changes***

	Parks Acquisition DCC Program Recoverable Value	Acres of Land
Existing DCC Program	\$302,548,915	358.7
Less: Completed Land Acquisition	(\$190,576,500)	(218.6)
Add: Net New Land Acquisition	\$136,148,551	59.9
<b>Proposed DCC Program</b>	<b>\$248,120,966</b>	<b>200.0</b>

Since 2009, a substantial amount of progress has been made in the acquisition of new park land in response to the growth that has occurred. Therefore, the amount required in the updated DCC program has been substantially reduced from 145.15 hectares (358.68 acres) in the current program to 81 hectares (200 acres) in the updated DCC program. The land values assigned to the properties identified for acquisition are current market values as estimated by an independent land economics consultant on behalf of the City.

***Purpose of Program***

The Parks Acquisition DCC program enables the City expand parks services and provides a dedicated source of funding to increase the size of the parks and open space system in response to population growth.

The objectives of this update are to:

- accommodate the projected population growth to 2041 according to the City’s standards for the provision of parks and open space;
- support the Planning Directions and the Open Space and Public Realm Objectives of the OCP;
- address the gaps, both current and future, identified in the Parks and Open Space Strategy;
- remove completed land acquisition projects from the program; and
- update the costs related to changes in land values and construction costs since 2009.

**OCP Population Growth and Parks and Open Space Provision Standards**

The projected population increase to 280,000 by year 2041 will mean that additional land acquisition projects need to be added to the DCC program to meet the City’s policies for provision of park services. The City’s standards for quantity of park area are as follows:

Quantity Standards	
City Wide 3.1 Ha. (7.66 acres)/1000 population	City Centre* 1.3 Ha. (3.25 acres)/1000 population

\*The higher population densities in City Centre mean that the standard of 3.25 acres/1000 population will be located within City Centre while the balance of open space will be located elsewhere to meet the city-wide quantity standard.

Of equal importance is the distribution of park land. The City has established standards for achieving convenient, equitable access to parks to effectively meet community need. New parks and trails identified in the DCC program are located according to the following standards:

Distribution Standards			
Parks	<u>City-wide Parks</u> - Location determined by unique site attributes (e.g., waterfront)	<u>Community Parks</u> - Serve a 1.5 km radius	<u>Neighbourhood Parks</u> - Serve an 800 m. radius - 400 m. radius in City Centre*
	<u>Trails</u>	<u>City-wide Trails/Greenways</u> -serve a 1 km radius	<u>Neighbourhood Links</u> -no standard

\*The higher population densities in City Centre mean that residents will have access to parks and public open spaces within 400 metres of where they live.

OCP Planning Directions and Open Space and Public Realm Objectives

The Planning Directions and the Open Space and Public Realm Objectives of the OCP provide further guidance. There are a number of the Planning Directions that are relevant to this update.

In the City Centre:

- Build a mix of large and small urban parks to provide diverse environments and year round activities;
- Evolve an urban landscape that encourages and enables physical activity and social connections in everyday living.

Outside the City Centre:

- Enhance the existing parks and continue to develop the City-wide trail system;
- Protect the City’s Ecological Network and environmentally sensitive lands.

The OCP includes eight objectives for the Open Space and Public Realm each supported by a number of policies. Key to this update is the following:

- Ensure equitable access to parks and open spaces across the city;
- Protect the current inventory of dedicated City park land and ensure no net loss of dedicated park land where changes occur;
- Secure additional dedicated park land through the acquisition of new park sites in growing areas of the city;

Other OCP Policies

There are a number of other OCP policies that provide specific direction as to where population growth will occur, for example the area plans for the City Centre, Hamilton and West Cambie. In addition, the Neighbourhood Shopping Centre policies and the Arterial Road policy will also influence where investments in parks will occur. The updated Parks DCC program is shaped by these policies, with land acquisition and park development targeted to those areas of growth.

### Current Gaps in the Parks and Open Space System

The 2022 Parks and Open Space Strategy included an analysis of gaps in the system according to the parks and open space provision standards described above.

- Neighbourhood Parks - At the neighbourhood park level gaps exist, temporarily, in the City Centre in areas that are being redeveloped according to the City Centre Area Plan. As these areas redevelop, new neighbourhood parks will be constructed.
- Community Parks – While no new community parks are included in the program, other parks included in the program will fulfill the role of community parks where gaps exist. For example, neighbourhood parks such as London-Steveston Park, where urban development is occurring, will be further developed to incorporate some of services provided by a community park. Some city-wide parks, such as the future Middle Arm Waterfront Park, will also function as community parks filling a gap in the City Centre.
- Trails – The 2010 Trail Strategy laid out the long term vision for the City's trails network and the 2022 Parks and Open Space Strategy introduced a new standard for provision of trails. The gaps that currently exist are primarily in the residential neighbourhoods surrounding No. 3 Road and within the City Centre.

This gap analysis provides further guidance for the location of new parks and the location and type of improvements to existing parks.

### ***Overview of Proposed Program***

The update to the program will include some projects currently in the program and some new projects that have arisen as a result of the OCP and other City policies.

As presented in the table in the next section, the City Centre, projected to receive the largest portion of the projected growth, is where land values are highest and where the majority of the gaps in parks services exist. Therefore, the value of land acquisition in the City Centre is highest. The majority of the City Centre properties proposed to be included in the updated program are also in the current program except for four locations that were added as a result of the extended time horizon of the updated program from 2031 to 2041. In addition, the value of the acquisition of the Garden City Lands is included in the program in order to fund the repayment.

There are several planning areas where no land acquisition has been identified. While there are modest levels of growth anticipated in these areas, the proposed approach is to invest in park improvements in existing parks to increase the capacity of these parks to accommodate a growing population.

**Breakdown of Program by Benefitting Area**

The following table summarizes the Parks Acquisition DCC Program by planning area:

Planning Area	Acres by Park Type*				DCC Recoverable Cost
	N	C	CW	NA	
Blundell					\$ -
Bridgeport					\$ -
Broadmoor	0.9				\$ 2,543,648
City Centre	5.12	1.887	169.45		\$ 186,265,198
East Cambie		0.258		5.80	\$ 2,383,227
East Richmond				79.06	\$ 14,871,186
Fraser Lands					\$ -
Gilmore				19.78	\$ 3,477,662
Hamilton	4.19			2.4	\$ 12,554,097
Sea Island					\$ -
Seafair					\$ -
Shellmont					\$ -
Steveston					\$ -
Thompson		0.182	1.025		\$ 4,159,322
West Cambie					\$ -
General				46.25	\$ 21,866,626
<b>Total</b>	<b>10.210</b>	<b>2.327</b>	<b>170.475</b>	<b>153.290</b>	<b>\$ 248,120,966</b>

\*Park Type: N=Neighbourhood, C=Community, CW=City-Wide, NA=Natural Area

**Explanation of Change in Program Value (\$)**

Currently, the amount of park land relative to Richmond's population exceeds the park quantity standard at 8.9 acres/1000 population. This is an important measure according to the Provincial DCC legislation, ensuring that future land acquisition included in the DCC Program will be made in response to growth rather than to make up for past deficits.

In preparation for this update to the DCC Program, the existing program was reviewed to remove projects that have been completed. Since 2009, substantial progress has been made. A total of 335 acres of park land have been acquired (of which 218.6 acres were identified in the existing DCC program), including the Garden City Lands, the Grauer Lands, and the Railway Ave. CP Rail corridor.

**Highlights of DCC Projects**

In order to meet the growth projected by the Official Community Plan (OCP) by 2041, the proposed DCC program will enable the City to meet the park quantity standard of the OCP at 3.1 hectares/1000 population (7.66 acres/100 population). The following are highlights of the projects proposed in the updated Parkland Acquisition program:

**Current Land Acquisition Projects to be Carried Forward**

There are a number of projects included in the later phases of the current program that will be carried forward in the new DCC program:

- City Centre: the completion of land acquisition for the Middle Arm Waterfront Park (17.28 acres) and the acquisition of park land at the Lansdowne Mall site (10 acres) serving the dual purpose of city-wide and community level parks, addressing one of the gaps identified in the Parks and Open Space Strategy. There are also several neighbourhood park projects such as the expansion of Cook School Park.
- There are a number of properties related to existing community and neighbourhood parks outside of the City Centre that remain in the DCC program to address the growth projected according to the Neighbourhood Shopping Centre and Arterial Road policies such as Debeck School Park and Thompson Community Park.

#### New Land Acquisition Projects

- City Centre: new City Centre neighbourhood park properties are included in the DCC program that address projected population growth and the distribution standard including at Cook School Park, an additional neighbourhood park in the SE quadrant of Capstan Village and a new neighbourhood park between Buswell and Cooney Roads at Anderson Road.
- Hamilton: the Hamilton Area Plan introduced a new 5.6 acre waterfront park of which 4.2 acres will be added to the DCC program for land acquisition.

As mentioned in the above section, the Grauer Lands, and the Railway Ave. CP Rail corridor are examples of major parkland acquisitions that were completed since the last DCC update.

*Top 20 DCC Projects – not applicable due to data sensitivity of future park properties*

*All DCC Projects – See Attachment 6.1*

*Parks DCC Program Maps (by planning area) – See Attachment 6.2*

## PARKS DEVELOPMENT

### *Overview of Proposed Program Changes*

	Parks Development DCC Program Recoverable Value	Number of Projects
Existing DCC Program	\$125,645,386	105
Less: Completed Projects	(\$28,104,916)	(34)
Add: New Projects	\$80,843,431	24
<b>Proposed DCC Program</b>	<b>\$178,383,901</b>	<b>95</b>

The parks and open space system in Richmond currently consists of over 772 ha. (1,909 acres) of park land and over 70 km. of trails. This includes a number of new parks as well as properties that have not yet been developed for park purposes.

Substantial DCC funded investments in park development have been made since 2009 totalling \$21,053,165 (not including projects funded by other sources). Some of the major projects that have been completed include the Railway Greenway, the Terra Nova Play Environment, Thompson Youth Park and the first phase of the Oval West Waterfront Park. Development of three new parks, West Cambie Neighbourhood Park, Capstan Neighbourhood Park at Hazelbridge Way and Cambie Rd., and The Gardens Agricultural Park, has begun and will continue for the next two years.

### *Purpose of Program*

The Parks Development DCC program enables the City to increase and to improve parks services in response to city growth. The Parks Development DCC program provides a dedicated source of funding to fund the construction of new parks and add new facilities to existing parks required due to growth.

### *Overview of Proposed Program*

The number of proposed park development projects is somewhat less than the current program, and includes construction of new parks as well as improvements to existing parks to address the projected population growth. The value of park development has increased due to increases in construction costs since the last update in 2009 and the inclusion of major works in some of the city's most significant parks (e.g., Garden City Lands). The costs assigned to each park development project are based on current park construction costs in the city.

There is a total of 95 park development projects proposed to be included in the DCC Program update compared to 105 in the current program. Of the proposed projects, 18 are in the City Centre.

Each of the City's Community Parks is included as are most of the city wide parks: Minoru Park, Garry Point Park, Terra Nova Rural Park and Natural Area, Nature Park East and West, Britannia Shipyards National Historic Site, the Garden City Lands and the future Middle Arm Waterfront Park.

**Breakdown of Program by Benefitting Area**

The following table summarizes the Parks Development DCC Program by planning area:

Planning Area	Park Development (acres)	DCC Recoverable Cost by Park Type*					Total DCC Recoverable Cost
		N	C	CW	NA	T/GW	
Blundell	106.3	\$2,198,677					\$2,198,677
Bridgeport	10.35	\$1,553,518					\$1,553,518
Broadmoor	134.53	\$1,462,966	\$3,202,403				\$4,665,369
City Centre	155.03	\$4,453,268	\$1,847,871	\$89,253,449			\$95,554,588
East Cambie	260.69	\$ 68,092	\$2,193,321		\$4,002,768		\$6,264,181
East Richmond	91.26			\$2,896,740			\$2,896,740
Fraser Lands	36.55				\$245,612	\$115,869	\$361,481
Gilmore	94.42				\$2,794,602		\$2,794,602
Hamilton	79.93	\$2,845,012	\$881,719		\$2,248,171	\$372,438	\$6,347,340
Sea Island	26.14				\$983,462		\$983,462
Seafair	91.93	\$934,669	\$1,489,752				\$2,424,421
Shellmont	48.08	\$777,605			\$253,559	\$2,139,638	\$3,170,802
Steveston	193.43	\$1,510,255	\$1,692,900	\$10,116,018			\$13,319,173
Thompson	251.06	\$4,894,550	\$1,545,166	\$771,210	\$1,196,334		\$8,407,260
West Cambie	30.62	\$2,577,534			\$176,626		\$2,754,160
City-Wide Trails						\$5,878,127	\$5,878,127
General				\$18,810,000			\$18,810,000
<b>Total</b>	<b>1,610.32</b>	<b>\$23,276,146</b>	<b>\$12,853,132</b>	<b>\$121,847,417</b>	<b>\$11,901,134</b>	<b>\$8,506,072</b>	<b>\$178,383,901</b>

\*Park Type: N=Neighbourhood, C=Community, CW=City-Wide, NA=Natural Area, T/GW=Trail/Greenway

***Highlights of DCC Projects***

The following are highlights of the projects proposed in the updated DCC Parks Development program:

Park Name	Parks Development DCC Program Value	Size (Acres)
City Centre Middle Arm Park	\$ 33,190,245	35.29
Garden City Lands	\$ 20,691,000	136.50
Minoru Park	\$ 10,345,500	65.42
City Centre Park	\$ 9,405,000	10.00
Garry Point Park	\$ 7,053,750	75.00
Nature Park East and West	\$ 4,002,768	212.40
Oval East Waterfront (at River Green Village)	\$ 3,573,900	1.60
New Hamilton Area Waterfront Park	\$ 2,299,522	4.89
Cook School Park	\$ 800,600	10.38

As mentioned in the above section, some of the major projects that have been completed since the last DCC update include the Railway Greenway, the Terra Nova Play Environment, Thompson Youth Park and the first phase of the Oval West Waterfront Park.

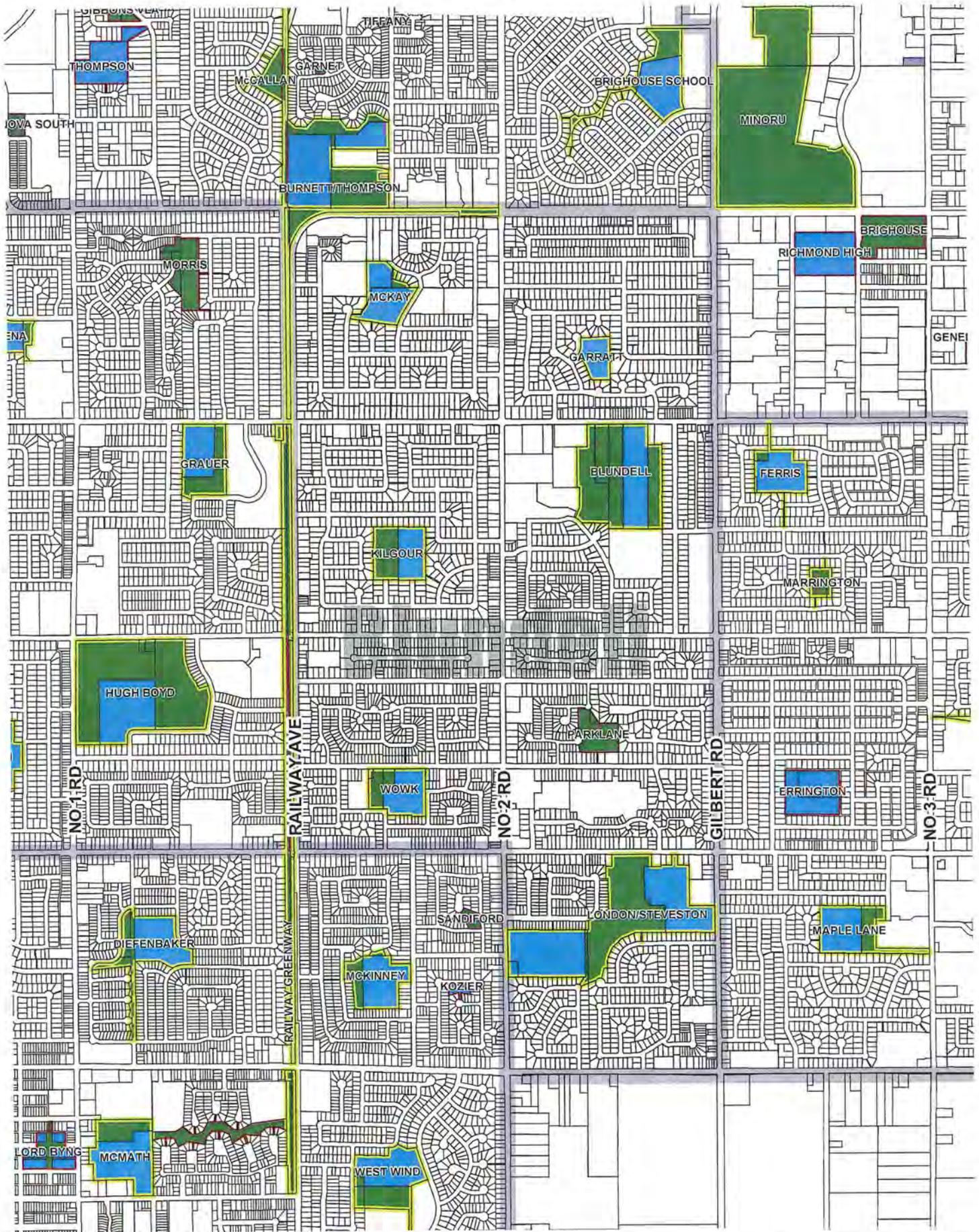
***Top 20 DCC Projects – not applicable due to data sensitivity of future park properties***

***All DCC Projects – See Attachment 6.1***

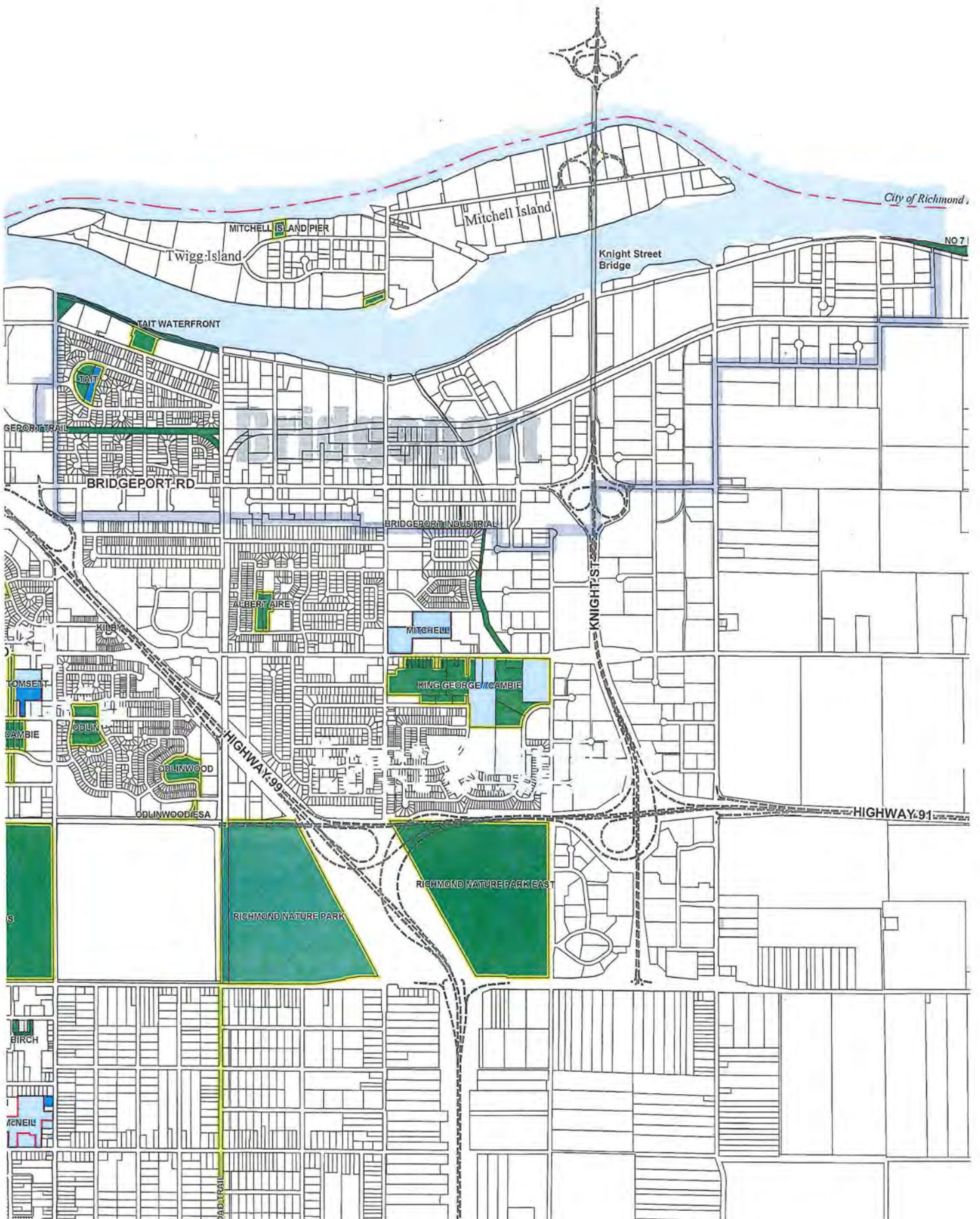
***Parks DCC Program Maps (by planning area) – See Attachment 6.2***

**PARKS ACQUISITION AND PARKS DEVELOPMENT - ALL PROPOSED PROJECTS**

Area	Project Description	Parks Acquisition DCC Recoverable Costs (in thousands)	Parks Development DCC Recoverable Costs (in thousands)
Blundell	Parks Development	\$ -	\$ 2,199
Bridgeport	Parks Development	\$ -	\$ 1,554
Broadmoor	Parks Acquisition and Development	\$ 2,544	\$ 4,665
City Centre	Parks Acquisition and Development	\$ 186,265	\$ 95,555
East Cambie	Parks Acquisition and Development	\$ 2,383	\$ 6,264
East Richmond	Parks Acquisition and Development	\$ 14,871	\$ 2,897
Fraser Lands	Parks Development	\$ -	\$ 361
Gilmore	Parks Acquisition and Development	\$ 3,478	\$ 2,795
Hamilton	Parks Acquisition and Development	\$ 12,554	\$ 6,347
Sea Island	Parks Development	\$ -	\$ 983
Seafair	Parks Development	\$ -	\$ 2,424
Shellmont	Parks Development	\$ -	\$ 3,171
Steveston	Parks Development	\$ -	\$ 13,319
Thompson	Parks Acquisition and Development	\$ 4,159	\$ 8,407
West Cambie	Parks Development	\$ -	\$ 2,754
General	City-Wide Trails	\$ -	\$ 5,878
General	Parks Acquisition and Development	\$ 21,867	\$ 18,810
Total Proposed Parks Acquisition and Development DCC Recoverable Amount		\$ 248,121	\$ 178,384

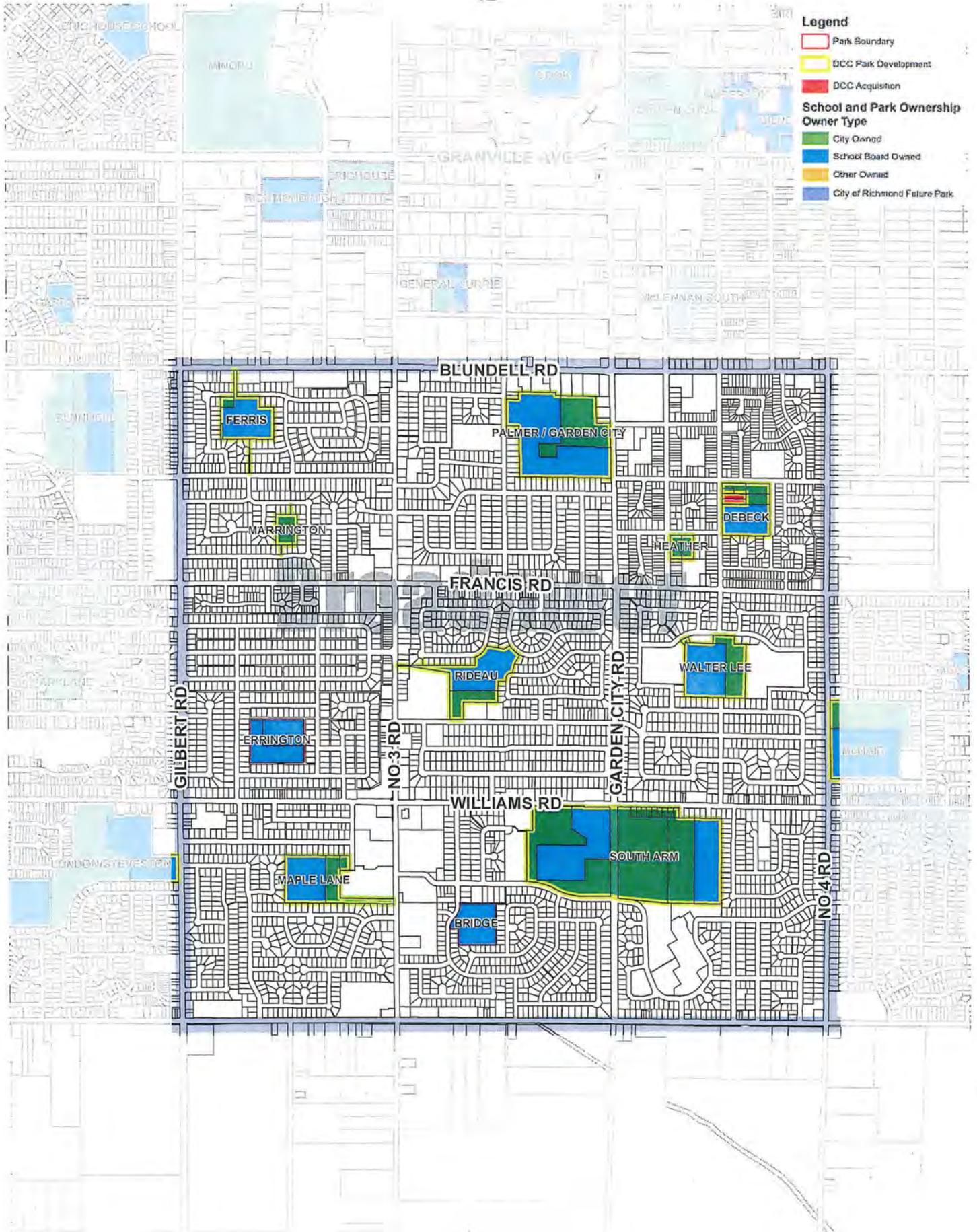


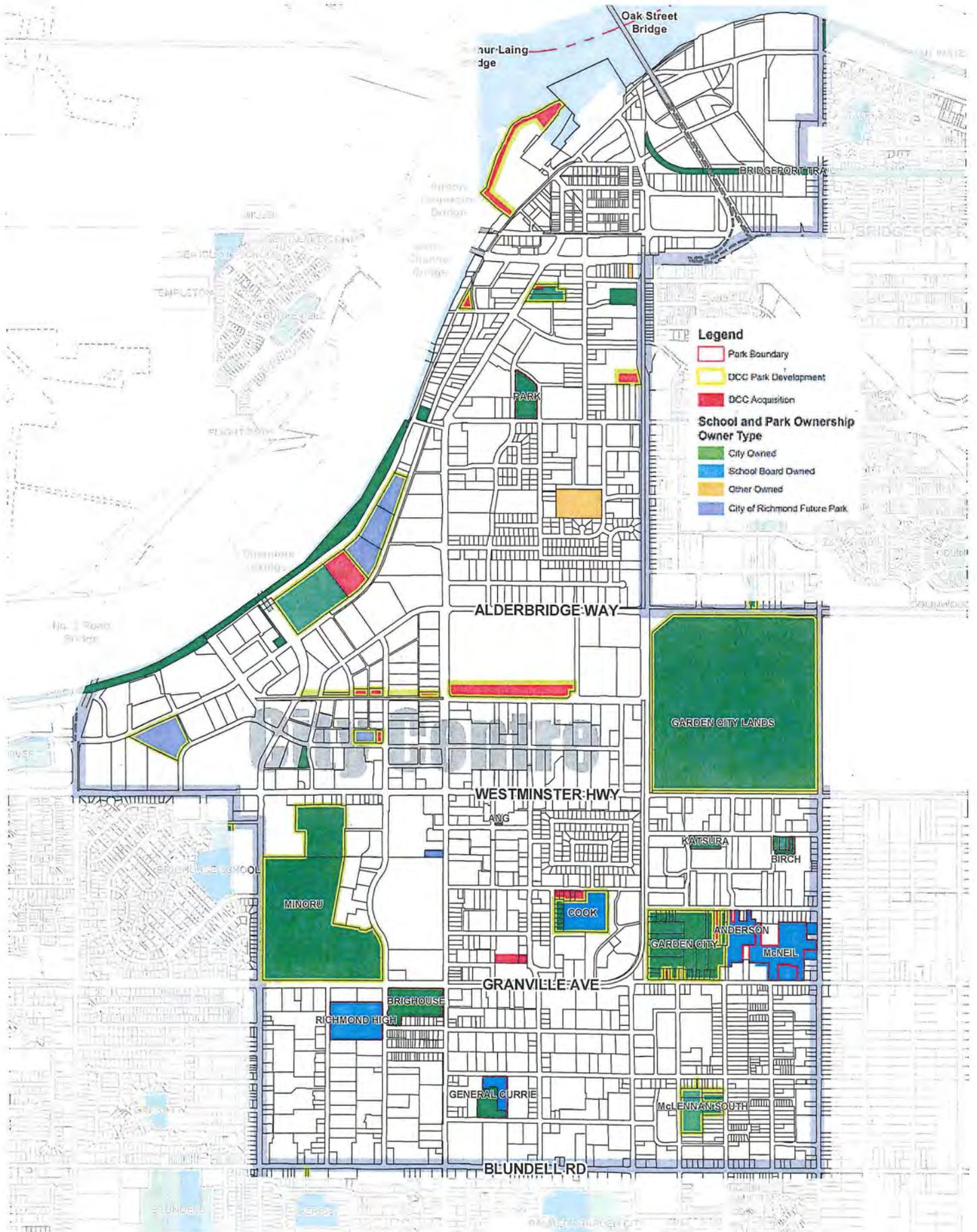
PARKS DCC PROGRAM MAP: BLUNDELL PLANNING AREA

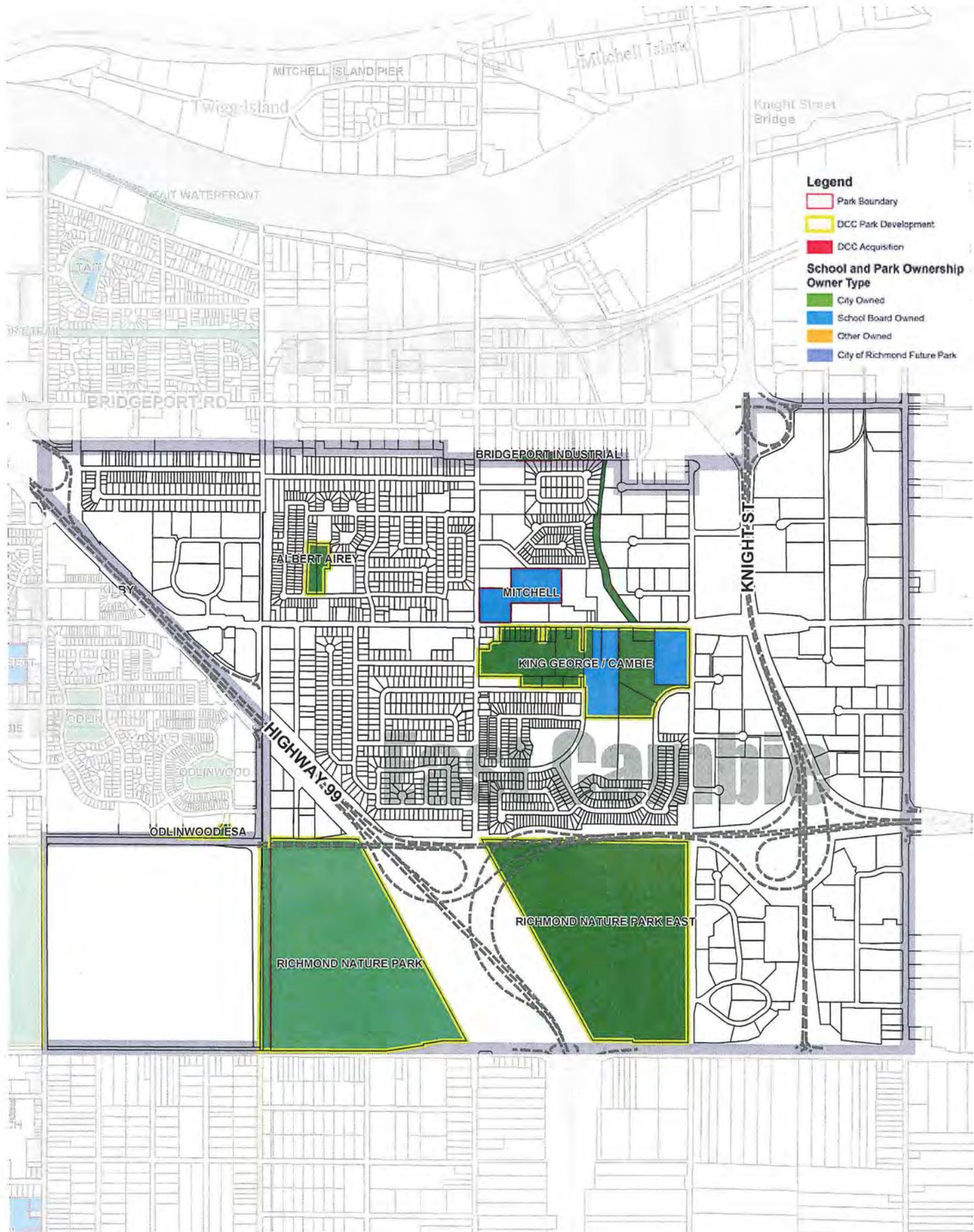


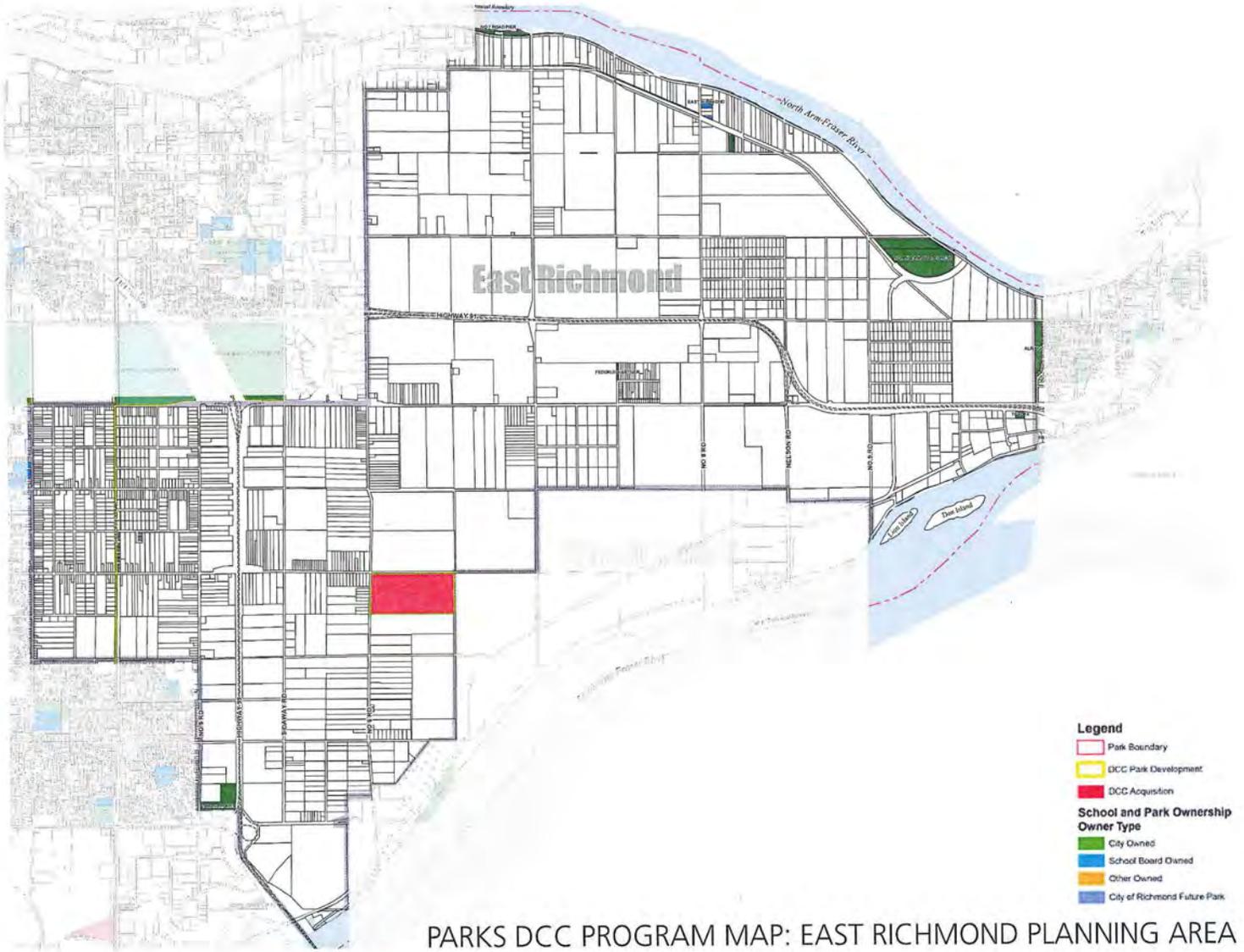
PARKS DCC PROGRAM MAP: BRIDGEPORT PLANNING AREA

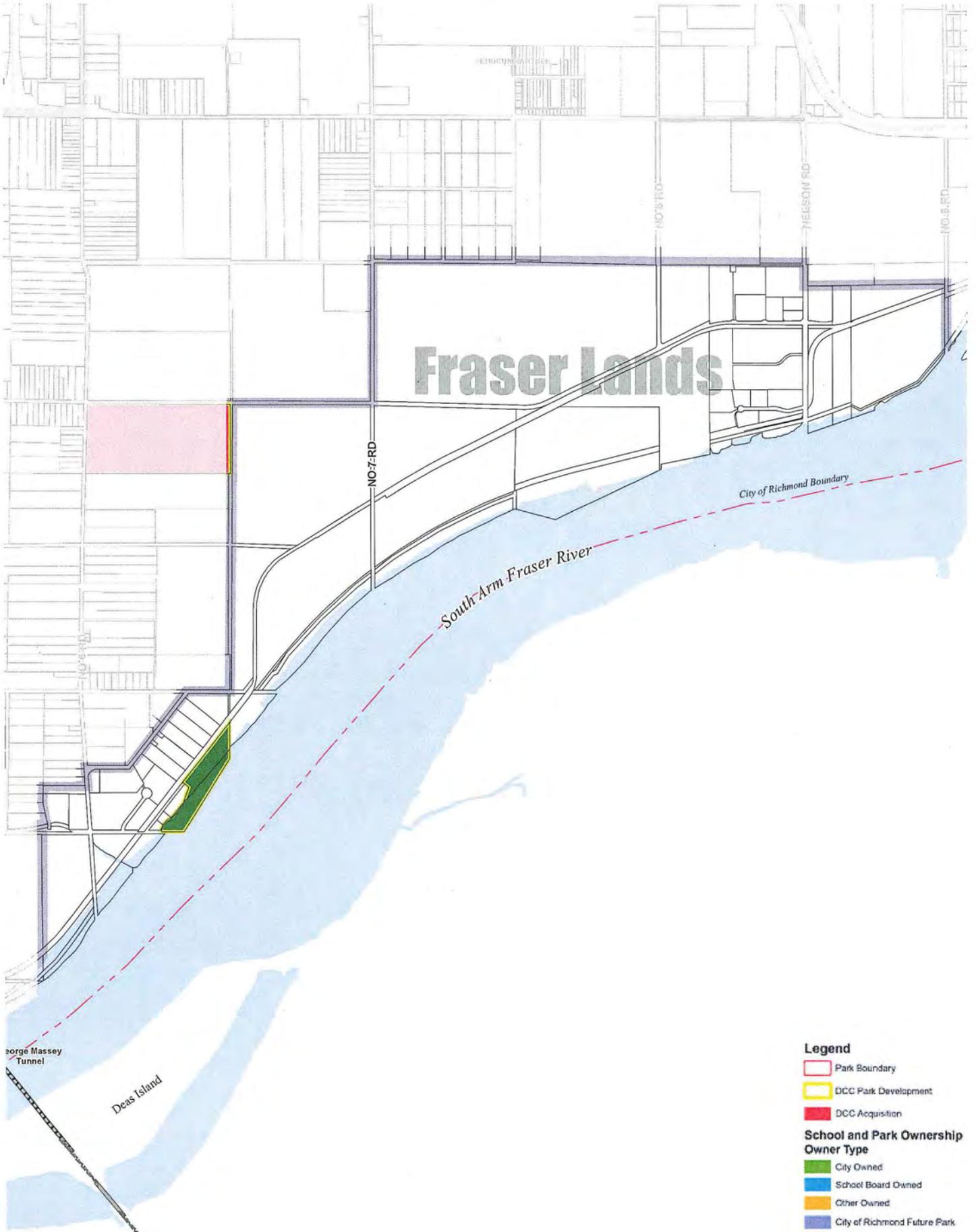
CNCL 177

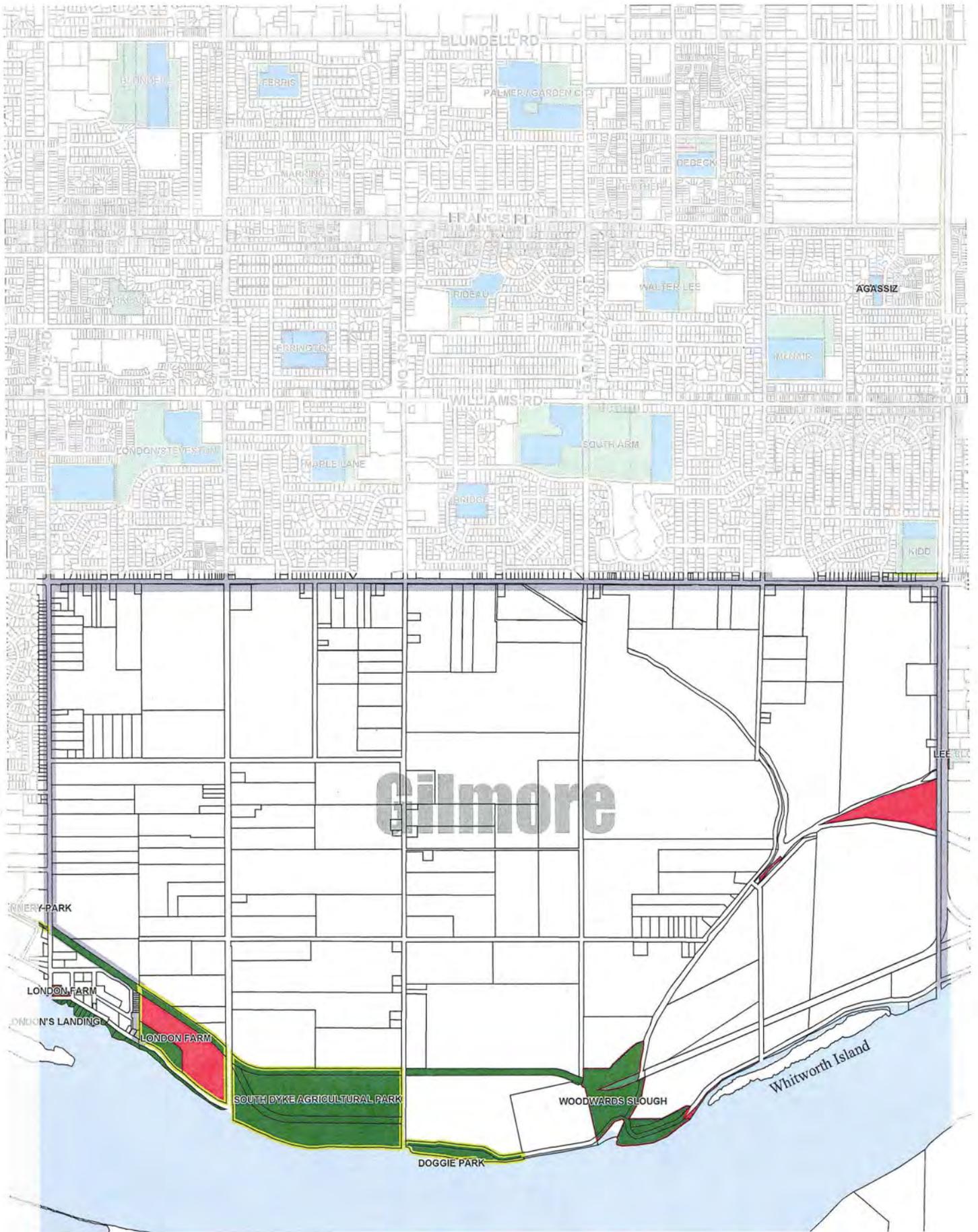








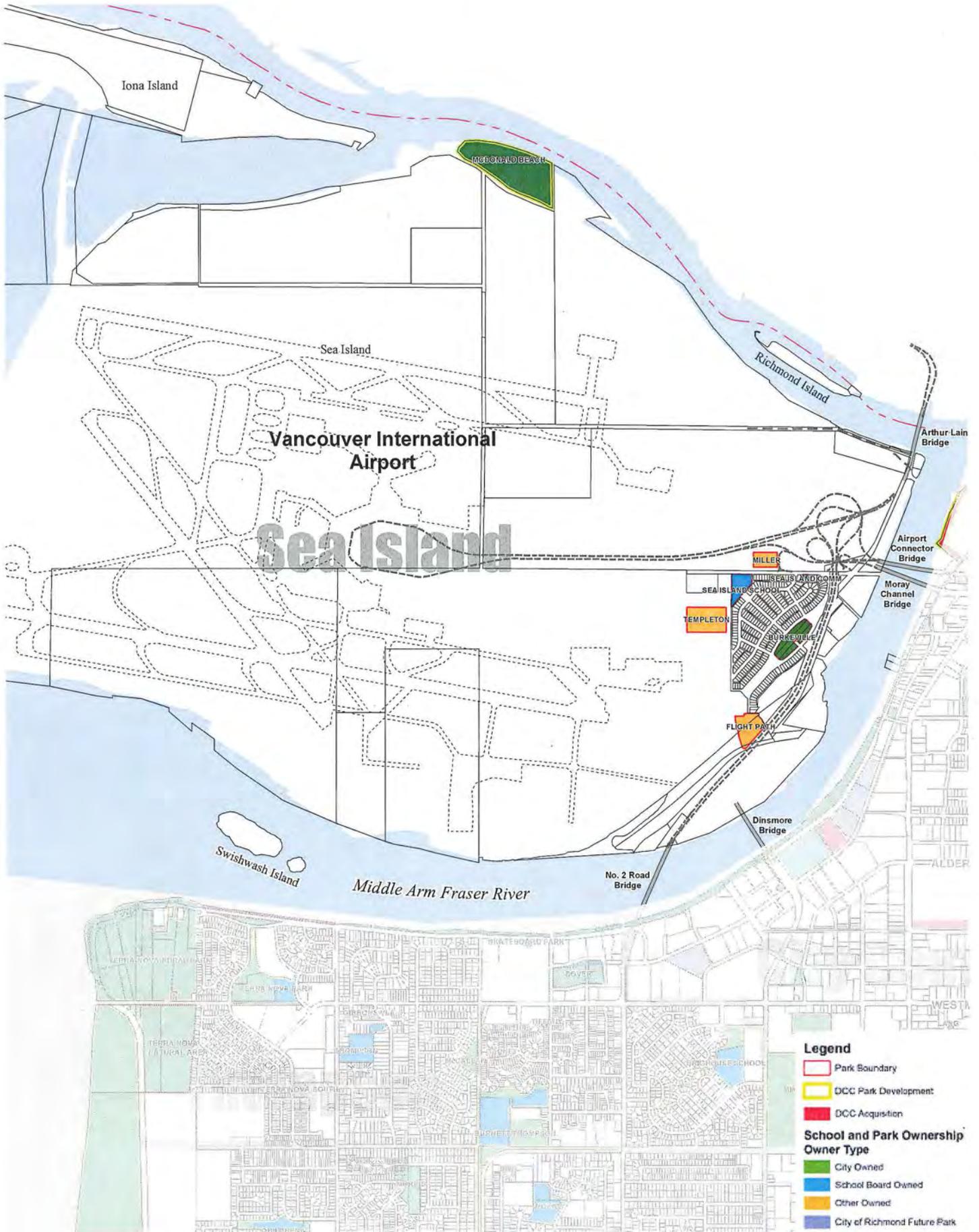


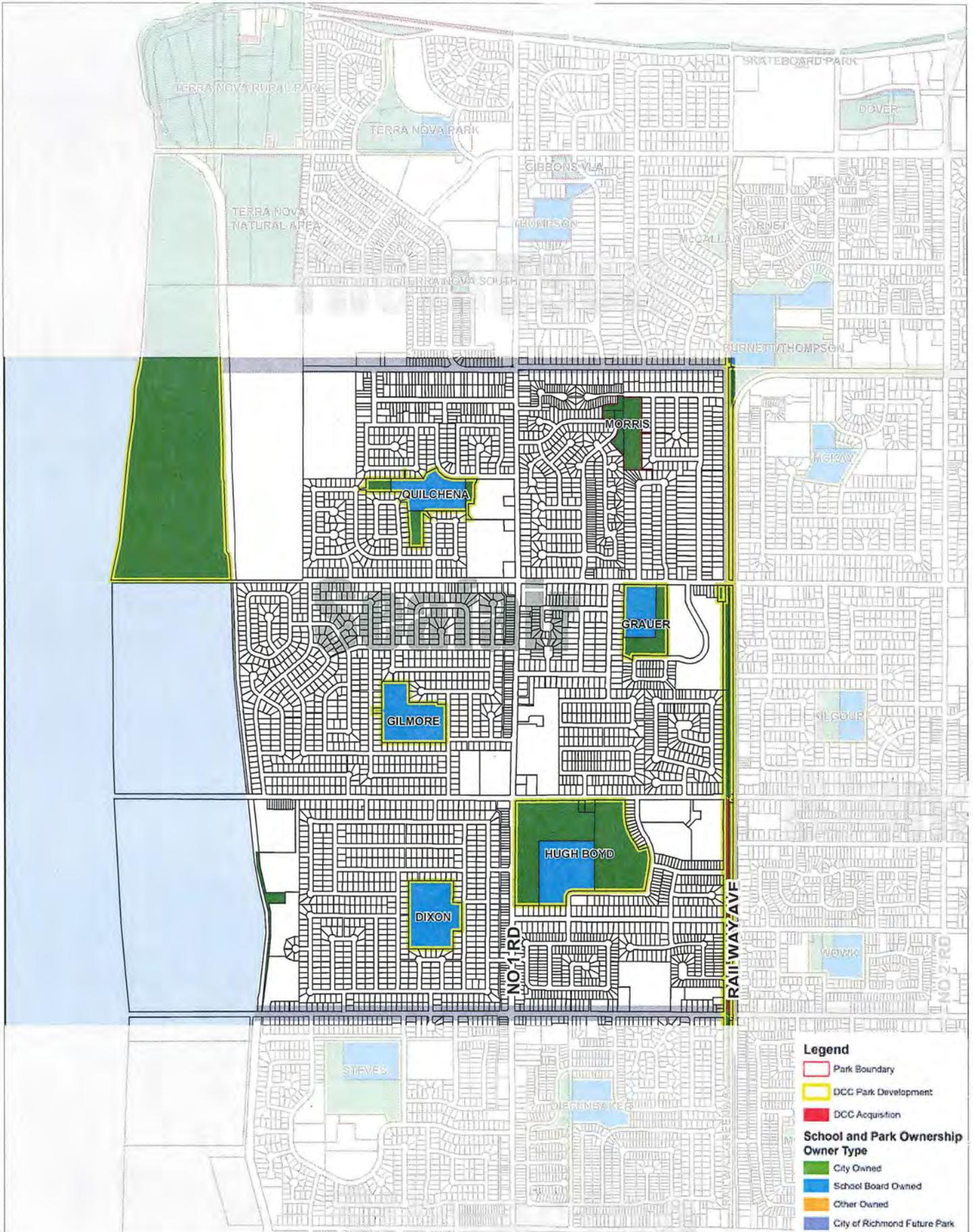




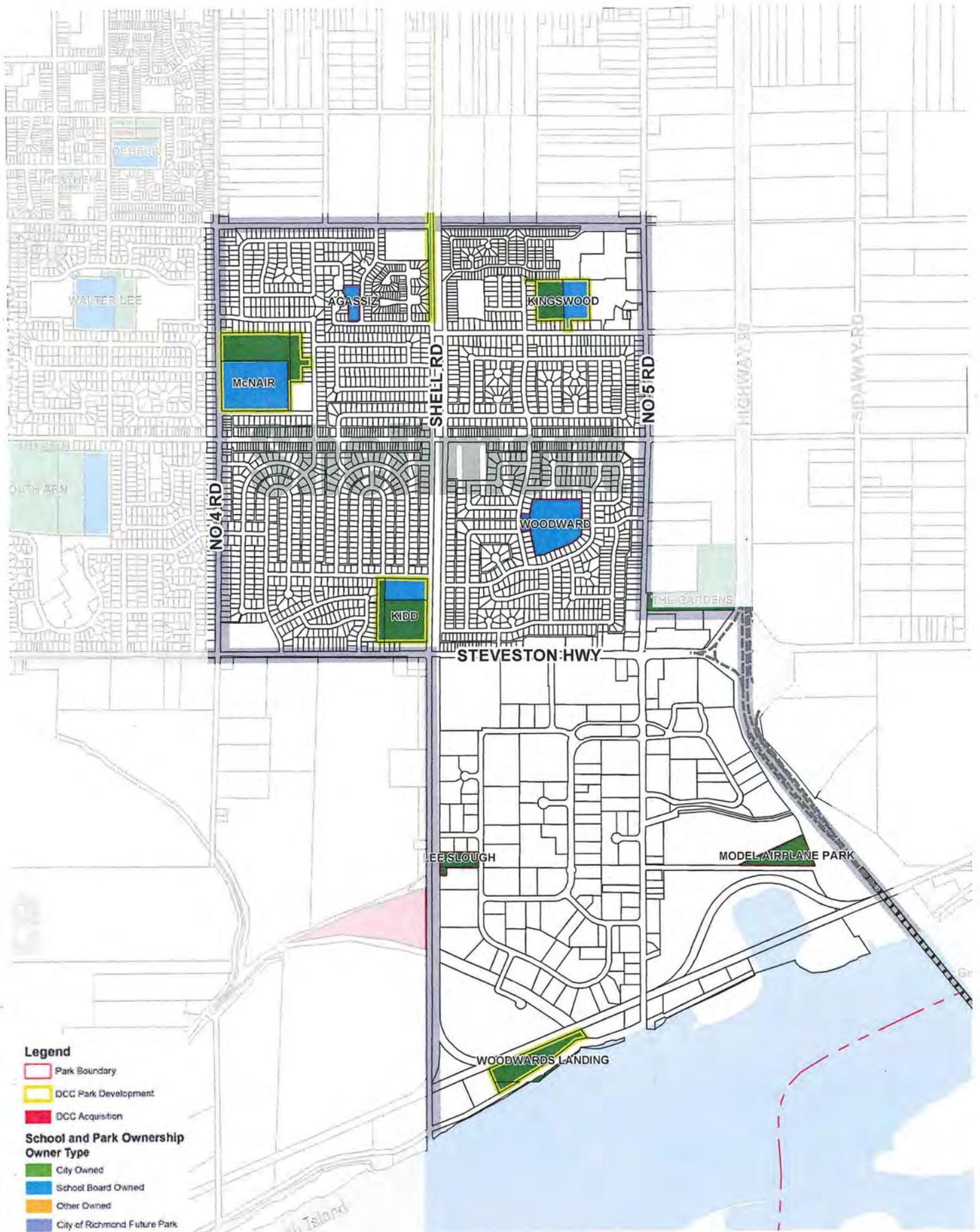
PARKS DCC PROGRAM MAP: HAMILTON PLANNING AREA

CNCL 184



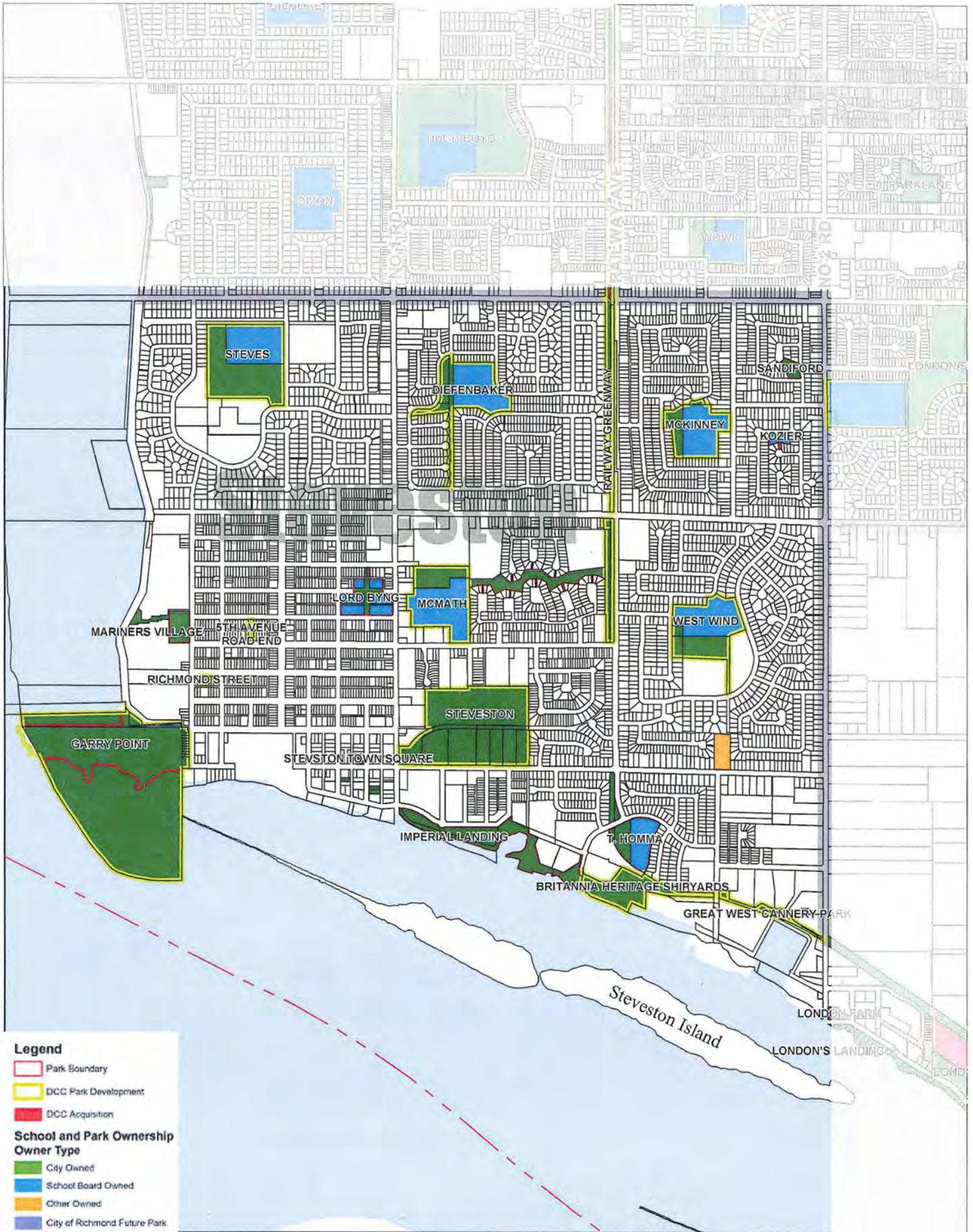


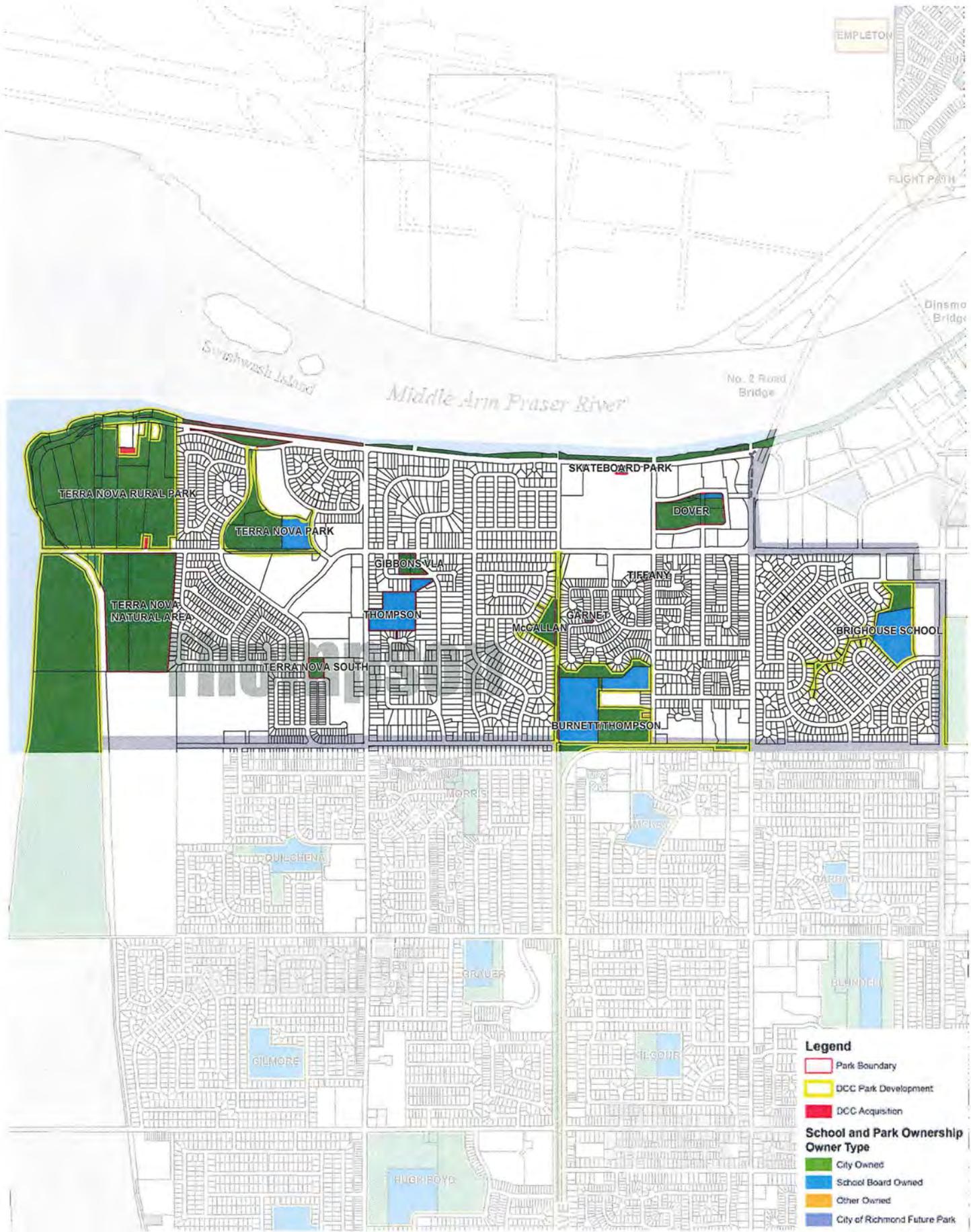
PARKS DCC PROGRAM MAP: SEAFAIR PLANNING AREA



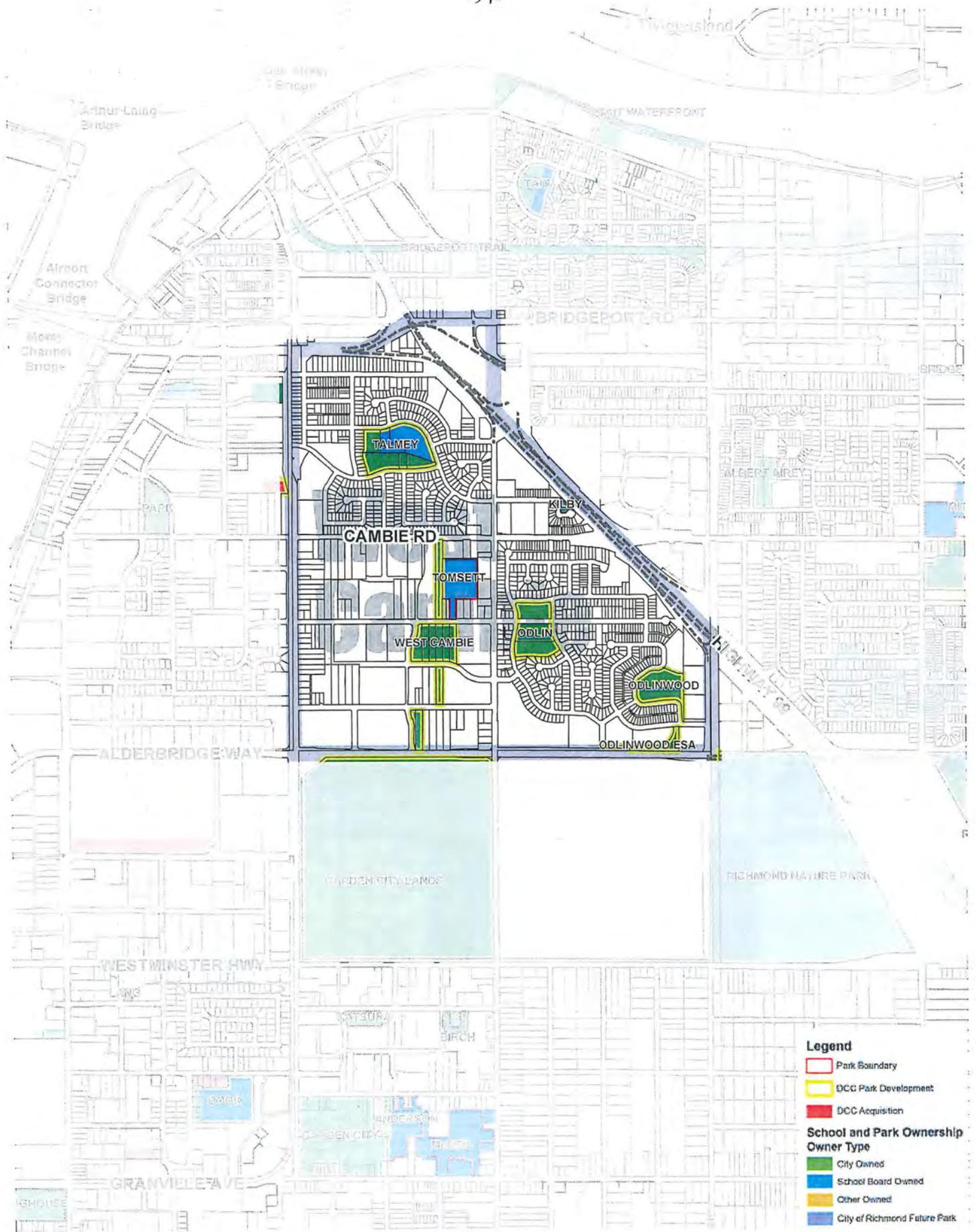
- Legend**
- Park Boundary
  - DCC Park Development
  - DCC Acquisition
  - School and Park Ownership**
  - Owner Type
  - City Owned
  - School Board Owned
  - Other Owned
  - City of Richmond Future Park

PARKS DCC PROGRAM MAP: SHELLMONT PLANNING AREA





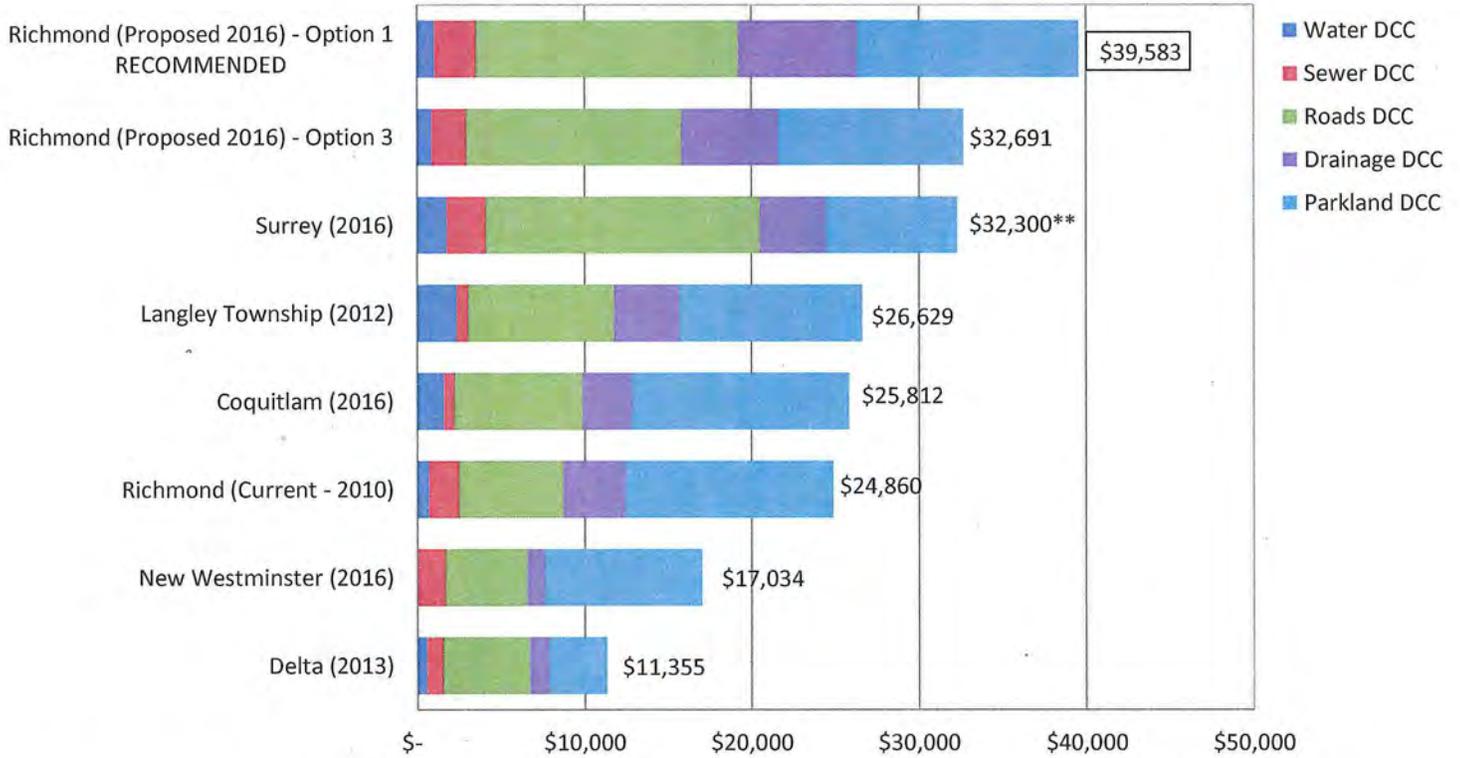
PARKS DCC PROGRAM MAP: THOMPSON PLANNING AREA **CNCL-189**



**Attachment 7**

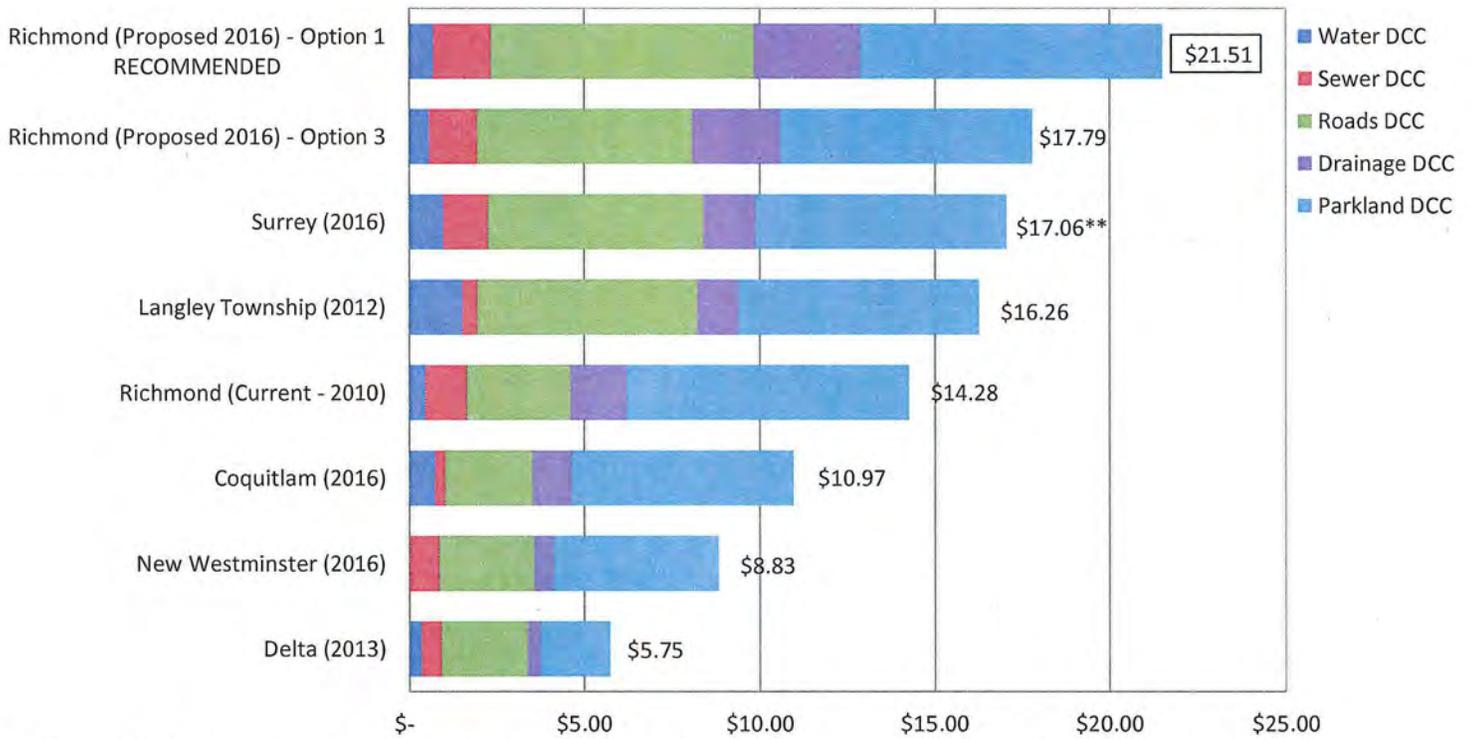
Comparison of Development Cost Charges with Other Municipalities

### Single Family DCC Rates Comparison (\$/unit)



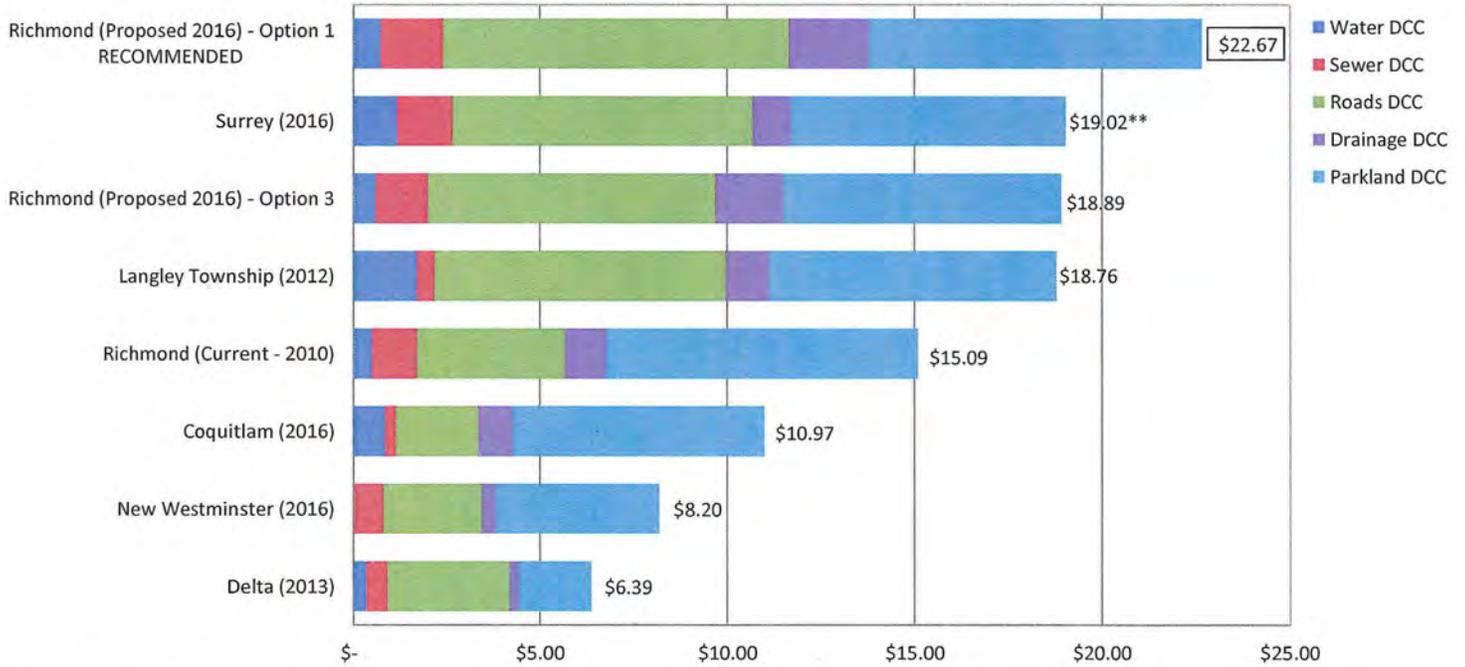
\*\* Surrey (2016) rate is year 1 of its 3-year phased rate. Rate will increase by estimated 10% per year for the next 2 years.

### Townhouse DCC Rates Comparison (\$/ft<sup>2</sup>)



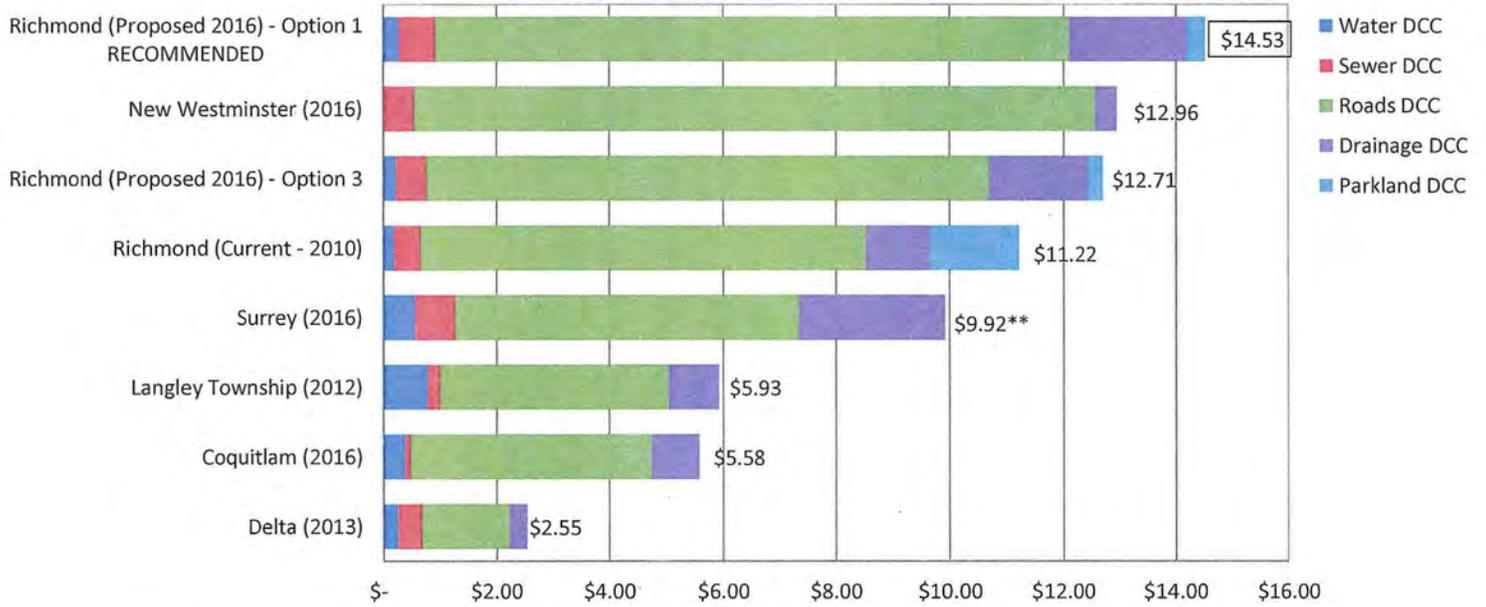
\*\* Surrey (2016) rate is year 1 of its 3-year phased rate. Rate will increase by estimated 10% per year for the next 2 years.

### Apartment DCC Rates Comparison (\$/ft<sup>2</sup>)



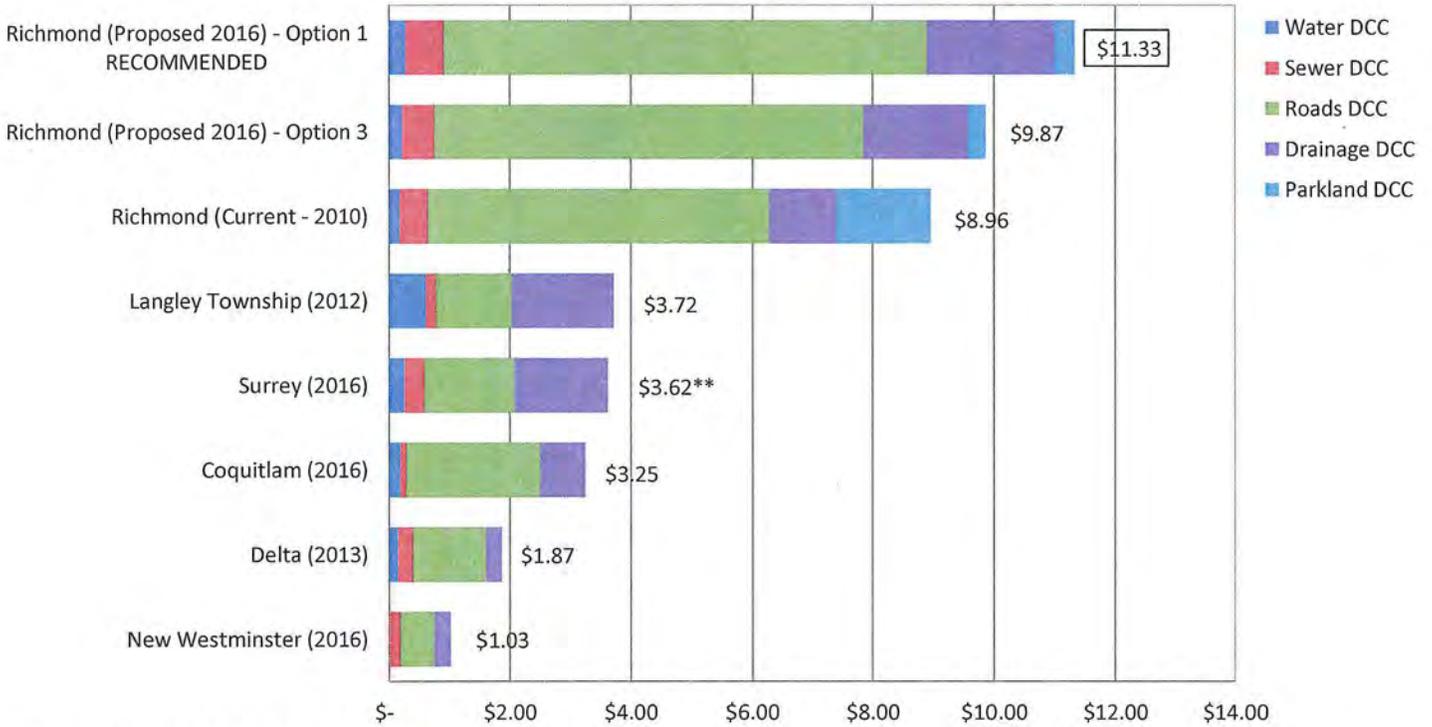
\*\* Surrey (2016) rate is year 1 of its 3-year phased rate. Rate will increase by estimated 10% per year for the next 2 years.

### Commercial DCC Rates Comparison (\$/ft<sup>2</sup>)



\*\* Surrey (2016) rate is year 1 of its 3-year phased rate. Rate will increase by estimated 10% per year for the next 2 years.

### Light Industrial DCC Rates Comparison (\$/ft<sup>2</sup>)



\*\* Surrey (2016) rate is year 1 of its 3-year phased rate. Rate will increase by estimated 10% per year for the next 2 years.



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Cathryn Volkering Carlile  
 General Manager, Community Services  
**Re:** Adult Basic Education Fees

**Date:** August 22, 2016  
**File:** 07-3000-01/2016-Vol  
 01

### Staff Recommendation

That a letter as attached be written to the Premier of British Columbia respectfully requesting that consideration be given to reinstating tuition-free status for BC adult students enrolled in Grade 10, 11 and 12 Adult Basic Education programs.

Cathryn Volkering Carlile  
 General Manager, Community Services

Att. 3

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations & Protocol Unit	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

In September 2015 the Richmond Community Services Advisory Committee (RCSAC) sent a Communication Tool to Council regarding “Adult Basic Education Courses No Longer Free” (Attachment 1). As of May 2015, graduated adults were no longer able to take Adult Basic Education (ABE) courses free of charge to upgrade their education in order to qualify for post-secondary education or training. As the fee requirement may present a significant obstacle to those seeking to improve their earnings, particularly to low-income individuals and families including those served by RCSAC member agencies, the RCSAC advised Council to request that the Province reverse this policy change and to “explore alternatives” with the Richmond School Board.

At the November 3, 2015 Planning Committee Meeting, following discussion of the RCSAC Communication Tool regarding ABE courses, it was resolved:

*That the matter be referred to staff and to the Council/School Board Liaison Committee and that information be provided on:*

- (1) funding changes to the Adult Basic Education Program; and*
- (2) action taken by Richmond School District No. 38 to address funding changes to the Adult Basic Education Program; and report back to Planning Committee.*

This report supports Council’s 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

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

This report also supports the following Social Development Strategy actions:

*Action 41 – Develop and maintain strong networks and communication channels with senior government partners to seek their policy and financial assistance in addressing Richmond social issues.*

*Action 41 – Participate in joint planning and networking initiatives with community partners (e.g. Richmond School District, Vancouver Coastal Health, Metro Vancouver, non-profit agencies), working collaboratively to address social development concerns in the community.*

## Findings of Fact

### Adult Basic Education and Fee Requirements

Adult Basic Education (ABE) was established in the early 1960s to ensure that adults (18 years of age and over) have access to courses and skills training leading to basic literacy, employability, life management skills, high school graduation and eligibility for post-secondary education. As identified in the BC Ministry of Advanced Education ABE Articulation Handbook (2015/16 Edition):

*These programs provide flexible learning opportunities for adult learners and are designed for the large number of British Columbians in need of basic skills or language training to participate fully in society and the economy.*

Registration for ABE courses is open to students who (1) are working toward high school graduation, or (2) have already attained high school graduation, but are seeking to improve their grades or take pre-requisite courses to qualify for post-secondary programs. ABE courses are offered by both BC school districts and public post-secondary institutions, including on-line and distance education. Courses are categorized as Fundamental, Intermediate, Advanced, or Provincial Level and are offered in a number of disciplines, including English, Science, Mathematics, and Social Sciences as well as specialized programs such as Literacy Fundamentals, Computer Studies, Education and Career Planning, and Indigenous ABE.

A brief chronology of the history of fee requirements for ABE follows.<sup>1</sup>

- In 1988, as recommended by the BC Royal Commission on Education, tuition fees for adult learners enrolled in ABE programs offered by school districts, who had not graduated, were abolished.
- In 1991, as recommended by the Provincial Literacy Advisory Committee, tuition fees for adult learners enrolled in ABE courses offered by school districts were abolished, regardless of graduation status.
- In 1995, as recommended by the BC Ministry of Education/Ministry of Skills, Training and Labour Joint Committee on ABE, ABE was also made tuition-free in public post-secondary institutions as well as through distance and online courses.
- In 2003, public post-secondary institutions were “given autonomy” to charge tuition fees for graduated students taking ABE, resulting in fees being re-introduced as the Province no longer covered the cost. Adult Literacy (fundamental English, Mathematics and Computer Studies courses) and employment preparation programs remained free.
- In 2008, in response to the Premiers’ Advisory Panel on Literacy recommendations, public post-secondary institutions as well as school district students were again given

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<sup>1</sup> BC Ministry of Advanced Education, Adult Basic Education: A Guide to Upgrading in British Columbia’s Public Post-Secondary Institutions, An Articulation Handbook, 2015/16 Edition.

access to tuition-free ABE regardless of graduation status under the “Education Guarantee” program.

- In December 2014, the BC Minister of Education announced that graduated adults would be required to pay for ABE credits, applicable to all institutions. Adults without graduation status would still be exempt from payment.
- In January 2015, ABE tuition fees were reinstated for graduated students at public post-secondary institutions, up to a maximum tuition cost of \$1,600 per semester of full time studies.
- In May 2015, ABE tuition fees were also reinstated at school districts for graduated students enrolled in academic upgrading courses, although Adult Literacy courses were still available free-of-charge.

As indicated, both school district and public post-secondary institutions no longer receive provincial support to offer ABE courses free of charge to graduated adults, with the exception of school district Adult Literacy courses. School District 38 Continuing Education staff provided the following clarification.

*BC Ministry of Education provides funding for:*

1. *BC Adults who are non-graduated from secondary education*
2. *BC Adults who have graduated but are taking academic courses below Grade 10 level.*
3. *Under 19 year olds who are non-graduated from secondary education*
4. *Under 19 year olds who are graduated from secondary education*

Adults who have attained high school graduation, enrolled in Grade 10, 11 or 12 ABE courses, are now required to pay tuition fees.

#### Adult Upgrading Grant

Adult students meeting income eligibility criteria enrolled in ABE courses may apply for an Adult Upgrading Grant. This grant is only available for attendees of public post-secondary institutions. The Adult Upgrading Grant covers tuition, student fees, books, unsubsidized childcare and transportation. Students whose gross family income and other financial supports fall below designated levels are fully eligible. If income and other supports exceed the eligibility threshold by up to 10%, students are eligible to receive up to 50% of the tuition cost only.

Eligibility for the Adult Upgrading Grant is based on income thresholds scaled to family size. For a family of four, regardless of place of residence in BC, the income eligibility threshold for 2016/17 is \$44,866. In comparison, the Canadian Centre for Policy Alternatives’ 2016 Metro Vancouver Living Wage for a family of four is \$75,130. Given the significant difference between the Adult Upgrading Grant income threshold and the 2016 Metro Vancouver Living Wage income, the cost of adult upgrading courses is likely to present a significant obstacle to enrollment for low-income earners, particularly those residing in Metro Vancouver.

### Advocacy

In June 2015, the BC Teachers Federation (BCTF) published the results of an extensive study, “Adult Education in BC’s Public Schools: Lost Opportunities for Students, Employers, and Society”. The study was based on a survey of working and learning conditions completed by BCTF adult educators around the province. The report noted that the 2008 Provincial “Education Guarantee” had acted as an incentive to upgrading qualifications; graduated adults as a percentage of all adult ABE students increased from 18% in 2009/09 to 55.5% in 2014/15. Statistics Canada data demonstrating that completion of post-secondary education reduces unemployment, increases labour market participation and improves earnings is cited.

The data is further supported by the testimony of teachers in the field. As illustrated in an adult educator’s testimony in an April 30, 2015 Globe and Mail article,

*... students, many working two or three low-paying jobs to put food on the table, were on track to finish their humanities and sciences requirements so they could move on to post-secondary education – for them, a crucial path out of poverty and into better jobs.*

The study concluded that “it is imperative to support Adult Education as a poverty-reduction strategy”.

In April 2016, the Federation of Post-Secondary Educators (FPSE) issued a press release protesting that the Adult Upgrading Grant is considered taxable income, so those receiving a grant one year may be ineligible the next if the grant results in the recipient’s income exceeding the eligibility threshold. FPSE called on the Province to “fix the problem” by restoring free tuition for ABE. Furthermore, according to the FPSE, most ABE programs are not eligible for federal income tax credits.

The Canadian Centre for Policy Alternatives has recently released a report, “Working Poverty in Metro Vancouver” (June 2016). Statistics Canada Tax Filer Data (2006 and 2012) indicates that Richmond has the highest percentage of working poverty in Metro Vancouver. One of the recommendations for the Provincial Government is to:

*ADEQUATELY FUND TRAINING AND EDUCATION, and restore funding for tuition-free adult basic education so that the working poor can access more stable and better-paying jobs.*

The BC Poverty Reduction Coalition, consisting of organizations from throughout BC, was formed to urge the Provincial Government to adopt a comprehensive Poverty Reduction Plan, including increased funding for and greater access to education as one of seven key components. As noted in a BC Poverty Reduction Coalition fact sheet (“Working together for a poverty free BC”),

*Most poor people are working. Poverty in BC is a low wage story: only 3% are on welfare, but 10.7% live below the poverty line. Nearly half (43%) of BC’s poor children live in families where at least one parent has a full-time job.*

On May 24, 2016 Council received a delegation from the BC Poverty Reduction Coalition and the Richmond Poverty Response Committee, resulting in a resolution to advocate to the Province in support of such a Plan, including greater access to education as indicated above. This and similar resolutions will be reviewed at the Union of BC Municipalities (UBCM) Convention in September 2016.

The UBCM has previously forwarded a number of resolutions to the Province advocating for a provincial poverty reduction plan, most recently in 2015. The provincial response expressed that “there are only two ways to address poverty – by growing the economy and creating jobs, and by providing targeted supports for the individuals and families who need them”. The Province also indicated that support for communities participating in the provincial Community Poverty Reduction Strategies Initiative, piloting the development of “local solutions” in eight communities, would continue. As education is a provincial responsibility, it was not part of these local strategies. The UBCM had assisted the Province in administering this program but withdrew in October 2015, concluding that a provincial plan has the greatest potential to address poverty.

### **Analysis**

As directed in the November 2015 Planning Committee referral, staff were requested for further information about ABE funding changes, and the Council/School Board Liaison Committee for information about relevant action taken by the Richmond School District. At the March 30, 2016 Council/School Board Liaison meeting, the RCSAC and the Richmond School District were requested to provide information about any further developments.

#### **1. Community Service Agencies**

The RCSAC requested information from member agencies about the client impact of ABE tuition fee re-instatement. Chimo Community Services Outreach and Advocacy Program staff provided the following comments:

*Not sure if there is a lack of funding but there is definitely a lack of accessibility and awareness, particularly within the immigrant communities. The process to obtain subsidies (e.g. Adult Upgrading Grant, AUG) is not immediately clear and the paperwork can be daunting for most. The system is currently set up so that only well-informed and determined individuals who are keen to seek out these opportunities are able to obtain the financial resources they need, but the reality is that most people who are looking for adult basic education / ESL are not. Settlement services no longer serve naturalized citizens and that leaves a lot of citizens (who are really no better integrated) under the assumption that if they no longer qualify for settlement service then they don't get to attend free ESL classes or other basic education classes anymore.*

*There is lack of services in adult education, most of our clients have to pay for English classes, there are not that many to begin with. One of our clients is trying to finish his Grade 12 and we have been looking for some support for him just with basic math but there is nothing out there.*

In addition, the RCSAC provided information to staff about the Federation of Post-Secondary Educators advocacy regarding the Adult Upgrading Grant outlined above.

The RCSAC has also advocated to Council for a Provincial Poverty Reduction Plan. In a presentation to Planning Committee in February 2016, the RCSAC presented a report, "Municipal Responses to Child and Youth Poverty". In addition to municipal roles, the RCSAC also advised Council to request that the Provincial Government adopt a BC Poverty Reduction Plan with targets and timelines. As proposed by the BC Poverty Reduction Coalition and endorsed by Council (above), such a plan would include greater access to education. The RCSAC report was referred to staff for comment, and a staff report to Committee focusing on municipal actions is scheduled for the last quarter of 2016.

## 2. Richmond School District

In June 2016, the Richmond School District Continuing Education Department provided current ABE enrollment statistics to the Board of Education's Personnel and Finance Committee (Attachment 2). The number of graduated adults enrolled dropped from 84 (2014-2015 school year) to 40 (2015-2016 school year) after the fee requirements were introduced, a decline of over 50%. School district staff considered the elimination of Ministry funding to be the most likely cause of this decrease. Furthermore, the Adult Upgrading Grant is not available to School District students. The Richmond School District charges a total of \$550 per Grade 10, 11 and 12 ABE course.

In response to Council's request for information about Richmond School District actions to address ABE funding changes, staff conveyed that the School District has joined advocacy efforts of the BC School Superintendents' Association and the BC School Trustees Association. For example, in December 2014 the BC School Trustees Association wrote to the Ministry of Education expressing concern about the impact of ABE funding changes on vulnerable adult learners. In April 2016, the same organization passed a motion requesting that School Districts be approved to administer the Adult Upgrading Grant, now limited to public post-secondary institutions, noting that "many students have chosen not to pursue upgrading courses because of the associated fees".

## 3. Kwantlen Polytechnic University

Kwantlen Polytechnic University (KPU) (4 campuses, including Richmond) reported that student enrollment in ABE courses did not decline in 2015/2016. This contrast with Richmond School District declining enrollment may be due to the Adult Upgrading Grant being available to Public Post-Secondary Institution students only. While the number of students receiving the Adult Upgrading Grant is not available, KPU faculty indicated that there has been considerable uptake of the grant, with over \$400,000 administered since the tuition reinstatement. KPU also provides full tuition grants to those whose income exceeds the threshold by up to 10% (the Province funds up to 50%, with KPU providing the rest). Emergency funds are also available for registered students in need.

KPU charges approximately \$400 per ABE course, as well as a \$300 student fee. As indicated, the Adult Upgrading Grant will cover both student and registration fees for those eligible. For

those ineligible for the Adult Upgrading Grant , the cost of taking two Grade 10, 11 or 12 ABE courses at either Richmond School District, or KPU including KPU student fees, would be roughly equivalent.

#### 4. Next Steps

As a range of sources consistently demonstrate the need for reinstatement of funding for graduated adults pursuing ABE at the Grade 10, 11 and 12 levels, staff recommend that a letter be sent to the Province, with copies to Federal counterparts, advocating for such change (Attachment 3). The consideration of Council's and other resolutions urging the Province to adopt a BC Poverty Reduction Plan at the 2016 UBCM Convention will again highlight the need for effective action to assist those with low income, including facilitating access to higher education. With respect to municipal roles supporting low income residents, staff will be reporting back with comments regarding the RCSAC report on Municipal Responses to Child and Youth Poverty in the 4th quarter of 2016. As ABE is not a municipal responsibility, it will not be addressed in the forthcoming report.

#### **Financial Impact**

None.

#### **Conclusion**

Given the notable drop in enrollment in ABE courses by graduated adults in Richmond School District programs and elsewhere in the province; the uptake of the Adult Upgrading Grant experienced by KPU; lack of access to the Adult Upgrading Grant by School District students; the significant discrepancy between Adult Upgrading Grant eligibility thresholds and the Metro Vancouver Living Wage; Statistics Canada Tax Filer data regarding working poverty; and RCSAC comments, as well as the documented effectiveness of education as a poverty-reduction strategy, staff recommend that a letter be sent to the Province respectfully requesting that tuition-free enrollment in ABE programs at the Grade 10, 11 and 12 levels offered by all publicly-funded institutions be reinstated for graduated adults. As ABE is not a municipal responsibility, no further action is recommended.



Lesley Sherlock  
Planner 2  
(604-276-4220)

- Att. 1: RCSAC Communication Tool, "Adult Basic Education Courses No Longer Free"
- 2: Richmond Continuing Education ABE Enrolment Figures
- 3: Draft Letter to the Premier of British Columbia regarding Adult Basic Education Fees



**RCSAC** | Richmond Community Services  
Advisory Committee

To: Mayor Brodie and Councillors  
 From: Daylene Marshall and Alex Nixon, Co-Chairs, RCSAC  
 CC: Cathy Carlile and Lesley Sherlock  
 Date: September 10, 2015  
 Re: Adult Basic Education Courses No Longer Free

Issue	Potential impact	Agency or individuals affected	Suggested action
<p>The BC government advised school districts that effective May 1, 2015 they would no longer cover Adult Basic Education (ABE) courses for Grades 10, 11 and 12 for graduated adults. SD 38 now charges \$550 per course. For a graduated adult (from anywhere in the world) to upgrade in order to enrol in university/ college courses in sciences, engineering, nursing, etc. it will cost up to \$3000 per year. SD 38 Adult Education advises that from 2010-2014, they enrolled 793 graduated adults (avg 198/yr) or about 12% of the total ABE student head count. <a href="http://www.RichmondCE.ca">www.RichmondCE.ca</a></p>	<p>Richmond community services agencies deal with numerous low-income and/or immigrant clients that do not have the credentials to enter a Canadian university or college. In the past, agencies could counsel and assist clients to enrol in necessary grade school courses and they were free of charge. Now, low-income and/or immigrant adults must pay up to \$3000/year, which brings a substantial financial burden on clients and their families and in turn, a need for longer-term community services. The impact is community agencies will be requesting increased community grant funding from the City of Richmond to provide their services to an expanding client base.</p>	<p>Any Richmond Community Service Agency dealing with clients that are low-income, immigrant and/or refugee individuals and families.</p>	<p>That Richmond City Council take a position and advocate for Richmond community service agencies and urge the government to rollback the ABE directive for graduated adults by:</p> <ul style="list-style-type: none"> <li>• Writing a letter to Premier Christy Clark and the minister of Education on their position;</li> <li>• Engaging and meeting with SD 38 Board of Education Trustees in the meantime to explore alternatives.</li> </ul>



Report to the Personnel & Finance  
Board of Education (Richmond)  
PUBLIC

DATE: Monday, June 13, 2016

FROM: Michael Khoo, District Lead Administrator of Continuing Education

SUBJECT: Adult Secondary Graduation – Graduated Adults in Continuing Education

The purpose of this public report to Personnel & Finance PUBLIC is for information only. No further action is required at this time.

#### Background

In September 2008, the Ministry of Education completed the phase in of the Education Guarantee by providing funding for graduated adults who enrolled in Adult Secondary Graduation courses. Adult learners were able to enroll in Ministry courses tuition free through Continuing Education.

#### Education Guarantee Discontinued for Grade 10-12 Courses

In May 2015, the BC Ministry of Education discontinued funding Grade 10-12 courses for Graduated Adults. The BC Ministry of Education defines Graduated as anyone who has met secondary graduation requirement anywhere in the world. An "adult" learner is a student who turns 20 years old or older during the school year.

Since May 2015, Richmond Continuing Education has been charging \$550 per Grade 10-12 course for Graduated Adults. However, Graduated Adults who enroll in Foundation Literacy courses (pre-Grade 10 courses) continue to study tuition free. In Richmond, these courses are called Foundation Language Arts, or FLA courses.

In 2015-2016, most of the 40 Graduated Adults paid \$550 per Grade 10-12 course. Compared 2014-2015, there has been a decrease of 50% in the number of Graduated Adults enrolled. It is likely that the elimination of Ministry funding for Grade 10-12 courses is the main reason for this decrease.

Below are the # of school age students, adults and graduated adults enrolled for the past four years:

School Year	School-Age Students	Adult Students (Graduated Adults)	Total Headcount	Total FTE
2012-2013	291	1,460 (241)	1,751	266
2013-2014	181	1,454 (159)	1,635	246
2014-2015	112	1,390 (84)	1,502	219
2015-2016	102	1,092 (40)	1,194	219

August 22, 2016  
File: 99-Community Services/2016-Vol 01

Community Services Division  
Community Social Development  
Telephone: 604-276-4000  
Fax: 604-276-4132

The Honourable Christy Clark  
Premier of British Columbia  
Office of the Premier  
PO Box 9041 STN PROV GOVT  
Victoria, BC V8W 9E1

Dear Premier Clark:

**Re: Adult Basic Education Fee Reinstatement**

At the regular City of Richmond Council meeting, held on September 26, 2016, Council considered a staff report and correspondence from the Richmond Community Services Advisory Committee (RCSAC) regarding the reinstatement of Adult Basic Education (ABE) fees for graduated adults enrolled in Grade 10, 11 and 12 courses. An excerpt from the Council minutes, as well as the associated report, has been attached for your reference.

As outlined in the attached report, evidence supporting the reinstatement of tuition-free status for all Adult Basic Education courses includes the drop in enrollment in ABE courses by graduated adults in School District programs; the significant discrepancy between Adult Upgrading Grant eligibility thresholds and the 2016 Metro Vancouver Living Wage; Statistics Canada Tax Filer data regarding working poverty; and the documented effectiveness of education as a poverty-reduction strategy.

Richmond City Council also passed a resolution at the regular City of Richmond meeting held on May 24, 2016 advocating that the Provincial Government develop and implement a BC Poverty Reduction Strategy, as previously conveyed by letter dated June 6, 2016. Facilitating access to education would constitute an essential component of any such Strategy.

Given the importance of education as means to reduce poverty and thereby improve quality of life, Council respectfully requests that consideration be given to the reinstatement of tuition-free status for BC adult students enrolled in Grade 10, 11 and 12 Adult Basic Education programs offered by all publicly-funded institutions.

Yours truly,

Malcolm D. Brodie  
*Mayor*

MB:ls

pc: The Honourable Mike Bernier, Minister of Education and Member of the Legislative Assembly  
The Honourable Stephanie Cadieux, Minister for Children and Family Development and Member of the Legislative Assembly  
The Honourable MaryAnn Mihychuk, Minister of Employment, Workforce Development and Labour and Member of Parliament  
The Honourable Jean-Yves Duclos, Minister of Families, Children and Social Development and Member of Parliament  
Ms. Alice Wong, Member of Parliament for Richmond Centre  
Mr. Joe Peschosolido, Member of Parliament for Steveston-Richmond East  
The Honourable Linda Reid, Member of the Legislative Assembly for Richmond East and Speaker of the Legislature  
The Honourable Teresa Wat, Member of the Legislative Assembly for Richmond Centre and Minister for International Trade and Minister Responsible for the Asia Pacific Strategy and Multiculturalism  
Mr. John Yap, Member of the Legislative Assembly for Richmond-Steveston and Parliamentary Secretary for Liquor Reform Policy to the Minister of Small Business, Red Tape Reduction and Minister Responsible for the Liquor Distribution Branch  
Mr. John Horgan, Leader of the Opposition and Member of the Legislative Assembly  
Ms. Debbie Tablotney, Chairperson, Board of Education (Richmond)



**To:** Planning Committee **Date:** September 15, 2016  
**From:** Wayne Craig **File:** RZ 12-603040  
Director, Development  
**Re:** **Application by YuanHeng Seaview Developments Ltd & YuanHeng Seaside Developments Ltd for Rezoning at 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road from Auto-Oriented Commercial (CA), Marina (MA2), and Hotel Commercial (ZC160 – Capstan Village (City Centre) to Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30) and School and Institutional Use (SI)**

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#### Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9593, including:
  - a) In Schedule 1 of Official Community Plan Bylaw 9000, to redesignate 8051 River Road from "Mixed Use" to "Park" and 8100 River Road from "Park" to "Mixed Use" in Attachment 1; and
  - b) In Schedule 2.10 (City Centre Area Plan), to amend the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), and reference maps throughout the Plan to relocate park and road within the area bounded by Sea Island Way, No. 3 Road, Capstan Way, and the Middle Arm of the Fraser River and designate the subject site as "Institution", together with related minor map and text amendments;be introduced and given first reading.
2. That Bylaw 9593, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
3. That Bylaw 9593, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9594 to create the “Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)” zone, and to rezone 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road from “Auto-Oriented Commercial (CA)”, “Marina (MA2)”, and “Hotel Commercial (ZC160 – Capstan Village (City Centre))” to “Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)” and “School and Institutional Use (SI)”, be introduced and given first reading.
- 5. That the YuanHeng Riverfront Park Conceptual Plan, as described in the report, dated September 15, 2016, from the Director of Development, be approved.

  
 Wayne Craig  
 Director, Development

WC:sch  
 Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

YuanHeng Seaview Developments Ltd & YuanHeng Seaside Developments Ltd have applied to the City of Richmond for permission to rezone lands at 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road, from Auto-Oriented Commercial (CA), Marina (MA2), and Hotel Commercial (ZC160 – Capstan Village (City Centre) to Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30) and School and Institutional Use (SI), to permit the construction of a three-phase, high-rise, high density, mixed use development and City park in the City Centre's Capstan Village area (Attachments 1, 2 & 3). The proposed development includes the following key features:

- a) Three phases (Attachment 4), including:
  - Phase 1 (Seaside South / new Lot A) at the corner of No. 3 Road and Capstan Way;
  - Phase 2 (Seaside North / new Lot B) at the corner of No. 3 Road and Sea Island Way; and
  - Phase 3 (Seaview / new Lot C) along the riverfront;
- b) A combined total floor area of 113,131.8 m<sup>2</sup> (1,217,740.7 ft<sup>2</sup>), including a maximum of:
  - 88,836.0 m<sup>2</sup> (956,222.4 ft<sup>2</sup>) of residential uses in all three phases, containing at least 4,441.8 m<sup>2</sup> (47,811.1 ft<sup>2</sup>) of affordable (low-end market rental) housing constructed to a turnkey level of finish at the developer's sole cost in the development first and second phases and secured with a Housing Agreement (i.e. 5% of total residential floor area, as per the City's Affordable Housing Strategy); and
  - 24,295.8 m<sup>2</sup> (261,518.4 ft<sup>2</sup>) of non-residential uses in Seaside South and North (i.e. none in Seaview), containing a City-owned community centre, 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) in size, constructed to a turnkey level of finish at the developer's sole cost in the development's second phase (Seaside North), together with parking and ancillary uses;
- c) A maximum of 850 dwelling units, including:
  - +/-791 market units distributed across all three phases; and
  - +/- 59 affordable housing units distributed across the development's first two phases;
- d) A 4,276.6 m<sup>2</sup> (1.06 ac) riverfront park (the first stage of Capstan Village's riverfront linear park, which will eventually link south to the Middle Arm Park and Richmond Olympic Oval and north to Bridgeport Village), together with a \$2.6 million voluntary developer contribution towards future City construction of a pier and water access along the park's Middle Arm frontage;
- e) Road network and engineering improvements, including the establishment of a new "East-West Street" linking Corvette Way to No. 3 Road, together with special pedestrian crossing features at No. 3 Road to enhance access to the future Capstan Canada Line station planned for No. 3 Road's east side; and
- f) Voluntary developer contributions for future construction of the Capstan Canada Line station, which contributions will be submitted, phase-by-phase, prior to Building Permit (BP) issuance, based on the approved number of dwellings and the City rate in effect at the time. (Based on the 2016 rate and 850 units, the total contribution is estimated as \$7 million.)

## Staff Report

### Origin

YuanHeng Seaview Developments Ltd & YuanHeng Seaside Developments Ltd have applied to the City of Richmond for permission to rezone lands at 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road, 8151 Capstan Way, and 8051 and 8100 River Road, from Auto-Oriented Commercial (CA), Marina (MA2), and Hotel Commercial (ZC160 – Capstan Village (City Centre) to Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30) and School and Institutional Use (SI), to permit the construction of a three-phase, high-rise, high density, mixed use development and City park in the City Centre's Capstan Village area (Attachments 1, 2 & 3). The proposed development includes the following key features:

- a) Three phases (Attachment 4), including:
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  - 24,295.8 m<sup>2</sup> (261,518.4 ft<sup>2</sup>) of non-residential uses in Seaside South and North (i.e. none in Seaview), containing a City-owned community centre, 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) in size, constructed to a turnkey level of finish at the developer's sole cost in the development's second phase (Seaside North), together with parking and ancillary uses;
- c) A maximum of 850 dwelling units, including:
  - +/-791 market units distributed across all three phases; and
  - +/- 59 affordable housing units distributed across the development's first two phases;
- d) A 4,276.6 m<sup>2</sup> (1.06 ac) riverfront park (the first stage of Capstan Village's riverfront linear park, which will eventually link south to the Middle Arm Park and Richmond Olympic Oval and north to Bridgeport Village), together with a \$2.6 million voluntary developer contribution towards future City construction of a pier and water access along the park's Middle Arm frontage;
- e) Road network and engineering improvements, including the establishment of a new "East-West Street" linking Corvette Way to No. 3 Road, together with special pedestrian crossing features at No. 3 Road to enhance access to the future Capstan Canada Line station planned for No. 3 Road's east side; and
- f) Voluntary developer contributions for future construction of the Capstan Canada Line station, which contributions will be submitted, phase-by-phase, prior to Building Permit (BP) issuance, based on the approved number of dwellings and the City rate in effect at the time. (Based on the 2016 rate and 850 units, the total contribution is estimated as \$7 million.)

### Findings of Fact

A Development Application Data Sheet and Conceptual Development Plans providing details about the subject development proposal are attached (Attachment 5 & 6).

The subject site is comprised of two parts, both of which are vacant. The site was formerly occupied by a hotel (Comfort Inn), a variety of low density, auto-oriented commercial and industrial businesses, and marina parking. As a result of these former uses, both parts of the site required contaminant removal. This work will be completed prior to rezoning adoption and any land or facility transfers to the City. A Tree Removal Permit (T3) was issued by the City on August 12, 2016 to facilitate contaminant removal. Tree replacement security (\$30,000) was submitted by the developer and will be applied to tree replacement in Phase 1 (Seaside South).

### Surrounding Development

To the North: Sea Island Way, a designated Provincial highway, and highway-oriented commercial properties designated under the CCAP for future development with high-rise, high density hotel, office, and accessory retail.

To the South: Capstan Way, beyond which are low density, commercial properties and marinas zoned Auto-Oriented Commercial (CA) and Marina (MA2) and designated under the CCAP for medium and high density, mid- and high-rise, residential and mixed use development, park, and marina.

To the East: No. 3 Road, beyond which is the proposed location of the future Capstan Canada Line station, a new neighbourhood park (under construction), and the recently completed first phase of a five-phase, high density, high-rise, mixed use development (RZ 10-544729 / RZ 12-610011 / Pinnacle International).

To the West: Middle Arm of the Fraser River and a three-tower, mixed hotel/residential development at 3099, 3111, and 3333 Corvette Way (Wall Centre). This development was constructed prior to the 2009 update to the CCAP; nevertheless, its zoning, Residential/Hotel (ZMU5) – Capstan Village (City Centre), allows for the same height as the CCAP (45 m) and a similar maximum density (3.4 floor area ratio (FAR) versus CCAP 3.5 FAR).

NOTE: At the time Wall Centre was rezoned, the developer agreed to register a legal agreement on title in favour of the Comfort Inn hotel for parking purposes. As this hotel has been demolished, the legal agreement can be discharged. This is addressed in the attached Rezoning Considerations (Attachment 7).

In addition to the above, located between the two parts of the subject site is 8091 Capstan Way. This property, which is vacant, is the subject of a separate rezoning application (RZ 15-699647 / GBL Architects), currently under review, to permit a two-tower, mixed use development (i.e. hotel, retail, office, and residential), generally as per CCAP policy (i.e. 3.5 FAR and 45 m maximum height).

## Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and other City policies (e.g., affordable housing). An overview of these considerations is provided in the “Analysis” section of this report.

## Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Staff have reviewed the proposed OCP and zoning amendments, with respect to the BC Local Government Act and the City’s OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP.

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

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral is necessary, as the Land Reserve is not affected.
Richmond School Board	No referral is necessary, as it does not have the potential to generate 50 or more school aged children. (See below)
The Board of the Greater Vancouver Regional District (GVRD)	No referral is necessary, as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral is necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral is necessary, as First Nations are not affected.
TransLink	No referral is necessary, as the proposed amendment does not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral is necessary, as the proposed amendment does not affect port or related uses.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral is necessary, as the proposed amendments are consistent with the OCP Aircraft Noise Sensitive Development (ANSD) policy.
Richmond Coastal Health Authority	No referral is necessary, as the Health Authority is not affected.
Community Groups and Neighbours	No referral is necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing
All relevant Federal and Provincial Government Agencies	The Ministry of Transportation and Infrastructure (MOTI) has granted preliminary approval for the development for one year as of August 23, 2016. Final MOTI approval is required prior to rezoning adoption.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9494, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

## School District

According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family dwellings). This application only involves 174 more multi-family dwellings than the approximately 676 achievable under existing CCAP policy (i.e. the proposed site specific zone, ZMU30, limits the maximum number of dwellings on the subject site to 850), which is equivalent to 30 additional school-aged children. (Staff will refer the proposed OCP amendment to the School District as a courtesy.)

## Analysis

YuanHeng Seaview Developments Ltd & YuanHeng Seaside Developments Ltd have applied to rezone a 3.29 ha (8.12 ac) site in Capstan Village comprised of 10 commercial, industrial, and marina lots (all currently vacant) to permit the construction of a three-phase, high density, high-rise development with a total floor area of 113,131.8 m<sup>2</sup> (1,217,740.7 ft<sup>2</sup>), including a 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) City-owned community centre and a City riverfront park. The City Centre Area Plan (CCAP) designates the subject site and surrounding area for pedestrian/transit-oriented, medium and high density, residential and mixed use development, with an emphasis on projects that support City objectives for funding the construction of the future Capstan Canada Line station and the area's growth as the social and recreational hub for the Capstan Village community. A recent rezoning along the east side of No. 2 Road (RZ 12-610011 / Pinnacle), adjacent to the future transit station, has taken a first step towards the area's establishment as a community hub with the approved development of a neighbourhood park and early childhood development centre. The subject development, as proposed, will provide approximately \$7 million towards Capstan station's construction (as per 2016 City-approved rates and 850 dwellings, which numbers will be confirmed at Building Permit stage) and will enhance the area's role as a hub with a proposed community centre, improved vehicle and pedestrian links to the river, and a new riverfront park.

### A. CCAP Amendment

To facilitate the subject development, the applicant has proposed two key amendments to the CCAP, together with corresponding land use designation changes in the OCP and related minor map and text changes in the CCAP. If approved, the proposed amendments would provide for the following:

- a) 25,972.2 m<sup>2</sup> (279,562.4 ft<sup>2</sup>) of additional residential floor area, of which 49% will be located on Seaview, 12,843.2 m<sup>2</sup> (138,243.2 ft<sup>2</sup>), and 51% will be spread across the two Seaside lots, 13,129.0 m<sup>2</sup> (141,319.2 ft<sup>2</sup>);
- b) A 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) City-owned community centre, constructed to a turnkey level of finish in the project's second phase, at the developer's sole cost, to the City's satisfaction, of which 1,849.3 m<sup>2</sup> (19,906 ft<sup>2</sup>) will be provided by the developer over and above what is required under current CCAP policy; and
- c) A 4,276.6 m<sup>2</sup> (1.06 ac) City-owned park and dike, designed and constructed via the City's standard Servicing Agreement processes in the project's third phase, at the developer's sole cost, to the City's satisfaction, as per the YuanHeng Riverfront Park Conceptual Plan (Attachment 7 – Schedule H) and Servicing Agreements requirements with respect to the dike

set out in the Rezoning Considerations (Attachment 7), together with a \$2.6 million voluntary developer contribution (submitted prior to rezoning adoption) for future City construction of a pier and water access along the park's Middle Arm frontage.

The key proposed amendments to the CCAP are as follows:

- a) Amendment #1: On the west portion of the site (Seaview), to redesignate 8051 River Road (i.e. dike lot) from "Marina" to "Park" and 8100 River Road (i.e. upland lot) from "Park" to "Urban Centre T5 (45 m)".
- It is the City's aim to provide continuous public riverfront access along the Middle Arm of the Fraser River; however, achieving this in the vicinity of the subject site is difficult, as existing marinas need the dike for parking and service uses. In recognition of these competing needs, the CCAP currently designates the dike (including 8051 River Road) as "Marina" and "Waterfront Dike Trail" and designates small, upland areas nearby (including 8100 River Road) as "Park".
  - The developer's acquisition of both 8051 and 8100 River Road presents the opportunity to move the designated "Park" to the dike (without any loss in park area) and provide for an enhanced City-owned, public open space amenity. Furthermore, as the developer does not intend on operating a marina, the river in front of the park will be unoccupied, which will provide for unobstructed views of the river and, if so desired by the City, future marina or water recreation uses (subject to the City or others, with the City's approval, entering into a water lease with the Province).
  - As a result of moving the "Park" to the dike, the upland lot is made available for development. The proposed CCAP land use designation for this lot, "Urban Centre T5 (45 m)", will permit multi-family uses to a maximum of 2.0 FAR (plus 0.5 FAR for the Capstan Station Bonus, as per all Capstan Village development sites) and a typical height of 45 m (148 ft.). This designation is similar to that of other Capstan Village lots situated between the dike (existing River Road) and the former railway right-of-way (future road), except that the typical height permitted on those other lots is 25 m (95 ft.). Greater height is appropriate on the subject site because it is located at a point where lower (future) riverfront development will transition to meet the area's three existing riverfront towers (i.e. Wall Centre) and the high-rise, high density development encouraged near the future Capstan Canada Line station. Moreover, the proposed design of Seaview provides for slender towers, underground parking, and a low podium roof deck (i.e. roughly level with the proposed dike crest), which will open up lower-level public and private views across the site, increase sunlight to surrounding streets, and introduce a new built form that will add variety and visual interest to the riverfront.
- b) Amendment #2: On the east portion of the site (Seaside), to add "Institution" to the existing CCAP land use designations (i.e. no existing designations will be removed or revised).
- The CCAP aims to foster a transit-oriented downtown by, among other things, encouraging higher density, mixed use development near the City Centre's existing and proposed Canada Line stations. For this reason, the CCAP currently designates the Seaside portion of the subject site for a maximum density of 3.5 FAR, including a 1.0 FAR Village Centre Bonus (VCB) for commercial uses. Developers utilizing the VCB must design and construct 5% of the Bonus density as community amenity space, to a turnkey level of finish, at the developer's sole cost.

- Through the subject rezoning review process, it was determined that, based on the VCB 5% contribution policy, the developer would be required to construct approximately 1,257.28 m<sup>2</sup> (13,533 ft<sup>2</sup>) of community amenity space, to a turnkey level of finish, at the developer's sole cost (i.e. 5% x 25,145.51 m<sup>2</sup> (270,664 ft<sup>2</sup>)); however, the most pressing City need in the vicinity of the subject site is a community centre for Capstan Village, West Cambie, and Sea Island residents, requiring approximately 3,106.59 m<sup>2</sup> (33,439 ft<sup>2</sup>) of indoor space (i.e. roughly 2.5 times the size of the developer's VCB 5% contribution).
- Under CCAP policy, by designating Seaside as "Institution", together with density bonus provisions in the subject development's proposed site specific zone, ZMU30, and legal agreements registered on title prior to rezoning adoption, the developer will:
  - i. Provide the proposed 3,106.59 m<sup>2</sup> (33,439 ft<sup>2</sup>) City-owned community centre, to the City's satisfaction, at the developer's sole cost; and
  - ii. Be permitted bonus residential floor area (over and above existing CCAP policy).
- The subject Seaside development, including the proposed community centre and bonus residential floor area, is well designed and attractively accommodates the increased floor area and important amenity program requirements, while complying with the intent of the CCAP Development Permit Guidelines and related objectives for urban design, livability, public open space, and other considerations.

#### **B. Proposed Zoning**

To facilitate the subject development, including the special community amenity features arising through the proposed CCAP amendment, it is proposed that two zones are applied to the site:

- a) "School and Institutional Use (SI)", which zone will be applied to the proposed City-owned park, as per the City's standard practice; and
- b) "Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)", to be applied to the residential and mixed use portions of the site. ZMU30 is a site specific zone (prepared solely for the subject site), based on a standard zone, "Residential / Limited Commercial (RCL5)", that provides for the densities and other features typical of Capstan Village development (e.g., Affordable Housing Bonus, Capstan Station Bonus), together with:
  - An additional "Institution" bonus for the provision of the proposed 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) City-owned community centre; and
  - Site specific parking and loading requirements.

#### **C. Community Centre**

A new community centre within the Capstan Village area is a much needed amenity for the City Centre community of today and the future. Currently, just one community centre, located in Lansdowne Village (at Minoru Boulevard and Firbridge Way), serves the entirety of the City Centre and the provision rate for City Centre community centre space is only 0.45 m<sup>2</sup> (0.5ft<sup>2</sup>) per resident (i.e. half the City's standard community centre provision rate of 0.9 m<sup>2</sup> (1.0 ft<sup>2</sup>) per resident). To address this, the 2009 Corporate Facilities Implementation Plan (CFIP) and the CCAP call for one or more additional City Centre community centres, specifically including one to serve the planning area's north end.

The Capstan Village neighbourhood is currently small, but growing rapidly and expected to reach approximately 16,000 residents by build out. The community centre, proposed as part of the subject development's second phase, is targeted for completion in 2020, by which time Capstan Village is projected to have over 2,500 dwellings and more than 5,250 residents. A community centre in the Capstan Village neighbourhood will be able to serve this growing population, as well as residents in nearby West Cambie and others on Sea Island. In addition, as the proposed facility will be situated close to the future Capstan Canada Line station, it will be able to serve residents from throughout the City Centre.

In order to clarify the value the proposed amenity offers the City, program development has been completed, taking into consideration the following key factors:

- Projected demographics;
- Geographic context;
- Local amenities;
- Trends and best practises in recreation facility design; and
- Feedback from past community consultations, including the extensive community consultation programs conducted for the existing City Centre Community Centre and the Minoru Complex.

Based on this, a Vision, Program Plan, Program Details, and Conceptual Plan have been prepared for the proposed community centre. Details of this information are provided in the Community Centre Terms of Reference and Community Centre Conceptual Plan contained in the Rezoning Considerations attached to this report (Attachment 7 – Schedules F & G), together with supporting reference documents. A summary of this information is as follows:

- a) Vision: The facility is envisioned as a “Village Square” that will facilitate programs and services for all ages and abilities for Capstan Village and surrounding neighbourhoods. Moreover, it will:
  - Become the heart of the community;
  - Provide a unique gathering place;
  - Contribute towards the development of a vibrant, active urban community; and
  - Meet the recreation program and service needs of a growing and diverse population.
- b) Program Plan: Building on the “Village Square” concept, the Program Plan is comprised of a broad range of community recreation programs and services, including:
  - Sport activities, such as volleyball, basketball, parkour training, indoor soccer, and walking;
  - Dance programs, including ballet, hip hop, ballroom, and Bhangra;
  - Community events, including indoor movie nights, markets, and exhibitions;
  - Creative pursuits, including multi-media production, music, robotics, painting, ceramics, and 3D modeling;
  - Informal activities such as cooking, reading, homework clubs, and internet browsing; and
  - Opportunities to meet and socialize with neighbours, friends, and the broader community.
- c) Program Details: The proposed facility will include the following spaces:
  - Village Square /Sports Hall (gymnasium);
  - Activity track and activity room;
  - Three multipurpose rooms of varying sizes and finishes;
  - Wet art studio and creativity lab;

- Children's exploration room;
- Kitchen;
- Community gathering spaces; and
- Circulation and support spaces.

d) Conceptual Plan: The proposed community centre is envisioned as a two-storey, "stand-alone" facility located just off No. 3 Road, on the south frontage of the development's northern block (Seaside North), where it will have good visibility and easy pedestrian access to the future Canada Line station, while enjoying the benefits of being on a quieter side street with proximity to the proposed riverfront park. Key features of the Conceptual Plan include:

- A large gymnasium with 9.1 m (30 ft.) clear ceilings and support spaces (e.g., kitchen, change rooms, multi-purpose rooms, lobby, plaza) enabling it to host a broad range of sports, recreation, and community activities and events;
- Special facilities (e.g., children's exploration room, activity track, creativity lab and wet art room) that will contribute towards the community centre becoming as a unique recreational amenity, complementary to other City Centre facilities;
- 74 parking spaces reserved for community centre use, including 54 for exclusive use and 20 for shared use (e.g., community centre use after 6 pm weekdays and all day on weekends);
- High performance building standards, as per City policy for new City buildings, including LEED Gold certification;
- Public art, funded by the developer through the City's voluntary developer contribution program, based on a budget of 1% of estimated facility construction costs; and
- City ownership of the community centre in the form of an Air Space Parcel, together with easements and statutory right-of-ways to secure parking, loading, and related features.

#### **D. Riverfront Park & Dike**

The proposed 4,276.6 m<sup>2</sup> (1.06 ac) riverfront park and dike are an extension of the City's approved trail and park strategy for the Middle Arm of the Fraser River from Terra Nova to Duck Island. The design and construction of the park, together with raising of the dike crest to 4.7 m (15.4 ft.) GSC, environmental mitigation and compensation, and related government and regulatory approvals, will be undertaken in the development's third phase, at the developer's sole cost, to the satisfaction of the City via the City's standard Servicing Agreement processes. In addition, prior to rezoning adoption, the developer proposes to provide a \$2.6 million voluntary cash-in-lieu contribution for future City construction of a pier and water access in association with the park. (No Development Cost Charge credits will apply for land or design/construction with respect to the park or pier.)

A conceptual plan, including a terms of reference, for the riverfront park, are included in the attached Rezoning Considerations (Attachment 7 – Schedule H). Additional requirements specific to the dike are included in the Engineering Servicing Agreement requirements (Attachment 7). Key features of the conceptual plan include:

- a) A paved pedestrian and cycling path on the dike crest;
- b) A separated pedestrian path below the dike crest (i.e. closer to the water's edge) affording seating and views of the river's edge;
- c) Plazas at each end with access to the adjacent streets (Capstan Way and Corvette Way), together with seating and other site furnishings to facilitate informal gathering and viewing;

- d) Public piers at each end at the dike crest elevation, together with a viewing tower at the pier at the terminus of Capstan Way, which will create a highly visible destination;
- e) A floating walkway that connects between the two piers;
- f) Universally accessible routes to the adjacent streets;
- g) Native planting to enhance habitat on the Fraser River foreshore; and
- h) For buildings outside the park, setbacks of at least 30.0 m (98.4 ft.) to the High Water Mark.

The implementation of the proposed YuanHeng Riverfront Park Conceptual Plan and the developer's voluntary contributions proposed as part of the subject rezoning application are an important step towards establishing the public waterfront amenities envisioned for the Middle Arm of the Fraser River and an important contribution to the livability of the Capstan Village and for all City Centre residents. To date, public consultation has not been undertaken for this plan since there are relatively few residences in the area. There will be opportunities for public comment on the proposed plan in the future during the development of the detailed design.

As part of the subject rezoning application, staff are seeking Council's approval of the YuanHeng Riverfront Park Conceptual Plan. (Attachment 7 – Schedule H)

#### E. Affordable Housing Strategy

The developer proposes to provide 4,441.8 m<sup>2</sup> (47,811.1 ft<sup>2</sup>) of affordable (low-end market rental) housing, approximately 59 units, which housing will be constructed to a turnkey level of finish at the developer's sole cost and secured with a Housing Agreement.

The proposed floor area represents 5% of the development's combined total maximum residential floor area on Seaside (North and South) and Seaview, as per the City's Affordable Housing Strategy. Occupants of the affordable housing units will enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot upon which they are located, as per OCP and CCAP requirements. Parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided by the developer/owner at no additional charge to the affordable housing occupants. All of the affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The number of units and unit mix targeted for the project, as indicated in the table below, may be updated to the satisfaction of the City on a Development Permit-by-Development Permit basis.

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent (1)	Total Maximum Household Income (1)	Unit Mix	# of Units
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$850	\$34,000 or less	10%	5
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$950	\$38,000 or less	30%	18
2-Bedroom	80 m <sup>2</sup> (860 ft <sup>2</sup> )	\$1,162	\$46,500 or less	30%	18
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,437	\$57,500 or less	30%	18
TOTAL	4,443.5 m <sup>2</sup> (47,820 ft <sup>2</sup> )	N/A	N/A	100%	59

(1) May be adjusted periodically, as provided for under adopted City policy.

(2) 100% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The developer proposes to modify the delivery of the affordable housing units such that:

- a) A minimum of 25% of the development’s total affordable housing floor area (i.e. +/-15 units) shall be located on Seaside South (Phase 1), a maximum of 75% (i.e. +/-44 units) shall be on Seaside North (Phase 2), and none will be on Seaview (Phase 3); and
- b) The affordable housing units will be distributed among the development’s residential towers in the form of unit clusters, which may occupy entire tower floors or parts thereof.

While the developer’s proposal is a departure from City policy encouraging that affordable units are dispersed and delivered lot-by-lot at a rate of 5% of residential floor area, staff are supportive of the developer’s proposal on the basis that the phasing of the affordable housing units will accelerate their overall delivery (i.e. 100% constructed by occupancy of Phase 2, instead of Phase 3), and the form, size, unit mix, and location of each affordable housing cluster will be determined to the satisfaction of the City through the Development Permit\* review and approval processes.

**F. Transportation**

- a) Capstan Station Bonus (CSB) – Funding: The CCAP’s Capstan Station (density bonus) funding strategy seeks to raise approximately \$25 million for the construction of the Capstan Canada Line Station by providing a 0.5 floor area ratio (FAR) residential density bonus to Capstan Village developers who voluntarily contribute towards the Capstan Station Reserve at a rate of \$8,242.79 per dwelling unit (2015/2016 rate, to be adjusted annually as per the Consumer Price Index). Based on a City agreement with TransLink, construction of the station will begin when adequate funding is secured. The subject development is consistent with Richmond’s station funding strategy in regard to voluntary developer contributions to the Capstan Station Reserve, together with requirements for the developer’s provision of additional public open space and a transit-oriented transitional parking strategy, as follows:

Phase	Lot	No. of Dwelling Units <i>Preliminary estimate</i>	Capstan Station Reserve Voluntary Contribution <i>Preliminary estimate (1)</i>
1	A (Seaside South)	570	\$4,698,390
2	B (Seaside North)	225	\$1,854,628
3	C (Seaview)	55	\$453,354
<b>TOTAL</b>		<b>850</b>	<b>\$7,006,372</b>

(1) Estimate based on the City rate in effect as of October 1, 2015 (i.e. \$8,242.79/dwelling). Actual contributions shall be in accord with Zoning Bylaw rates in effect phase-by-phase at the time of Building Permit\* approval.

- b) Capstan Station Bonus (CSB) – Public Open Space: As per the CSB policy and the subject development’s proposed site specific zone, ZMU30, the developer proposes to voluntarily transfer at least 4,250.0 m<sup>2</sup> (45,746.6 ft<sup>2</sup>) of land to the City, at no cost to the City, in a combination of fee simple, dedication, and statutory right-of-ways for public open space use at a rate of 5.0 m<sup>2</sup> (53.82 ft<sup>2</sup>) per dwelling unit. (Attachment 7 - Schedule C). The land transferred will, in part, be consolidated with other lands being developed, via the subject development, for riverfront park purposes (e.g., River Road). All CSB public open space areas will be designed and constructed to the City’s satisfaction, at the developer’s sole cost, through the City’s standard Servicing Agreement and/or Development Permit processes.

- c) Transitional Parking Strategy & Transportation Demand Management (TDM): The Zoning Bylaw provides for parking reductions in Capstan Village from Zone 1A to Zone 1 (the City Centre Zone with the lowest rates), together with a possible further 10% reduction, for developments that incorporate TDM measures and demonstrate that they are well designed to meet the parking and transportation demands of Capstan Village today and in the future when the Capstan Canada Line station is operational.

In light of this, the developer's transportation strategy provides for various road network improvements, TDM measures, and related features, all at the developer's sole cost. In brief, this includes, among other things:

- Road widening along No. 3 Road, Capstan Way, and Corvette Way to accommodate cycling and pedestrian improvements, together with related road upgrades;
- A new east-west street bisecting the site, together with a new intersection at No. 3 Road, to improve access to the community centre and other on-site and neighbouring uses, enhance pedestrian access between the future Canada Line station, the community centre, and the surrounding area, and create smaller, more walkable blocks;
- River Road upgrades north of Seaview, including a new connection to Corvette Way, to facilitate existing neighbouring marina operations;
- Improved access to/from Sea Island Way at Corvette Way (approved by MOTI);
- Service vehicle access to the improved dike;
- \$200,000 towards pedestrian crossing improvements along Sea Island Way;
- End-of-trip cycling facilities (e.g., showers, change rooms) co-located with Class 1 (i.e. secured) bike storage for commercial tenants and employees on Seaside South and North;
- Car-share facilities on Seaside North, including 4 parking spaces, secured with a statutory right-of-way (SRW) and equipped with electrical vehicle (EV) charging equipment, 2 car-share vehicles, and a 3-year contract with a car-share operator;
- Commercial parking covenants on Seaside South and North requiring that at least 50% of required commercial parking (excluding community centre parking) will be designated for short-term use (i.e. hourly) by the general public; and
- Installation of Level 2 (240V) "quick charge" EV charging equipment at the rate of:
  - For chargers: 2% of community centre parking and 3% of hourly "public" parking;
  - For plug-ins: 20% of "assignable" (e.g., leased) commercial parking and 25% of resident parking; and
  - For rough-ins (for the future installation of EV equipment): 25% of resident parking.

#### **G. Engineering Infrastructure**

The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades and related public and private utility improvements, as determined to the satisfaction of the City. The developer's design and construction of the required improvements shall be phased over three Servicing Agreements (SA), each secured with a Letter of Credit, as set out in the attached Rezoning Considerations. (Attachment 7) Prior to rezoning adoption, the developer will enter into the first Servicing Agreement (SA #1), which generally shall include:

- a) Sanitary Sewer: Relocation of the existing Skyline Pump Station above grade equipment in order to facilitate the construction of cycling and pedestrian improvements along Capstan

Way along the south side of Seaside South, together with all sanitary upgrades required with respect to Seaside South and North;

- b) Storm Sewer: All drainage upgrades required with respect to Seaside South and North; and
- c) Water: All water upgrades required with respect to Seaside South and North.

#### **H. Built Form and Architectural Character**

The developer proposes to construct a high-rise, high density, mixed use development and City park on a large site near the future Capstan Canada Line Station and prominent No. 3 Road/Sea Island Way “gateway” to Richmond’s City Centre. As per the CCAP, through the proposed rezoning, the subject site will be subdivided with a new street to create smaller blocks that are more appropriately scaled and configured for pedestrian/transit-oriented urban development. Likewise, the developer’s proposed form of development, which is a combination of articulated streetwall buildings and towers, generally conforms to the CCAP and its Development Permit (DP) Guidelines and is well-suited to the demands and opportunities of the site. In particular, the development has successfully demonstrated:

- a) A strong urban concept providing for a high-density, pedestrian-friendly environment;
- b) Variations in building height and massing contributing towards skyline interest, solar access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- c) A mid-rise building typology that aims to break the streetwall into a series of coordinated, yet distinct, buildings, providing for visually engaging streetscapes, a human scale, and opportunities for interesting community amenity and retail identities at grade; and
- d) Strong public open space and on-site landscape strategies, especially with respect to the proposed riverfront park.

Development Permit (DP) approval to the satisfaction of the Director of Development for the first phase of the subject development (i.e. Seaside South) will be required prior to rezoning adoption. Additional DP applications will be considered on a phase-by-phase basis for the development’s subsequent two phases (i.e. one per phase).

#### **I. Additional Sustainable Development Measures**

The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend and the developer has agreed to the following:

- a) District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system. (The utility will be constructed by others).
- b) Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000.0 m<sup>2</sup> (21,527.8 ft<sup>2</sup>) in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this on a phase-by-

phase basis through the City's standard Development Permit and Servicing Agreement design and approval processes.

- c) Flood Management Strategy: The CCAP encourages measures that will enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m (9.5 ft) GSC and minimize exemptions, wherever practical. The developer has agreed to comply and, in addition, proposes to raise the grade along the north side of Capstan Way, adjacent to Seaview, to facilitate improved dike connections for the public and City operations.
- d) Aircraft Noise Sensitive Development (ANSD): The subject site is situated within ANSD "Area 3", which permits all ANSD uses (i.e. residential, child care, hospital, and school) provided that a restrictive covenant is registered on title and appropriate noise attenuation measures are implemented. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.
- e) Accessible Housing: Richmond's OCP seeks to meet the needs of the city's aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities. To address the City's policy, 100% of the development's affordable housing units will be designed to comply with Richmond's Basic Universal Housing (BUH) standards. In addition, through the phase-by-phase Development Permit review and approval processes, staff will work with the developer to ensure that additional BUH units are provided, together with, among other things, barrier-free access to all building lobbies and amenities and aging in place features in all dwellings.

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

- a) Community Centre: Acceptance of the developer's proposed voluntary amenity contribution will provide the City with a two-storey, 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) community centre. As with any facility development, there are typical costs associated with the program, including operating budget impacts and furnishings, fixtures and equipment (FF&E). Estimates for these costs are identified below, but are not part of the developer's amenity contribution. If the proposed amenity contribution is approved, the costs for a community centre of this size are expected to be as follows:
  - Capital budget for FF&E is estimated to be between \$875,000 and \$1,311,000 (in 2019 dollars) to be considered during the annual capital budget process.
  - The Tenant Improvement portion of the community centre is protected with an allowance of \$308.30/ft<sup>2</sup> based on the City's current scope needs and predicted cost escalation to 2020. Staff believe that this is a suitable allowance and do not anticipate the need for any further funding. Should cost escalation be higher than what is predicted and/or there are scope changes to the Tenant Improvement needs, there may be a future request for additional funding, which would be presented to Council at the appropriate time.
  - Preliminary operating budget impact of approximately \$1,420,000 (in 2019 dollars), which will be subject to Council approval during the annual budget process and accompanied by a business plan for the facility; consideration could be given in the

business plan for phasing in of operations. An OBI of this amount results in an approximately 0.65% tax impact.

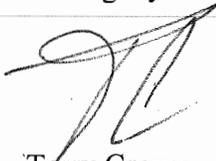
- b) Park: The anticipated operating budget impact for the ongoing maintenance of the proposed park is \$43,790. This will be considered as part of future operating budgets.
- c) Engineering: As a result of the proposed development, the City will take ownership of developer contributed assets such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$47,000.00. This will be considered as part of the 2018 Operating budget.

### Conclusion

YuanHeng Seaview Developments Ltd & YuanHeng Seaside Developments Ltd have applied to rezone a 3.29 ha (8.12 ac) site in Capstan Village to a site specific zone, "Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)", and "School and Institutional Use (SI)" to permit the construction of a three-phase, high density, high-rise development with a total floor area of 113,131.8 m<sup>2</sup> (1,217,740.7 ft<sup>2</sup>). To facilitate the subject development, the applicant has proposed to amend the OCP and CCAP to permit 25,972.2 m<sup>2</sup> (279,562.4 ft<sup>2</sup>) of additional residential floor area, together with a new 4,276.6 m<sup>2</sup> (1.06 ac) City-owned riverfront park and a 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) community centre, designed and constructed at the developer's sole cost.

An analysis of the developer's proposal shows it to be well designed and capable of attractively accommodating the increased floor area and community centre program requirements, while complying with the intent of the CCAP Development Permit Guidelines and related objectives for urban design, livability, public open space, and other considerations. Furthermore, a new community centre is much needed in the Capstan Village area, where it will be well located to meet the needs, today and in the future, of local residents and the West Cambie and Sea Island communities.

On this basis, it is recommended that Official Community Plan Amendment Bylaw 9593 and Zoning Bylaw 8500, Amendment Bylaw 9594, be introduced and given first reading.



Terry Crowe  
Manager, Policy Planning



Suzanne Carter-Huffman  
Senior Planner/Urban Design

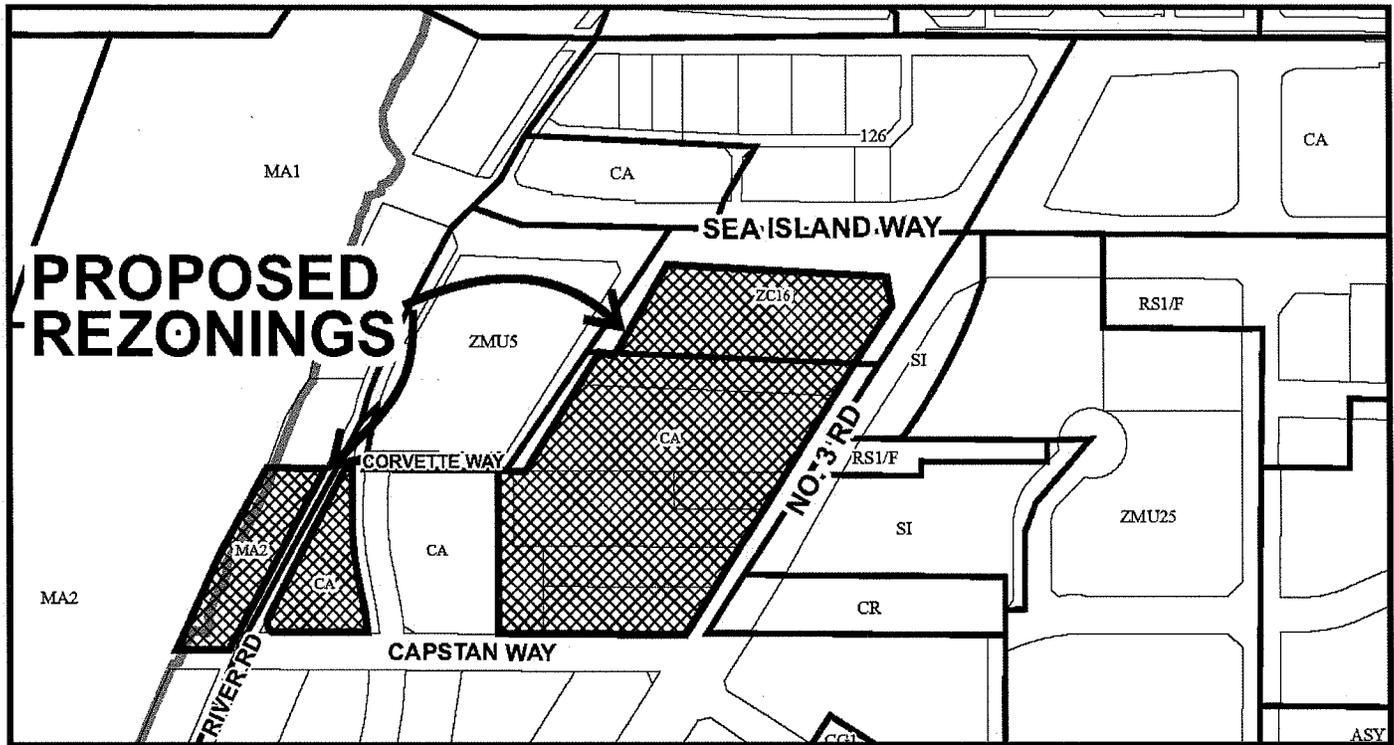
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#### Attachments:

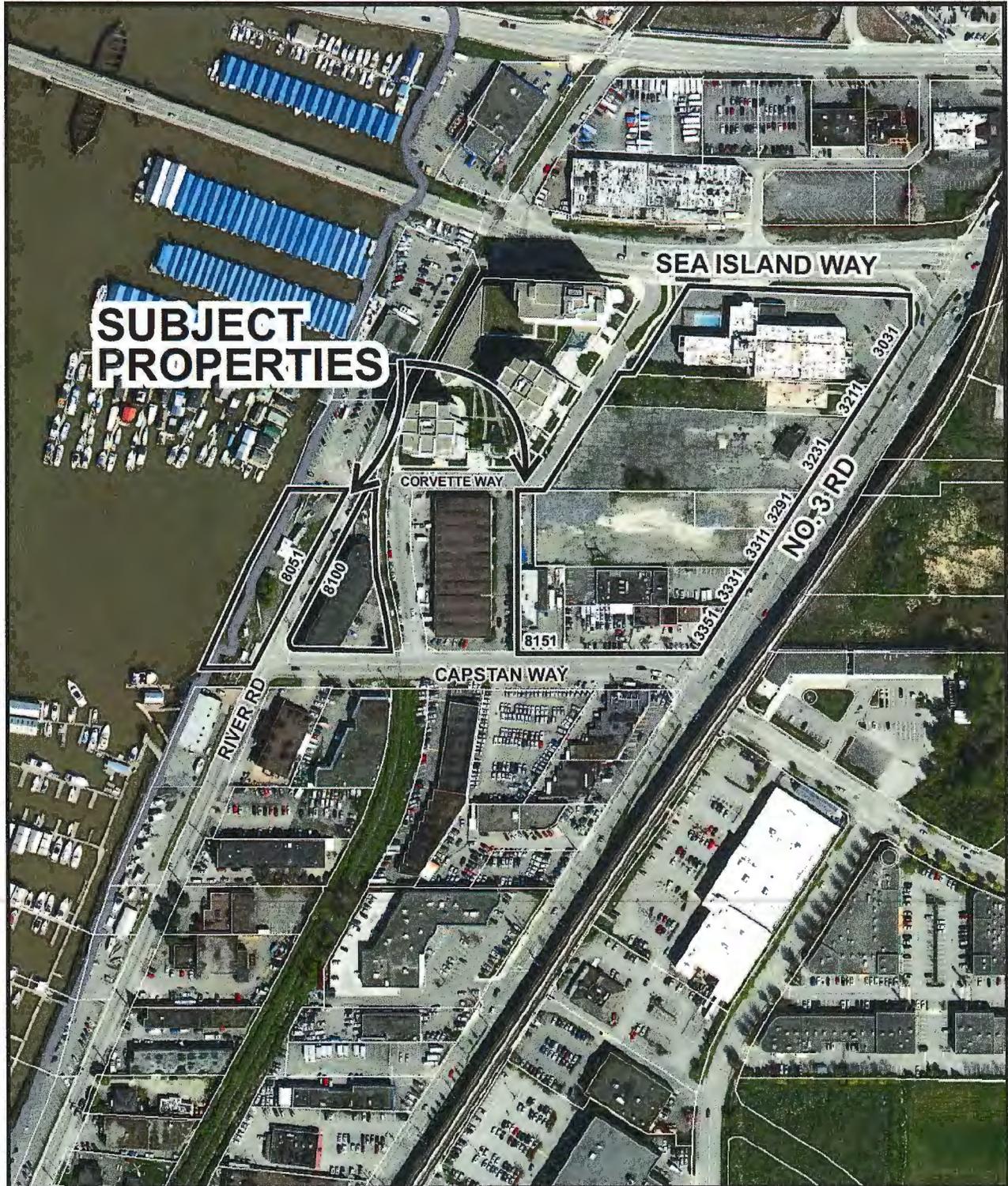
- 1) Location Map
- 2) Aerial Photograph
- 3) City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
- 4) Key Plan
- 5) Development Application Data Sheet
- 6) Conceptual Development Plans

7) Rezoning Considerations

- Schedule A – Preliminary Subdivision Plan
- Schedule B – Preliminary Statutory Right-of-Way Plan
- Schedule C – Capstan Station Bonus – Public Open Space (Fee Simple, Dedication & SRW) Location Map
- Schedule D – Phasing Key Plan
- Schedule E – Preliminary Functional Roads Plan (REDMS #564211 & 564212)
- Schedule F – Community Centre Terms of Reference (REDMS #5163571)
- Schedule G – Community Centre Conceptual Plan (REDMS #5166710)
- Schedule H – YuanHeng Riverfront Park Conceptual Plan



	<p>RZ 12-603040</p>	 <p>City of Richmond</p>
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RZ 12-603040

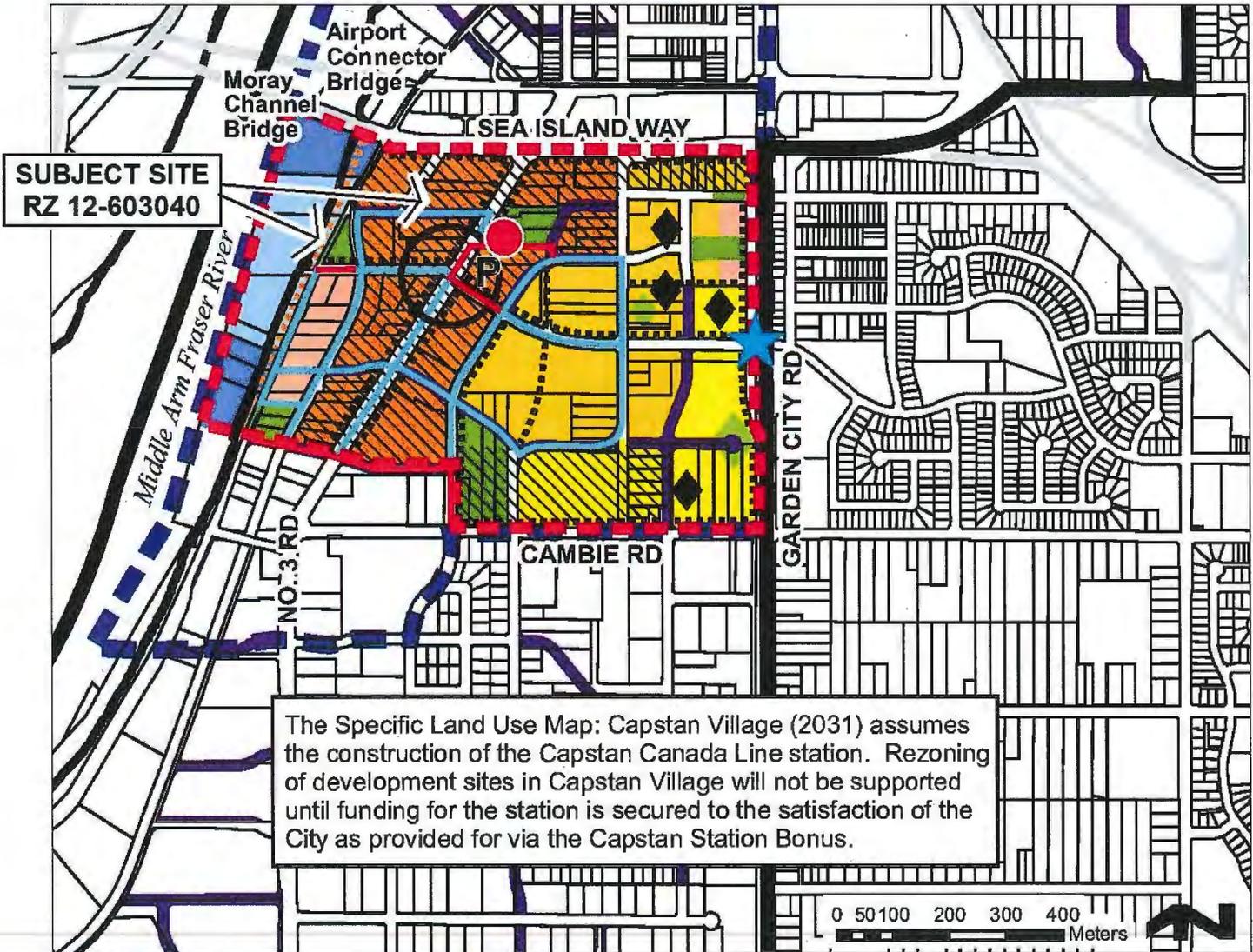
Original Date: 03/29/12

Amended Date: 08/02/16

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031)

Bylaw 9041  
2016/07/25



The Specific Land Use Map: Capstan Village (2031) assumes the construction of the Capstan Canada Line station. Rezoning of development sites in Capstan Village will not be supported until funding for the station is secured to the satisfaction of the City as provided for via the Capstan Station Bonus.

	General Urban T4 (25m)		Marina (Residential Prohibited)		Proposed Streets
	Urban Centre T5 (45m)		Marina (Waterborne Residential Permitted)		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Centre T5 (35m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Urban Centre T5 (25m)		Institution		Richmond Arts District
	Park		Pedestrian Linkages		Capstan Station Bonus
	Park-Configuration & location to be determined		Enhanced Pedestrian & Cyclist Crossing		Canada Line Station
	Village Centre: No. 3 Road & Capstan Way Intersection				Transit Plaza





**RZ 12-603040**

Address: 3031, 3211, 3231, 3291, 3311, 3331, 3351 No 3 Road, 8151 Capstan Way & 8051 and 8100 River Road

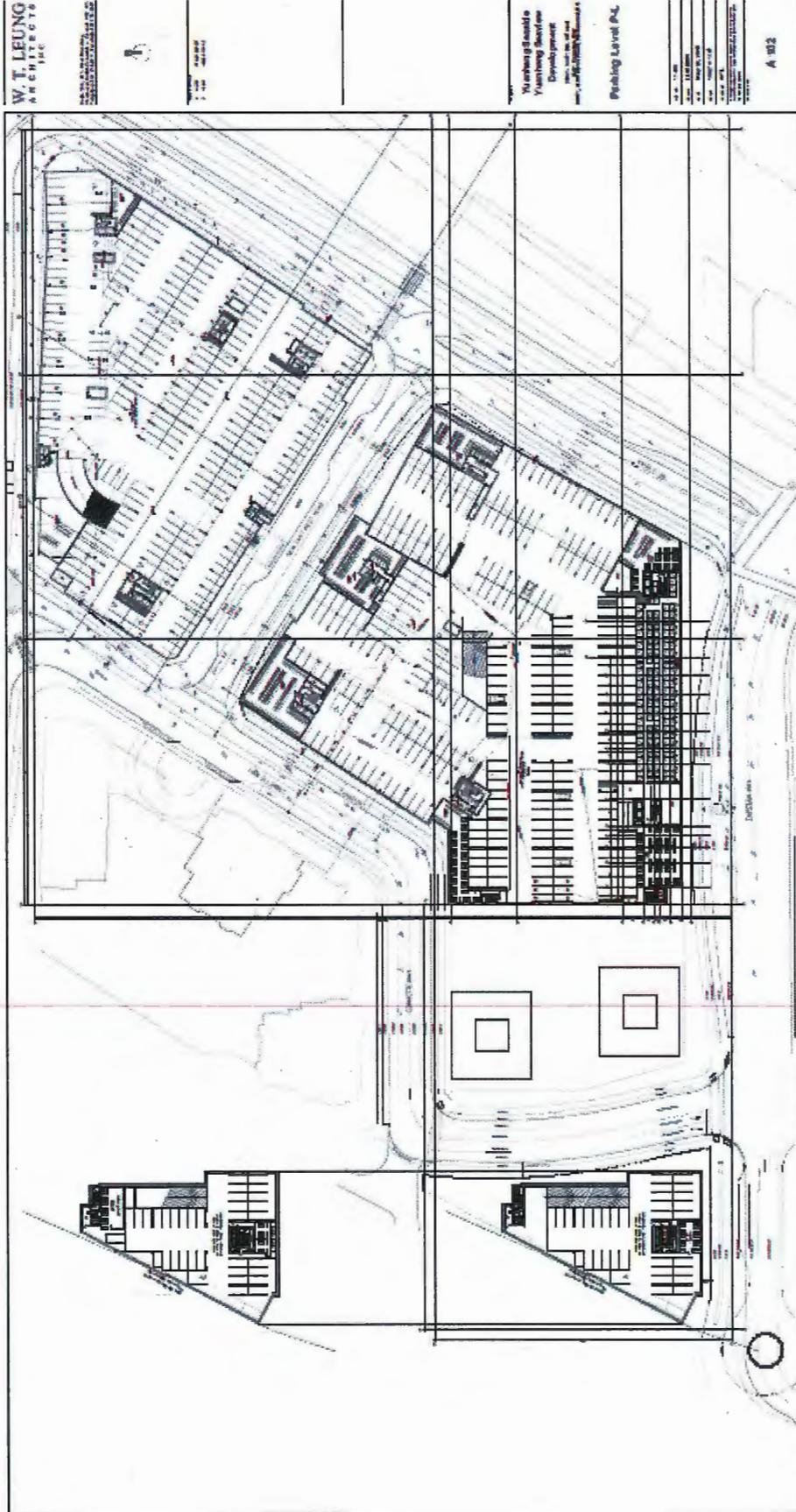
Applicant: YuanHeng Seaview Developments Ltd & YuanHeng Seaside Developments Ltd

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

	Existing	Proposed
<b>Owner</b>	<ul style="list-style-type: none"> <li>YuanHeng Seaview Developments</li> <li>YuanHeng Seaside Developments</li> </ul>	<ul style="list-style-type: none"> <li>YuanHeng Seaview Developments</li> <li>YuanHeng Seaside Developments</li> <li>City of Richmond</li> </ul>
<b>Site Size</b>	<ul style="list-style-type: none"> <li>32,871.0 m<sup>2</sup> (8.12 ac)</li> </ul>	<ul style="list-style-type: none"> <li>24,643.0 m<sup>2</sup> (265,255.0 ft<sup>2</sup>), excluding the proposed park</li> </ul>
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>Vacant</li> </ul>	<ul style="list-style-type: none"> <li>High density, high-rise, mixed use &amp; multi-family development &amp; park</li> </ul>
<b>OCP Designation</b>	<ul style="list-style-type: none"> <li>Mixed Use &amp; Park</li> </ul>	<ul style="list-style-type: none"> <li>Mixed Use &amp; Park (Revised locations)</li> </ul>
<b>City Centre Area Plan (CCAP) Designation</b>	<ul style="list-style-type: none"> <li>Capstan Station Bonus</li> <li>Urban Centre T5 (45 m)</li> <li>Village Centre Bonus</li> <li>Pedestrian-Oriented Retail Precincts</li> <li>Waterfront Dike Trail</li> <li>Pedestrian Linkage</li> <li>Proposed Street</li> <li>Park</li> <li>Marina</li> </ul>	<p>As existing, EXCEPT:</p> <ul style="list-style-type: none"> <li>Marina is replaced with Park</li> <li>Park is replaced with Urban Centre T5 (45 m)</li> <li>Institution (bonus) is added</li> </ul>
<b>Zoning</b>	<ul style="list-style-type: none"> <li>Auto-Oriented Commercial (CA)</li> <li>Marina (MA2)</li> <li>Hotel Commercial (ZC160 – Capstan Village (City Centre))</li> </ul>	<ul style="list-style-type: none"> <li>Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre) (ZMU30)</li> <li>School &amp; Institutional Use (SI)</li> </ul>
<b>Number of Units</b>	<ul style="list-style-type: none"> <li>Nil</li> </ul>	<ul style="list-style-type: none"> <li>Max. 850 (as per the proposed ZMU30 zone)</li> </ul>
<b>Aircraft Noise Sensitive Development (ANSD) Policy</b>	<ul style="list-style-type: none"> <li>Moderate Aircraft Noise "Area 3" – All uses may be considered. (Covenant, acoustic report, noise mitigation, mechanical ventilation, air conditioning capacity, etc. required.)</li> </ul>	<ul style="list-style-type: none"> <li>As required</li> </ul>

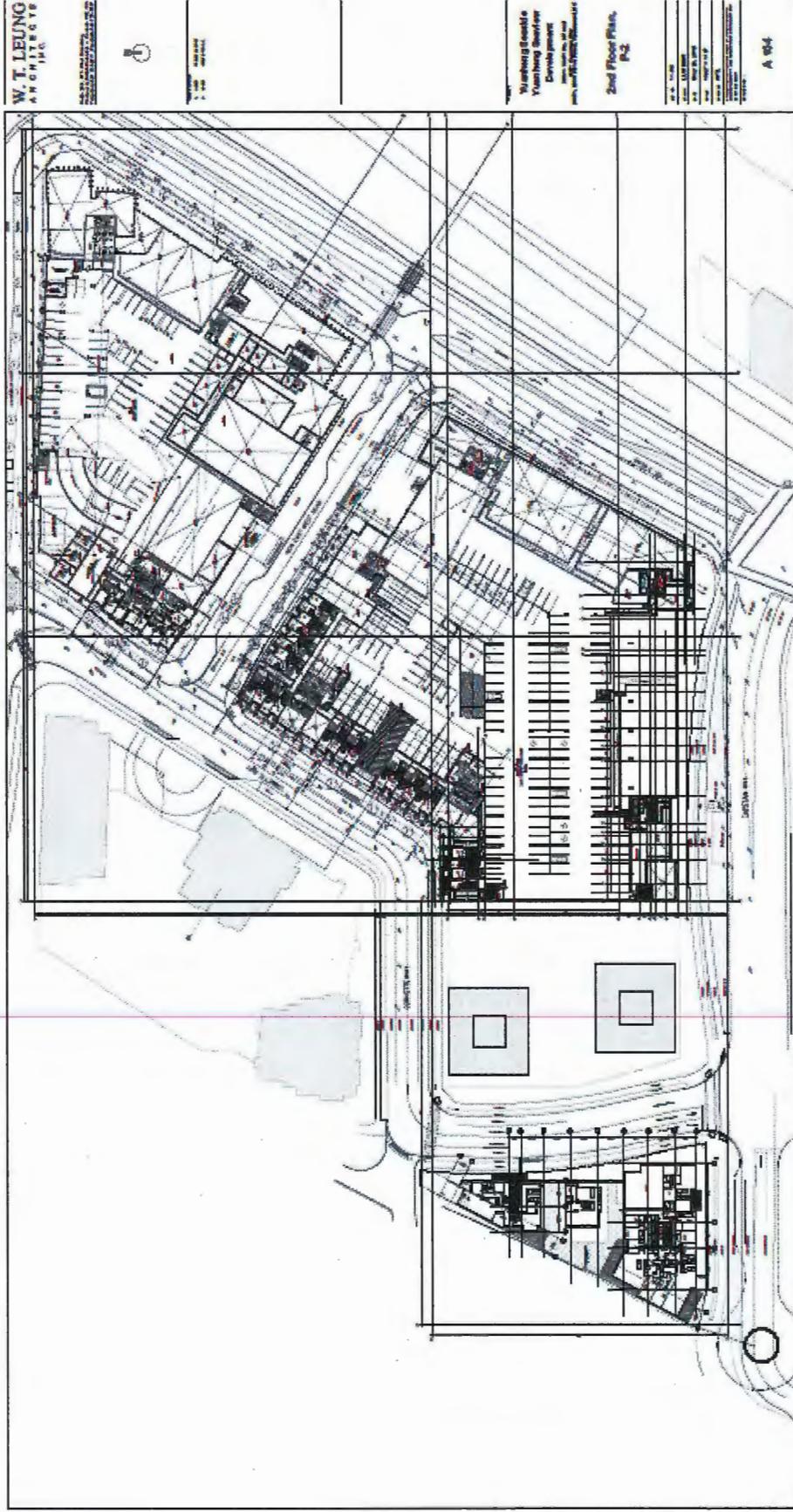
On Future Subdivided Lots	Proposed ZMU30 Zone	Proposed	Variance
Buildable Floor Area (max.)	<ul style="list-style-type: none"> <li>Area A: 57,108.8 m<sup>2</sup> (614,713.8 ft<sup>2</sup>)</li> <li>Area B: 43,179.8 m<sup>2</sup> (464,783.7 ft<sup>2</sup>)</li> <li>Area C: 12,843.2 m<sup>2</sup> (138,243.2 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>As permitted</li> </ul>	None permitted
Lot Coverage (max.)	<ul style="list-style-type: none"> <li>Building: 90%</li> </ul>	<ul style="list-style-type: none"> <li>As permitted</li> </ul>	None
Lot Size (min.)	<ul style="list-style-type: none"> <li>Area A: 13,202.0 m<sup>2</sup> (142,105.1 ft<sup>2</sup>)</li> <li>Area B: 9,177.0 m<sup>2</sup> (98,780.4 ft<sup>2</sup>)</li> <li>Area C: 2,264.0 m<sup>2</sup> (24,369.5 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>As permitted</li> </ul>	None

On Future Subdivided Lots	Proposed ZMU30 Zone	Proposed	Variance
Setbacks (min.)	<ul style="list-style-type: none"> <li>▪ Residential @ Sea Island Way: 20.0 m (66 ft)</li> <li>▪ Road &amp; Park: Min. 3.0 m (10 ft), but may be reduced if proper interfaces are provided</li> <li>▪ Interior Side: Nil</li> <li>▪ Parts of the building below finished grade: Nil</li> </ul>	<ul style="list-style-type: none"> <li>▪ As permitted</li> </ul>	None
Height (max.)	<ul style="list-style-type: none"> <li>▪ 47 m (154 ft) GSC</li> </ul>	<ul style="list-style-type: none"> <li>▪ As permitted</li> </ul>	None
Off-street Parking Rates with TDM Measures Applied	<ul style="list-style-type: none"> <li>▪ Community Centre: 74, including 20 shared with non-residential uses</li> <li>▪ Commercial (first 2 floors): 3.375 spaces/100 m<sup>2</sup> gla</li> <li>▪ Office (above 2<sup>nd</sup> floor): 1.1475 spaces/100 m<sup>2</sup> gla</li> <li>▪ Other commercial uses above the 2<sup>nd</sup> floor: As per Parking Zone 1 (No TDM reduction applies)</li> <li>▪ Affordable Housing: 0.81 spaces/unit</li> <li>▪ Market Housing: 1.0 space/unit</li> <li>▪ Residential Visitors: 0.18 spaces/unit, but may be reduced by sharing with commercial on Areas A &amp; B</li> </ul>	<ul style="list-style-type: none"> <li>▪ As permitted</li> </ul>	None
Off-Street Parking – Total	<ul style="list-style-type: none"> <li>▪ Seaside South: 663 min.</li> <li>▪ Seaside North: 485 min.</li> <li>▪ Seaview: 65 min.</li> <li>▪ Total: 1,213 min.</li> </ul>	<ul style="list-style-type: none"> <li>▪ As required</li> </ul>	None
Tandem Parking Spaces	<ul style="list-style-type: none"> <li>▪ Permitted for residential uses only</li> </ul>	<ul style="list-style-type: none"> <li>▪ Nil</li> </ul>	None
Off-Street Loading	<ul style="list-style-type: none"> <li>▪ Area A: 4 medium-size trucks</li> <li>▪ Area B: 4 medium-size trucks</li> <li>▪ Area C: 1 medium-size truck</li> </ul>	<ul style="list-style-type: none"> <li>▪ As required</li> </ul>	None
CCAP Indoor Amenity Space (min.)	<ul style="list-style-type: none"> <li>▪ 2.0 m<sup>2</sup>/dwelling</li> <li>▪ 1,700 m<sup>2</sup> (18,299 ft<sup>2</sup>) based on 850 dwellings</li> </ul>	<ul style="list-style-type: none"> <li>▪ As required</li> </ul>	None
OCP Outdoor Amenity Space (min.)	<ul style="list-style-type: none"> <li>▪ 6.0 m<sup>2</sup>/dwelling</li> <li>▪ 5,100 m<sup>2</sup> (1.26 ac) based on 850 dwellings</li> </ul>	<ul style="list-style-type: none"> <li>▪ As required</li> </ul>	None
CCAP Outdoor Amenity Space (min.)	<ul style="list-style-type: none"> <li>▪ CCAP: 10% of net site</li> <li>▪ 2,464.3 m<sup>2</sup> (26,525.5 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>▪ As required</li> </ul>	None
Capstan Station Bonus – Public Open Space (min.)	<ul style="list-style-type: none"> <li>▪ 5.0 m<sup>2</sup>/dwelling</li> <li>▪ 4,250 m<sup>2</sup> (1.05 ac) based on 850 dwellings</li> </ul>	<ul style="list-style-type: none"> <li>▪ As required</li> </ul>	None



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W. T. LEUNG  
ARCHITECTS  
INC.

1000 EAST 17TH AVENUE  
SUITE 1000  
DENVER, CO 80202  
TEL: 303.733.1111  
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1:100  
AS SHOWN

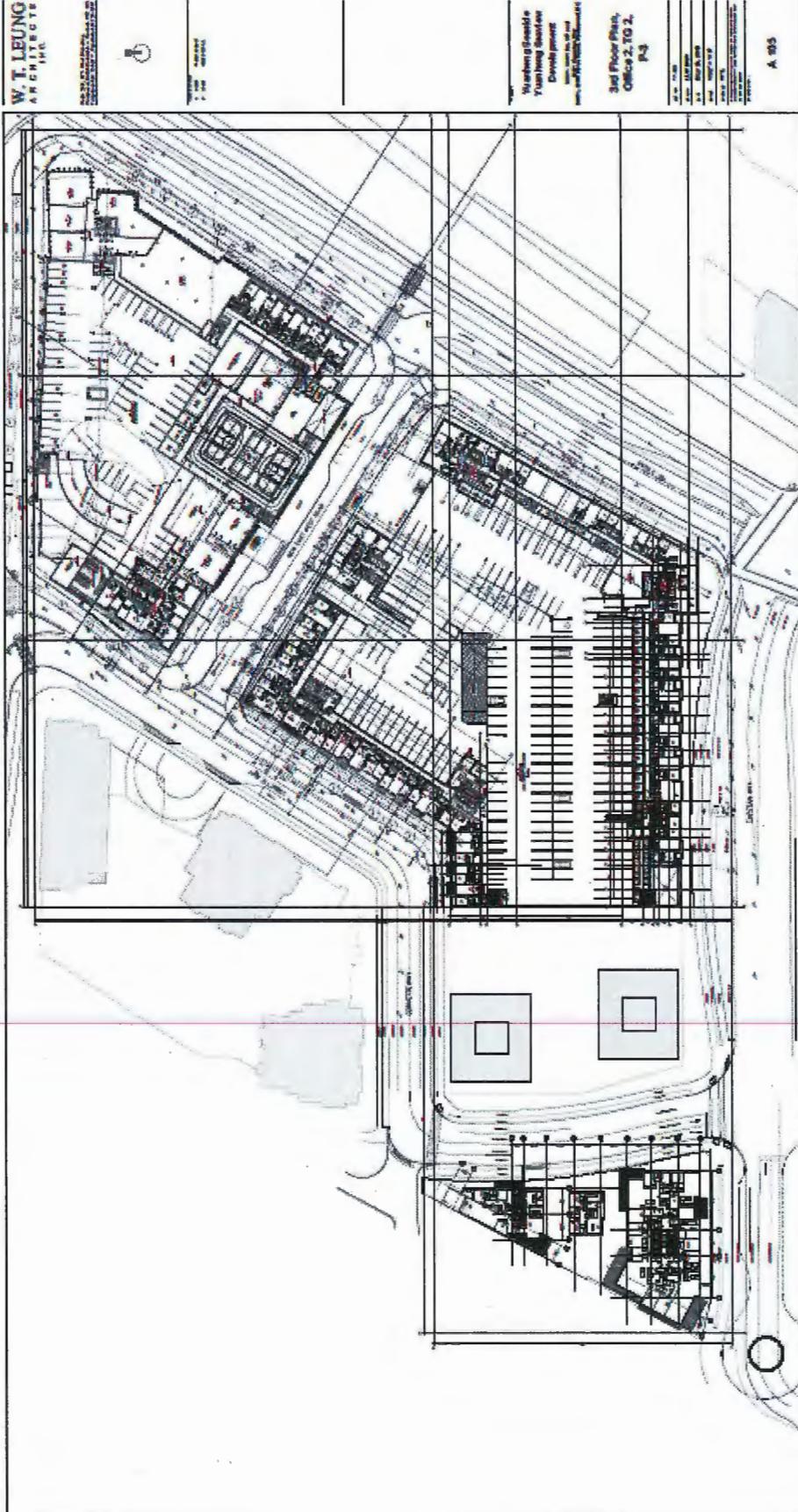
Workings Provided to  
Vancouver Building  
Company project  
under the terms of the  
contract dated 12/15/2010

Steel Floor Plan  
P-2

DATE	10/15/10
BY	WTL
CHECKED	WTL
SCALE	AS SHOWN
PROJECT	1000 EAST 17TH AVENUE
SHEET NO.	P-2
TOTAL SHEETS	10

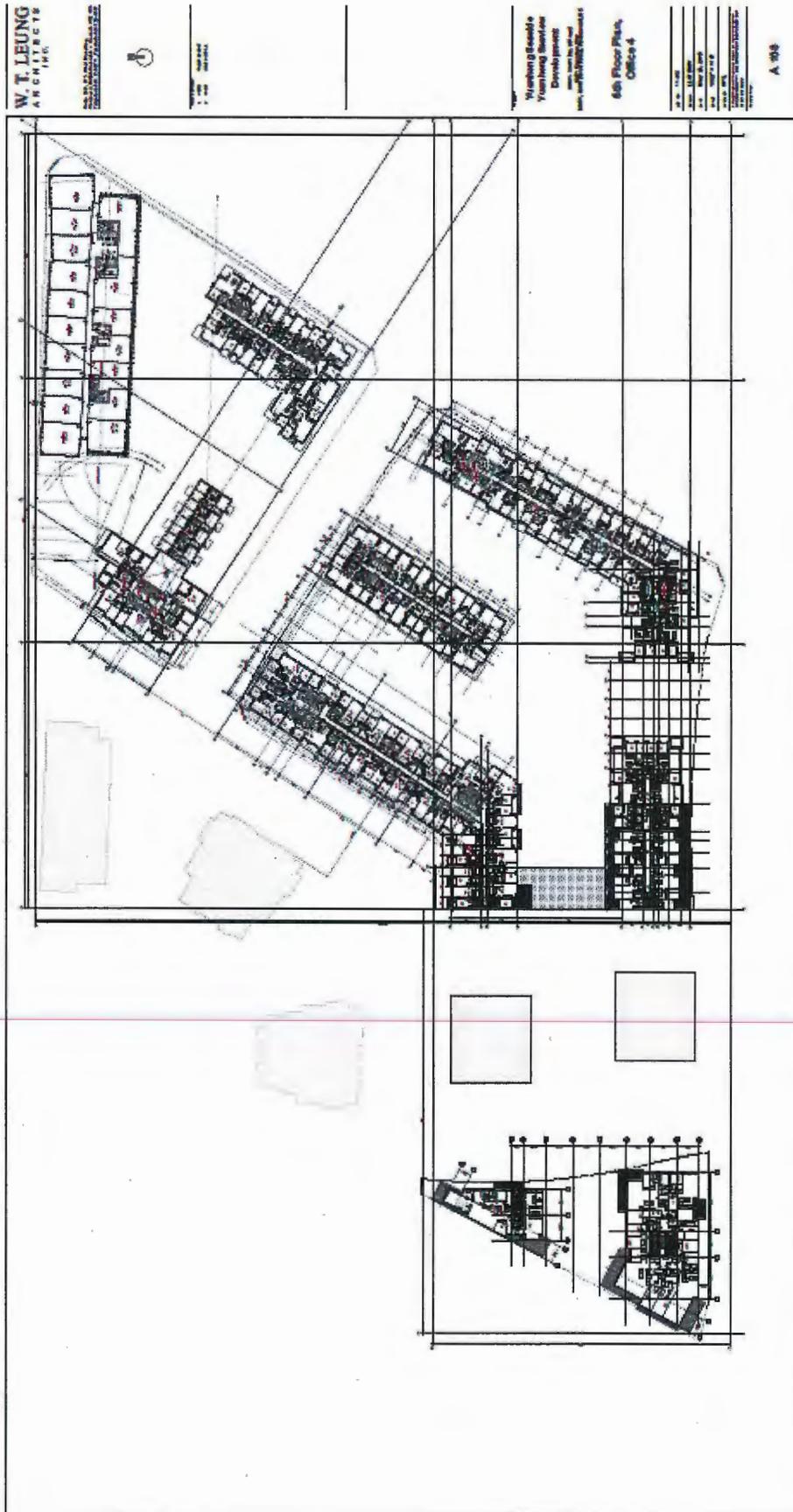
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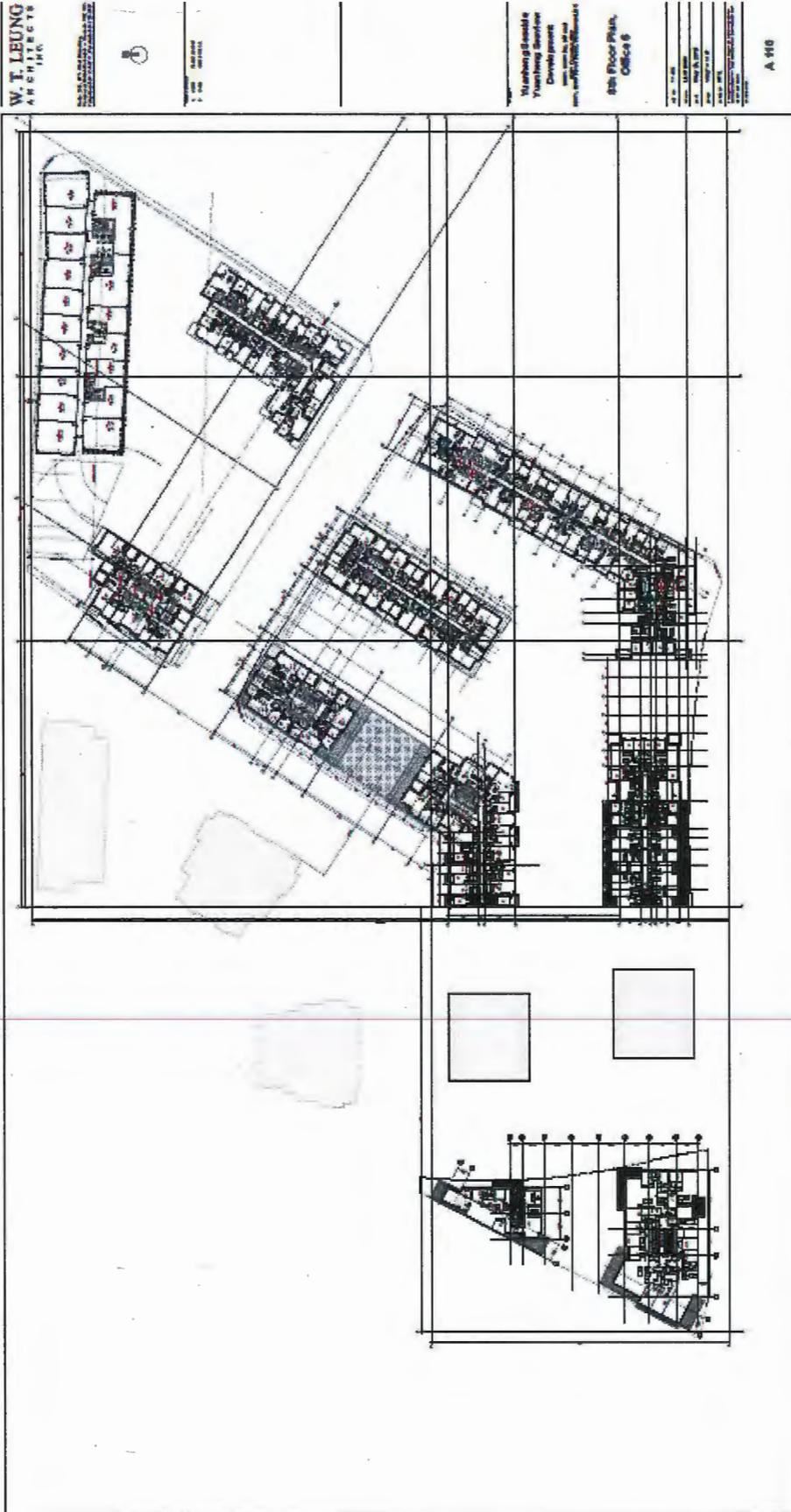
CNCL - 236



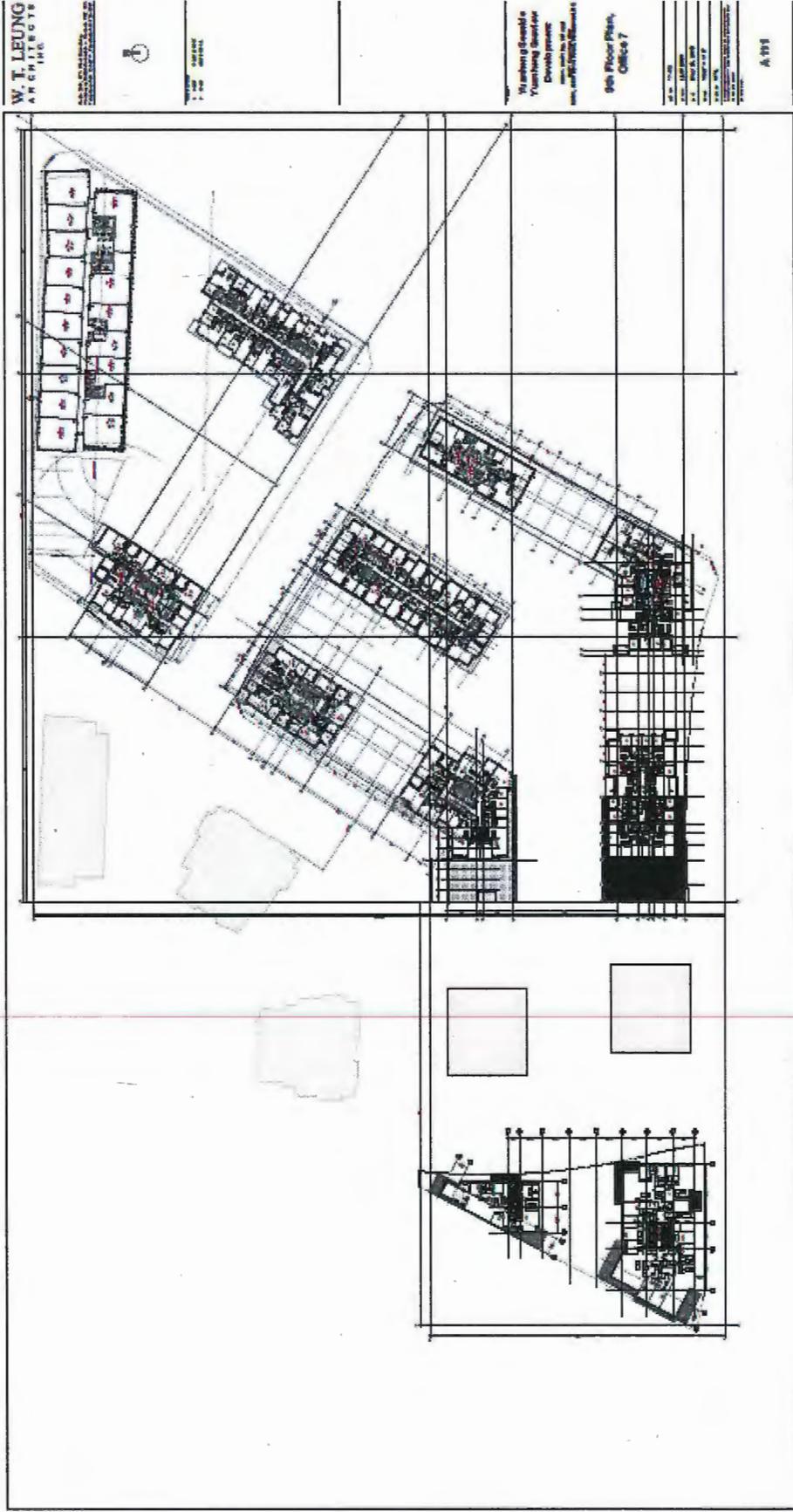


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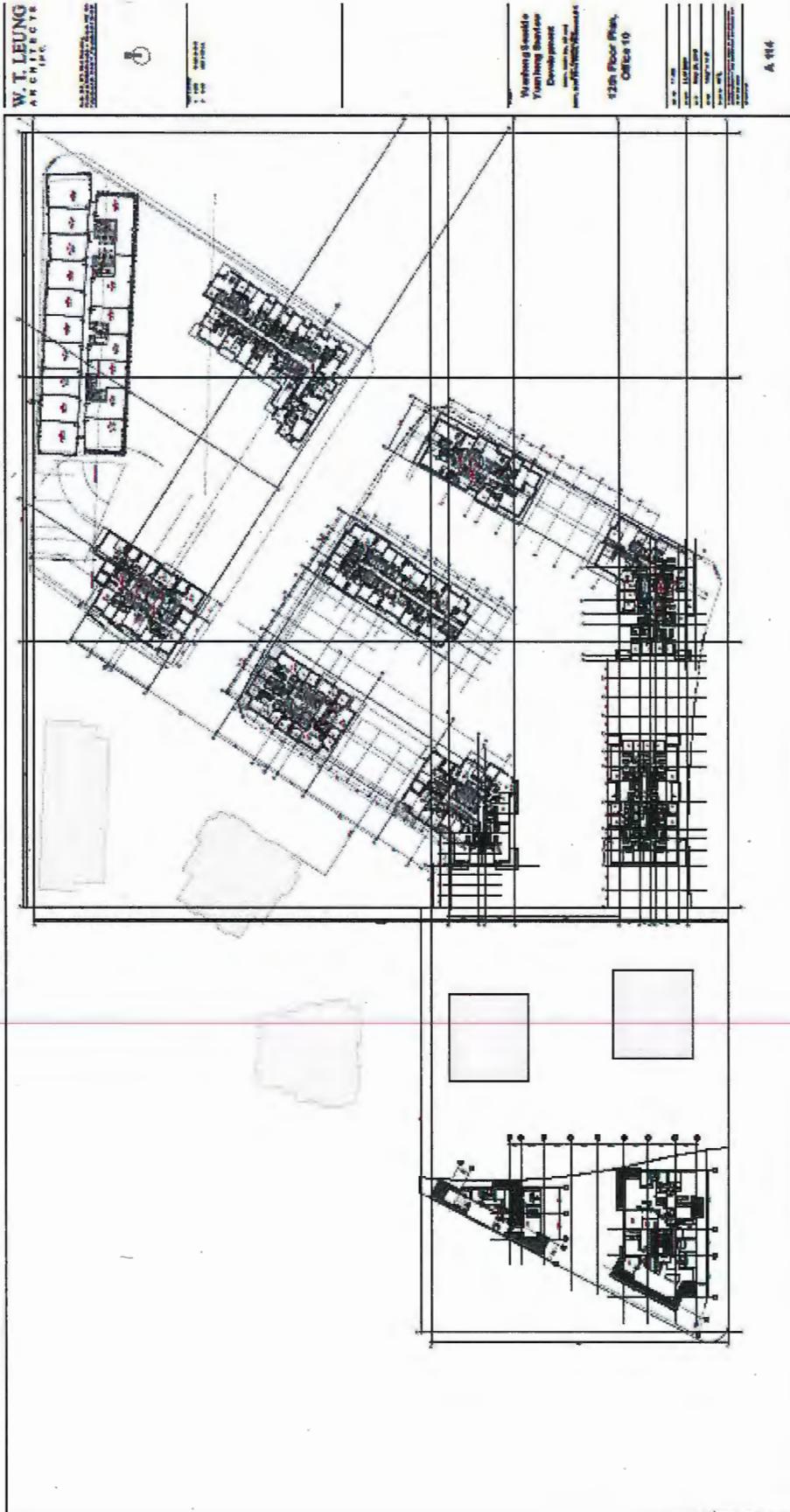
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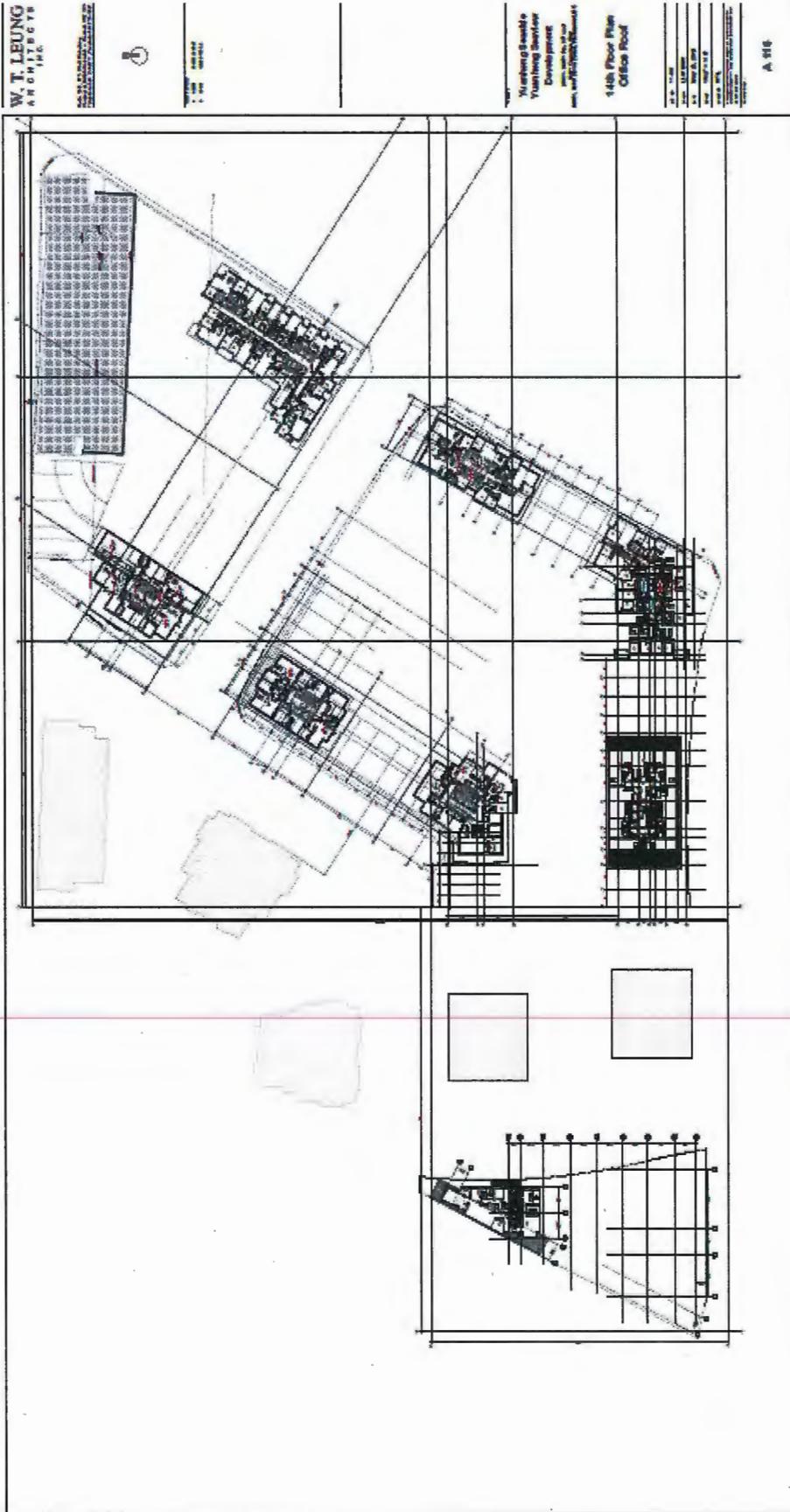




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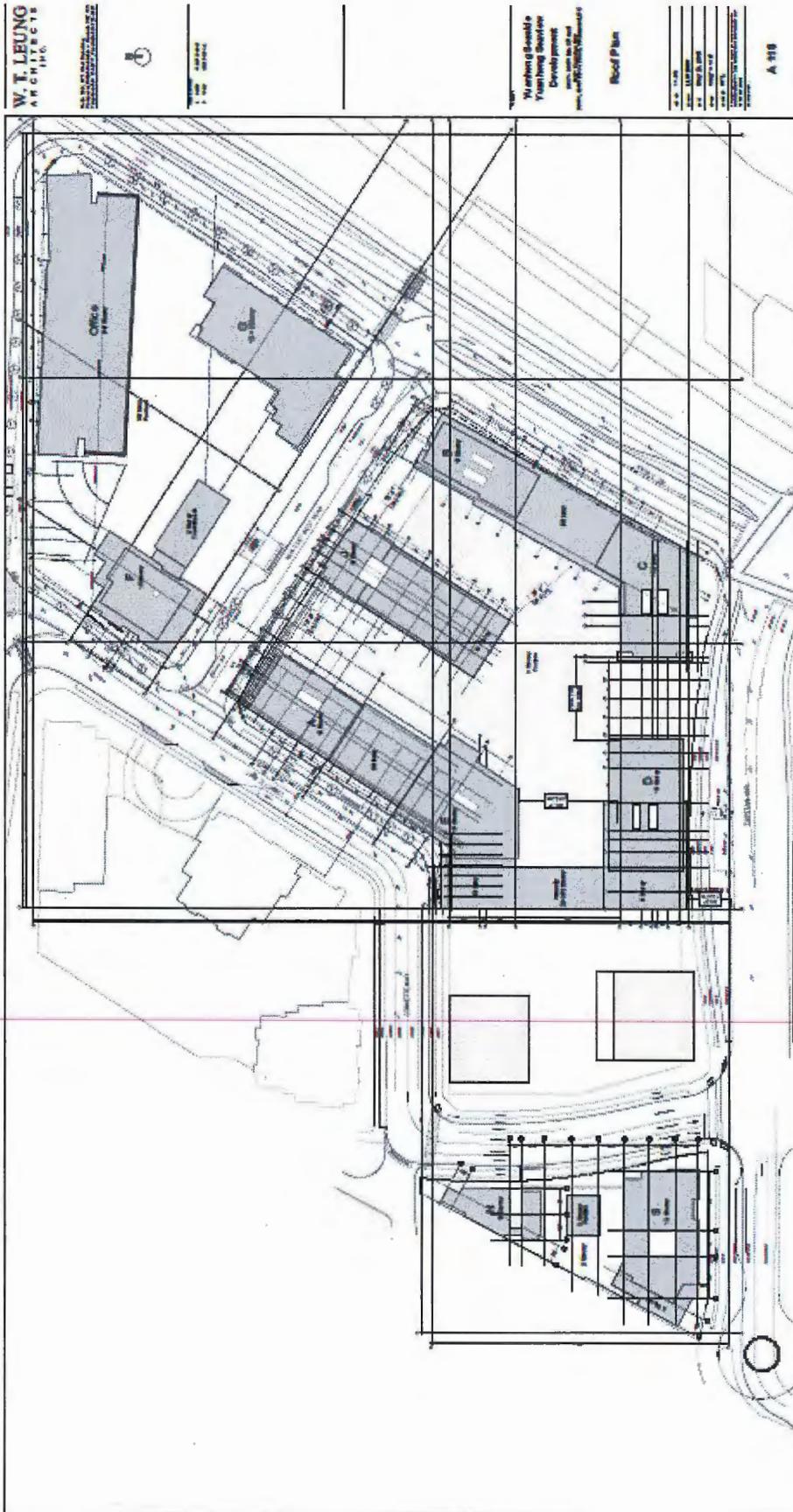


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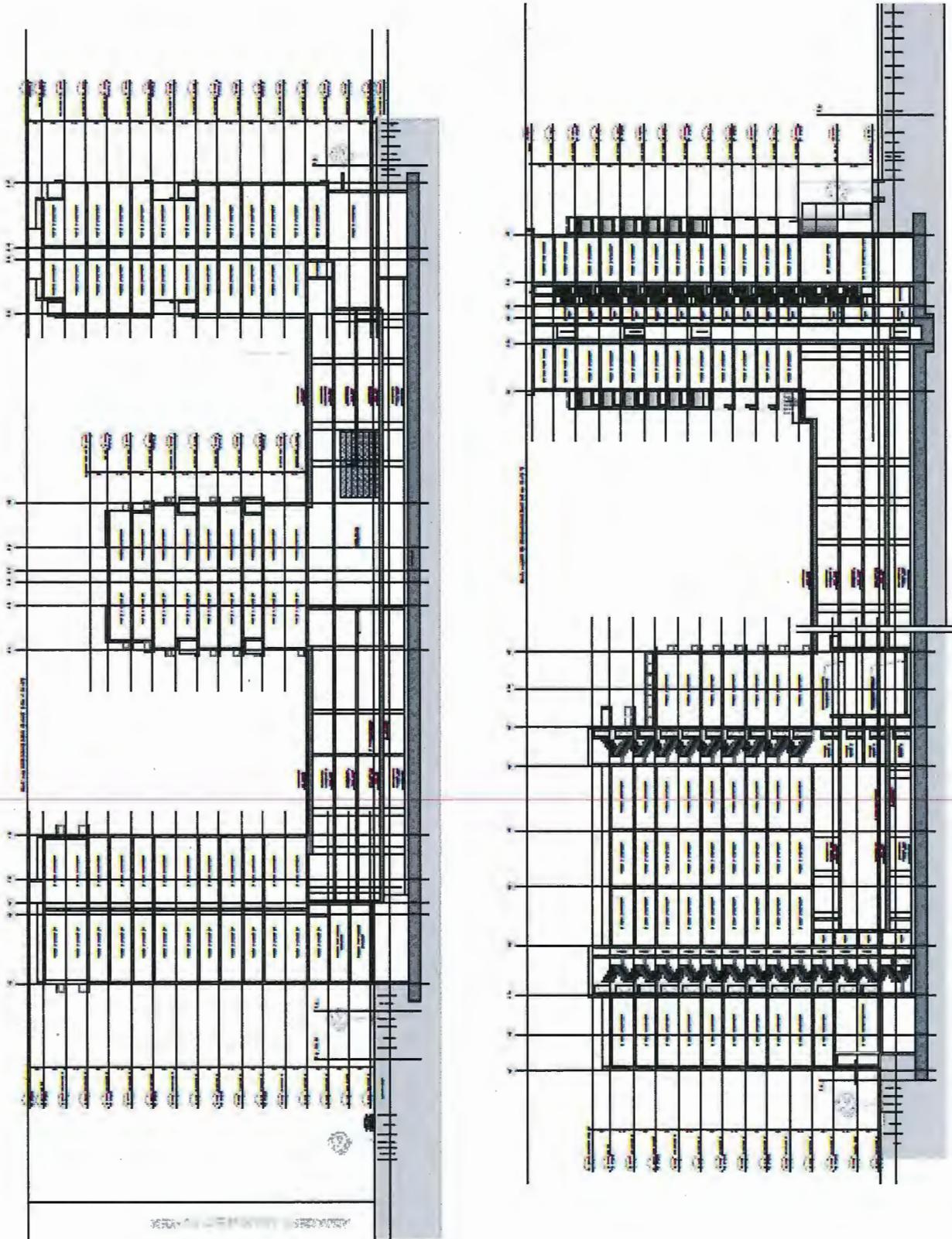


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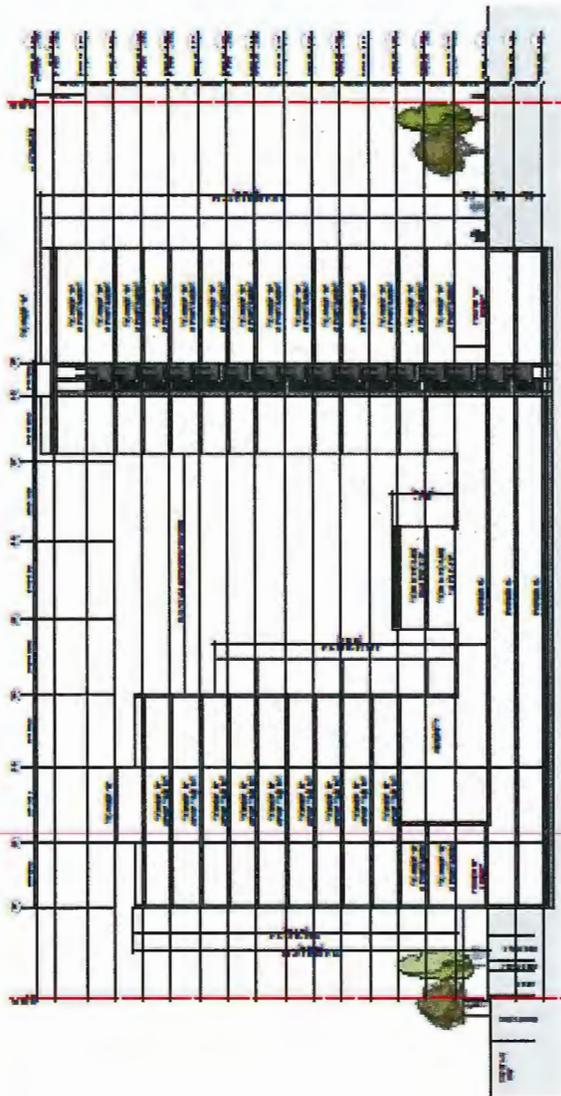




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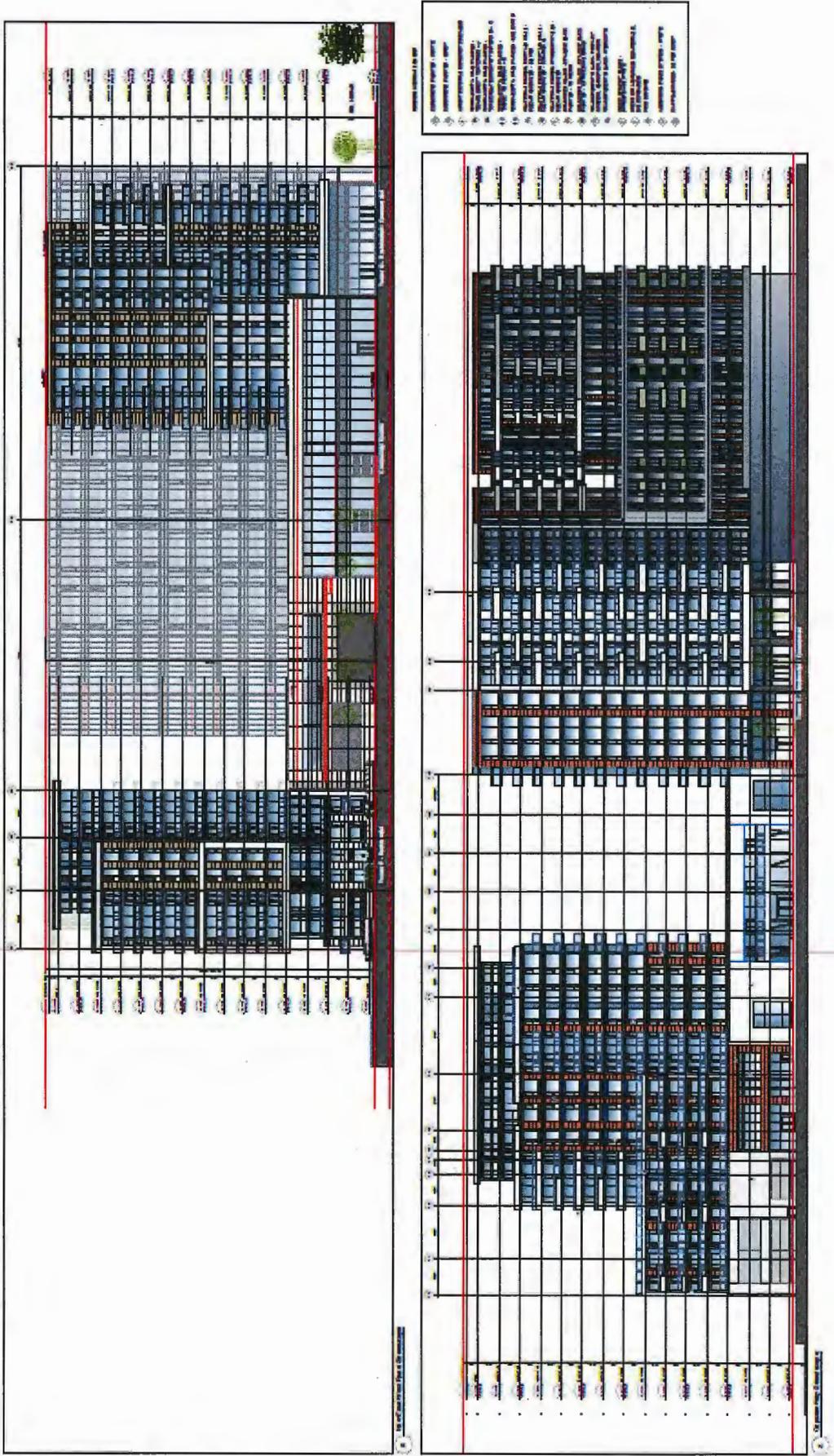
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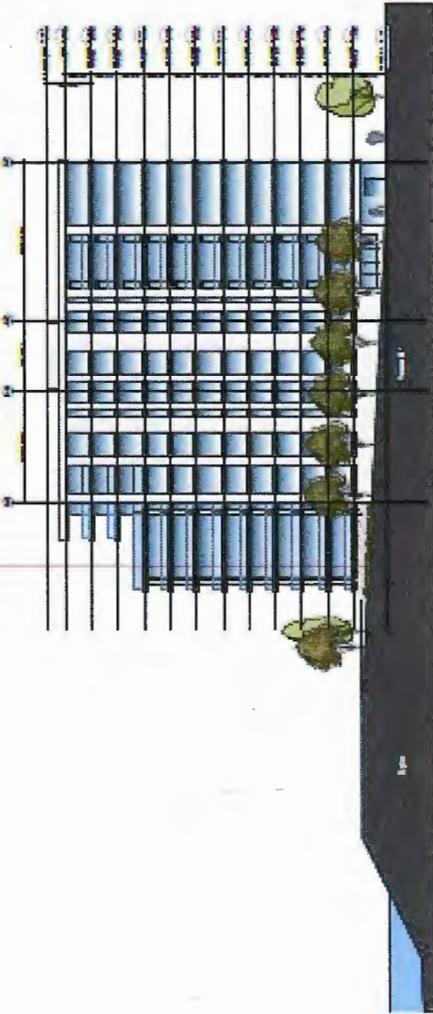


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**W. T. LEUNG**  
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1000 BAYVIEW BLVD., SUITE 100  
DUBLIN, CALIF. 94568  
TEL: (925) 835-1000  
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1/10/07 08:10:00



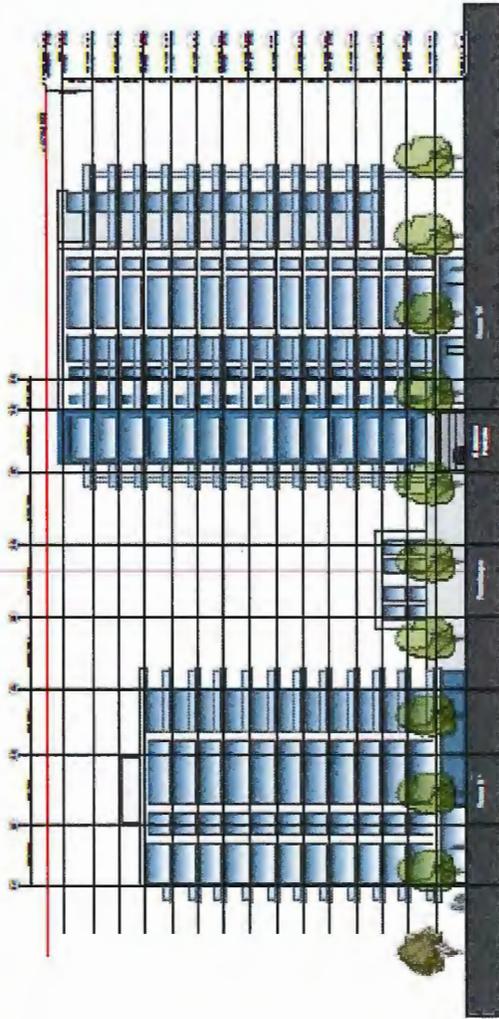
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Working Studio  
Furniture Services  
Display project  
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www.wt.com

Exhibitions - Seaview  
- Corvete Way  
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A210





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<p>Scale: 1:100</p> <p>1:100</p>	<p>1:100</p> <p>1:100</p> <p>1:100</p> <p>1:100</p>				
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**Project:** Yancheng Seaside  
**Client:** Yancheng Seaside  
**Location:** Yancheng Seaside, Jiangsu Province, China  
**Area:** 100,000 sqm  
**Year:** 2014

**Architect:** Yancheng Seaside  
**Interior Design:** Yancheng Seaside  
**Exterior Design:** Yancheng Seaside  
**Site Planning:** Yancheng Seaside  
**Planting Design:** Yancheng Seaside  
**Lighting Design:** Yancheng Seaside  
**Material Selection:** Yancheng Seaside  
**Construction Supervision:** Yancheng Seaside

**Scale:** 1:400  
**Date:** 2014.12



<p><b>Scale</b></p> <p>1" = 10' - 0"</p> <p>1" = 20' - 0"</p> <p>1" = 40' - 0"</p>	<p><b>Legend</b></p> <p>1" = 10' - 0"</p> <p>1" = 20' - 0"</p> <p>1" = 40' - 0"</p>	<p><b>eta</b></p> <p>Environmental Technology Associates, Inc.</p> <p>1000 North 17th Street, Suite 100</p> <p>Portland, Oregon 97208</p> <p>Phone: 503.253.1234</p> <p>Fax: 503.253.1235</p> <p>www.eta-oregon.com</p>	<p><b>Project</b></p> <p>Yearling Spaces</p> <p>1000 North 17th Street</p> <p>Portland, OR</p> <p><b>Client</b></p> <p>Seaside North</p> <p>Portland, OR</p>	<table border="1"> <tr> <td>DATE</td> <td>DESCRIPTION</td> </tr> <tr> <td>10/1/10</td> <td>PRELIMINARY</td> </tr> <tr> <td>10/15/10</td> <td>REVISED</td> </tr> <tr> <td>10/25/10</td> <td>REVISED</td> </tr> <tr> <td>11/10/10</td> <td>REVISED</td> </tr> <tr> <td>11/20/10</td> <td>REVISED</td> </tr> <tr> <td>12/1/10</td> <td>REVISED</td> </tr> <tr> <td>12/15/10</td> <td>REVISED</td> </tr> <tr> <td>12/25/10</td> <td>REVISED</td> </tr> <tr> <td>1/5/11</td> 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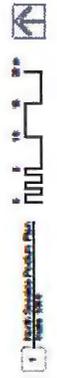
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City of  
Richmond

September 15, 2016  
**Rezoning Considerations**  
Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road,  
8151 Capstan Way, and 8051 and 8100 River Road

**File No.:** RZ 12-603040

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9594, the developer is required to complete the following:**

1. OCP Bylaw: Final Adoption of OCP Amendment Bylaw 9593.
2. Ministry of Transportation & Infrastructure (MOTI): Final MOTI Approval.

NOTE: Preliminary approval and a subsequent extension from MOTI have been received and are on file. (REDMS #5143264) Expiration date: August 23, 2017.

3. Ministry of Environment (MOE): Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

NOTE: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

4. Subdivision: Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

***Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:***

4.1. Dedications:

4.1.1. Riverfront Park and Dike: Transfer of 8051 River Road in its entirety, 2,963.0 m<sup>2</sup> (31,893.5 ft<sup>2</sup>), to the City as fee simple for park, dike, and related purposes, as per the Preliminary Subdivision Plan (**Schedule A**). The primary business terms of the required land transfer shall be to the satisfaction of the Manager of Real Estate Services, the City Solicitor, the Director of Engineering, and the Director of Development. All costs associated with the land transfer shall be borne by the developer.

4.1.2. Road: Dedication of 5,132.0 m<sup>2</sup> (55,240.4 ft<sup>2</sup>) for road purposes, as per the Preliminary Subdivision Plan (**Schedule A**), including:

- a) **East-West Street**: 1,956.0 m<sup>2</sup> (21,054.2 ft<sup>2</sup>) in the form of a linear strip of land for the establishment of a new East-West Street linking No. 3 Road with Corvette Way, together with corner cuts at all intersections and related landscape features;  
NOTE: 123.0 m<sup>2</sup> (1,324.0 ft<sup>2</sup>) of the East-West Street, where it provides for an expanded public pedestrian area adjacent to the proposed Community Centre, shall be included in the calculation of the developer's Capstan Station Bonus Public Open Space contribution.
- b) **No. 3 Road**: 1,289.0 m<sup>2</sup> (13,874.7 ft<sup>2</sup>) in the form of a strip of land of varying width along the west side of No. 3 Road for road widening and related landscape features, plus 8.0 m<sup>2</sup> (86.1 ft<sup>2</sup>) for a corner cut at Sea Island Way;
- c) **Capstan Way**: 1,243.0 m<sup>2</sup> (13,379.6 ft<sup>2</sup>) in the form of strips of land of varying widths along the north side of Capstan Way for road widening and related landscape features, including:
  - Within 3.5 m (11.5 ft) of the back of the proposed curb (i.e. ultimate alignment, excluding curb extensions), 320.0 m<sup>2</sup> (3,444.5 ft<sup>2</sup>) west of Corvette Way and 78.0 m<sup>2</sup> (839.6 ft<sup>2</sup>) east of Corvette Way; and

- More than 3.50 m (11.48 ft) from the back of the proposed curb (i.e. measured to the back of the proposed City sidewalk), 559.0 m<sup>2</sup> (6,017.0 ft<sup>2</sup>) west of Corvette Way and 286.0 m<sup>2</sup> (3,078.5 ft<sup>2</sup>) east of Corvette Way; and
- d) **Corvette Way:** 636.0 m<sup>2</sup> (6,845.9 ft<sup>2</sup>) in the form of two strips of land of varying width along the east and south sides of Corvette Way for road widening and related landscape features, including one north of the proposed East-West Street (37.0 m<sup>2</sup> / 398.3 ft<sup>2</sup>) and one to the south (599.0 m<sup>2</sup> / 6,447.6 ft<sup>2</sup>).

4.1.3. **Former Railway Right-of-Way:** Dedication of the portion of the City-owned, former railway right-of-way located between Capstan Way and Sea Island Way for road purposes (e.g., a new road linkage between River Road and Corvette Way, widening of the existing south leg of Corvette Way, and widening of the existing portion of River Road situated north of 8051 and 8100 River Road) and related landscape features.

**NOTE:** Regarding section 4.1, the eligibility of the required dedications for use with respect to floor area calculations, Capstan Station Bonus (CSB) public open space requirements (**Schedule C**), and Development Cost Charge (DCC) credits vary as generally indicated in Table 1 below.

**TABLE 1**

Dedications		Eligible for Floor Area Calculation as per Zoning District ZMU30	Eligible as CSB Public Open Space	Eligible for DCC (Land) Credits
4.1.1	Riverfront Park & Dike	Yes	Yes	No
4.1.2(a)	Road – East-West Street	Yes (CCAP "Minor Street")	Limited portion	No
4.1.2(b)	Road – No 3 Road	No	No	Yes
4.1.2(c)	Road – Capstan Way: (i) Within 3.5 m of back of curb (ii) Beyond 3.5 m of back of curb	(i) No (ii) Yes	(i) No (ii) Yes	(i) Yes (ii) No
4.1.2(d)	Road – Corvette Way	No	No	No
4.1.2(d)	Road – Sea Island Way	No	No	No
4.1.3	Former Railway Right-of-Way	No	No	No

4.2. **Lot Consolidation and Subdivision:** The creation of three (3) lots for development purposes, as per the Preliminary Subdivision Plan (**Schedule A**), including:

4.2.1. **Lot A (Seaside South):** 13,202.0 m<sup>2</sup> (142,105.1 ft<sup>2</sup>);

4.2.2. **Lot B (Seaside North):** 9,177.0 m<sup>2</sup> (98,780.4 ft<sup>2</sup>); and

4.2.3. **Lot C (Seaview):** 2,264.0 m<sup>2</sup> (24,369.5 ft<sup>2</sup>).

4.3. **No Separate Sale:** Registration of legal agreements on the two (2) lots created for the purpose of the subject development (i.e. Lot A and Lot B, Seaside South and North), as per the Preliminary Subdivision Plan (**Schedule A**), and Lot C (Seaview) requiring that the three (3) lots may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreement and business terms related to financial, legal, development, and other obligations assigned to each of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.

4.4. **Right-of-Ways (SRWs):**

**NOTE:**

- Only the required SRW areas for the Community Centre Plaza, section 4.4.1(a) and Capstan Way Plaza, section 4.4.1(d), are eligible for use with respect to Capstan Station Bonus (CSB) public open space requirements (as provided for via the subject development's proposed site specific zone) (**Schedule C**); and

- The subject development is not eligible for Development Cost Charge (DCC) credits with respect to SRWs areas or works undertaken by the developer within SRW areas.

4.4.1. Public Rights of Passage: Registration of SRWs, as per the Preliminary Statutory Right-of-Way Plan (**Schedule B**), to facilitate public access and related landscaping and infrastructure as generally described below.

- a) **Community Centre Plaza North & South**: A SRW area comprised of two areas of varying dimensions along north and south sides of the proposed East-West Street, including the frontage of the Community Centre on Lot B and the northeast corner of Lot A, to accommodate public access and activities complementary to the programming and operation of the Community Centre and related landscape features. The combined total size of the SRW area shall be a minimum of 183.0 m<sup>2</sup> (1,969.8 ft<sup>2</sup>), including 125.0 m<sup>2</sup> (1,345.5 ft<sup>2</sup>) on Lot B and 58.0 m<sup>2</sup> (624.3 ft<sup>2</sup>) on Lot A, as indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**). The ultimate size and configuration of the SRW area shall be confirmed to the satisfaction of the City via the Development Permit\* review and related approval processes for the Lot A, Lot B, and the Community Centre.
- The right-of-way shall provide for:
  - i) 24 hour-a-day, universally accessible, public access in the form of paved walkway and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
  - ii) Public access to the Community Centre and other fronting, on-site uses (e.g., commercial retail units, residential lobby);
  - iii) Community Centre-related programming, classes, events, movable furnishings and planting, displays and exhibits (e.g., artworks), and related features and formal and informal activities on a temporary and/or permanent basis provided that public access to adjacent commercial retail units, residential lobby, and other on-site uses is not obstructed.
  - iv) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
  - v) The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
  - vi) Design and construction, via a Development Permit\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
  - vii) Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and furnishings.
- In addition, the right-of-way shall provide for:
  - i) Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended use or operation of the SRW area (e.g., tree planting, pedestrian access, public activities), as specified in a Development Permit\* approved by the City, including building encroachments situated:
    - Fully below the finished grade of the right-of-way; and
    - Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that any such encroachments do not project into the right-of-way beyond that which would be otherwise permitted under the Zoning Bylaw (had the right-of-way not been in effect) and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of any such encroachment;
  - ii) Public art; and

- iii) City utilities, traffic control (e.g., signals), and/or related equipment; and
- The right-of-way shall not provide for:
  - i) Driveway crossings or vehicle access, except as provided for above.
- b) **Sea Island Greenway:** A right-of-way along the subject site's Sea Island Way frontage (i.e. Lot B) for the establishment of a landscaped area complementing the multi-use (shared pedestrian/bike) path and related landscape features proposed within the fronting dedicated City road right-of-way (Sea Island Way). The SRW area shall provide for a landscaped area measuring at least 3.0 m (9.84 ft) from the south edge of the multi-use path to the building face (a portion of which width may be within the dedicated road right-of-way) and shall have a minimum area of 50.0 m<sup>2</sup> (538.2 ft<sup>2</sup>), as indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**). The ultimate size and configuration of the SRW area shall be confirmed to the satisfaction of the City via the Development Permit\* review and related approval processes for Lot B.
- The right-of-way shall provide for:
  - i) 24 hour-a-day, universally accessible, public access in the form of paved walkway, off-street bike path, and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
  - ii) Public access to fronting on-site uses;
  - iii) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
  - iv) The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
  - v) Design and construction, via a Development Permit\* or Servicing Agreement\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
  - vi) Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and furnishings.
- In addition, the right-of-way shall provide for:
  - i) Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended use or operation of the SRW area (e.g., tree planting, pedestrian access), as specified in a Development Permit\* approved by the City, including building encroachments situated:
    - Fully below the finished grade of the right-of-way; and
    - Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that any such encroachments do not project into the right-of-way beyond that which would be otherwise permitted under the Zoning Bylaw (had the right-of-way not been in effect) or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit\* and there is a clear distance of at least 2.3 m between the finished grade of any portion of the right-of-way intended as a pedestrian or bicycle route (path) and the underside of any encroachment;
  - ii) Public art; and
  - iii) City utilities, traffic control (e.g., signals), and/or related equipment; and
- The right-of-way shall not provide for:
  - i) Driveway crossings or vehicle access, except as provided for above.

- c) **River Road Park Entrance:** A roughly rectangular area at the north end of Lot C (Seaview) for the establishment of a small plaza area accommodating pedestrian and bike access to/from the proposed riverfront dike/park and related landscape features, in coordination with the establishment of the proposed road linkage between River Road and Corvette Way. The size of the SRW area shall be a minimum of 67.0 m<sup>2</sup> (721.2 ft<sup>2</sup>), as indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**). The ultimate size and configuration of the SRW area shall be confirmed to the satisfaction of the City via the Development Permit\* review and related approval processes for Lot C.
- The right-of-way shall provide for:
    - i) 24 hour-a-day, universally accessible, public access in the form of paved walkway, off-street bike path, and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
    - ii) Public access to fronting on-site uses;
    - iii) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
    - iv) The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
    - v) Design and construction, via a Development Permit\* or Servicing Agreement\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
    - vi) Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and furnishings.
  - In addition, the right-of-way shall provide for:
    - i) Vehicle loading, waste pick-up, and related activities required with respect to proposed on-site residential uses, provided that such features and activities do not conflict with the design, construction, or intended use or operation of the SRW area (e.g., loading area must be clearly demarcated; loading activities and vehicles must be clear of public pedestrian and bicycle movements; waste carts and bins must not be stored within the SRW area; the area must be safe and attractive at all times), as specified in a Development Permit\* approved by the City;
    - ii) Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended use or operation of the SRW area (e.g., tree planting, pedestrian/bike access, utilities), as specified in a Development Permit\* approved by the City, including building encroachments situated:
      - 7.0 m or more above the finished grade of the SRW area; and
      - Less than 7.0 m above the finished grade of the SRW area, provided that such encroachments are limited to columns and structural elements, pedestrian weather protection, architectural appurtenances, and signage;
    - iii) Public art; and
    - iv) City utilities, traffic control (e.g., signals), and/or related equipment; and
  - The right-of-way shall not provide for:
    - i) Building encroachments situated below finished grade; or
    - ii) Driveway crossings or vehicle access, except as provided for above.
- d) **Capstan Way Plaza:** A SRW area of varying width along the Capstan Way frontage of Lot A (Seaview), near No. 3 Road, for sidewalk widening. The size of the SRW area shall be a minimum of 136.0 m<sup>2</sup> (1,463.9 ft<sup>2</sup>), as indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**). The ultimate size and configuration of the SRW area shall be confirmed

to the satisfaction of the City via the Development Permit\* review and related approval processes for Lot A.

- The right-of-way shall provide for:
  - i) 24 hour-a-day, universally accessible, public access in the form of paved walkway, off-street bike path, and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
  - ii) Public access to fronting on-site uses;
  - iii) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
  - iv) The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
  - v) Design and construction, via a Development Permit\* or Servicing Agreement\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
  - vi) Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and furnishings.
- In addition, the right-of-way shall provide for:
  - i) Building encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that any such encroachments do not project into the right-of-way beyond that which would be otherwise permitted under the Zoning Bylaw (had the right-of-way not been in effect) or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit\* and there is a clear distance of at least 2.3 m between the finished grade of any portion of the right-of-way intended as a pedestrian or bicycle route (path) and the underside of any encroachment;
  - ii) Public art; and
  - iii) City utilities, traffic control (e.g., signals), and/or related equipment; and
- The right-of-way shall not provide for:
  - i) Driveway crossings or vehicle access, except as provided for above.

4.4.2. Utilities: Registration of SRWs to facilitate City utilities and related infrastructure as generally described below.

- a) ***Skyline Pump Station Equipment***: A SRW area comprised of a minimum 4.0 m by 15.0 m (13.1 ft. by 49.2 ft.) SRW area behind the building face for aboveground and underground equipment, together with a 15.0 (49.2 ft.) wide SRW area between the building face and the property line for access and underground equipment. The SRW shall accommodate the current and future aboveground structures relating to the pump station, including, but not limited to, a generator, utility kiosk, and pad-mounted transformer (PMT). No underground structures are permitted within the SRW, and there must be a minimum 5.0 m (16.4 ft.) of vertical clearance to any overhanging structures. The SRW details are to be finalized via the developer's first Servicing Agreement\* (SA #1). The SRW details for the PMT shall be coordinated with BC Hydro and conform to their specifications, to the satisfaction of the City.

4.4.3. Additional Right-of-Ways: As determined to the sole satisfaction of the City via the Servicing Agreement\* and/or Development Permit\* processes.

- 5. Driveway Crossings: Registration of a legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to the following:
  - 5.1. Lot A (Seaside South):
    - 5.1.1. One driveway crossing along the south side of the proposed East-West Street; and
    - 5.1.2. One driveway along the east side of Corvette Way;
  - 5.2. Lot B (Seaside North): One driveway crossing along the north side of the proposed East-West Street; and
  - 5.3. Lot C (Seaview):
    - 5.3.1. One driveway crossing along the west side of Corvette Way; and
    - 5.3.2. One driveway at River Road at the north end of the lot, the use of which driveway shall be limited to loading, waste pick-up, and related activities only (as per the River Road Park Entrance SRW, section 4.4.1(c)).
- 6. Flood Construction: Registration of a flood indemnity covenant(s) on title, as per Flood Plain Designation and Protection Bylaw, Area "A" (i.e. minimum flood construction level of 2.9 m GSC).
- 7. Aircraft Noise Sensitive Development (ANSD): Registration of the City's standard aircraft noise sensitive use covenants on title to Lot A, Lot B, and Lot C, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit\* and Building Permit\* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within dwelling units must achieve CMHC standards follows:

TABLE 2

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

Applicable ANSD covenants shall include:

- 7.1. Lot A (Seaside South): Mixed use covenant;
- 7.2. Lot B (Seaside North): Mixed use covenant; and
- 7.3. Lot C (Seaview): Residential covenant.
- 8. Canada Line: Registration of a legal agreement(s) on title to Lot A and Lot B only requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential Canada Line impacts (e.g., noise from trains and public areas, vibration, overlook, light spillage) on proposed adjacent dwelling units and other potential sensitive uses. The owner-developer shall notify all initial purchasers of the potential Canada Line impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit\* and Building Permit\* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrate that, among other things, for residential uses the interior noise levels and thermal conditions comply with City objectives including, for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting), compliance with the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur and, for maximum interior noise levels (decibels) within dwelling units, CMHC standards as per **Table 2** (above).

9. View and Other Development Impacts: Registration of a restrictive covenant(s) on title to Lot A, Lot B, and Lot C, to the satisfaction of the City, requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light potentially, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, the covenant shall notify residential tenants in mixed use buildings of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, other commercial, and community centre uses and activities. The owner-developer shall notify all initial purchasers of the potential development impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit\* and Building Permit\* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures are incorporated into the building design.
10. Phasing Covenant: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that “no development” will be permitted on the subject site and restricting Development Permit\* issuance (together with various Building Permit\* and occupancy restrictions, as determined to the satisfaction of the City), until the developer satisfies the following:
  - 10.1. General Requirements: Development must proceed on the following basis:
    - 10.1.1. The subject development shall include a maximum of three phases, the comprehensive design and development of each of which shall be addressed by one Development Permits\* (i.e. three in total), unless otherwise determined to the satisfaction of the Director of Development;
    - 10.1.2. The construction of the three phases shall proceed in order starting with Lot A (Seaside South), followed by Lot B (Seaside North), and ending with Lot C (Seaview), as generally illustrated in the Phasing Key Plan (**Schedule D**);
    - 10.1.3. Development Permit\* issuance, Building Permit\* issuance, and final Building Permit\* inspection granting occupancy of sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance, in whole or in part, ahead of an earlier phase (e.g., Phase 2 shall not receive Building Permit\* issuance ahead of Phase 1); and
    - 10.1.4. Building Permit\* issuance for Lot B (Seaside North), including the Community Centre, affordable housing, and all ancillary uses and spaces, must proceed ahead of final Building Permit\* inspection granting occupancy for Lot A (Seaside South), in whole or in part.
  - 10.2. Off-Site Works: The developer shall enter into a series of Servicing Agreements\* (SA) for the design and construction of the Engineering (i.e. water, drainage, sanitary, Skyline pump station, and dike), Transportation, and Parks off-site works set out in the Servicing Agreement\* requirements contained in these Rezoning Considerations, to the satisfaction of the City. The required works are described as comprising SA #1, SA #2, and SA #, which Servicing Agreements\* must be entered into by the developer and secured with Letters of Credit as follows:
    - 10.2.1. SA #1: Prior to rezoning adoption, the developer must enter into the first Servicing Agreement(s)\*, secured with a Letter(s) of Credit, which works shall be complete to the City’s satisfaction prior to final Building Permit\* inspection granting occupancy for Lot A (Seaside South);
    - 10.2.2. SA #2: Prior to Development Permit\* issuance for Lot B (Seaside North), the developer must enter into the second Servicing Agreement(s)\*, secured with a Letter(s) of Credit, which works shall be complete to the City’s satisfaction prior to final Building Permit\* inspection granting occupancy for Lot B (Seaside North); and

10.2.3. SA #3: Prior to Development Permit\* issuance for Lot C (Seaview), the developer must enter into the third Servicing Agreement(s)\*, secured with a Letter(s) of Credit, which works shall be complete to the City's satisfaction prior to final Building Permit\* inspection granting occupancy for Lot C (Seaview).

NOTE: For the dike and park (which works will be the subject of SA #3), the developer shall be solely responsible for all necessary governmental approvals, environmental mitigation and compensation, and related requirements, to the satisfaction of the City.

11. District Energy Utility (DEU): Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to DEU, which covenant(s) and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 11.1. "No building" will be permitted on the subject site and restricting Building Permit\* issuance for the subject site, in whole or in part, unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - 11.2. If a DEU is available for connection, no final Building Permit\* inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building; and
  - 11.3. If a DEU is not available for connection, then the following is required prior to the earlier of subdivision\* (stratification) or final Building Permit\* inspection permitting occupancy of a building:
    - 11.3.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
    - 11.3.2. The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
    - 11.3.3. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
    - 11.3.4. If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

12. Capstan Station Bonus (CSB): Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit\* issuance for the subject site, in whole or in part, until the developer, on a phase-by-phase basis, contributes to the Capstan station reserve or as otherwise provided for via the Zoning Bylaw.

12.1. Capstan Station Reserve: Preliminary estimated developer contributions are as indicated in the following table; however, the actual value of developer contributions shall vary, determined on a phase-by-phase basis, based on the actual number of dwelling units in each phase and the City-approved Capstan Station Reserve Voluntary Contribution rate in effect at the date of Building Permit\* approval.

**TABLE 3**

Phase	Lot	No. of Dwelling Units <i>Preliminary estimate</i>	Capstan Station Reserve Voluntary Contribution <i>Preliminary estimate (1)</i>
1	A (Seaside South)	570	\$4,698,390
2	B (Seaside North)	225	\$1,854,628
3	C (Seaview)	55	\$453,354
<b>TOTAL</b>		<b>850</b>	<b>\$7,006,372</b>

(1) Estimate based on the City rate in effect as of October 1, 2015 (i.e. \$8,242.79/dwelling). Actual contributions shall be in accord with Zoning Bylaw rates in effect phase-by-phase at the time of Building Permit\* approval.

12.2. Public Open Space: The developer is required to provide public open space in compliance with the CSB policy and ZMU30 zone at a rate of 5.0 m<sup>2</sup> (53.82 ft<sup>2</sup>) per dwelling unit or 4,250.0 m<sup>2</sup> (45,746.7 ft<sup>2</sup>), whichever is greater. The ZMU30 zone permits a maximum of 850 dwellings (i.e. the combined total number of dwellings on Lot A, Lot B, and Lot C). Based on this, prior to rezoning adoption, the developer shall provide at least 4,250.0 m<sup>2</sup> (45,746.7 ft<sup>2</sup>) of public open space with respect to this requirement in a combination of fee simple (park) transferred to the City, road dedication expressly intended for public open space purposes, and Public Rights of Passage SRW areas. **(Schedule C)** If the combined total number of dwellings on Lot A, Lot B, and Lot C is less than 850, no reduction shall be permitted in the amount of public open space required.

13. River Road Widening: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on Lot C (Seaview), restricting Development Permit\* issuance for Lot C until the developer enters into the City’s standard Servicing Agreement to design and construct (at the developer’s sole cost) road widening and related improvements along the portion of River Road and the former railway right-of-way located north of Lot C as generally indicated in the Preliminary Functional Roads Plan **(Schedules E)** and described in these Rezoning Considerations with respect to Servicing Agreement works required to satisfy the subject rezoning application, together with all necessary modifications to existing vehicle and pedestrian access to fronting properties, all as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, and Senior Manager, Parks.

14. Transitional Parking and Transportation Demand Management (TDM) Strategy: City acceptance of the developer’s offer to voluntarily contribute improvements, cash-in lieu of improvements, and the registration of legal agreements on title to ensure that the subject development proceeds in conformance with Zoning Bylaw requirements with respect to Parking Zone 1A (Capstan Village) and specific TDM measures.

NOTE:

- Based on the developer’s voluntary contributions, the applicable parking rates shall be the “ZMU30 (Reduced) Minimum Rate” as indicated in the table below.
- If the development’s number of parking spaces exceeds the reduced minimum rate (as determined based on an approved Development Permit(s)\* and/or Building Permit(s)\*), the developer’s obligation to provide the agreed transitional parking and TDM measures set out below shall be undiminished.
- Development Cost Charge credits shall not apply.

**TABLE 5**

Use	Zoning Bylaw (Unreduced) Minimum Rate	ZMU30 (Reduced) Minimum Rate
Community Centre	<ul style="list-style-type: none"> <li>▪ For exclusive use (1): 60 spaces</li> <li>▪ For shared use (2): 22 spaces</li> <li>▪ Total: 82 spaces</li> </ul>	<ul style="list-style-type: none"> <li>▪ For exclusive use (1): 52 spaces</li> <li>▪ For shared use (2): 20 spaces</li> <li>▪ For program/service vehicle use (3): 2 spaces</li> <li>▪ Total: 74 spaces</li> </ul>
Commercial (4)	<ul style="list-style-type: none"> <li>▪ For 1<sup>st</sup> storey: 4.2 spaces/100 m2 gla</li> <li>▪ For above 2<sup>nd</sup> storey: City-wide parking rates for retail, restaurant, and office LESS 5%</li> </ul>	Parking Zone 1 rate LESS 10% (5): <ul style="list-style-type: none"> <li>▪ For 1<sup>st</sup> &amp; 2<sup>nd</sup> storeys: 3.375 spaces/100 m2 gla (i.e. 3.75 spaces/100 m2 gla LESS 10%)</li> <li>▪ For above 2<sup>nd</sup> storey: 1.1475 spaces/100 m2 gla (i.e. 1.5 spaces/100 m2 gla LESS 15% LESS 10%)</li> </ul>
Residents	<ul style="list-style-type: none"> <li>▪ For Market Housing: 1.2 spaces/unit</li> <li>▪ For Affordable Housing: 0.9 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>▪ For Market Housing: 1.0 space/unit (i.e. Parking Zone 1 rate without any further reduction)</li> <li>▪ For Affordable Housing: 0.81 spaces/unit (i.e. Parking Zone 1 rate LESS 10%)</li> </ul>
Residential Visitors	<ul style="list-style-type: none"> <li>▪ For Lots A &amp; B (Seaside South &amp; North): 0.2 spaces/unit, but may be reduced to nil based on City- approved design (i.e. shared with commercial parking)</li> <li>▪ For Lot C (Seaview): 0.2 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>▪ For Lot A (Seaside South): 0.054 spaces/unit (i.e. Parking Zone 1 rate LESS 10% LESS 70% shared with “Public” Commercial Parking)</li> <li>▪ For Lot B (Seaside North): Nil (100% shared with “Public” Commercial Parking)</li> <li>▪ For Lot C (Seaview): 0.18 spaces/unit (i.e. Parking Zone 1 rate LESS 10%)</li> </ul>

(1) Community Centre “exclusive” spaces shall be located on Lot B (Seaside North) and reserved 24/7 for the exclusive use of Community Centre staff, guests, visitors, and related activities and secured with legal agreements registered on title.

- (2) Community Centre "shared" parking spaces shall be located on Lot B (Seaside North) and be reserved for exclusive use during specified days and hours to the satisfaction of the City and secured with legal agreements registered on title. (When not reserved for Community Centre use, the shared spaces shall be "Assigned" Commercial Parking spaces.)
- (3) Community Centre "program/service vehicle" spaces shall be located on Lot B (Seaside North) and reserved 24/7 for the exclusive use of Community Centre for program, operations, maintenance, and related activities and secured with legal agreements registered on title.
- (4) On Lots 1 and 2 (Seaside South and North), for non-residential uses other than office that are permitted above the second floor (as per the ZMU30 zone), Parking Zone 1 parking rates shall apply (i.e. TDM reductions shall not apply). No commercial use will be permitted on Lot C (Seaview).
- (5) Commercial parking shall include the car-share parking spaces described below as one of the developer's voluntary contributions.

14.1. Cash-in-Lieu Contribution: City acceptance of the developer's voluntary contribution in the amount of \$200,000.00 towards special pedestrian crossing(s) of Sea Island Way and related improvements, to the satisfaction of the City. (MOTI approval required for City design/construction of proposed features.)

14.2. End-of-Trip Cycling Facilities & "Class 1" Bike Storage for Non-Residential Uses: Registration of a restrictive covenant(s) on Lot A (Seaside South) and Lot B (Seaside North) for the purpose of requiring that the developer/owner provides, installs, and maintains end-of-trip cycling facilities and "Class 1" bike storage on Lot A (Seaside South) and Lot B (Seaside North) (i.e. facilities and bike storage must be located on both lots) for the use of the non-residential tenants of the buildings on those lots, to the satisfaction of the City as determined via the applicable lot-by-lot Development Permit\* review/approval processes. More specifically:

14.2.1. The developer/owner shall, at its sole cost, design, install, and maintain on each lot:

- a) One end-of-trip cycling facility for each gender for the shared use of the development's non-residential tenants and, as applicable, affordable housing building staff (i.e. not residents of market or affordable housing units); and
- b) "Class 1" bike storage spaces for non-residential tenants of the building and, as applicable, affordable housing building staff (i.e. not residents of market or affordable housing units), as per the Zoning Bylaw, which storage must include 120V electric vehicle (EV) charging stations (i.e. duplex outlets) for the shared use of cyclists at a rate of 1 charging station for each 10 bike storage spaces or as per the Zoning Bylaw and Official Community Plan rates in effect at the time of Development Permit\* approval, whichever is greater;

14.2.2. An end-of-trip cycling facility shall mean a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time;

14.2.3. For ease of use and security, the required end-of-trip cycling facilities shall be located immediately adjacent to the building's non-residential "Class 1" bike storage and the building's elevator/stair core, as determined to the satisfaction of the City via an approved Development Permit\*;

14.2.4. "No development" shall be permitted on Lot A (Seaside South) or Lot B (Seaside North), restricting Development Permit\* issuance for a building on the lot, in whole or in part (exclusive of parking), until, on a lot-by-lot basis, the developer provides for the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses to the satisfaction of the City;

14.2.5. No Building Permit\* shall be issued for a building on Lot A (Seaside South) or Lot B (Seaside North), in whole or in part (exclusive of parking), until, on a lot-by-lot basis, the developer provides for end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses and a Letter of Assurance is submitted by the architect confirming that the facilities satisfy the City's objectives; and

- 14.2.6. “No occupancy” shall be permitted on Lot A (Seaside South) or Lot B (Seaside North), restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until, on a lot-by-lot basis, the required end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on a lot is staged, “no occupancy” shall be permitted of any non-residential uses on the lot (excluding the Community Centre and parking), in whole or in part, until 100% of the end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses required with respect to the lot receive final Building Permit\* inspection granting occupancy.
- 14.3. Car-Share Parking: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on Lot B (Seaside North), restricting Development Permit\* issuance for Lot B, until the developer provides for parking for 4 car-share vehicles within Lot B’s designated Commercial “Public” Parking spaces (as per the required Commercial Parking covenant set out in section 15), together with electric vehicle (EV) charging stations, to the satisfaction of the City. More specifically, the car-share parking requirements for Lot B shall include the following.
- 14.3.1. The 4 car-share spaces shall be consolidated on the ground floor of Lot B’s Commercial “Public” Parking area, immediately adjacent to the Community Centre’s rear (i.e. parkade) patron entrance and the building’s publicly-accessible breezeway/corridor linking the Commercial “Public” Parking area with Lot B’s No 3 Road frontage, and provide for safe, convenient, universally-accessible public pedestrian use/access.
- 14.3.2. The car-share spaces shall be equipped with 2 electric vehicle (EV) quick-charge (240 V) charging stations for the exclusive use of the car-share vehicles (or as otherwise determined by the City), which charging stations shall be situated to provide for convenient use by vehicles parked in any of the 4 car share spaces.
- 14.3.3. The car share spaces (like all parking spaces within Lot B’s designated Commercial “Public” Parking area) shall be available to the general public on a daily basis, the duration of which shall be equal to or greater than the greater of the operating hours of the Community Centre, transit services within 400 m (5 minute walk) of the lot, businesses located on Lot B, or as otherwise determined by the City.
- 14.3.4. Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
- 14.3.5. “No development” shall be permitted on Lot B, restricting Development Permit\* issuance for a building on Lot B, in whole or in part (excluding parking), until the developer, to the City’s satisfaction:
- a) Designs Lot B to provide for the car-share facility including 4 car-share spaces within the designated Commercial “Public” Parking area, access to/from the spaces for vehicles and pedestrians, and related features (e.g., EV 240V chargers, signage);
  - b) Secures the car-share facility via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements;
  - c) Enters into a contract with a car-share operator for the operation of the car-share spaces for a minimum term of 3 years, which contract shall require, among other things, that:
    - The developer provides 2 car-share cars at no cost to the operator;
    - Electric vehicles shall comprise at least 50% of the car-share vehicles provided by the developer or as otherwise determined to the satisfaction of the operator and the City; and

- The required car-share facilities and vehicles will be 100% available for use upon Building Permit issuance granting occupancy of the first building on Lot B or as otherwise determined to the satisfaction of the operator and the City;
  - d) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of the car-share vehicles, the value of which shall be the estimated value of the 2 car-share cars or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development; and
  - e) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.
- 14.3.6. No Building Permit\* shall be issued for a building on Lot B (Seaside North), in whole or in part (exclusive of parking), until the developer provides for the required car-share facilities to the satisfaction of the City.
- 14.3.7. "No occupancy" shall be permitted of Lot B, restricting final Building Permit\* inspection granting occupancy for any building on Lot B, in whole or in part (except for parking), until the required car-share facilities are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy.
15. Commercial Parking: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on Lot A (Seaside South) and Lot B (Seaside North) restricting the use of parking provided on-site in respect to non-residential uses (as per the Zoning Bylaw). More specifically, Commercial Parking requirements for the lots shall include the following.
- 15.1. Commercial Parking shall mean any non-residential parking spaces (excluding parking intended for the exclusive use of the Community Centre) as determined to the satisfaction of the City through an approved Development Permit(s)\*, including spaces required for the use of:
- 15.1.1. The general public;
  - 15.1.2. Businesses and tenants on the lots, together with their employees, visitors, and guests; and
  - 15.1.3. Residential visitors (including both those parking spaces that the ZMU30 zone permits to be calculated on a shared basis with non-residential uses and those that are not permitted to be calculated on a shared basis).
- 15.2. Commercial Parking shall include, on a lot-by-lot basis:
- 15.2.1. No less than 50% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term (e.g., hourly) parking by the general public; and
  - 15.2.2. No more than 50% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses.
- 15.3. Public Parking spaces shall:
- 15.3.1. Include, but may not be limited to, 85% of the commercial parking spaces located at the entry level of each lot's parking structure or as otherwise determined to the satisfaction of the Director of Transportation;
  - 15.3.2. Include the 4 car-share parking spaces and related features required to satisfy the subject development's Transitional Parking and Transportation Demand Management (TDM) Strategy requirements (as per section 14) with respect to the subject rezoning application;

- 15.3.3. Include residential visitor parking (in the form of shared parking as approved through a Development Permit\*), which residential visitors shall be permitted to use the Public Parking on the same terms as members of the general public; and
- 15.3.4. Be available for use 365 days per year for a daily duration equal to or greater than the greater of the operating hours of the Community Centre, transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.
- 15.4. Commercial Parking shall not include tandem parking.
- 15.5. Commercial Parking must, on a lot-by-lot basis, with respect to both Public Parking and Assignable Parking, include a proportional number of handicapped parking spaces, small car parking spaces, and spaces equipped with electric vehicle charging equipment, as per the Zoning Bylaw and legal agreements registered on title with respect to the subject rezoning.
- 15.6. “No development” shall be permitted on Lot A (Seaside South) or Lot B (Seaside North), restricting Development Permit\* issuance for a building on the applicable lot, in whole or in part (exclusive of parking), until, on a lot-by-lot basis, the developer provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 15.7. No Building Permit\* shall be issued for a building on Lot A (Seaside South) or Lot B (Seaside North), in whole or in part (exclusive of parking), until, on a lot-by-lot basis, the developer provides for the required Commercial (Public and Assignable) Parking and a Letter of Assurance is submitted by the architect confirming that the facilities satisfy the City’s objectives.
- 15.8. “No occupancy” shall be permitted on Lot A (Seaside South) or Lot B (Seaside North), restricting final Building Permit\* inspection granting occupancy for any building on the applicable lot, in whole or in part (except for parking), until the required Commercial (Public and Assignable) Parking and related features are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on a lot is staged, “no occupancy” shall be permitted of the building (excluding parking), in whole or in part, until, on a lot-by-lot basis, 100% of the Public Parking spaces required with respect to the lot receive final Building Permit\* inspection granting occupancy.
- 16. Electric Vehicle (EV) Charging Equipment for Vehicles and “Class 1” Bike Storage: Registration of legal agreement(s) on Lot A (Seaside South), Lot B (Seaside North), and Lot C (Seaview) requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging equipment within the building for the use of building residents, commercial tenants, guests, customers, and other users as determined to the satisfaction of the City on a Development Permit\*-by-Development Permit\* (lot-by-lot) basis. More specifically:
  - 16.1. Electrical vehicle (EV) equipment shall be provided as indicated in the table below or in compliance with the City-approved rates in effect at the time of Development Permit\* issuance, on a Development Permit\* -by- Development Permit\* basis, whichever is greater.

**TABLE 6**

Electric Vehicle (EV) Charging Equipment by Use	Parking (240V) Minimum Rate			Class 1 Bike Storage (120V) Minimum Rate
	Charger (1)	Plug-In (2)	Rough-In (3)	
<b>RESIDENTIAL</b>				10% Plug-In (4)
▪ Residential – Market Units	0	25%	25%	
▪ Residential – Affordable Housing (5)	0	25%	25%	

Electric Vehicle (EV) Charging Equipment by Use	Parking (240V) Minimum Rate			Class 1 Bike Storage (120V) Minimum Rate
	Charger (1)	Plug-In (2)	Rough-In (3)	
<b>NON-RESIDENTIAL</b>				10% Plug-In (4)
▪ Commercial – “Public”	3% (6)	0	0	
▪ Commercial – “Assignable”	0	20%	0	
▪ Community Centre	2%	0	0	

- (1) An operating “AC Level 2” 240V electrical vehicle charging station.
- (2) An operating “AC Level 2” 240V electrical receptacle.
- (3) This configuration includes conduit and related electrical equipment to facilitate the cost-effective future installation of EV charging equipment; sufficient physical space in the electrical room to accommodate additional electric infrastructure in the future to supply electric service to the parking spaces; space at the parking stall to accommodate future installation of EV charging stations; and an electric service connection conduit from the electric grid to the building, sized to accommodate future electric service upgrades sufficient to provide EV charging stations in all parking spaces in the future.
- (4) An operating 120V duplex electrical outlet
- (5) For Affordable Housing, if a non-profit housing operator will operate the entirety of the affordable housing units contained within a lot (e.g., Seaside North) and parking required with respect to the affordable housing units is consolidated together within a secure compound managed by the non-profit housing operator (excluding visitor parking), then, as determined to the sole satisfaction of the City via an approved DP\*, the minimum EV equipment rate applicable to the affordable housing parking may be reduced such that 8% of the required parking spaces shall be equipped with an “AC Level 2” 240V charging station (1) (i.e. no plug-in(2) or rough-in(3)).
- (6) For Commercial – “Public” parking, the required chargers shall include those required by the City via legal agreement for car-share use.

- 16.2. “No development” shall be permitted on the lot, restricting Development Permit\* issuance for a building on the lot, in whole or in part (exclusive of parking), until, on a lot-by-lot basis, the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and “Class 1” bike storage and related features (e.g., permanent signage to facilitate the intended uses of the EV equipment and way-finding, pedestrian access routes, proportional distribution) to the satisfaction of the City.
- 16.3. No Building Permit\* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until, on a lot-by-lot basis, the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit\* and a Letter of Assurance is submitted by the architect confirming that the facilities satisfy the City’s objectives and complies with this legal agreement(s).
- 16.4. “No occupancy” shall be permitted on the lot, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part (exclusive of parking), until the required electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit\* are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on a lot is staged, “no occupancy” shall be permitted of the first stage of building occupancy on a lot, in whole or in part (excluding parking), until 100% of the electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features required with respect to the lot receive final Building Permit\* inspection granting occupancy.
- 17. Residential Tandem Parking: Registration of a legal agreement(s) on title on Lots A and B (Seaside South and North) and Lot C (Seaview) requiring that where two parking spaces are provided in a tandem arrangement for the use of resident parking (not including residential visitor parking), as per the Zoning Bylaw, both parking spaces must be assigned to the same dwelling unit.
- 18. Affordable Housing: The City’s acceptance of the developer’s offer to voluntarily contribute affordable (low-end market rental) housing constructed to a turnkey level of finish on Lot A (Seaside South) and Lot B (Seaside North) at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City’s standard Housing Agreement and Covenant(s) to secure the

affordable housing units. The form of the Housing Agreement and Covenant(s) shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenant(s) may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permits\* for Lot A (Seaside South) and Lot B (Seaside North) and other non-materials changes resulting thereof and made necessary by the Lot A (Seaside South) and Lot B (Seaside North) Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development, and Manager, Community Social Development. The terms of the Housing Agreement and Covenant(s) shall indicate that they apply in perpetuity and provide for, but will not limited to, the following:

18.1. The required minimum floor area of the affordable (low-end market rental) housing shall be:

- 18.1.1. Equal to a combined habitable floor area of at least 4,441.8 m<sup>2</sup> (47,811.1 ft<sup>2</sup>), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 5% of the subject development's total maximum residential floor area permitted on Lot A (Seaside South), Lot B (Seaside North), and Lot C (Seaview) under the proposed ZMU30 zone (i.e. 5% of 88,836.0 m<sup>2</sup> / 956,222.4 ft<sup>2</sup>); and
- 18.1.2. Distributed such that at least 1,110.5 m<sup>2</sup> (11,953.3 ft<sup>2</sup>) or 25% of the required affordable housing habitable floor area, whichever is greater, is located on Lot A (Seaside South) and the balance (i.e. 3,331.3 m<sup>2</sup> / 35,857.8 ft<sup>2</sup> or 75% of the required affordable housing habitable floor area, whichever is less) is located on Lot B (Seaside North).

NOTE: No affordable housing will be constructed on Lot C (Seaview).

18.2. The developer shall, as generally indicated in the table below:

- 18.2.1. Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, unless otherwise agreed to by the Director of Development and Manager, Community Social Development;
- 18.2.2. Achieve the Project Targets for the total number of affordable housing units and unit mix or as otherwise determined to the satisfaction of the Manager, Community Social Development through the project's lot-by-lot Development Permit\* processes; and
- 18.2.3. Design and construct 100% of the affordable housing units to comply, at a minimum, with Richmond Zoning Bylaw requirements for Basic Universal Housing (BUH) units.

**TABLE 7**

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent (1)	Total Maximum Household Income (1)	Unit Mix	# of Units
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$850	\$34,000 or less	10%	10
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$950	\$38,000 or less	30%	18
2- Bedroom	80 m <sup>2</sup> (860 ft <sup>2</sup> )	\$1,162	\$46,500 or less	30%	18
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,437	\$57,500 or less	30%	18
TOTAL	4,441.8 m <sup>2</sup> (47,811.1 ft <sup>2</sup> )	N/A	N/A	100%	59

(1) May be adjusted periodically, as provided for under adopted City policy.

(2) 100% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

18.3. The affordable housing units shall be distributed among the development's residential towers in the form of unit clusters, which may occupy entire tower floors or part thereof, on Lot A (Seaside South) and Lot B (Seaside North), as determined to the satisfaction of the City through the Development Permit\* review and approval processes.

- 18.4. Occupants of the affordable housing units on each lot shall, to the satisfaction of the City (as determined prior to Development Permit\* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP and City Centre Area Plan (CCAP) requirements (i.e. Lot A(Seaside South) residents will have unlimited to Lot A (Seaside South) amenities).
  - 18.5. Parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and legal agreements registered on title with respect to the subject rezoning at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or assigned use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit\* issuance on a lot-by-lot basis or as otherwise determined to the satisfaction of the City.
  - 18.6. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Manager, Community Social Development.
  - 18.7. “No development” shall be permitted on Lot A (Seaside South) or Lot B (Seaside North), restricting Development Permit\* issuance for a building on Lot A (Seaside South) or Lot B (Seaside North), in whole or in part (excluding parking), until the developer, to the City’s satisfaction:
    - 18.7.1. Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
    - 18.7.2. Amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit\*; and
    - 18.7.3. As required, registers additional legal agreements on title to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit\* review and approval processes.
  - 18.8. No Building Permit\* shall be issued for a building on Lot A (Seaside South) or Lot B (Seaside North), in whole or in part (excluding parking), until, on a lot-by-lot basis, the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
  - 18.9. “No occupancy” shall be permitted on Lot A (Seaside South) or Lot B (Seaside North), restricting final Building Permit\* inspection granting occupancy for any building on Lot A (Seaside South) or Lot B (Seaside North), in whole or in part (except for parking), until, on a lot-by-lot basis, the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy.
19. Community Centre: The City’s acceptance of the developer’s offer to voluntarily contribute a Community Centre, the terms of which voluntary contribution shall include the developer’s transfer of a minimum of 3,106.59 m<sup>2</sup> (33,439.00 ft<sup>2</sup>) of indoor floor area in the form of an Air Space Parcel (ASP) on Lot B (Seaside North), together with outdoor program space, parking, and related features secured via easements and/or statutory right-of-ways as required, all constructed at the developer’s sole cost to a turnkey level of finish, to the satisfaction of the City, for use as a recreational, social, educational, and cultural community amenity and event space, as provided for under the subject rezoning application’s proposed ZMU30 zone.

Prior to rezoning adoption, as determined to the satisfaction of the City, the developer shall enter into legal agreements and provide other security in accordance with the following and the Community Centre Terms of Reference (**Schedule F** and REDMS #5163571) and Community Centre Conceptual Plan (**Schedule G**), together with an additional reference document provided to the developer:

- City Centre North Community Centre, August 30, 2016 (REDMS #5165254).

The cost of the Community Centre to be borne by the developer shall include, among other things, Tenant Improvement (TI) works, the scope of which TI works shall be as generally described in the above documents (exclusive of the base building, outdoor areas, the parking structure, and related features) and shall have a

value of \$3,318.51/m<sup>2</sup> (\$308.30/ft<sup>2</sup>) based on 3,106.59 m<sup>2</sup> (33,439.00 ft<sup>2</sup>) of indoor floor area. (TI costs in excess of this amount shall be borne by the City.) If all tendering is not complete in a timeframe to enable final Building Permit\* inspection granting occupancy and the City's acceptance of the works by December 2020, the value of the TI works (i.e. \$3,318.51/m<sup>2</sup> / 308.30/ft<sup>2</sup>) shall be increased (but not decreased) according to a mutually agreed upon independent cost consultant escalation factor reflective of local conditions.

19.1. Submission of security in the form of a Letter of Credit (LOC) for \$2,810,500, to secure the developer's commitment to design, construct, and transfer the Community Centre to the City, all to the City's satisfaction. The LOC shall not be reduced or released until 1 year after the Community Centre has received final Building Permit\* inspection granting occupancy and the City has accepted the Community Centre works. The LOC may be used, at the sole discretion of the City, to rectify deficiencies in the Community Centre works and ensure that the ASP is free and clear of builder's liens and other encumbrances.

19.2. Submission of cash-in-lieu contributions towards the following, which cash-in-lieu contributions shall be understood to constitute a portion of the cost of the Community Centre borne by the developer:

19.2.1. City's project management costs for the Community Centre (\$300,000);

19.2.2. City's construction management costs for the Community Centre (\$150,000); and

19.2.3. Installation of fibre communication equipment by the City or its designate (\$150,000).

NOTE: If required, at the sole discretion of the City, the developer shall grant statutory right-of-way(s) and/or enter into legal agreements to facilitate the installation and operation of the City's fibre communication equipment.

19.3. Registration of legal agreement(s), which may include, but may not be limited to, the following:

19.3.1. A construction agreement setting out requirements with respect to the design, construction, supply, installation, approval, and warranty of the Community Centre and related works to the satisfaction of the City, which agreement may include a statutory right-of-way(s) and/or rent charge.

19.3.2. An Air Space Parcel (ASP) subdivision agreement to facilitate the future creation of an ASP containing the Community Centre, together with easement(s) and/or statutory right-of-way(s) registered on title to secure parking, bike storage, loading, waste management facilities, and/or related access, uses, and spaces and terms with respect to cost sharing between the ASP owner (the City) and the Remainder owner, all in a form and content satisfactory to the City.

19.3.3. A purchase and sale agreement to facilitate the transfer of the Community Centre ASP to the City, which transfer shall not occur until the City has, at its sole discretion, accepted the Community Centre works (which acceptance shall not relieve the developer of any outstanding obligations). The agreement shall include an option to purchase.

19.3.4. "No development" shall be permitted on Lot B (Seaside North), restricting Development Permit\* issuance for a building on Lot B (Seaside North), in whole or in part (excluding parking), until the developer designs the Community Centre to the satisfaction of the City, as generally described in the Community Centre Terms of Reference (**Schedule F**), Community Centre Conceptual Plan (**Schedule G**), and related reference documents and providing for, among other things:

- a) A fully-functional, fully-finished, two-storey Community Centre with at least 3,106.6 m<sup>2</sup> (33,439.0 ft<sup>2</sup>) of habitable indoor area (together with parking and other ancillary uses and spaces), which habitable indoor area shall include:
  - 100% of exterior perimeter walls (i.e. along the street frontage), interior walls within the Community Centre, service rooms, spaces, and vertical ducts intended for the exclusive use of the Community Centre and situated within the perimeter walls of the Community

Centre (i.e. not in the parking structure), and vertical circulation (i.e. stairs and elevators shall be counted twice, once on each floor);

- 50% of interior perimeter walls shared with the parking structure or commercial or residential uses (i.e. measured to the centreline of the wall); and
- 0% of uses/spaces contained within the parking structure (e.g., parking, garbage room, bike parking, service rooms and ducts) and “open to below” spaces within the lobby and gymnasium (i.e. floor area shall be counted only in the affected areas).

NOTE: Service spaces/ducts and other building features that are NOT intended to exclusively serve the needs of the Community Centre shall not be located with the Community Centre’s perimeter walls, except with the City’s express permission, as determined at the City’s sole discretion. In the event that the City grants permission for any such penetrations, the affected building features and any associated structure, spaces, or uses must be excluded from the Community Centre’s habitable indoor area.

- b) A variety of program and support spaces including, but not limited to, a large “village square” for sports and community events (i.e. a clear-span gymnasium with a sprung wood floor), an indoor activity track, an Exploratorium (i.e. a children’s exploration room with a depressed slab to accommodate special play opportunities), a creativity lab and wet art studio, and multipurpose rooms;
- c) Clear ceiling heights, unobstructed by structure, lighting, ventilation, piping, signage, or other features, of at least 9.14 m (30.0 ft.) in the “village square” (i.e. gymnasium) and as noted in each of the room data sheets for other rooms, are required. The Children’s Exploration Room requires a clear height of 4.27 m (14.0 ft.) as per the room data sheet and a 1.22 m (4.0 ft.) depression for a portion of the room. The depression shall only sit over spaces/uses that can accommodate a lower ceiling height.
- d) Direct, level public access to fronting grade-level public sidewalks and plaza areas along No. 3 Road and the proposed East-West Street;
- e) Secure, dedicated vertical circulation connecting the Community Centre’s two floors, including a large elevator able to accommodate strollers and equipment, none of which shall be shared with other tenants or uses on Lot B (Seaside North);
- f) Parking on Lot B (Seaside North) for visitors, staff, guests, and related activities to the satisfaction of the City and secured with legal agreements registered on title (which shall include, among other things, provisions that the rates charged to the users by the owner shall not exceed the rate(s) charged for Commercial Parking on Lot B (Seaside North) and any rate(s) must be to the satisfaction of the City), including:
  - 2 loading/parking spaces for the exclusive (24/7) use of the Community Centre for operations and program purposes (e.g., program vehicles, couriers, maintenance vehicles), which spaces shall be:
    - i) Clearly signed;
    - ii) Clustered together;
    - iii) Immediately adjacent to the Community Centre’s rear (parkade) entrance or alternative access acceptable to the City;
    - iv) Sized to comply with the Zoning Bylaw requirements for parking for disabled persons (i.e. Handicapped Space); and
    - v) Equipped with one electric vehicle (EV) “Level 2” 240V electrical outlet together with an installed vehicle charger.
  - 52 spaces for the exclusive (24/7) use of the Community Centre, which spaces shall be:
    - i) Clearly signed;
    - ii) Clustered together;

- iii) Convenient to the parkade driveway and near the building's "Public" Commercial Parking (as per legal agreements registered on title), to facilitate easy way-finding and overflow in the event that the Community Centre parking is fully occupied;
  - iv) Next to the Community Centre's rear (parkade) entrance or next to an elevator and stair that provide direct access to the rear entrance;
  - v) Designated for specific uses/users as determined by the City (e.g., drop-off/pick-up, staff spaces, family spaces); and
  - vi) Provided in compliance with the Zoning Bylaw, including a proportional share of spaces for disabled persons (i.e. Handicapped Space); and
- 20 spaces for the shared use of the Community Centre, which spaces shall be reserved for exclusive Community Centre use during specified days and hours (e.g., weekdays after 6 pm and all-day on weekends) and exclusive "Assignable" Commercial Parking use (as per legal agreements registered on title) at all times (e.g., weekdays before 6 pm) and shall be:
    - i) Clearly signed;
    - ii) Clustered together and, if possible, co-located with the Community Centre's 52 exclusive parking spaces;
    - iii) Convenient to the parkade driveway and near the building's "Public" Commercial Parking (as per legal agreements registered on title), to facilitate easy way-finding and overflow in the event that the Community Centre parking is fully occupied; and
    - iv) Provided in compliance with the Zoning Bylaw, including a proportional share of spaces for disabled persons (i.e. Handicapped Space);
- g) Secured (Class 1) bike storage for exclusive staff and Community Centre use within the parking structure and unsecured (Class 2) bike racks for visitor and guests near the entrance(s) to the Community Centre, which secured and unsecured bike parking shall be provided (and, as applicable, equipped with electric vehicle (EV) charging equipment) in compliance with the Zoning Bylaw and related legal agreements registered on title;
  - h) Waste storage room (i.e. for garbage, recyclables, and organics) for the shared use of the Community Centre and the building's commercial tenants, conveniently located near the facility's rear (parkade) entrance; and
  - i) Loading and waste holding and pick-up facilities shared with non-residential uses on Lot B (Seaside North).

19.3.5. No Building Permit\* shall be issued for a building on Lot B (Seaside North), in whole or in part (excluding parking), until:

- a) The developer submits all architectural and landscape designs, structural, mechanical, and electrical drawings, and related specifications to the City, makes necessary changes as directed by the City, and receives written approval from the Director of Development, Manager of Real Estate Services, Director of Engineering, and Manager of Community Social Services on behalf of the City as the future owner of the Community Centre (i.e. not in its regulatory capacity); and
- b) The required Community Centre and related features are incorporated in the Lot B (Seaside North) Building Permit\* drawings and specifications, generally as determined via the rezoning and the Development Permit\* processes for Lot B (Seaside North), to the satisfaction of the City.

19.3.6. "No occupancy" shall be permitted on Lot B (Seaside North), restricting final Building Permit\* inspection granting occupancy for a building on Lot B (Seaside North), in whole or in part (excluding parking), until the required Community Centre and related features (e.g., parking, loading, service facilities, landscaping) on Lot B (Seaside North) are completed to the

satisfaction of the City and have received final Building Permit\* inspection granting occupancy, the City has accepted the works, and the Community Centre ASP has been transferred to the City free and clear of any encumbrances (except as permitted by the City in its sole discretion).

20. **Public Art:** City acceptance of the developer’s offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:

20.1. Prior to rezoning adoption, the developer shall provide for the following:

20.1.1. Submission of a Public Art Plan that:

- a) Includes the entirety of the subject site, prepared by an appropriate professional and based on the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage planning undertaken by the City for Capstan Village, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services (including review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services);
- b) Is based on the full value of the developer’s voluntary public art contribution, which is estimated to be at least \$833,877, based on a minimum rate of \$0.81/ft<sup>2</sup> for residential uses and \$0.43/ft<sup>2</sup> for non-residential uses and the maximum buildable floor area permitted under the subject site’s proposed ZMU30 zone, excluding affordable housing and Community Centre uses, as determined on a phase-by-phase basis, as indicated in the table below; and
- c) Allocates a portion of the developer’s voluntary contribution, equal to at least 1% of the estimated construction budget for the proposed Community Centre, to public artwork(s) that will be designed and implemented in coordination with the Community Centre (i.e. in Phase 2), to the satisfaction of the City.

**TABLE 8**

Phase	Maximum Permitted Floor Area as per ZMU30 Zone	Public Art Floor Area Exemptions (1)	Minimum Developer Contribution Rates	Min. Voluntary Developer Contributions (2)
1 (Seaside South)	(R) 54,977.8 m2 (591,775.6 ft2 ) (NR) 2,131.0 m2 (22,938.3 ft2)	(R) 1,110.5 m2 (11,953.3 ft2)	(R) \$0.81/ft <sup>2</sup> (NR) \$0.43/ft <sup>2</sup>	\$479,519
2 (Seaside North)	(R) 21,015.0 m2 (226,203.6 ft2) (NR) 22,164.8 m2 (238,580.1 ft2)	(R) 3,331.3 m2 (35,857.8 ft2) (NR) 3,106.6 m2 (33,439.0 ft2)	The greater of the Phase1 rate or the City rate in effect at Development Permit* approval	\$242,391
3 (Seaview)	(R) 12,843.2 (138,243.2 ft2) (NR) Nil	Nil		\$111,977
<b>TOTAL</b>	(R) 88,836.0 m2 (956,222.4 ft2) (NR) 24,295.8 m2 (261,518.4 ft2)	(R) 4,441.8 m2 (47,811.1 ft2) (NR) 3,106.6 m2 (33,439.0 ft2)	Varies	\$833,887

NOTE: (R) means residential and (NR) means non-residential.

(1) Rates do not apply to affordable housing or Community Centre uses.

(2) Estimated minimum contributions are based on the maximum permitted floor area permitted under the subject site’s proposed ZMU30 zone and the contribution rates in effect at the time of writing these Rezoning Considerations. Actual contributions may be greater, as determined based on the rates in effect prior to Development Permit\* issuance on a phase-by-phase basis.

20.1.2. Registration of legal agreement(s) on title to facilitate the multi-phase implementation of the City-approved Public Art Plan.

20.2. “No development” shall be permitted on the subject site, restricting Development Permit\* issuance on a lot-by-lot (phase-by-phase) basis, until the developer:

20.2.1. Enters into any additional legal agreement(s) required to facilitate the multi-phase implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is submitted by the developer for the lot (phase)

and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption); and

- 20.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the applicable lot (phase) of the Plan's implementation, the value of which contribution shall be at least the value indicated for the applicable lot (phase) in the table above.

NOTE: If the Plan requires that a voluntary contribution for a particular lot (phase) exceeds the value in the above table, it shall be understood that the developer is "pre-paying" some of all of his/her contribution for a future phase or phases and the "pre-paid" portion will be credited towards future voluntary contribution(s) as set out in the Plan.

- 20.3. "No occupancy" shall be permitted on the subject site, restricting final Building Permit\* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on a lot or phase for which the City-approved Public Art Plan requires the developer's implementation of a public artwork until:

20.3.1. The developer, at his/her expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer's lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan);

20.3.2. The developer, at his/her expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and

NOTE: It is the understanding of the City that the artist's rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.

20.3.3. The developer, at his/her expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:

- a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- c) The maintenance plan for the public art prepared by the artist(s); and
- d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

## 21. Discharge of Legal Agreements:

- 21.1. Off-Site Parking on 3099, 3111, and 3333 Corvette Way: Discharge of the Wall Centre Westin Hotel Section 219 Covenant over Common Property and Strata Lots and Statutory Right-of Way over Common Property for off-site parking purposes in favour of the Comfort Inn (hotel), formerly located at 3031 No 3 Road (BB1753844-48). As the Comfort Inn has been demolished and the property is a subject of this rezoning application (RZ 12-603040), the covenant is no longer required and can be discharged.

- 21.2. Additional Discharges: As determined to the sole satisfaction of the City via the rezoning, Servicing Agreement\*, and/or Development Permit\* processes.
22. Pier Funding: The City's acceptance of the developer's voluntary cash-in-lieu contribution in the amount of \$2.6 million towards the design and construction of a public pier and related features along the river frontage of the proposed park.
- NOTE: If the developer elects to design and construct the pier, to the satisfaction of the City, through the City's standard Servicing Agreement\* (SA) processes in coordination with the design and construction of the park and Park SA\*, then the City will direct the developer's voluntary \$2.6 million cash-in-lieu contribution to fund the City-approved works.
23. Community Planning: The City's acceptance of the developer's voluntary contribution in the amount of \$284,122, based on \$0.25/ft<sup>2</sup> of maximum permitted buildable floor area as per the proposed ZMU30 zone excluding affordable housing and community centre uses (i.e. 1,136,490.6 ft<sup>2</sup> x \$0.25/ft<sup>2</sup>) to future City community planning studies, as set out in the City Centre Area Plan
24. Development Permit\* – Lot A (Seaside South): The submission and completion of processing of a Development Permit\* for Lot A (Seaside South), the developer's first phase of development, to a level deemed acceptable by the Director of Development.
25. Servicing Agreement\* (SA): Enter into a Servicing Agreement(s)\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, and parks works, to the satisfaction of the City.

Except as expressly provided for and in compliance with the subject development's Phasing Covenant (i.e. SA #1, SA #2, and SA #3), related legal agreement(s), and security, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability:

- Prior to rezoning adoption, all works identified via the subject development's SA\* must be secured via a Letter(s) of Credit;
- All works shall be completed prior to final Building Permit\* inspection granting occupancy of the first building on the subject site (exclusive of parking), in whole or in part; and
- Development Cost Charge (DCC) credits may apply.

Servicing Agreement\* works will include, but may not be limited to, the following:

25.1. Engineering Servicing Agreement \* Requirements:

25.1.1. Water Works:

**SA #1 - Seaside South (3231/3291/3311/3331/3351 No 3 Rd, 8151 Capstan Way)**

- a) Using the OCP Model, there is 259 L/s of water available at a 20 psi residual at the Corvette Way frontage, 567 L/s of water available at a 20 psi residual at the No 3 Road frontage, and 191 L/s of water available at a 20 psi residual at the Capstan Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - Upgrade approximately 108 m of existing 150 mm diameter water main to 200 mm along the Capstan Way frontage from the west property line to No 3 Rd.
  - Install approximately 130 m of 200 mm diameter water main along the new road bisecting the two newly subdivided lots of the Seaside development, complete with fire hydrants to achieve City spacing requirements.

- Install 2 new water service connections, complete with meters and meter boxes, off of the proposed water main along the new road to service the two newly subdivided lots of the Seaview development.
  - Review hydrant spacing along all frontages for the Seaside development (as in, both phase 1 and 2), and install new hydrants as required to achieve City spacing requirements.
  - Review the impact of the proposed works on the existing 300 mm diameter AC water main on the No 3 Rd frontage via a geotechnical assessment. If the works will impact the existing AC water main, replacement/relocation shall be at the Developer's cost.
- c) At Developer's cost, the City is to:
- Complete all tie-ins for the proposed works to existing City infrastructure.
  - Cut and cap all existing water service connections.

**SA #2 - Seaside North (3031/3211/3231 No 3 Rd)**

- a) Using the OCP Model, there is 259 L/s of water available at a 20 psi residual at the Corvette Way frontage, and 567 L/s of water available at a 20 psi residual at the No 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - Review the impact of the proposed works on the existing 300 mm diameter AC water main on the No 3 Rd frontage via a geotechnical assessment. If the works will impact the existing AC water main, replacement/relocation shall be at the Developer's cost.
- c) At Developer's cost, the City is to:
- Cut and cap all existing water service connections.

**SA #3 - Seaview (8051/8100 River Road)**

- a) The Developer is required to:
- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - Install approximately 110m meters of minimum 200mm diameter water main complete with fire hydrants along the east side of the north-south aligned Corvette Way. The new water main shall be tied-in to the existing water mains along Capstan Way and the east-west aligned Corvette Way.
  - Extend the existing water main along the east-west aligned Corvette Way to the west to facilitate tie-in of the new water main along the north-south aligned Corvette Way.
  - Install a new water service connection, complete with meter and meter box, off of the proposed water main along the Corvette Way frontage.
  - Remove and legally dispose offsite the existing AC water main along old River Road between the east-west aligned Corvette Way and Capstan Way, after completion of cutting and capping by City crews.

- Relocate to the ultimate location the existing fire hydrant on the River Road frontage.
  - Review hydrant spacing along all frontages and install new hydrants as required to achieve City spacing requirements.
- b) At Developer's cost, the City is to:
- Complete all tie-ins for the proposed works to existing City infrastructure.
  - Cut and cap the existing water main along old River Road between the east-west aligned Corvette Way and Capstan Way.

25.1.2. Storm Sewer Works:

**SA #1 - Seaside South (3231/3291/3311/3331/3351 No 3 Rd, 8151 Capstan Way)**

- a) The Developer is required to:
- Cut, cap, abandon and fill, per MMCD specifications, the existing 375mm and 450mm diameter storm sewer along the north-south aligned Corvette Way.
  - Install approximately 120 meters of 600mm diameter storm sewer along the north-south aligned Corvette Way. Tie-in to the south shall be to the existing ditch along the west side of the new River Road just south of Capstan Way via a new manhole and headwall. Tie-in to the north shall be to the existing storm sewers along the east-west aligned Corvette Way via a new manhole.
  - Extend the existing storm sewer along the east-west aligned Corvette Way up to 15 meters to the west to facilitate tie-in (via a new manhole) of the new storm sewer along the north-south aligned Corvette Way.
  - Review the capacity and condition of the existing ditch along the west side of the new River Road from Capstan Way to the Cambie Road box culvert and provide a capacity analysis within the first SA submission. In order to facilitate drainage from this development, the Developer may be required to widen and re-grade the existing ditch. The existing headwall at the Cambie Road box culvert shall be upgraded to MMCD specifications by the Developer.
  - Install two new storm service connections off of the existing 600 mm storm sewer along Corvette Way, complete with inspection chambers, to serve the both phases of the Seaside development.
  - Cut and cap all existing storm service connections for both phases of the Seaside development, and remove inspection chambers.
  - Install approximately 130 m of 200 mm diameter lane drainage along the new road bisecting the two newly subdivided lots of the Seaside development, complete with catch basins to meet City spacing requirements. The main shall be graded to drain towards Corvette Way. No service connections are permitted to connect to lane drainage.
- b) At Developer's cost, the City is to:
- Complete all tie-ins for the proposed works to existing City infrastructure.

**SA #2 - Seaside North (3031/3211/3231 No 3 Rd)**

- a) The Developer is required to: N/A

**SA #3 - Seaview (8051/8100 River Road)**

- a) The Developer is required to:
- Cut, cap, and remove the existing storm main along old River Road between the east-west aligned Corvette Way and Capstan Way.

- Install a new storm service connection off of the proposed 600 mm storm sewer along Corvette Way, complete with inspection chamber.
  - Cut and cap all existing storm service connections, and remove inspection chambers.
- b) At Developer's cost, the City is to:
- Complete all tie-ins for the proposed works to existing City infrastructure.

25.1.3. Sanitary Sewer Works:

**SA #1 - Seaside South (3231/3291/3311/3331/3351 No 3 Rd, 8151 Capstan Way)**

- a) The Developer is required to:
- Cut, cap, and remove the existing sanitary connections and inspection chambers for both phases of the Seaview development.
  - Cut, cap, and remove the sanitary mains located within the development sites for both phases of the Seaside development:
    - i) Between the Skyline pump station and SMH5413
    - ii) Between SMH52188 and SMH5455
  - Coordinate with the City to discharge applicable statutory right-of-ways
  - Abandon and fill, per MMCD specifications, the existing 200 mm sanitary main along the north-south aligned Corvette Way frontage. Portions of the abandoned sanitary main may be required to be removed to facilitate the construction of the proposed water main; this should be reviewed before filling to prevent conflicts.
  - Install approximately 120 meters of 375 mm diameter sanitary main at an alignment located west of the road centerline along the north-south aligned Corvette Way frontage. Removal of the existing railway tracks may be required to facilitate the sanitary sewer construction along the west side of Corvette Way. The new sanitary sewers shall tie-in to the existing sanitary sewers along the south side of Capstan Way and along the east-west aligned Corvette Way via new manholes. Tie-in shall be at the south side of Capstan Way, west of the Metro Vancouver trunk sewers.
  - Upgrade approximately 80 meters of existing 300 mm diameter FRP sanitary main along Capstan Way between Corvette Way and SMH5508 to 375 mm.
  - Install two new sanitary service connection off of the existing 300 mm PVC sanitary main along the north-south aligned Corvette Way frontage, to serve both phases of the Seaside development. The service connections may be installed directly off of the existing manholes if the connection is not oriented against the flow in the main and hydraulic requirements are achieved; otherwise, they should be installed complete with inspection chamber.
- b) At Developer's cost, the City is to:
- Complete all tie-ins for the proposed works to existing City infrastructure.

**SA #2 - Seaside North (3031/3211/3231 No 3 Rd)**

- a) The Developer is required to:
- N/A

**SA #3 - Seaview (8051/8100 River Road)**

- a) The Developer is required to:
- Cut, cap, and remove the existing sanitary main along old River Road between the east-west aligned Corvette Way and Capstan Way.

- Install a new sanitary service connection, complete with inspection chamber, off of proposed 375 mm diameter sanitary main along the north-south aligned Corvette Way frontage.
  - Cut and cap all existing sanitary service connections, and remove inspection chambers.
- b) At Developer's cost, the City is to:
- Complete all tie-ins for the proposed works to existing City infrastructure.

25.1.4. Skyline Pump Station:

**SA #1 - Seaside South (3231/3291/3311/3331/3351 No 3 Rd, 8151 Capstan Way)**

- a) The Developer is required to:
- Relocate the existing pump station kiosk in order to facilitate the construction of the proposed bike path. The kiosk's new location should be out of the boulevard and in a statutory right-of-way (SRW) as described below. The kiosk location within the SRW should consider the location of the ultimate above-ground structures; preference is given to a layout plan that allows the future kiosk to be constructed while existing kiosk remains in service (for example, relocating the existing kiosk into the ultimate location of the pump station generator).
  - Provide working plans for both the existing and future Skyline pump stations, within the first Servicing Agreement submission, containing:
    - i) Space within the boulevard for a F450 service truck (approximately 7.5 m by 2.5 m with 1.3 m-wide stabilizers) to park and access the existing and future wet well, while minimizing impact to the flow of foot or bike traffic. The vehicle should be off the road and able to park without damaging the boulevard, as well as allowing for enough space for the pumps to be removed by the service vehicle's crane for maintenance.
    - ii) Space within the boulevard for both the existing and future wet well, so that the existing pump station can remain in service when the future pump station is constructed. The space allocation for the future pump station shall accommodate the construction of a 3.6 m diameter wet well, and may be within the interim parking space for the maintenance vehicle. For the future pump station plan, the existing wet well may be converted to a manhole to route flows to the future wet well.

25.1.5. Dike Improvements:

**SA #3 - Seaview (8051/8100 River Road)**

- a) The Developer is required to satisfy the following in terms of dike design:
- The dike design shall be done by a Professional Geotechnical Engineer.
  - The elevation of the dike crest shall be raised to minimum 4.7 m geodetic, and shall be designed to accommodate a future elevation of 5.5 m. On the waterside of the dike, the slope shall be maximum 2:1. On the landside of the dike, the slope shall be maximum 3:1.
  - The crest of the dike shall be minimum 4.0 m wide. The dike shall be designed so that the service vehicles and equipment can access the entire length of the dike, and the design shall provide adequate space for the service vehicles to enter and exit, which shall be based on the Transportation Associate of Canada's standard SU turning templates and approved by the City's Transportation department.
  - The design shall provide for access of service vehicles off of Capstan Way. In addition, opportunities to provide for a second ramp at the north end of the dike works shall be

investigated in coordination with the design of the park and road improvements in the vicinity of the proposed River Road/Corvette Way intersection. Access ramps shall be designed to accommodate the TAC's SU vehicle and at no more than 10% grade. Any ramp at the dike's north end shall be designed to accommodate driveway access to 8171 River Road.

- There shall be a minimum building setback of the greater of 30.0 m from the dike's high water mark or 7.5 m from the landside toe of the future 5.5 m dike.
- The dike along the frontage of the development site shall be tied in to the adjacent dikes to the north and south at a maximum slope of 3:1. Developer to be responsible to locate the dike to the north and south for a smooth transition. Tie-in shall be within the development site and shall not encroach into the adjacent lots. No retention walls within the dike crest or slope area are allowed.
- As per Dike Design and Construction Guide – Best Management Practices for British Columbia (2003), the landside slope shall be kept clear of vegetation other than trimmed grass, including a minimum 3 meter strip beyond the landside toe and minimum 2 meter strip beyond the waterside toe.
- All dike construction shall be in conformance with City standard drawing MB-98 or MB-99, Dike Design and Construction Guide – Best Management Practices for British Columbia (2003), and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment (1999).
- The design and construction of the dike shall be done to the satisfaction of the General Manager, Engineering and Public Works, and any other relevant dike approving authorities.

25.1.6. Frontage Improvements:

**SA #1 - Seaside South (3231/3291/3311/3331/3351 No 3 Rd, 8151 Capstan Way)**

- a) The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers
    - i) When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - ii) To underground the existing overhead lines along the Capstan Way frontage and along No 3 Rd between Capstan Way and Sea Island Way. The Developer is to ensure that the Skyline pump station continues to be serviced after the undergrounding, which may require the installation of above-ground structures, such as a PMT. Any pump station structures shall be located within the SRW as described with the "Skyline Pump Station" requirements section.
    - iii) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - iv) To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These shall be located onsite, as described below.
  - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways dimensions and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The

following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:

- i) BC Hydro PMT – 4mW X 5m (deep)
- ii) BC Hydro LPT – 3.5mW X 3.5m (deep)
- iii) Street light kiosk – 1.5mW X 1.5m (deep)
- iv) Traffic signal kiosk – 1mW X 1m (deep)
- v) Traffic signal UPS – 2mW X 1.5m (deep)
- vi) Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
- vii) Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan

- Provide street lighting along the Capstan Way frontage.
- Review street lighting levels along all frontages for both phases of the Seaside development and upgrade lighting as required.
- Set the location of the new curb line along Capstan Way with reference to a geotechnical engineer's assessment of the impact of traffic vibration on the Skyline pump station's fiberglass wet well.
- Other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.

**SA #2 - Seaside North (3031/3211/3231 No 3 Rd)**

a) The Developer is required to:

- N/A

**SA #3 - Seaview (8051/8100 River Road)**

a) The Developer is required to:

- Coordinate with BC Hydro, Telus, and other private communication service providers
  - i) When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - ii) To relocate and underground existing private utility poles and overhead lines along the old River Road frontage between east-west aligned Corvette Way and Capstan Way to the north-south aligned Corvette Way between the east-west aligned Corvette Way and Capstan Way.
  - iii) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - iv) To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These shall be located onsite, as described below.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways dimensions and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
  - i) BC Hydro PMT – 4mW X 5m (deep)
  - ii) BC Hydro LPT – 3.5mW X 3.5m (deep)

- iii) Street light kiosk – 1.5mW X 1.5m (deep)
- iv) Traffic signal kiosk – 1mW X 1m (deep)
- v) Traffic signal UPS – 2mW X 1.5m (deep)
- vi) Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
- vii) Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan

- Provide street lighting along all frontages.
- Other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.

25.1.7. General Items:

**All Servicing Agreements**

- a) The Developer is required to:
  - Provide, within the first SA submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development sites and provide mitigation recommendations. A pre- and post-preload and soil preparation survey and video inspection of the City storm & sanitary system is required.
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- 25.2. Transportation Servicing Agreement \* Requirements: The developer is responsible for the design and construction of the frontage improvements shown on the Preliminary Functional Roads Plan (REDMS #564211 & 564212), supported in principle by the City staff, subject to review and approval of the detailed SA designs, which shall include, but may not limited to, the following. Final MOTI approval is required prior to rezoning adoption.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the SA and Development Permit review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving (e.g., split face stone sets in buffer strips), and innovative storm management features.

**SA #1 - Seaside South & SA #2 – Seaside North**

- 25.2.1. No. 3 Road, from Sea Island to Capstan Way (from east to west):
- a) Maintain two existing northbound lanes
  - b) 3.25m wide northbound-to-westbound left-turn lane at the proposed east-west street
  - c) Minimum 1.6m wide raised landscaped median with decorative fencing
  - d) 3.25m wide southbound-to-eastbound left-turn lane at Capstan Way
  - e) 6.35 m wide southbound travel lanes
  - f) 0.15m wide roll-over curb
  - g) 1.8m wide raised bike lane
  - h) 0.45m wide Richmond urban curb
  - i) 1.5m wide boulevard\*
  - j) 2.0m wide sidewalk\*

NOTE: \* Along the Seaside North frontage (i.e., from east-west street to Sea Island Way), these road elements can be deferred until Phase 2 (Seaside North) of the development but an interim 2m wide asphalt walkway should be provided instead.

25.2.2. New East-West Street, from Corvette Way to No. 3 Road (from south to north):

- a) 2m wide sidewalk
- b) 1.65m wide boulevard
- c) 0.15m wide curb and gutter
- d) 7.0m wide driving surface
- e) 2.7m wide on-street parking / curb extension\*\*
- f) 0.15m wide curb and gutter\*\*
- g) 1.65m wide boulevard\*\*
- h) 2m wide sidewalk\*\*

NOTE: \*\* Along the Seaside North frontage (i.e., north side of the new east-west street), these road elements can be deferred until Phase 2 (Seaside North) of the development but an interim 1.5m wide paved shoulder should be provided instead.

25.2.3. Corvette Way, from Sea Island to east/west portion of Corvette Way (from west to east):

- a) Maintain existing curb and gutter along the west side
- b) Widen to achieve 12.0m wide asphalt surface as the parking and travel lanes
- c) 0.15m wide curb and gutter
- d) 1.85m wide boulevard\*\*\*
- e) 2m wide sidewalk\*\*\*

NOTE: \*\*\* Along the Seaside North frontage (i.e., from east-west street to Sea Island Way), these road elements can be deferred until Phase 2 (Seaside North) of the development but an interim 2m wide asphalt walkway should be provided instead.

25.2.4. Capstan Way, from No 3 Road to the western limit of the Seaside frontage (from south to north):

- a) Maintain existing curb and gutter along the south side
- b) Widen along the north side of the roadway to accommodate the northern half of the ultimate road cross-section along Capstan Way
- c) 0.15m wide curb and gutter
- d) A boulevard/hard surface area ranging from 1.5m wide to 6.0m wide
- e) 2.5m wide off-road bike path
- f) 1.0m wide buffer
- g) 2.0m wide sidewalk

25.2.5. Sea Island Way, from No 3 Road to Corvette Way (from north to south):

- a) Maintain existing traffic lanes and on-street bike lane
- b) New curb and gutter along the south side, including the new channelized island on Corvette Way at Sea Island Way
- c) 2.5m wide boulevard\*\*\*\*
- d) 3.0m wide multi-use pathway\*\*\*\*

NOTE: \*\*\*\* These road elements can be deferred until Phase 2 (Seaside North) of the development but an interim 2m wide asphalt walkway should be provided instead.

25.2.6. Provide new / upgrade existing traffic signals at the following locations. Work to include but not limited to provide new / upgrade existing signal poles, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, video cameras, APS, and UPS (uninterrupted power supply).

- a) No. 3 Road / new east-west street: provide a new pedestrian signal
- b) No. 3 Road / Capstan Way: upgrade existing traffic signal

c) No. 3 Road / Sea Island Way: upgrade existing traffic signal

25.2.7. Construction phasing: all work noted above to be completed prior to the opening of Phase 1 (Seaside South), unless otherwise noted which can be deferred until prior to the opening of Phase 2 (Seaside North).

**SA #3 - Seaview**

25.2.8. Corvette Way, from east/west portion of Corvette Way to Capstan Way (from west to east):

- a) 2m wide sidewalk at the new property line
- b) 1.5m wide boulevard
- c) 0.15m wide curb and gutter
- d) Min. 10.3m wide asphalt surface as parking and travel lanes
- e) Min. 1.5m wide shoulder

25.2.9. Capstan Way, from Corvette Way to existing River Road:

- a) Maintain existing curb and gutter along the south side
- b) 9.0m wide driving surface
- c) 0.15m wide curb and gutter
- d) 4.5m wide landscaped slope / boulevard
- e) 2.5m wide off-road bike path
- f) 1.0m wide buffer
- g) 2.5m wide sidewalk

25.2.10. Construction phasing: all work noted above for Seaview to be completed prior to the opening of Phase 3 (Seaview).

**All Servicing Agreements**

25.2.11. Street Lights: The following shall be confirmed through the SA processes.

- a) Sea Island Way (South side of street)
  - Pole colour: Grey
  - Roadway lighting @ back of curb: As determined to the satisfaction of MOTI
  - Pedestrian lighting (to be installed between sidewalk & bike path): Type 8 (LED) INCLUDING 2 pedestrian luminaires (set perpendicular to the direction of travel), but EXCLUDING any duplex receptacles, banner arms, flower basket holders, and irrigation.
- b) No. 3 Road (West side of street)
  - Pole colour: Grey
  - Roadway lighting @ back of curb: N/A
  - Pedestrian lighting: Type 8 (LED) INCLUDING 2 pedestrian luminaires (set perpendicular to the direction of travel), duplex receptacles, banner arms, flower basket holders, and irrigation.
- c) Capstan Way (North side of street)
  - Pole colour: Grey
  - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
  - Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway, but EXCLUDING any flower basket holders, irrigation, or duplex receptacles.
- d) East-West Street (Both sides of new street)
  - Pole colour: Grey

- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.
  - Pedestrian lighting (Must be confirmed/ revised in coordination with the Community Centre design): Type 8 (LED) INCLUDING 2 pedestrian luminaires (set perpendicular to the direction of travel), duplex receptacles, banner arms, flower basket holders, and irrigation.
- e) Corvette Way (East and south sides of street @ Seaside & west side @ Seaview)
- Pole colour: Grey
  - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.

25.3. Parks Servicing Agreement \* Requirements: Prior to Development Permit\* issuance for Phase 3 (Seaview), the developer is required to enter into SA#3 for the design and construction of the riverfront park, at the developer's sole cost, to the satisfaction of the City. The park design shall be consistent with the YuanHeng Riverfront Park Conceptual Plan attached to these Rezoning Considerations (**Schedule H**) and approved by Council as part of the subject rezoning application. Public consultation (e.g., information open house) may be required during the park's design development.

NOTE: Prior to rezoning adoption, the developer shall provide a \$2.6 million voluntary cash-in-lieu contribution for future City construction of a pier and water access in association with the park. If the developer elects to design and construct the pier, to the satisfaction of the City, through the City's standard Servicing Agreement processes in coordination with the design and construction of the park and Park SA, then the City will direct the developer's voluntary \$2,600,000 cash-in-lieu contribution to fund the City-approved works.

**For Lot A (Seaside South) (i.e. Phase 1), prior to a Development Permit (DP)\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 12-603040) with respect to the subject Lot A (Seaside South) Development Permit\*.
2. Additional Requirements: Discharge and registration of additional right-of-way(s) and/or legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, Manager of Real Estate Services, Manager of Community Social Services, and Senior Manager of Parks.
3. DP Landscape Letter of Credit: A Tree Removal Permit (Rezoning in Process – T3) was issued by the City on August 12, 2016 (Permit #16-741470) to facilitate contaminant removal within the proposed boundaries of Lot A (Seaside South), Lot B (Seaside North), and the East-West Street. Tree replacement security in the amount of \$30,000.00 was submitted by the developer. This security will be applied towards future tree replacement, proposed and approved as part of the landscape plan for the developer's first Development Permit\* application (i.e. Lot A / Seaside South), which plan will be secured with the City's standard Development Permit\* landscape Letter of Credit.
4. NAV Canada Building Height: Submit a Letter of Assurance from a surveyor confirming that the proposed building heights are in compliance with Transport Canada regulations.

**For Lot A (Seaside South) (i.e. Phase 1), prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 12-603040) and/or Development Permit\* issuance with respect to the Lot A (Seaside South) Building Permit\*.
2. Construction Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries,

workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. **Accessibility:** Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. **Construction Hoarding:** Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**NOTE:**

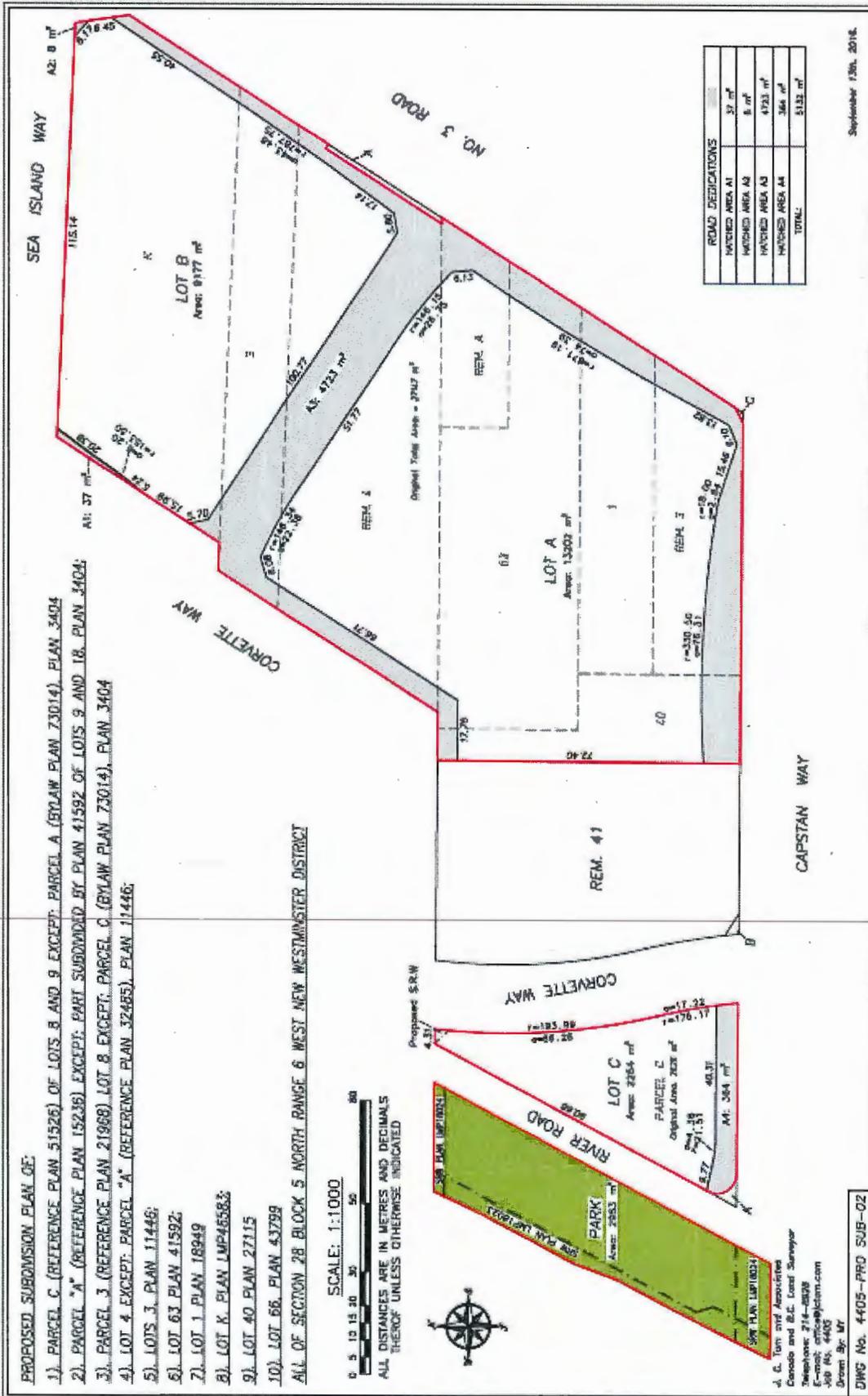
- *Items marked with an asterisk (\*) require a separate application.*
- *Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.*  
*All agreements 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.*

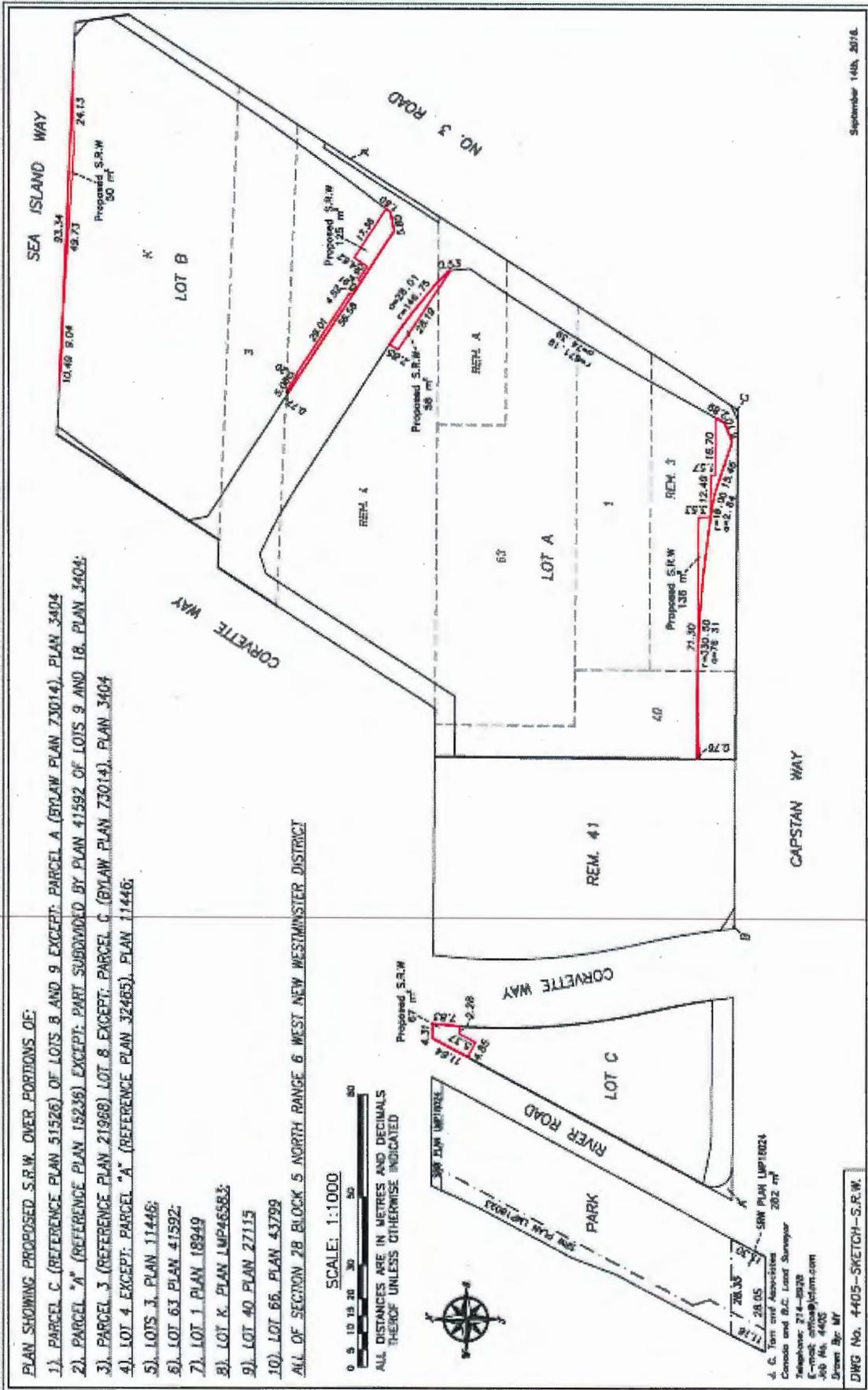
*SIGNED COPY ON FILE*

Signed \_\_\_\_\_

Date \_\_\_\_\_

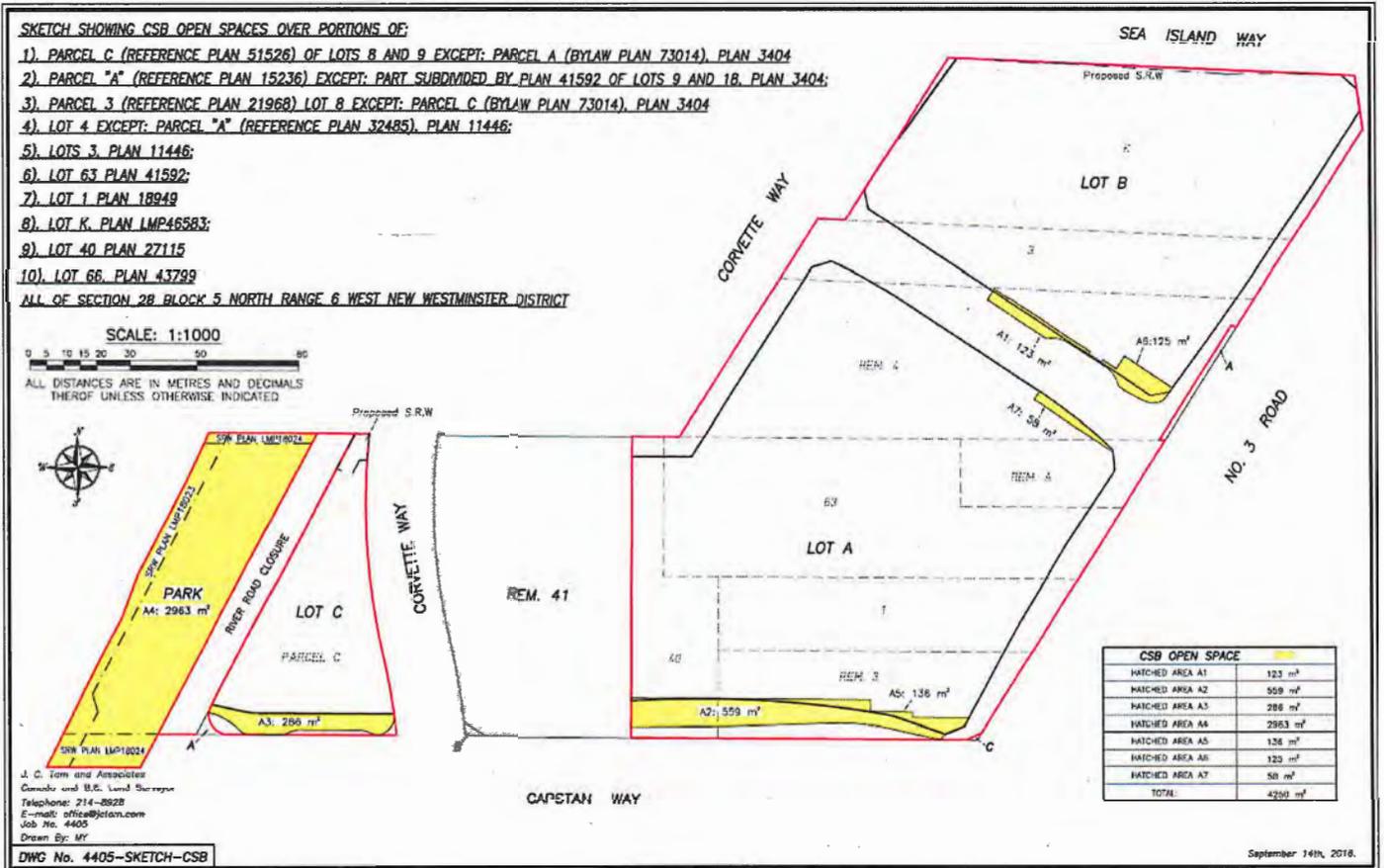
SCHEDULE A  
Preliminary Subdivision Plan





- PLAN SHOWING PROPOSED S.R.W. OVER PORTIONS OF:
- 1). PARCEL C (REFERENCE PLAN 51526) OF LOTS 8 AND 9 EXCEPT: PARCEL A (BYLAW PLAN 73014), PLAN 3404
  - 2). PARCEL "A" (REFERENCE PLAN 15236) EXCEPT: PART SUBDIVIDED BY PLAN 41582 OF LOTS 9 AND 18, PLAN 3404;
  - 3). PARCEL J (REFERENCE PLAN 21968) LOT 8 EXCEPT: PARCEL C (BYLAW PLAN 73014), PLAN 3404
  - 4). LOT 4 EXCEPT: PARCEL "A" (REFERENCE PLAN 32465), PLAN 11446;
  - 5). LOTS J, PLAN 11446;
  - 6). LOT 63 PLAN 41592;
  - 7). LOT 1 PLAN 18949
  - 8). LOT K, PLAN LMP46583;
  - 9). LOT 40, PLAN 27115
  - 10). LOT 66, PLAN 43799
- ALL OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

**SCHEDULE C**  
**Capstan Station Bonus – Public Open Space (Fee Simple, Dedication & SRW) Location Map**



RZC #	Capstan Station Bonus (CSB) Public Open Space Features (1)	CSB Voluntary Public Open Space Contribution (2)		
		Fee Simple	Dedication (Road)	SRW
4.1.1	Riverfront Park & Dike	2,963.0 m2 (31,893.5 ft2)	Nil	Nil
4.1.2(a)	East-West Street – Expanded sidewalk adjacent to the Community Centre	Nil	123.0 m2 (1,324.0 ft2)	Nil
4.1.2(c)	Capstan Way – Portions located more than 3.5 m behind the back of curb	Nil	845.0 m2 (9,095.5 ft2)	Nil
4.4.1(a)	Community Centre Plaza	Nil	Nil	183.0 m2 (1,969.8 ft2)
4.4.1(d)	Capstan Way Plaza	Nil	Nil	136.0 m2 (1,463.9 ft2)
	Sub-Total	2,963.0 m2 (31,893.5 ft2)	968.0 m2 (10,419.5 ft2)	319.0 m2 (3,433.7 ft2)
	<b>TOTAL</b>		<b>4,250.0 m2 (45,746.7 ft2)</b>	

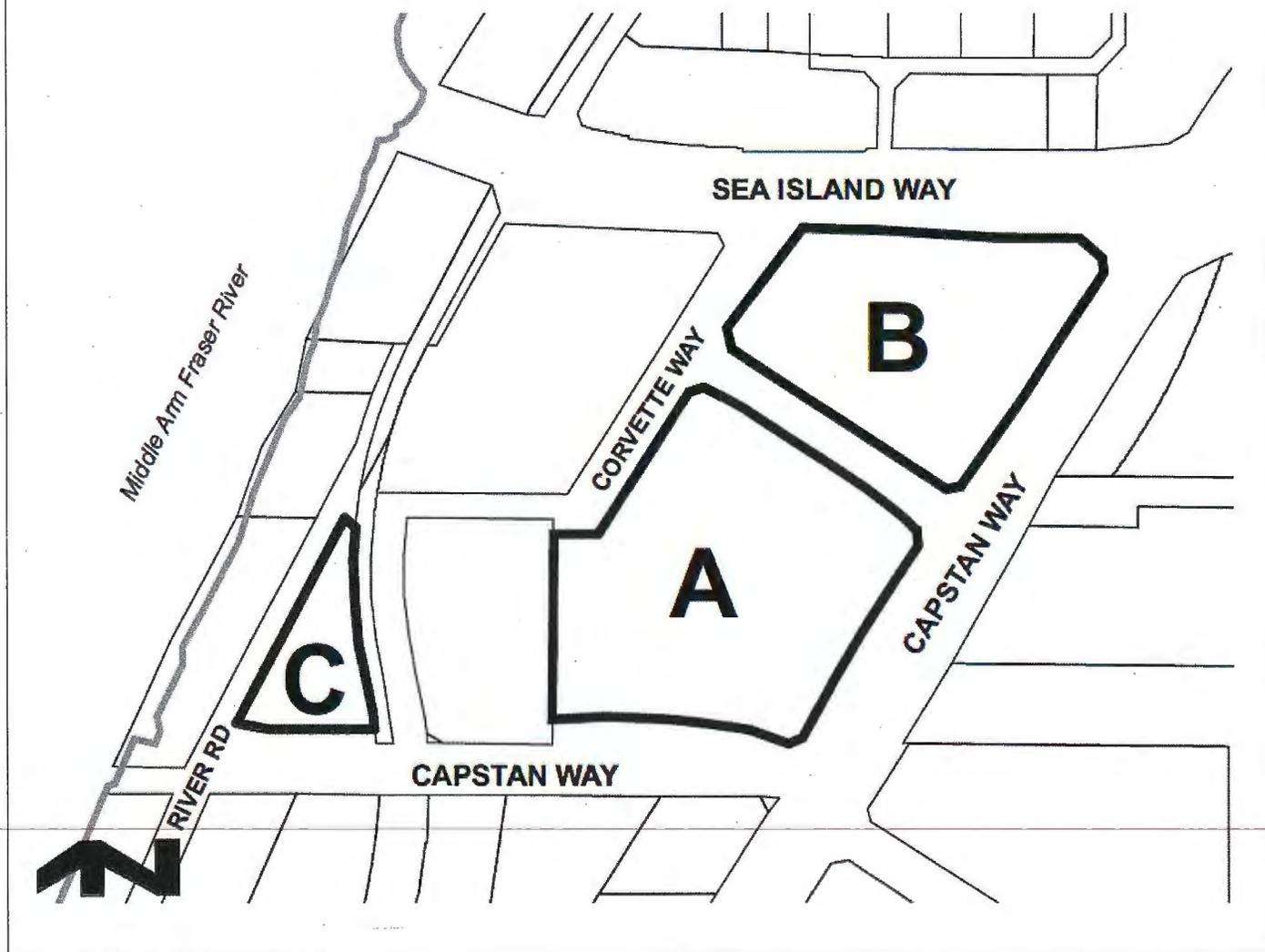
- (1) CSB public open space features are NOT eligible for Development Cost Charge (DCC) credits for park or road acquisition or park or road construction; however, as per the ZMU30 zone, the developer may use the area of CSB public open space features for density calculation purposes.
- (2) The developer is required to provide public open space in compliance with the ZMU30 zone. If the combined total number of dwellings on Lot A, Lot B, and Lot C exceeds 850, additional public open space must be provided to the satisfaction of the City as provided for under the ZMU30 zone prior to issuance of the applicable Development and Building Permits. (No adjustment shall be made if the combined total number of dwellings is less than 850.)

Initial \_\_\_\_\_

**Phase 1: Area A (Seaside South)**

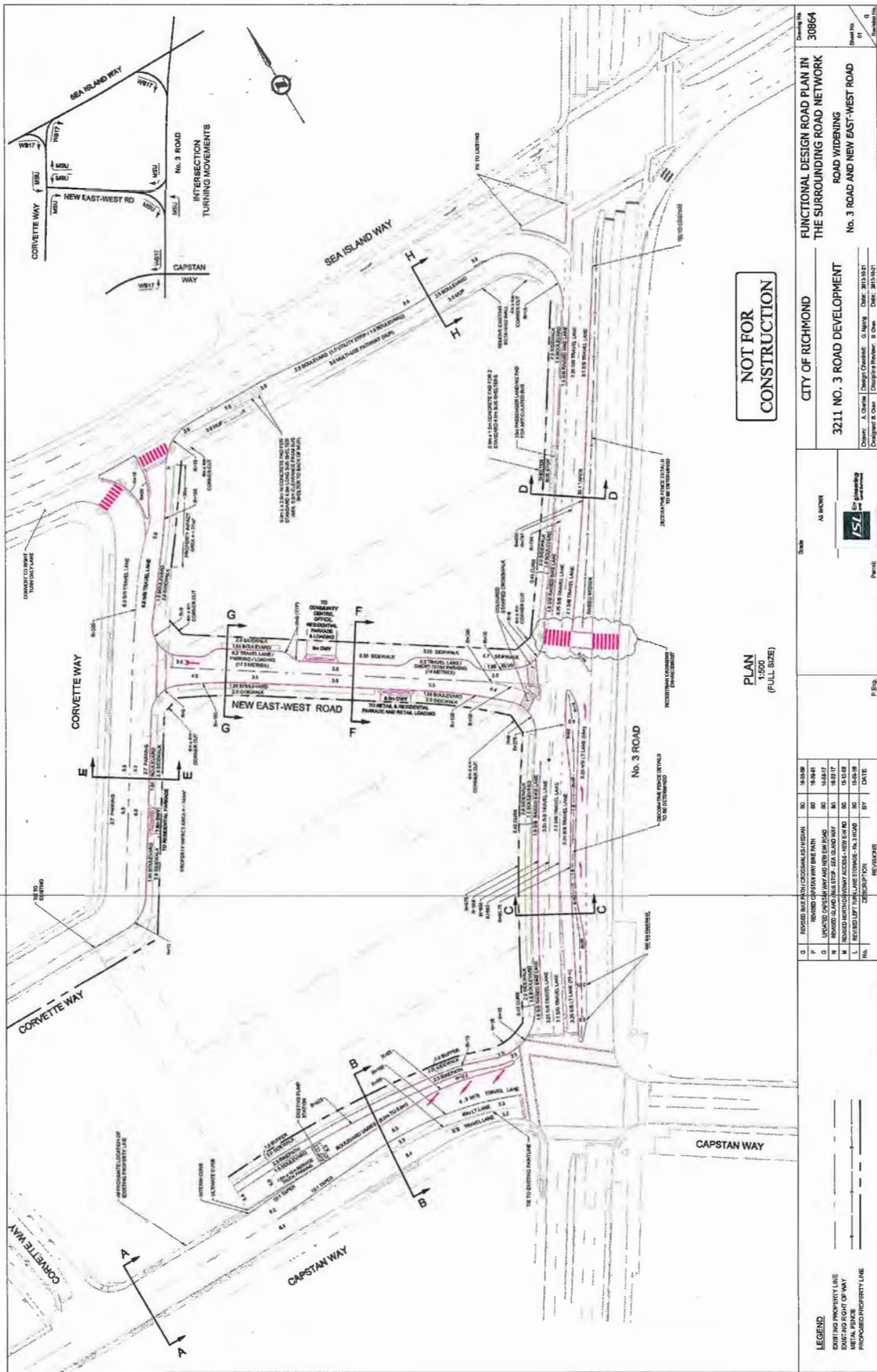
**Phase 2: Area B (Seaside North)**

**Phase 3: Area C (Seaview)**



Initial \_\_\_\_\_

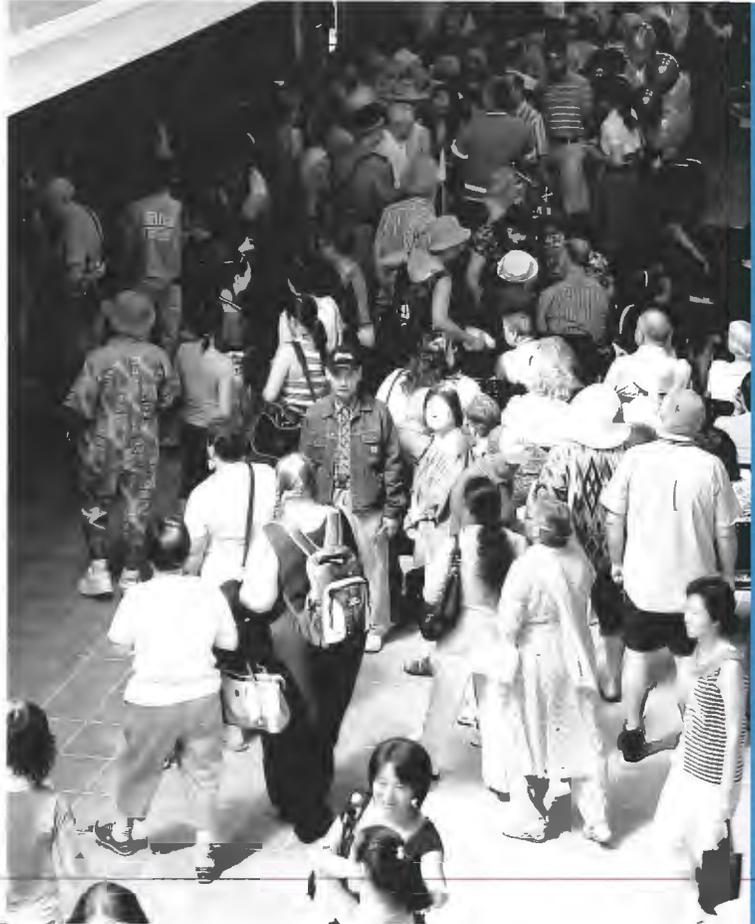
**SCHEDULE E**  
 Preliminary Functional Roads Plan (REDMS #564211 & 564212)



**CNCL - 299**

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





Prepared by:  
HDR | CEI Architecture Associates, Inc.  
500 - 1500 West Georgia Street  
Vancouver, BC V6G 2Z6  
604.687.1898

# City Centre Community Centre North

## Terms of Reference

SEPTEMBER 9, 2016



## Contents

Introduction	01
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Specifications and Interior Finishes	06

### **APPENDIX A**

**City of Richmond Policy 2306 – Sustainable  
Facilities “High Performance” Building Policy –  
City Owned Facilities**

### **APPENDIX B**

**City of Richmond Building Equipment,  
Monitoring, and Integration Requirements**

### **APPENDIX C**

**City of Richmond Building Lighting Guidelines**

### **APPENDIX D**

**City of Richmond Direct Digital Control (for  
Buildings) and Energy Monitoring Guidelines**



## Introduction

This document summarizes the program and building specifications for a community centre to be built within the YuanHeng Seaside Development. The Developer is responsible for generally meeting the program and specifications provided in the report titled, "City Centre Community Centre North," dated August 30, 2016.

The City Centre Community Centre North is envisioned to be a leading edge community centre in the heart of the rapidly growing and diverse Capstan Village. The facility will provide community recreation programs and services for all ages and abilities. This facility will include a large "village square" or gymnasium for both sports and community events, an indoor activity track, children's Exploratorium, creativity lab, wet art studio as well as a variety of multipurpose spaces.

The program developed for this community centre requires a minimum indoor facility size of 32,000 sq ft, exclusive of uses contained within the parking structure. The Developer and City have agreed that a facility size of 33,439 sq ft (exclusive of uses contained within the parking structure) is required to meet the program in its proposed location due to the facility's configuration and its fit within the larger development.

The Community Centre Conceptual Plan for a 33,439 sq ft facility generally meets the program specifications that follow. The City and the Developer will continue to refine the design to ensure that it fully meets the program outlined while remaining within the foot print of the building provided.

# Overview of Facility

## Space Design Considerations

Key design characteristics identified as important to the success of the new community centre include spaces that are:

### Welcoming:

- will encourage the passerby to enter
- engages the interest of and is inclusive of persons of all ages and cultures, genders and identities
- is lively, bustling, and busy
- is family oriented with spaces and concurrent programs for children, parents and grandparents alike
- is a destination for those living outside of the immediate neighbourhood but also a community living room for those living in the immediate vicinity
- maximizes natural light
- respects eastern and western cultures alike

### Flexible:

- will accommodate a multitude of programs
- evolves as the community changes or when new programs are introduced
- has room finishes that facilitates flexible uses
- has storage capacities that allow for movable equipment and furniture to be stored to allow for different programs within one room

### Connected:

- physically connected indoor and outdoor spaces such that programming is not limited to the confines of the building envelope
- physically connected indoor and outdoor spaces to accommodate large event activities
- visually connected by building facade transparency both during the day and at night when activities within the building can be easily seen
- visible from the future skytrain station such that the new centre is not hidden among the new developments

### Sustainable:

- is contemporary and will not be quickly outdated
- will address the programming needs of the Capstan Village community
- will act as a regional facility while the immediate neighbourhood grows but in ambiance will represent the character of the Capstan Village
- will utilize modern building systems to effectively manage energy and water usage
- will be financially sustainable



CNCL - 304

## Program

Upon confirmation of the vision for the new community centre, the room by room program was developed through an iterative process with City Staff. The rooms are summarized in the table below. The detailed space requirements follow under the separate section "Room Data Sheets".

Room Type	Key Ideas, Uses	Adjacency	Area
"Village Square" Sports Hall	Active gathering space, flexible, "Garage" concept Ample connection to the exterior Ground level connection for hosting activities such as markets, exhibitions, trade shows, etc. that can spill outside of the facility Sized for physical activity, sports Sprung wood floor May or may not have sport court lines – exploration of current technology to provide this functionality is required Folding wall to divide space into two separate rooms Inclusive	Exterior Green Space Multipurpose Room Kitchen	6,500 s.f.
	"Village Square" Storage		600 s.f.
Activity Track	Indoor 2-Lane Running Track within "Village Square" for walking during months of rainy weather or for short track training 4' wide lanes Elevated within the Village Square enclosure	Village Square	2800 s.f.
Multipurpose Room 1	Connectivity to one side of the "Village Square" for use as a green room to support performances or demonstrations Alternate use as a breakout room or multipurpose room	Village Square	1500 s.f.
	Multipurpose Room Storage		150 s.f.
Multipurpose Room 2	Flexible space to support all types of programs	Multipurpose 1	1500 s.f.
	Multipurpose Room Storage		150 s.f.
Multipurpose Room 3/ Meeting Room	Size suited for use as a meeting room, flexible space for uses other than meetings		600 s.f.
Active Studio	Dance classes, wellness programs, sprung wood floor; extra high ceiling for creative dance		2000 s.f.
	Active Studio Storage		200 s.f.
Wet Art Room	Arts Education for multi-generations Dedicated room that creates awareness and brings arts community into a community facility		1100 s.f.

Room Type	Key Ideas, Uses	Adjacency	Area
	Enhanced ventilation for activities such as oil painting, glazing of hand built ceramics; daylighting		
	Art Room Storage		220 s.f.
Creativity Lab	Technology room Facilitates “maker” activities such as art, electronics, robotics, music, crafts, kinetic sculptures, fine art, computers, quilting, farming, engineering, and more Use of room for groups working on media projects, inventions, etc		1200 s.f.
	Creativity Lab Storage		200 s.f.
Children’s Exploration Room	Fun, Interactive, Mini Exploratorium Connected to the Lobby Accommodates after hours (7-9pm) children’s programming Zoned areas for young children and older children	Lobby	2000 s.f.
Kitchen	Support space for multiple rooms. Facilitates in-person social networking Square or close to square in proportions to allow for groups to gather within the room Possible use for culinary arts/teaching programs	Multipurpose Rooms Village Square	500 s.f.
Administration and Reception	Welcoming, visual connections to lobby	Lobby Comm Room	
	Reception including RFC and Cash		700 s.f.
	Staff/First Aid		200 s.f.
	Meeting Room		200 s.f.
	Shared Office for 8		450 s.f.
	AC		100 s.f.
Lobby	Unique gathering space or spaces to encourage “pods of interaction” Connectivity to adjacent surroundings and possible connection to River via views, programs, streetscape Creates context for the community, houses the community living room Exhibition space, 3D public art	Reception/ Administration Children’s Exploration Room	2400 s.f.
Support Spaces	Washrooms including showers, each within an universal change/shower cubicle 5 total showers (includes 1 barrier free) Mechanical, electrical and communications rooms, janitors closets, small non-designated storage room for emergency programs, elevator		6730 s.f.

Room Type	Key Ideas, Uses	Adjacency	Area
Public Exterior Plaza	Water, gas, electricity. This is a space that will be activated and that should connect inside and outside. Ideally is seen to have garage type or doors that open to the interior creating a fluid and continuous space.		
Feature Stairs	Stairs should be front and centre, encourage people to use them		
Total Area			32000 s.f.



## Specifications and Interior Finishes

Minimum base building requirements, reference finishes specifications, as well as detailed room data sheets are provided below for the Community Centre to provide direction and outline base expectations for the design, development, and construction of the facility. It is understood that as the design is evolved that every effort will be made to design and construct a facility that represents best practices in the development of recreation facilities. As such, construction methods, systems and finishes will be chosen that meet the design principles outlined both in this document and the full program document titled "City Centre Community Centre North," dated August 30, 2016, though they may vary from the specifications provided should a more appropriate solution be identified. The City will sign off on all finishes and systems prior to construction.

## Minimum Base Building Requirements & Facility Wide Infrastructure

### Stand-alone facility

The community centre facility shall be constructed as independent from the rest of the YuanHeng development. The intent of the separation is to allow the facility to function as a stand-alone facility (exclusive of uses contained within the parking structure). Mechanical, electrical, communications, life safety and security system shall all be independent and thereby allow for energy and usage monitoring of the community centre and maintenance of systems without affecting other areas of the development and vice versa. This will also allow the City to have control of the systems.

In addition, no systems or their components which are not for the sole use of the community centre (exclusive of uses contained within the parking structure) shall be physically located within the community centre footprint.

### Parking

A total of 52 dedicated parking stalls are to be provided by the Developer for use by the Community Centre 24 hrs per day, seven days per week, plus 2 loading/parking spaces for the exclusive use of the City for program and other community centre vehicles. In addition, a total of 20 spaces will be available for shared use between the office spaces and the Community Centre. The City will be permitted to designate the use of the spaces (e.g., staff, families, pick-up/drop-off) as it sees fit and the rate charged for use of these spaces by the owner shall be to the City's satisfaction.

The parking spaces shall be reasonably located in proximity to direct access point(s) to the Community Centre.

A drop-off zone close to the front entrance of the facility will be provided to facilitate access by those with limited mobility.

### LEED Performance

The project shall achieve LEED Gold Certification based on LEED BD+C New Construction Version 4. The project at a minimum is to adhere to ASHRAE 90.1-2010

The City of Richmond will provide an Owner's Project Requirements and Basis of Design document. City of Richmond Policy 2306 – Sustainable Facilities – High Performance Building Policy is to be followed.

### Corner Plaza

A corner plaza, to the south east of the facility, shall be provided with high quality, durable finishes with plaza surfaces that are easy to maintain and prevent a trip hazard from happening over time. The purpose of the corner plaza is to extend the interior lobby space to the exterior. Within the corner plaza and/or elsewhere along the frontage of the community centre, permanent tables and seating shall be provided (generally in 4 groups of 4 seats each for a total seating capacity of 16). Tables shall be designed to entice patrons to stay. An example would be chess boards permanently imprinted into the table tops. Electrical receptacles for power with USB ports shall be provided at each table.

Allowance to be made for bicycle racks and waste and recycling receptacles.

An overhead canopy which provides shelter to rain for at least two of the seating groups is strongly desired.

A free-standing concrete pylon housing a gas connection for portable BBQs is required. Final location within the plaza to be determined.

### Floor to Floor Heights and Special Construction

Clear ceiling heights, unobstructed by structure, lighting, ventilation, piping, signage, or other features, of at least 9.14 m (30.0 ft.) in the "village square" (i.e. gymnasium) and as noted in each of the room data sheets for other rooms are required. The Children's Exploration room requires a clear height of 4.26m (14.0 ft.) per the room data sheet and a 1.22m (4.0 ft.) depression for a portion of the room. The depression shall only sit over areas below, which can accommodate a lower ceiling height.

Floor depressions shall be provided elsewhere as required for specialty flooring such that all floor finishes are flush from room to room. (Flooring types that require slab depressions include sprung wood floors, pulastic floors and playtile floors.)

### Acoustic Requirements

It's extremely important to minimize sound transfer between the community centre and any nearby residential uses. Horizontal wall STC rating between any community centre space and any adjacent residential living spaces

needs to be a minimum of STC-62 and a minimum of STC-65 for bedrooms. Minimize horizontal sound transfer between the community centre floor slabs and residential construction with structural breaks in the floor slabs at the edge of the community centre.

Floor construction and finishes in the community centre should proactively manage any structural impact noise input from the Activity Room, Activity Track, or Sports Hall that might affect the residential structure.

### **Column Locations**

Column free spaces are required for all program rooms. In addition the Village Square Sports Hall, Activity Track and Children's Exploration room must be column free and cannot have protrusions within the wall surfaces. For other program rooms, columns may be permitted around the perimeter of the room with consultation and prior agreement from the City.

### **Floor Openings**

Make provision for a large floor opening to connect the lower and upper lobby areas. Tempered and laminated glass guardrails to be provided around the opening. Other options could be considered at the discretion of the City.

### **Entry Vestibules**

Entry vestibules are to be provided at the main entrance from the street and also at the parkade entrance. These vestibules shall be designed to meet ASHRAE 90.1-2010 and shall be equipped with automatic doors suitable for barrier free access.

### **Elevator**

3500lb hydraulic passenger elevator shall be provided. Cab size to suit stretchers. Flooring to match lobby flooring. Stainless steel doors and plastic laminate interior cab finish. Specifications will need to be pre-approved by the City .

### **Exits**

Sufficient width of exits to be provided per the BC Building Code such that upper floor occupancy can be accommodated without limitations. Occupancy of each room space shall be based on the occupancy load factors detailed in the BC Building Code and/or Fire Code.

Main exit stair which serves the dual function of exit and convenience access from main and upper floors shall be glazed. Fire protection shall be via window washing sprinklers. Alternate solution for this sprinkler type to be provided to the City of Richmond Building Department.

### **Heating and Cooling**

Heating and cooling systems shall be designed to meet temperature requirements listed in the room data sheets and also contribute to the energy credits for LEED and meet the requirements of the current edition of the BC Building Code. Equipment type/manufacturer will have to be approved by City of Richmond.

Ensure low noise levels of all units. HVAC ducting for supply and return air must be configured to eliminate sound transfer through the ducts between individual rooms, or control breakout from the ducts to the receiving spaces.

Maximum noise levels in NC shall be as follows:

- Village Square Sports Hall: 40
- Multipurpose, Art, Creativity Lab and Activity Rooms: 25
- Staff Areas: 25
- Children's Exploration Room: 35
- Lobby and circulation spaces: 40

The Village Square Sports Hall, Activity Track, Activity Room shall have the ability to heat up and cool down rapidly.

Control of the community centre's systems shall be from City of Richmond's DDC system.

### **Ventilation**

Typically air changes shall be designed to meet the requirements of the current edition of the BC Building Code and ASHRAE 62.1-2010.

In washrooms, double the BCBC requirement shall be provided, however demand-control ventilation in washrooms is permitted.

Extra exhaust requirements have been noted in the room data sheets.

Provide exhaust air heat recovery.

## Plumbing

All plumbing fixtures shall be of the low-flow type. Water use reduction shall contribute to LEED credits.

Two chilled water fountains with bottle fillers shall be provided, one per floor.

Exterior tamper proof, non-freezing hose bibb shall be provided at the plaza.

## Fire Protection

Fire protection systems shall be provided to meet NFPA requirements and the current BC Building code.

## Envelope Energy Performance

Building envelope shall meet the requirements of the current BC Building code and ASHRAE 90.1-2010.

## Solar Control

Solar control shall be provided throughout the building's south-facing spaces. Sunlight is not permitted to reach the court floor surfaces within the Village Square. Solar control can be mitigated with exterior sun shades however it is anticipated that roller blinds will be required for specific days/months of the year. Interior roller blinds will likely be damaged from ball use within the Sports Hall, for this reason an exterior roller shade system is preferred.

## Metering

Separate metering for the community centre shall be provided for HVAC, gas, water and electricity.

## Power, Lighting & Controls

Building equipment monitoring and integration guidelines (attached).

Building lighting guidelines (attached).

DDC requirements (attached).

## Emergency Power

Building equipment monitoring and integration guidelines (attached)

## Exterior Building Signage

Illuminated signs shall be provided in two locations on or near the exterior of the building. Signage shall include letters "CITY CENTRE COMMUNITY CENTRE NORTH" (or any other name of similar length as approved by Richmond City Council) together with any City-approved logo as appropriate.

Freestanding illuminated sign pylon (which may include a read-o-graph or other form of moving script) shall be provided within the plaza area. Pylon shall receive a data connection.

Building signage and/or the pylon sign shall be visible and readable from the proposed Capstan Canada Line station.

Building number sign shall be provided at the main entrance.

Signage illumination/operation shall be controlled based on a time schedule that will be confirmed by the City.

## Communications

Cat6 cables (desk typical of 3 data/tel/aux) for Data/Tel/Wifi/Camera/TV signage, Commscope Gigaspeed XL. Commscope Visipatch 360 Cable termination in Comm room(s). 4 post rack for Audiovisual, 2 x 2 post racks for Network Switches, Security, Fibre from outside (by others). 2kva Liebert network attached UPS in audiovisual rack and one 2 post rack for Network & Security. Generator power, if available (dedicated circuits regardless). Entrance communications conduits for Telus, Shaw & City Fibre. Main Comm room minimum 10 ft x 10 ft useable space, open ceiling with ohd cabletrays, plywood all walls floor to 9ft. Provide TELUS HSPA & LTE In-Building coverage for the Community Centre spaces. 95% of the target locations in City spaces will have both adequate radio coverage and a good cellular communication being provided. Note Telus will require execution of Real Estate Agreement and/or Amendment (for their equipment and services in private facility). Telus agreement should indicate all services installed are to support Community Centre needs, not to include transmission for other uses.

## **Fire Alarm**

Fire alarm wiring and zone designation shall be provided for the community centre.

## **Exterior Lighting**

Adequate lighting levels shall be provided in the plaza area to prevent undesirable activity and give a sense of security to visitors. Exterior lighting shall be controlled based on a time schedule that will be confirmed by the City.

LED lighting is preferred.

## **Security**

Security camera system to be provided for entire facility (internal and external), according to current industry best practices for community centres. Display cameras to be linked back to a central location that will be integrated with the City's monitoring/security system.

Door alarms at all exterior operable doors and motion detector for spaces adjacent to the exterior walls on the ground level is required. City of Richmond Honeywell system to be considered for base building as well as TI.

## **Doors and Hardware**

Alarmed doors will be required at exit corridors. Exterior doors and parkade doors shall be equipped with proximity card reader.

Main entry door and parkade door shall be equipped with a handicapped door operator.

All door hardware shall be institutional quality. Access control should be compatible with the City's specified system.

## **Maintenance**

Building equipment monitoring and integration guidelines (attached).

Building lighting guidelines (attached).

DDC requirements (attached).

## **Interior Finishes Level**

The finishes for the City Centre Community Centre North interior will be equivalent to or better than the finishes found in the recently built City Centre Community Centre located at 105-5900 Minoru Boulevard.

## **Room Data Sheets**

Detailed space requirements for each of the rooms listed in the program were established and are included in room data sheets that follow.

ROOM DATA

# "VILLAGE SQUARE" / SPORTS HALL

## PROGRAM

PROGRAM INFORMATION	Active gathering space, flexible for various uses, sized for physical activity and sports as well as hosting of events such as markets, exhibitions, trade shows, etc; "Garage" concept which is based on the idea that empty garages allow for all sorts of impromptu activities including garage bands, hanging out, table tennis, art creation, etc. Inclusive space Divisible into half via a divider curtain
KEY ADJACENCIES	Ample connection to exterior at ground level plaza via operable glazed wall to allow activities to spill outdoors; adjacent to Multipurpose Room 1; close proximity and visual connection to change rooms; close proximity to loading area (sidewalk) to service large dry floor events, loading access via over-height doors; houses track at upper level
TECHNICAL NEEDS/ CONSIDERATIONS	Regulation high school basketball court, standard volleyball court, 3 badminton courts. Portable basketball hoops to suit 1 full court and 2 cross courts; Provision for 4 wall mounted side-swing hoops to be installed by Owner after occupancy. LED projection system for sports regulation lines (ABS GlassFloor)/sprung wood floor
OTHER	This space must include all of the technical requirements for sports but also appeal to non-sport users to allow for maximizing of rentals and programming; Sports include basketball, volleyball, badminton, pickleball, indoor tennis and indoor soccer

## FUNCTION

AREA	6650 s.f.
STORAGE	600 s,f. Storage to suit required equipment for gymnasiums sports use as well as optional seating in case of events
CEILING HEIGHT	30'-0" (9.1m) minimum clear height to underside of structure to accommodate team sports (particularly volleyball & badminton); typically requires 40'-0" floor to floor to allow for long span structural joists
OCCUPANT LOAD	100 for sports and programs; up to 600 for special events
SPECIAL CONSIDERATIONS	Adequate crush space for sports courts; non-rectangular room should be considered; Special attention to natural daylight and direct sunlight when concerning sports (eg. Badminton): Provide sun studies on request; long span, column free space: no protrusions; over-head doors to storage room, exterior sliding glass doors at sidewalk

## FINISHES

FLOOR	Sprung Wood Floor: Robbins Sportwood Ultra Star Flooring with minimum 60 durometer black EPDM bio-pad and second grade and better maple; or alternate GlassFloor System; Pulastic finish on sprung system for a depth of 2'-0" along exterior wall
BASE	Vented Base
WALLS	All glazing: tempered laminated glass; glazed interior walls along east side into stairs and lobby extends from finished floor to 8'-0" a.f.f.; glazed exterior wall to sit on 2'-0" a.f.f. concrete curb.
CEILING	Acoustic Treatment: horizontal panels to contribute to meeting STC requirements of room. Hanging baffles are not acceptable.
DOORS	Fully glazed tempered laminated aluminum doors typical; 9'-0" wide x 12'-0" high (clear opening) thermally broken exterior folding door at exterior wall: Corflex, Nanowall, Euro-Wall; for access of public and delivery of equipment and bleachers; card reader at entrance to room
MISC. SPECIALTIES	8'-0" high stained veneered plywood wall protection from top of floor base; motorized gym divider to divide the room in half (including portion of room under track): Draper Fold-Up Gym Divider with solid 10'-0" bottom vinyl coated polyester and mesh fabric top; exterior roller shade system FM41 by SunProject or equal if roller blinds are required for sun control; Scoreboard, shot clocks; wallet lockers recessed in wall
ACOUSTICS	Acoustical treatments (wall/ceiling panels); to suit community performances; sound separation from adjacent rooms  Reverberation time: 1.2 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-40 Door STC rating: To lobby, STC-35; to Multipurpose room 1, STC-35 Minimum wall STC Rating: To lobby, STC-52; to Multipurpose room 1, STC-53 Minimum IIC rating to MP Room 1: IIC-60
SPECIAL REQUIREMENTS	Use of wood on walls is desired to give warmth to room; finishes to appeal to all users; integrate and conceal scoreboard into wall so that it is not visible when the room is not used for sports activities; All interior components must be durable and withstand ball use, be tamper-proof from the interior and exterior ie. exterior mounted window blinds if required for sun control is preferred on the exterior of the building so it cannot be damaged from sports participants within the room

# "VILLAGE SQUARE" / SPORTS HALL

\* Wifi cabling by contractor, hardware/software by City of Richmond to ensure compatibility with City System; AV equipment to be purchased by City of Richmond (FF&E)

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	Heating set points 18 C / Cooling set point 20 C / Relative humidity 50% / Ventilation Rate 25 cfm/person
	PLUMBING	Chilled water fountain with water bottle filler immediately outside room
	OTHER	-
ELECTRICAL	POWER	Score clock, shot clocks, motorized projection screen and projector and sound system; Gym divider; Outlets required at perimeter; LED projection system for sports regulation lines (if using alternate GlassFloor System); event power on exterior wall; water fountain; All components to be protected from ball use.  Wall data jacks required at reasonable intervals around room.
	LIGHTING	Minimum 3 levels of lighting; suspension system for specialty lighting
	COMMUNICATION	Wifi*
	SECURITY	Door alarms, motion detector, card reader
	AUDIO/VISUAL	Sound System, PA system, Provision for large projection screen suspended at the upper level at north end of room

None Required

## MILLWORK

## ROOM DATA

**ACTIVITY TRACK****PROGRAM**

## PROGRAM INFORMATION

Indoor two lane running/walking track around the perimeter of the Village Square  
4' wide lanes  
Use for walking during months of rainy weather, for short track training and for active programs such as bootcamp, interval training, etc.  
Elevated

## KEY ADJACENCIES

Within Village Square; alternate locations may be considered

TECHNICAL NEEDS/  
CONSIDERATIONS

Location of track to not interfere with required clearances for sports within Village Square; no free-standing columns permitted for supporting the track from below

## OTHER

-

**FUNCTION**

## AREA

2800 s.f.

## STORAGE

N/A

## CEILING HEIGHT

Min. 8'-0" clear from track floor to underside of structure above; or observe clear height requirements for sports if track overlaps courts

## OCCUPANT LOAD

60

SPECIAL  
CONSIDERATIONS

Provide adequate space around running track to accommodate stretching/resting

**FINISHES**

## FLOOR

Fluid applied athletic floor: Robbins Pulastic Classic 110 (no substitutions)

## BASE

Rubber base

## WALLS

Tempered glass interior walls from finished floor to 8'-0" a.f.f.; tempered laminated glass guardrails around track

## CEILING

See Village Square requirements

## DOORS

Tempered glass aluminum doors; card reader at entrance to room

## MISC. SPECIALTIES

Corner guards

## ACOUSTICS

Acoustical requirements as per Village Square

SPECIAL  
REQUIREMENTS

-

**MECHANICAL/ELECTRICAL**

## MECHANICAL

## HVAC

As per Village Square requirements

## PLUMBING

Chilled Water fountain w/ bottle filler outside of room in Upper Lobby adjacent to washrooms

## OTHER

-

## ELECTRICAL

## POWER

Outlets for housekeeping

## LIGHTING

As per Village Square requirements

## COMMUNICATION

As per Village Square requirements, Wifi\*

## SECURITY

Card reader

## AUDIO/VISUAL

As per Village Square requirements

ROOM DATA

# MULTIPURPOSE ROOM 1 & 2

## PROGRAM

PROGRAM INFORMATION	Flexible space to support a variety of programs including active programs, yoga, games, discussion groups, children's programs and banquets One Multipurpose room to house a universal washroom to support Seniors programming.
KEY ADJACENCIES	Both rooms adjacent to each other is preferred One room to be adjacent to Village Square to allow for use as a green room to support performances within the Village Square Adjacent to kitchen
TECHNICAL NEEDS/ CONSIDERATIONS	FM Listening assistance system for hearing impaired in MP room with unit washroom; daylighting; clear span, column-free space for usability and flexibility of space
OTHER	Wall adjacent to Village Square to allow for door openings and glazing into the Village Square; MP1 to be divisible into two equal spaces via folding wall; MP1 to open to lobby via glazed sliding wall front: Kawneer 1040 or equal

## FUNCTION

AREA	1500 s.f.
STORAGE	150 s.f.
CEILING HEIGHT	10'-0" clear minimum
OCCUPANT LOAD	30 for Yoga; 120 for Banquets; 140 for lectures (final occupant load will depend on room configuration)
SPECIAL CONSIDERATIONS	Storage for tables and chairs

## FINISHES

FLOOR	Sheet Vinyl (wood grain pattern) with resilient backing / or just sheet vinyl pattern to be confirmed.
BASE	Stained wood base
WALLS	Gypsum Board; tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.
CEILING	Acoustic Ceiling Tile
DOORS	Wood, Stained; card reader at entrance to room
MISC. SPECIALTIES	Window Blinds (blackout blinds for MP Room 1), wall protection, corner guards; folding wall in Multipurpose 1: manual top supported with STC rating of 56: Modernfold or equal, white board
ACOUSTICS	Reverberation time: 0.5 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-35 Door STC rating Multipurpose Room 1: To Sports Hall, STC-40; to Hallway, STC-35 Minimum wall STC Rating Multipurpose Room 1: To Sports Hall, STC-53; to hallway, STC-52  Minimum wall STC Rating Multipurpose Room 2: To Hallway, STC-50; to Children's Exploration Room, STC-53 Minimum IIC rating of Multipurpose Room 2 to lower floor offices and MP Room 1: IIC-60
SPECIAL REQUIREMENTS	All walls between community centre activity rooms must be full height to the structure, and any penetrations of the walls, or gaps at the ceilings should be caulked, filled or fire stopped to maintain STC ratings. Hallways/Corridors Reverberation time: 0.5 seconds unoccupied (500-2000Hz) typical.

ROOM DATA

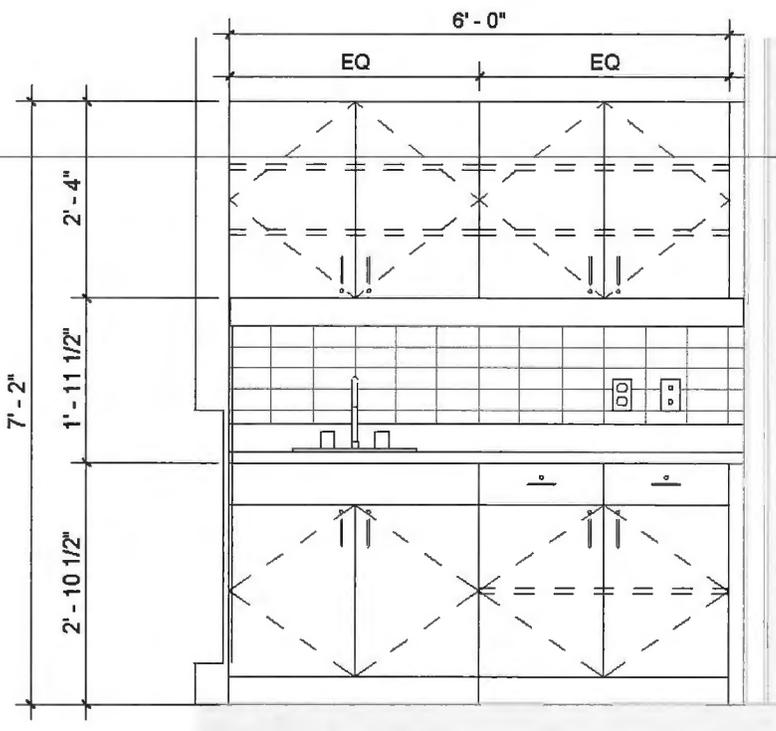
# MULTIPURPOSE ROOM 1 & 2

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	20C to 24C temperature range
	PLUMBING	Sink in both MP rooms, universal washroom in one MP room (see typical washroom for details)
	OTHER	-
ELECTRICAL	POWER	Ceiling mounted projection screen, ceiling mounted projector, in-floor and wall outlets
	LIGHTING	Two levels of lighting
	COMMUNICATION	Wifi*, in-floor and wall data outlets; rough-in outside entry door for room schedule information panel; outlets above counter; telephone
	SECURITY	Card reader
	AUDIO/VISUAL	FM listening assistance system for hearing impaired in MP room with unit washroom, sound system, ceiling mounted LED/Laser projector and motorized projection screen; PA System, AV control wall panel; Wall AV inputs

## MILLWORK

Upper and lower plastic laminate on plywood cabinets and drawers complete with under cabinet light valance and ceramic tile backsplash  
 Provide 3 units in total, one in each half of MP1 and one in MP2; alternatively provide one double unit in MP1



ROOM DATA

# MULTIPURPOSE ROOM 3

## PROGRAM

PROGRAM INFORMATION	Flexible space to support a variety of programs including meetings This room is the lowest in priority and may not be able to be accommodated in the layout
KEY ADJACENCIES	Can be located on upper level Close proximity to upper level washrooms
TECHNICAL NEEDS/ CONSIDERATIONS	Daylighting
OTHER	Column-free space for usability and flexibility of space

## FUNCTION

AREA	600 s.f.
STORAGE	Within millwork in room
CEILING HEIGHT	9'-0" clear minimum
OCCUPANT LOAD	30; group classes for up to 12
SPECIAL CONSIDERATIONS	-

## FINISHES

FLOOR	Linoleum
BASE	Rubber Base
WALLS	Gypsum Board, tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.
CEILING	Acoustic Ceiling Tile
DOORS	Wood, Stained; card reader at entrance to room
MISC. SPECIALTIES	Window Blinds, wall protection, corner guards; chair rail; whiteboard
ACOUSTICS	Sound separation from adjacent rooms; requirements similar to MP 1 and MP 2
SPECIAL REQUIREMENTS	Millwork and sink counter: Refer to Multipurpose 1 & 2 for millwork requirements

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	20C to 24C temperature range
	PLUMBING	Sink
	OTHER	-
ELECTRICAL	POWER	TV, in-floor outlets, additional wall outlets
	LIGHTING	Two levels of lighting
	COMMUNICATION	Wifi*, in-floor and wall data outlets; rough-in outside entry door for room schedule information panel; outlets above counter; telephone
	SECURITY	Card reader
	AUDIO/VISUAL	Sound system, fully integrated display system with wall mounted TV; PA System, AV control wall panel; Wall AV inputs

ROOM DATA

# ACTIVITY ROOM

## PROGRAM

PROGRAM INFORMATION	Medium impact recreational programs such as dance, yoga, fitness, pilates, some martial arts
KEY ADJACENCIES	Can be located on the upper level
TECHNICAL NEEDS/ CONSIDERATIONS	Sprung wood floors; Visual privacy required and may be achieved with roller blinds; Adjustable height ballet barres and mirrors; extra high ceiling for creative dance
OTHER	Column-free space for usability and flexibility of space

## FUNCTION

AREA	2000 s.f.
STORAGE	200 s.f.
CEILING HEIGHT	12'-0" clear
OCCUPANT LOAD	195; 20 for dance; 45 for fitness classes; 16 for martial arts
SPECIAL CONSIDERATIONS	Storage with either roll up doors or mirrored doors; Storage of mats, fit balls, body bars, steps, bosu balls and resistance equipment, etc.

## FINISHES

FLOOR	Sprung Wood Floor: Robbins Bio-Cushion system with bio-pads and second grade and better maple
BASE	Vented Base
WALLS	Gypsum Board, tempered glass interior walls to allow for daylighting of adjacent spaces from finished floor to 8'-0" a.f.f.
CEILING	Acoustic Ceiling Tile
DOORS	Glazed Aluminum doors, Aluminum Overhead Doors at Storage Room; card reader at entrance to room
MISC. SPECIALTIES	Entire wall (approximately 50' length) of mirrors from 6" a.f.f. to 8'-0" a.f.f., Adjustable height ballet barres, Roller blinds
ACOUSTICS	Treatment for reverberation, sound separation from adjacent rooms Reverberation time: 0.5 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-35 Door STC rating: To Hallway, STC-40 Minimum wall STC Rating: To Hallway, STC-53; to Activity Track/Sports Hall, STC-53 Floor STC Rating to Truck/Garbage area, STC-60
SPECIAL REQUIREMENTS	-

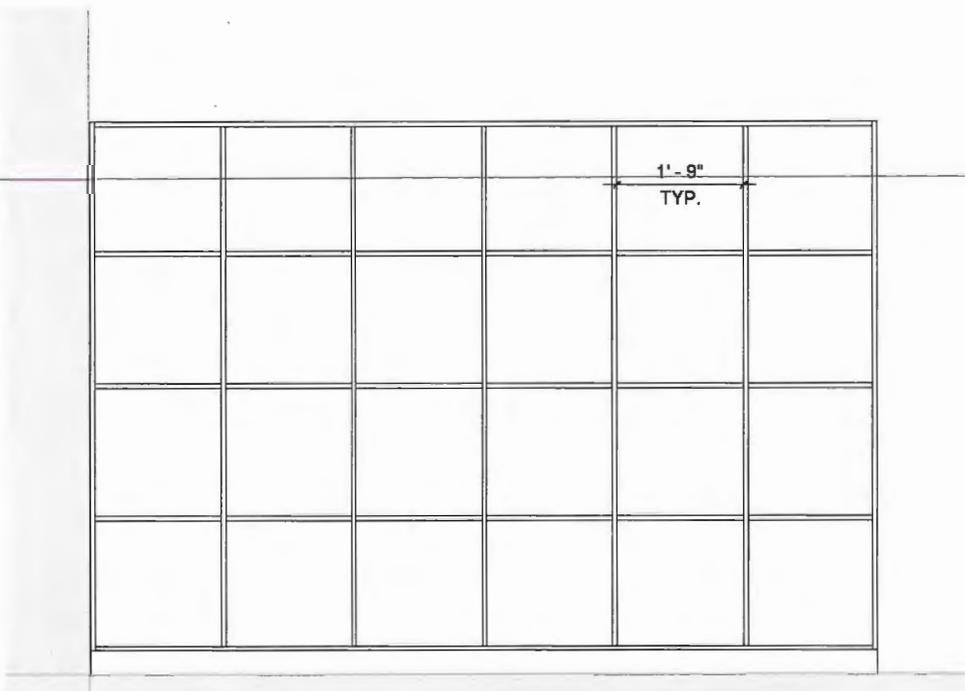
# ACTIVITY ROOM

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	Temperature range 25-16 degrees, in-room temperature control
	PLUMBING	-
	OTHER	-
ELECTRICAL	POWER	Housekeeping outlets, sound system. Wall data jacks at several locations in room.
	LIGHTING	Variable lighting levels ideally in different zones to create ambiance
	COMMUNICATION	Wifi*; telephone
	SECURITY	Card reader
	AUDIO/VISUAL	Sound System with stronger output speakers for fitness classes, include speed variable CD player with blue-tooth; Ipod and AV inputs, ability to connect to wireless/remote microphone for teaching classes, AV control wall panel; PA system

## MILLWORK

Plastic laminate on plywood bag cubbies - 24 cubbies



ROOM DATA

# WET ART STUDIO

## PROGRAM

**PROGRAM INFORMATION**

Arts Education for multi-generations; Dedicated room that creates awareness and brings arts community into the facility  
 Daylighting  
 Children and adult art programs; wet arts including painting, sculpture, clay hand-building, etc; 2-D art including drawing; Fabric arts such as sewing, felting, knitting; drying rack located in room; display system required for artwork (cable & clip)  
 Multipurpose and flexible space

**KEY ADJACENCIES**

Close proximity to washrooms allow for children to have safe access without supervision by instructor  
 Can be located on the upper level

**TECHNICAL NEEDS/ CONSIDERATIONS**

Hard wearing non staining floor (durable, good quality, low maintenance); Additional wall outlets and in-floor outlets for sewing machines; Two sinks (one BF); Reinforced walls for white boards, display boards; enhanced ventilation to create opportunities for oil painting and glazing of hand-built clay projects

**OTHER**

Storage room must be sized to fit tables and 20 chairs, especially if adjustable tables aren't purchased; Large drying rack; 32 easels; Art supplies including paper storage on rack/shelving system; Column-free space for usability and flexibility of space

## FUNCTION

**AREA**

1100 s.f.

**STORAGE**

220 s.f.

**CEILING HEIGHT**

9'-0" clear

**OCCUPANT LOAD**

55 total capacity; Up to 20 students plus one instructor and one volunteer for drop-in club use; 15 children to one instructor for regular programs; 12 adults to one instructor for regular programs

**SPECIAL CONSIDERATIONS**

Clay hand building only, not a pottery studio

## FINISHES

**FLOOR**

Linoleum

**BASE**

Rubber Base

**WALLS**

Gypsum Board, tempered glass interior walls to allow for daylighting of adjacent spaces from finished floor to 8'-0" a.f.f.

**CEILING**

Acoustic Ceiling Tile

**DOORS**

Wood, Stained; card reader at entrance to room

**MISC. SPECIALTIES**

Display system for hanging 2-D art on walls; paper towel dispenser; wall protection, corner guards

**ACOUSTICS**

Reverberation time: 0.7 seconds unoccupied (500-2000Hz)  
 Ambient or background noise level (all sources): NC-35  
 Door STC rating: To Hallway, STC-30  
 Minimum wall STC Rating: To Hallway, STC-50; to Creativity Lab, STC-53  
 Floor STC Rating to Truck/Parkade area, STC-60

**SPECIAL REQUIREMENTS**

Washable surfaces and easy to clean flooring; Solid surface countertop and backsplash  
 Specialty millwork to house a variety of supplies required and stainless steel sink counter (regular height and barrier free height)  
 Reinforced walls for display boards

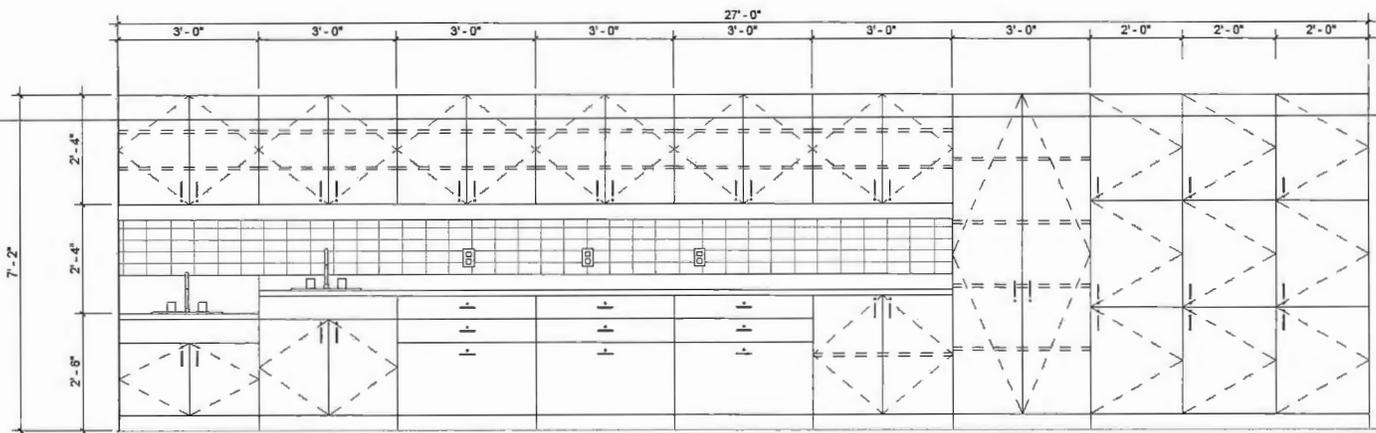
# WET ART STUDIO

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	Enhanced Ventilation for art activities ie. pottery glazing, oil painting
	PLUMBING	2 Sinks (1BF height), Interceptors for sinks
	OTHER	-
ELECTRICAL	POWER	In-floor outlets and 20 additional wall outlets at various heights
	LIGHTING	Multiple lighting controls
	COMMUNICATION	Wifi*, in-floor and wall data outlets, outlets above counter, telephone
	SECURITY	Card reader
	AUDIO/VISUAL	Sound system, AV control wall panel, Wall AV inputs; PA system; Wall mounted TV

## MILLWORK

Full height, upper and lower plastic laminate on plywood cabinets and drawers complete with under cabinet light valance, ceramic tile backsplash and stainless steel countertops; one sink at barrier free height



ROOM DATA

# CREATIVITY LAB

## PROGRAM

PROGRAM INFORMATION	Technology room that facilitates "Maker" activities such as art, electronics, robotics, music, crafts, kinetic sculptures, fine art, computers, quilting, farming, engineering and more. Use of room for groups working on media projects, inventions, etc.
KEY ADJACENCIES	Can be located on upper level
TECHNICAL NEEDS/ CONSIDERATIONS	Hard wearing non staining floor (durable, good quality, low maintenance); Additional wall outlets and in-floor outlets, sink, enhanced ventilation; counter for electronics and soldering
OTHER	Storage room must be sized to fit tables and 20 chairs, especially if movable tables aren't purchased; Column-free space for usability and flexibility of space

## FUNCTION

AREA	1200 s.f.
STORAGE	200 s.f.
CEILING HEIGHT	9'-0" clear
OCCUPANT LOAD	60
SPECIAL CONSIDERATIONS	-

## FINISHES

FLOOR	Linoleum
BASE	Rubber Base
WALLS	Gypsum Board, tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.
CEILING	Acoustic Ceiling Tile
DOORS	Wood, Stained; aluminum overhead doors at storage room; card reader at entrance to room
MISC. SPECIALTIES	Paper towel dispenser, wall protection, corner guards

ACOUSTICS	Sound separation from adjacent rooms Reverberation time: 0.5 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-35 Door STC rating: To Hallway, STC-30 Minimum wall STC Rating: To Hallway, STC-50; to Wet Art Studio, STC-53 Floor STC Rating to Truck/Parkade area, STC-60
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SPECIAL REQUIREMENTS	Washable surfaces and easy to clean flooring; stainless steel countertop and backsplash
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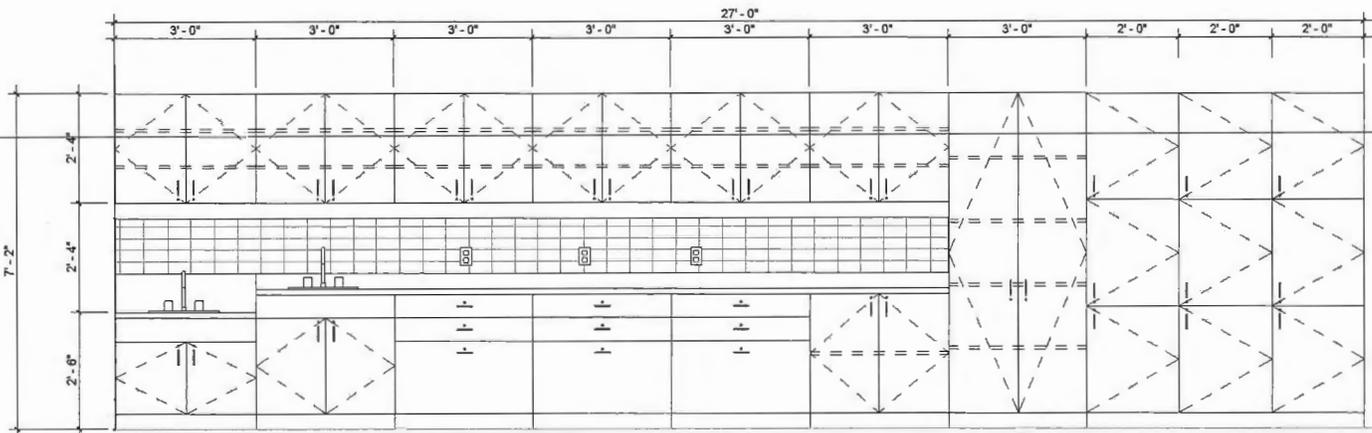
# CREATIVITY LAB

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	Enhanced Ventilation
	PLUMBING	Sink, Interceptors for sink
	OTHER	-
ELECTRICAL	POWER	In-floor outlets and additional wall outlets; USB outlets for Maker Users, outlets above counter
	LIGHTING	Multiple lighting controls
	COMMUNICATION	Wifi* 2x density; In-floor data and wall outlets; telephone
	SECURITY	Card reader
	AUDIO/VISUAL	Sound system, PA system; Wall mounted TV for Maker class demos of media projects; AV control wall panel; Wall AV inputs

## MILLWORK

Similar to Wet Art Room with Full height, upper and lower plastic laminate on plywood cabinets and drawers complete with under cabinet light valance, stainless steel backsplash and stainless steel countertops; one sink at barrier free height



**CHILDREN'S EXPLORATION ROOM****PROGRAM**

PROGRAM INFORMATION	Fun, interactive mini Exploratorium with fixed play equipment to teach physical literacy to young children Separate zoned area for older youth Dedicated room for these programs, allowing for day and evening use Consideration for linking to a more extensive exterior Exploratorium along the streetscape that can provide a connection to the river Natural light is desired
KEY ADJACENCIES	Adjacent to Lobby and seating areas Adjacent to Stroller parking areas Preferred adjacency to exterior and location on ground level
TECHNICAL NEEDS/ CONSIDERATIONS	Highly visible from lobby but acoustically separated; 4'-0" depression in floor overtop of the main floor offices/admin area (approximately 1/3 of total room area) to allow for lower playing area; North and east walls to be structurally designed for climbing apparatus; Soundproofing to spaces below
OTHER	Flooring to suit falls from up to 8', walls to support wall mounted play structures; stroller parking at south wall in upper lobby

**FUNCTION**

AREA	2000 s.f.
STORAGE	N/A
CEILING HEIGHT	14'-0" clear to accommodate play structures
OCCUPANT LOAD	50
SPECIAL CONSIDERATIONS	Millwork bench cubbies for seating and shoes; Seating for up to 12 people in 2-3 tables; Provision to allow for picnics; Social area for parents, family, guardians and caregivers to watch / view the activity

**FINISHES**

FLOOR	Robbins Pulastic surface (no substitutions) over playground rubber tiles: Dinoflex PlayTiles or equal for fall height up to 8'
BASE	Rubber Base
WALLS	Gypsum Board, tempered laminated glass interior walls for daylighting from 2'-0" a.f.f. to 8'-0" a.f.f.; structural backing to supporting climbing walls
CEILING	Acoustic Ceiling Tile
DOORS	Tempered laminated glazed aluminum double doors; card reader at entrance to room
MISC. SPECIALTIES	Wood veneer on plywood wall protection up to 12'-0" a.f.f.

ACOUSTICS	Sound separation from adjacent rooms and rooms below  Reverberation time: 0.5 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-35 Door STC rating: To Hallway, STC-35 Minimum wall STC Rating: To Hallway, STC-50; to Multipurpose Room 2, STC-53 Minimum IIC rating to lower floor offices and MP Room 1: IIC-60
SPECIAL REQUIREMENTS	Recessed floor slab to accommodate PlayTiles such that there is no change in height transition at entryways; Allow for multiple colours and patterns in flooring; play-structures will be bolted to the floor

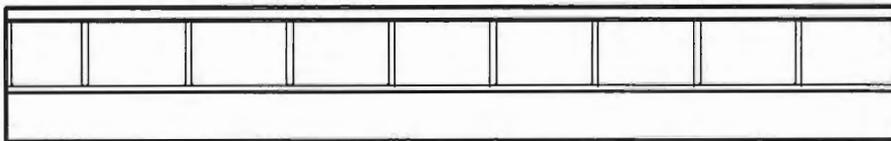
# CHILDREN'S EXPLORATION ROOM

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	Temperature range 25-16 degrees, in-room temperature control
	PLUMBING	-
	OTHER	-
ELECTRICAL	POWER	Housekeeping outlets
	LIGHTING	Daylighting is preferred, with backup room lighting; recessed lights, hanging lights not permitted
	COMMUNICATION	Wifi*; counter or wall telephone outlets
	SECURITY	Emergency intercom to front desk; security camera; card reader
	AUDIO/VISUAL	Sound System; PA System

## MILLWORK

Millwork benches complete with plastic laminate on plywood complete with shoe cubbies below  
 Bench length to accommodate 40 cubbies



ROOM DATA  
**KITCHEN**

**PROGRAM**

PROGRAM INFORMATION

Support space for multiple rooms. Facilitates in-person social networking  
 Square or close to square in proportions to allow for groups to gather within the room  
 Possible use for culinary arts/teaching programs, class size up to 12 persons  
 Food prep/support space

KEY ADJACENCIES

Adjacent to Village Square and adjacent or close to Multipurpose rooms; Direct access to corridor allows for easy access to room for deliveries and use of room without disrupting adjacent programs; adjacent to Janitor Closet

TECHNICAL NEEDS/ CONSIDERATIONS

Pass through window to adjacent Village Square and possibly Multipurpose rooms

OTHER

Kitchen equipment requirements and NFPA code requirements; Accessible grease interceptor; Lockable millwork; Double BCBC/ Canadian Electrical Code for required electrical outlets on separate circuits

**FUNCTION**

AREA

500 s.f.

STORAGE

N/A

CEILING HEIGHT

8'-6"

OCCUPANT LOAD

12

SPECIAL CONSIDERATIONS

Commercial Kitchen, upper and lower millwork cabinets, stainless steel countertops preferred

**FINISHES**

FLOOR

Sheet Vinyl with cove base, non slip

BASE

Sheet vinyl cove base

WALLS

Gypsum Board, tile or stainless steel behind sinks and dishwasher (areas of high moisture)

CEILING

Moisture Resistant Gypsum Board

DOORS

Wood, stained, dutch door; card reader at entrance to room

MISC. SPECIALTIES

Paper towel dispenser, soap dispenser, aluminum coiling counter shutter on wall between Kitchen and Multipurpose room or Sports Hall depending on final room location

ACOUSTICS

Refer to adjacent rooms

SPECIAL REQUIREMENTS

Durable, washable finishes; light colours

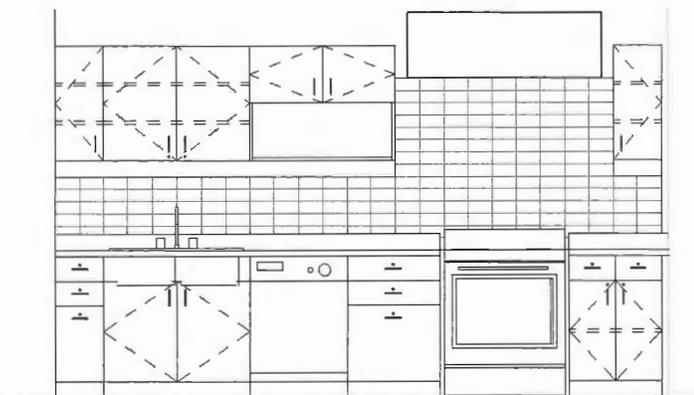
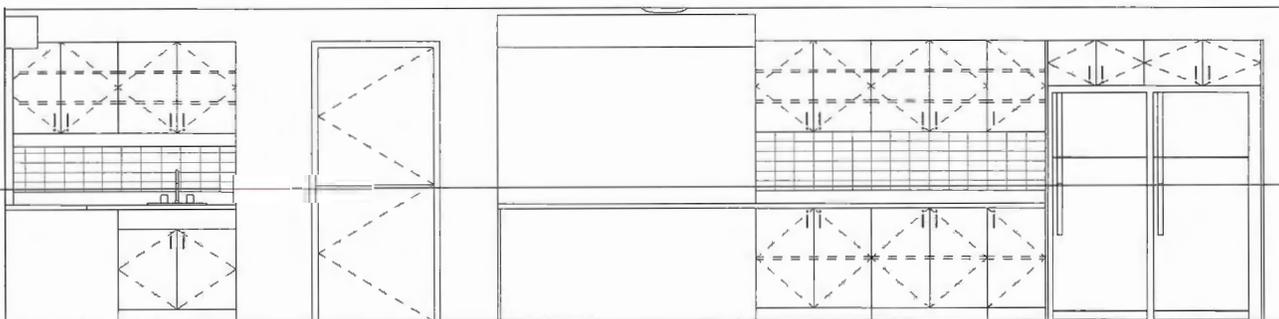
ROOM DATA  
**KITCHEN**

**MECHANICAL/ELECTRICAL**

MECHANICAL	HVAC	Smoke exhaust system per BCBC/ NFPA
	PLUMBING	3 Sinks, Commercial dishwasher, Commercial coffee maker, Accessible grease interceptor; secondary location for washer/dryer
	OTHER	-
ELECTRICAL	POWER	Appliances, Outlets above counters; Commercial sized refrigerator and freezer; Alternate location for washer/dryer; electric stove, oven
	LIGHTING	To meet health act requirements
	COMMUNICATION	Wifi*, telephone
	SECURITY	Card reader
	AUDIO/VISUAL	PA system, Wall mounted TV for teaching use

**MILLWORK**

Upper and lower plastic laminate on plywood cabinets and drawers complete with under cabinet light valance, ceramic tile backsplash and stainless steel counter-tops; microwave shelf, open areas under counter for storage of carts; Millwork island is preferred if space allows; drawing below are example illustrations



**RECEPTION INCLUDING RFC AND CASH****PROGRAM**

PROGRAM INFORMATION	Welcoming Reception Area for meeting and greeting the public, registration for programs, information desk Space for 3-4 staff at reception desk Recreation Facility Clerk (RFC) to be located within the reception area, away from view of the public; RFC has direct visual contact with the reception desk Cash counting area with safe is located in a private space away from view of the public but within hearing range of the reception desk
KEY ADJACENCIES	Direct connection to facility entrance; view of front doors from the desk Adjacent to Lobby, connected to programming staff offices and staff in open office/workstations area Close proximity to communication room or alternatively a communications closet
TECHNICAL NEEDS/ CONSIDERATIONS	Open administration area to facilitate staff work area
OTHER	Reception millwork to facilitate power and data and cable sharing between staff/POS locations

**FUNCTION**

AREA	700 s.f.
STORAGE	N/A
CEILING HEIGHT	8'-6" Clear
OCCUPANT LOAD	6
SPECIAL CONSIDERATIONS	Total 6 workstations: 4 at reception desk, 2 in the reception area but not within sight of public; Must be able to be secured and locked down after hours; Accessible counter

**FINISHES**

FLOOR	Linoleum/carpet
BASE	Rubber Base
WALLS	Gypsum Board
CEILING	Acoustic Ceiling Tile and Feature Ceiling over reception desk
DOORS	Wood, Stained
MISC. SPECIALTIES	White board, tack boards; Full height security grille, retractable into wall pocket: Mobilflex AeroFlex or equal 30 wallet lockers within view of front desk staff: Allmar stainless steel wallet lockers or equal
ACOUSTICS	Sound separation from adjacent rooms  Reverberation time: 0.8 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-40 max Door STC rating: To Sports Hall, STC-35; to Multipurpose room 1, STC-35 Minimum wall STC Rating: To Sports Hall, STC-52; to Multipurpose room 1, STC-52
SPECIAL REQUIREMENTS	Custom reception desk with work area solid surface counters, upper and lower millwork cabinets, pullout drawers for printers, accessible location for PC's in millwork, Reception area will require a high degree of detailed design and customization to be functional

# RECEPTION INCLUDING RFC AND CASH

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	Staff access to heating controls; Exhaust for photocopier; Ensure adequate heat for staff at reception desk during winter months with time-out controls
	PLUMBING	-
	OTHER	-
ELECTRICAL	POWER	Dedicated outlets for computer equipment, dedicated outlet for photocopier, AV equipment, Information display boards; outlets at front millwork desk for all required systems including receipt printers, debit machines
	LIGHTING	General lighting and pendant lights over reception desk
	COMMUNICATION	Wifi*, data wall outlets and data outlets under millwork, 4 POS stations; Ability to lock/unlock rooms-visual monitor; Telephones
	SECURITY	Public display of CCTV monitor
	AUDIO/VISUAL	Controls for facility Sound System, facility displays and PA System; Fully integrated display system with wall mounted displays for public information

## MILLWORK

Reception desk for four staff with the following characteristics:

- 4 computers/monitors
- Standing height counter for staff
- Keyboard trays for each station
- Cash drawers for two stations
- Solid Surface Transaction top
- Barrier free desk
- ~~Two below counter printer drawers~~
- Additional countertop space for security monitor
- Wire management below counter
- Minimum 2 Drawer units for storage, shared between two staff

Work Area to support reception:

Combination of upper and lower cabinets and drawers with plastic laminate countertops and space for two workstations for staff

ROOM DATA

# STAFF ROOM WITH FIRST AID

## PROGRAM

PROGRAM INFORMATION	Space for staff lunches and breaks for up to 8 staff at one time; Location for first aid supplies This space may provide passive supervision of other spaces if desired via windows This space is not intended as a treatment space for the public in case of injury
KEY ADJACENCIES	Located within administration area, away from reception
TECHNICAL NEEDS/ CONSIDERATIONS	No dedicated storage room; some storage available in millwork cabinets; Typical staff room requirements including metal lockers
OTHER	-

## FUNCTION

AREA	200 s.f.
STORAGE	N/A
CEILING HEIGHT	8'-0"
OCCUPANT LOAD	6-8
SPECIAL CONSIDERATIONS	Staff lunch room; houses first aid equipment; glazing into room

## FINISHES

FLOOR	Linoleum
BASE	Rubber Base
WALLS	Gypsum Board, tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.
CEILING	Acoustic Ceiling tile
DOORS	Wood, Stained
MISC. SPECIALTIES	6 metal lockers with hasp, paper towel dispenser, soap dispenser
ACOUSTICS	Reverberation time: 0.5 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-35 Door STC rating: To Hallway, STC-30 Minimum wall STC Rating: To Hallway, STC-50
SPECIAL REQUIREMENTS	Millwork upper and lower cabinets, plastic laminate countertop

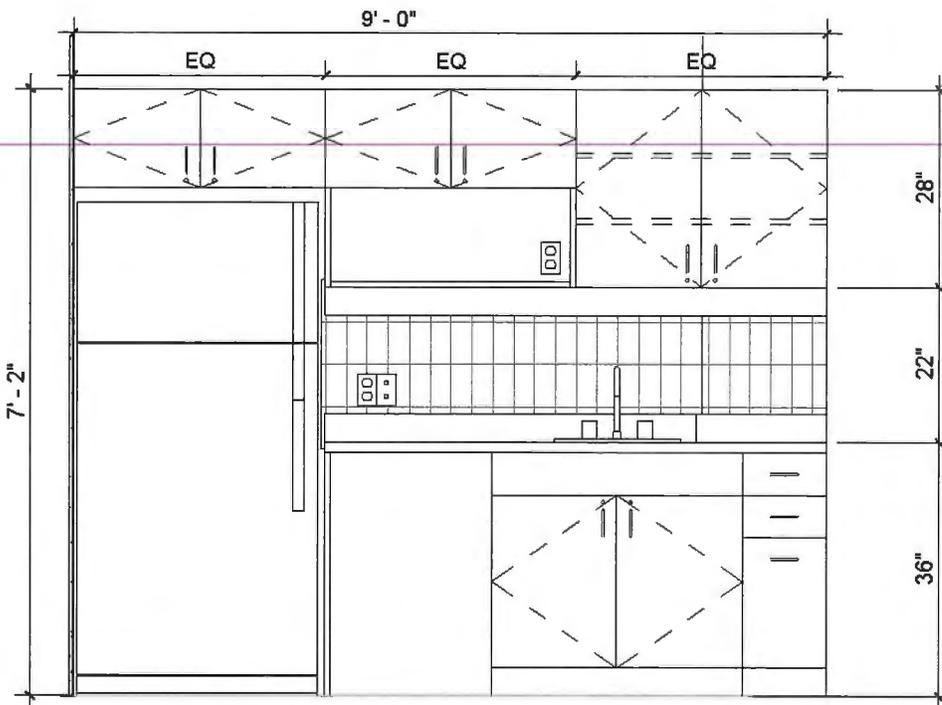
# STAFF ROOM WITH FIRST AID

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	20C to 24C temperature range
	PLUMBING	Sink with garburator, Small apartment sized dishwasher
	OTHER	Room temperature control
ELECTRICAL	POWER	Appliances including refrigerator, apartment sized dishwasher, microwave, over counter outlets; small Kitchenette setup
	LIGHTING	Occupancy sensor
	COMMUNICATION	Wifi*, Data wall outlet above counter, USB outlets
	SECURITY	-
	AUDIO/VISUAL	PA System

## MILLWORK

Upper and lower plastic laminate on plywood cabinets and drawers complete with under cabinet light valance and ceramic tile backsplash  
 Microwave shelf  
 Space for full height fridge and under counter dishwasher



ROOM DATA

# MEETING ROOM

## PROGRAM

PROGRAM INFORMATION | Multi-use meeting room for staff meetings, informal discussions, training, one on one meetings; space for up to 8 people

KEY ADJACENCIES | Preferred location within administration area; alternate locations may be considered

TECHNICAL NEEDS/ CONSIDERATIONS | Glazed door and optional glazed screen recommended  
No storage within this room, items must be stored in alternate location

OTHER | -

## FUNCTION

AREA | 200 s.f.

STORAGE | N/A

CEILING HEIGHT | 8'-6" Clear

OCCUPANT LOAD | 8

SPECIAL CONSIDERATIONS | Meeting space for up to 8 people

## FINISHES

FLOOR | Linoleum

BASE | Rubber Base

WALLS | Gypsum Board, tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.

CEILING | Acoustic Ceiling Tile

DOORS | Wood, Stained; card reader at entrance to room

MISC. SPECIALTIES | Blinds; Chair rail; White board

ACOUSTICS | Sound separation from adjacent rooms  
Reverberation time: 0.5 seconds unoccupied (500-2000Hz)  
Ambient or background noise level (all sources): NC-35  
Door STC rating: To Hallway, STC-30  
Minimum wall STC Rating: To Hallway, STC-50

SPECIAL REQUIREMENTS | -

# MEETING ROOM

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	20C to 24C temperature range
	PLUMBING	Plumb for future sink at millwork counter
	OTHER	Room temperature control
ELECTRICAL	POWER	AV equipment; wall outlets
	LIGHTING	-
	COMMUNICATION	Wifi*, data wall outlets; Rough-in outside entry door for room schedule information panel; Telephone
	SECURITY	Card reader
	AUDIO/VISUAL	PA System, Fully integrated display system with wall mounted TV; AV control wall panel; Wall AV inputs; Smart-board

## MILLWORK

Plumb for future water / sink. At this point we don't think millwork will be required due to size of room, would like option in future.

ROOM DATA

# SHARED OFFICE

## PROGRAM

PROGRAM INFORMATION	Shared office space with 8 workstations Programming staff; Building Service Workers (BSW)
KEY ADJACENCIES	Within administration area, connectivity to reception desk
TECHNICAL NEEDS/ CONSIDERATIONS	Glazed door and optional glazed screen recommended Storage within cabinets, large items must be stored in alternate location
OTHER	-

## FUNCTION

AREA	450 s.f.
STORAGE	N/A
CEILING HEIGHT	8'-6" Clear
OCCUPANT LOAD	8
SPECIAL CONSIDERATIONS	Ensure access to all power and data with systems furniture design

## FINISHES

FLOOR	Linoleum/carpet
BASE	Rubber Base
WALLS	Gypsum Board, tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.
CEILING	Acoustic Ceiling Tile
DOORS	Wood, Stained; card reader at entrance to room
MISC. SPECIALTIES	Systems furniture

ACOUSTICS	Sound separation from adjacent rooms; systems furniture design to promote sound isolation within each cubicle; possible requirement for noise cancelation system  Reverberation time: 0.5 seconds unoccupied (500-2000Hz) Ambient or background noise level (all sources): NC-35 Door STC rating: To Hallway, STC-30 Minimum wall STC Rating: To Hallway, STC-50
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SPECIAL REQUIREMENTS	-
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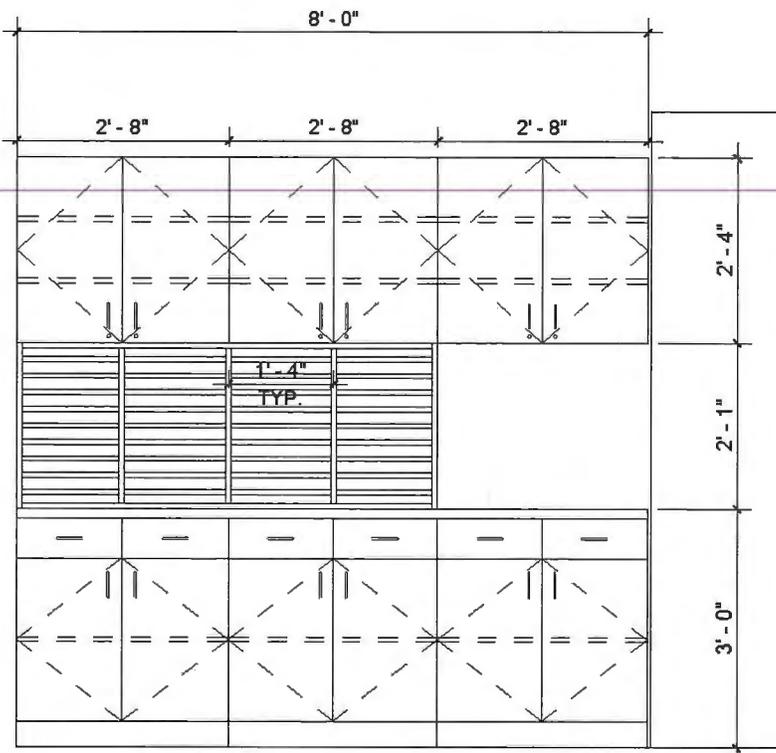
# SHARED OFFICE

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	20C to 24C temperature range
	PLUMBING	-
	OTHER	Room temperature control
ELECTRICAL	POWER	Outlets for computers plus additional outlets, telephone, dedicated printer
	LIGHTING	General room lighting and task lighting
	COMMUNICATION	Wifi*, data wall outlets: minimum 3 Cat6 per desk plus additional outlets, telephone
	SECURITY	Card reader on entry door
	AUDIO/VISUAL	PA System

## MILLWORK

Upper and lower plastic laminate on plywood cabinets with mail slots and drawers



ROOM DATA

# AREA COORDINATOR OFFICE

## PROGRAM

PROGRAM INFORMATION

Single office for one occupant  
Space for visitors

KEY ADJACENCIES

Within administration area, connectivity to shared office

TECHNICAL NEEDS/  
CONSIDERATIONS

Glazed door and optional glazed screen recommended  
Storage within cabinets, large items must be stored in alternate location

OTHER

-

## FUNCTION

AREA

100 s.f.

STORAGE

N/A

CEILING HEIGHT

8'-6" Clear

OCCUPANT LOAD

1 typical, up to 3

SPECIAL  
CONSIDERATIONS

-

## FINISHES

FLOOR

Linoleum/carpet

BASE

Rubber Base

WALLS

Gypsum Board, tempered glass interior walls for daylighting from finished floor to 8'-0" a.f.f.

CEILING

Acoustic Ceiling Tile

DOORS

Wood, Stained

MISC. SPECIALTIES

Systems furniture

ACOUSTICS

Sound separation from adjacent rooms  
Reverberation time: 0.5 seconds unoccupied (500-2000Hz)  
Ambient or background noise level (all sources): NC-35  
Door STC rating: To Hallway, STC-30  
Minimum wall STC Rating: To Hallway, STC-50

SPECIAL  
REQUIREMENTS

-

# AREA COORDINATOR OFFICE

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	-
	PLUMBING	-
	OTHER	Room temperature control
ELECTRICAL	POWER	Outlets for computers plus additional outlets, telephone, dedicated printer
	LIGHTING	General room lighting and task lighting
	COMMUNICATION	Wifi*, data wall outlets, telephone
	SECURITY	-
	AUDIO/VISUAL	PA System

## MILLWORK

None required

ROOM DATA  
**LOBBY**

**PROGRAM**

PROGRAM INFORMATION	Unique gathering space or spaces within a larger room to encourage "pods of interaction"; Creates context for the community, houses the community living room; Exhibition space, 3D public art Casual meeting/social space for non-programmed interaction; Addresses an expressed desire to use facility to assist in nurturing and developing sense of community; Room that provides 'identity' to the community centre Feature Internal stair to encourage public use
KEY ADJACENCIES	Adjacent to reception area to facilitate use as a program and/or un-programmed space; Connectivity to Children's Exploration Room; Connectivity to adjacent surroundings and possible connection to River via views, programs, streetscape Connected to exterior plaza that can support indoor/outdoor activities such as open houses in good weather
TECHNICAL NEEDS/ CONSIDERATIONS	Surfacing to suit primarily street shoe programming functions, good slip resistance required; fireplace is recommended as a focal point; Typically limited wall space; No storage requirements
OTHER	-

**FUNCTION**

AREA	2400 s.f.
STORAGE	N/A
CEILING HEIGHT	10'-0"
OCCUPANT LOAD	60
SPECIAL CONSIDERATIONS	Casual meeting/social space for approximately 60; non-program area and spill out space to exterior plaza; special events; Space to be divided into "nodes" via furniture, artwork, etc

**FINISHES**

FLOOR	Terrazzo, polished concrete or porcelain floor tile; Permanent walk-off mat at vestibules
BASE	Aluminum or porcelain floor tile
WALLS	Gypsum Board with specialty paneling
CEILING	Combination Acoustic Ceiling Tile with Gypsum Board Bulkheads and featured wood ceilings
DOORS	Automatic Glazed Aluminum doors at main entrance and parking entrance within vestibules; Sliding Glass wall opening to plaza: Non-owall preferred
MISC. SPECIALTIES	Specialty paneling ie. Resin panels, Wood Paneling, etc.
ACOUSTICS	Noise Reduction Acoustic Panels; See also requirements noted on Reception Room Data Sheet
SPECIAL REQUIREMENTS	-

**MECHANICAL/ELECTRICAL**

MECHANICAL	HVAC	HVAC tied to exterior sliding doors
	PLUMBING	Chilled drinking fountain with bottle filler
	OTHER	-
ELECTRICAL	POWER	Charging stations for electronic devices; Fireplace; Television; Additional power to support events. Wall data jacks at regular intervals.
	LIGHTING	Potlights; specialty lighting to give living room feel
	COMMUNICATION	Wifi*, USB outlets
	SECURITY	Door alarms, motion detectors, etc.
	AUDIO/VISUAL	Television, PA system, Sound System, Electronic displays

**WASHROOM/CHANGE ROOM/SHOWERS****PROGRAM**

PROGRAM INFORMATION	Promotes inclusivity for special populations with gender free shower cubicles complete with private change benches. 5 shower cubicles to be located between Men's and Women's Change room/washroom and accessed from both rooms One wheelchair accessible universal toilet room located on each level
KEY ADJACENCIES	Access close to lobby and good visibility for patrons upon entry; Proximity and/or sight lines to reception areas Washrooms/Change rooms and Shower to have close proximity and visibility to Village Square Provide Men's and Women's washrooms on both levels
TECHNICAL NEEDS/ CONSIDERATIONS	No doors (airport style) entry to washrooms are recommended; Typical washrooms fixtures; motion sensors for lighting; accessibility requirements; hand dryers
OTHER	-

**FUNCTION**

AREA	TBD
STORAGE	N/A
CEILING HEIGHT	8'-0"
OCCUPANT LOAD	N/A
SPECIAL CONSIDERATIONS	-

**FINISHES**

FLOOR	Ceramic Tile
BASE	Ceramic Tile
WALLS	Ceramic Tile
CEILING	Gypsum Board
DOORS	N/A
MISC. SPECIALTIES	Typical washroom accessories including baby change table; Phenolic ceiling hung cubicle partitions; Solid surface countertops; 24 two-tiered Bradley Lenox Plastic Lockers: 48 lockers total
ACOUSTICS	-
SPECIAL REQUIREMENTS	Ceramic wall tile to 5'-0" AFF minimum; Aquaboard ceilings in washrooms with showers; 2"x2" tile in showers, 6"x6" in washrooms; floors to slope to drain

**MECHANICAL/ELECTRICAL**

MECHANICAL	HVAC	Double BCBC requirement for ventilation
	PLUMBING	Sinks, WC, Showers; Toto Ecopower flush valves and faucets or equivalent; floor drains
	OTHER	-
ELECTRICAL	POWER	Dysan Airblade Hand dryers or equivalent; Above counter outlets at sinks
	LIGHTING	Valance lighting; Occupancy sensors
	COMMUNICATION	-
	SECURITY	-
	AUDIO/VISUAL	-

ROOM DATA

# MAIN JANITOR ROOM + SECONDARY JANITOR CLOSET

## PROGRAM

PROGRAM INFORMATION	Support program spaces; stores cleaning supplies and maintenance equipment Janitor Closet is also required on the upper level and houses second mop sink for the community centre; approximately 40 s.f.
KEY ADJACENCIES	Accessed from primary circulation and /or lobby
TECHNICAL NEEDS/ CONSIDERATIONS	Size to suit janitorial supplies, floor scrubber machine; floor mounted mop/slop sink; outlet for floor scrubber @ 3'-0" AFF; additional hand sink is preferred; Optional location for washer/dryer
OTHER	3'-6" Wide door to accommodate floor scrubber
	-

## FUNCTION

AREA	80 s.f. minimum
STORAGE	N/A
CEILING HEIGHT	8'-0"
OCCUPANT LOAD	N/A
SPECIAL CONSIDERATIONS	Storage of cleaning supplies and maintenance equipment

## FINISHES

FLOOR	Sealed Concrete
BASE	Rubber Base
WALLS	Gypsum board or concrete block; ceramic tile to 5'-0" around mop sink
CEILING	Exposed ceiling is acceptable
DOORS	Painted Hollow Metal
MISC. SPECIALTIES	Mop/broom holder, wall protection is required to 5'-0" a.f.f. if walls are gypsum board
ACOUSTICS	-
SPECIAL REQUIREMENTS	Slope floor to drain

## MECHANICAL/ELECTRICAL

MECHANICAL	HVAC	-
	PLUMBING	Mop sink, hand sink, floor drain; Optional location for washer/dryer
	OTHER	-
ELECTRICAL	POWER	Outlet for floor scrubber at 36" AFF; Preferred location for washer/dryer
	LIGHTING	Occupancy sensor
	COMMUNICATION	-
	SECURITY	-
	AUDIO/VISUAL	-

# COMMUNICATIONS

## PROGRAM

### PROGRAM INFORMATION

Service room specific to the community centre

### KEY ADJACENCIES

Central location within the community centre TBC with electrical consultant  
Communications room to have close proximity to administration area and ideally central within the community centre to service all areas under gom travel distance to avoid need of a second room. Access from corridor or staff space, not through a program space.

### TECHNICAL NEEDS/ CONSIDERATIONS

Back of house space with no windows is ideal for these service rooms; non public space; locate away from in-wall, in-floor or in-ceiling plumbing

### OTHER

-

## FUNCTION

### AREA

100 s.f. : 10'-0" x 10'-0" dimensions, usable space after gyproc + plywood installed

### STORAGE

N/A

### CEILING HEIGHT

10'-0" minimum exposed ceiling to allow room for overhead trays, racks and hvac

### OCCUPANT LOAD

N/A

### SPECIAL CONSIDERATIONS

Service room supporting communication systems for the community centre

## FINISHES

### FLOOR

Sealed Concrete

### BASE

Rubber base

### WALLS

Gypsum Board or Concrete Block

### CEILING

Exposed painted to reduce dust

### DOORS

Painted Hollow Metal

### MISC. SPECIALTIES

Fire treated plywood on all walls, 10'-0" high for anchoring equipment and overhead trays

### ACOUSTICS

-

### SPECIAL REQUIREMENTS

-

## MECHANICAL/ELECTRICAL

### MECHANICAL

#### HVAC

Dedicated unit that runs 24/7

#### PLUMBING

-

#### OTHER

-

### ELECTRICAL

#### POWER

Emergency generator power; 120V/20A dedicated circuits for IT/racks, audiovisual, security on walls.

#### LIGHTING

-

#### COMMUNICATION

-

#### SECURITY

Card reader on door; central equipment in this room; central AV equipment on communications rack  
Facility shall be ready to have security cameras installed throughout and be building alarm monitored

#### AUDIO/VISUAL

-

ROOM DATA

# MECHANICAL

## PROGRAM

PROGRAM INFORMATION

Service room specific to the community centre

KEY ADJACENCIES

Central location within the community centre TBC with mechanical consultants

TECHNICAL NEEDS/ CONSIDERATIONS

Back of house space with no windows is ideal for service rooms; non public space

OTHER

-

## FUNCTION

AREA

TBD

STORAGE

N/A

CEILING HEIGHT

Exposed

OCCUPANT LOAD

N/A

SPECIAL CONSIDERATIONS

Service room supporting mechanical systems for the community centre

## FINISHES

FLOOR

Sealed Concrete

BASE

Rubber base

WALLS

Gypsum Board or Concrete Block

CEILING

Exposed

DOORS

Paint

MISC. SPECIALTIES

-

ACOUSTICS

Reverberation time: 0.8 seconds unoccupied (500-2000Hz); Door STC rating: To Hallway, STC-40; Minimum wall STC Rating: To Hallway and Kitchen, STC-53

SPECIAL REQUIREMENTS

-

## MECHANICAL/ELECTRICAL

MECHANICAL

HVAC

-

PLUMBING

Floor drain in mechanical room

OTHER

-

ELECTRICAL

POWER

TBC

LIGHTING

-

COMMUNICATION

Data wall outlets for DDC and monitoring

SECURITY

Consider access control for room doors

AUDIO/VISUAL

-

ROOM DATA  
**ELECTRICAL**

**PROGRAM**

PROGRAM INFORMATION	Service room specific to the community centre
KEY ADJACENCIES	Central location within the community centre TBC with Electrical consultants
TECHNICAL NEEDS/ CONSIDERATIONS	Back of house space with no windows is ideal for service rooms; non public space
OTHER	-

**FUNCTION**

AREA	TBD
STORAGE	N/A
CEILING HEIGHT	Exposed
OCCUPANT LOAD	N/A
SPECIAL CONSIDERATIONS	Service room supporting electrical systems for the community centre

**FINISHES**

FLOOR	Sealed Concrete
BASE	Rubber base
WALLS	Gypsum Board or Concrete Block
CEILING	Exposed
DOORS	Paint
MISC. SPECIALTIES	Fire treated plywood on all walls 8'-0" tall for anchoring equipment
ACOUSTICS	Reverberation time: 0.8 seconds unoccupied (500-2000Hz); Door STC rating: To Hallway, STC-40; Minimum wall STC Rating: To Hallway and Kitchen, STC-53
SPECIAL REQUIREMENTS	-

**MECHANICAL/ELECTRICAL**

MECHANICAL	HVAC	-
	PLUMBING	-
	OTHER	-
ELECTRICAL	POWER	TBC
	LIGHTING	-
	COMMUNICATION	Data wall outlets for DDC and monitoring
	SECURITY	Consider access control for room doors
	AUDIO/VISUAL	-

ROOM DATA  
**PLAZA**

**PROGRAM**

PROGRAM INFORMATION

Active exterior gathering space, flexible for various uses, sized for physical activity and possibly sports as well as hosting of events such as markets, exhibitions, trade shows, etc;  
Inclusive space  
Connects interior to exterior via views and sliding glazed wall/doors  
Landscaped, seating areas

KEY ADJACENCIES

Ample connection to Village Square or Lobby via sliding glazed wall/doors to allow activities to spill outdoors; possible connection to Children's Exploration Room if this room is located on the main floor

TECHNICAL NEEDS/ CONSIDERATIONS

Plaza space to consider all aspects that would encourage the public to inhabit and use the space including reduction of vehicular noise, safety, lighting, seating, landscaping, covered areas, plaza materials, etc.; Consider conflict with circulation of patrons requiring access to residential lobby

OTHER

Consider zoning the plaza to encourage large and small group gathering; possible use as an exterior Exploratorium  
Prominent exterior illuminated sign identifying the community centre; Pylon sign located away from the building

**FUNCTION**

AREA

TBD

STORAGE

Some storage may be required to facilitate outdoor programs; consider sharing Village Square storage by providing door access to the plaza

CEILING HEIGHT

N/A

OCCUPANT LOAD

-

SPECIAL CONSIDERATIONS

Signage, bike racks

**FINISHES**

FLOOR

Scored and/or coloured concrete; differentiate from adjacent public sidewalk; smooth surface for wheelchair users

BASE

-

WALLS

-

CEILING

-

DOORS

Sliding glass wall or doors

MISC. SPECIALTIES

Concrete or stone tables and chairs which cannot be moved from the plaza; metal furniture bolted to the plaza slab may be considered

ACOUSTICS

-

SPECIAL REQUIREMENTS

Extension of building canopy to provide a sheltered area in the plaza. Canopy large enough to provide rain-cover for some of the seating area

**MECHANICAL/ELECTRICAL**

MECHANICAL

HVAC

-

PLUMBING

Water connection via hose bibb with lockable access panel

OTHER

Gas connection for BBQs at exterior wall or preferably concrete pylon freestanding in plaza

ELECTRICAL

POWER

Event power via minimum 4 exterior receptacles; power for two prominent exterior illuminated signs and for pylon sign; receptacle with USB port at each fixed table

LIGHTING

Human scale, adequate to give a sense of safety

COMMUNICATION

Wifi\*; Data to pylon sign

SECURITY

Door alarms on adjacent building doors

AUDIO/VISUAL

Sound System, PA system



## Appendix A

City of Richmond Policy 2306  
– Sustainable Facilities “High  
Performance” Building Policy –  
City Owned Facilities



**POLICY 2306:**

It is Council policy to:

**1. Undertake Comprehensive Financial Consideration**

Projects for new buildings and major renovations will be evaluated based on considerations of life-cycle costing and initial financial investment requirements.

**2. Incorporate High Performance Attributes into Building Design and Construction to the Maximum Extent Possible**

- LEED® BC will be used as the standard by which to assess building performance.
- That LEED Gold accreditation be set as the desired standard of building performance for new City buildings greater than 2000 sq.m (approximately 20,000 sq.ft).
- The City will seek to meet the performance standards of LEED Silver certification as a minimum requirement for major renovations to existing facilities and new City Buildings smaller than 2000 sq.m (20,000 sq.ft), but may not necessarily seek formal accreditation.

**3. Pursue Continual Improvement Through Building Retrofit and Efficient Building Maintenance**

Existing facilities and equipment will be upgraded to higher efficiencies as budgets and circumstances allow, and where the change offers a simple payback of no more than five years.

Equipment will be maintained to energy-efficient standards.

**4. Foster Awareness and Innovation**

A continuous education program in resource efficiency procedures and practices will be maintained.

All employees will be encouraged to suggest and initiate projects that will save energy and optimize efficiencies in other resource areas (natural and financial).



**5. Undertake Regular Monitoring and Reporting**

Corporate energy consumption and extent to which the City has met its LEED building objectives will be monitored and reported on a regular basis using existing City reporting tools.



## Appendix B

City of Richmond Building  
Equipment, Monitoring, and  
Integration Requirements



# City of Richmond

Page 1 of 15

ADMINISTRATIVE PROCEDURE

File Ref:

City of Richmond Building Equipment, Monitoring, and Integration Requirements

## City of Richmond Building Equipment, Monitoring, and Integration Requirements

### 1. DEFINITIONS:

#### ASHRAE:

- The American Society of Heating, Refrigerating and Air-Conditioning (ASHRAE) is an international standards organization for numerous building related systems. It is the organization's mission to advance the arts and sciences of heating, ventilating, air conditioning and refrigerating to serve humanity and promote a sustainable world. The Society and its members focus on building systems, energy efficiency, indoor air quality, refrigeration and sustainability within the industry.

#### BACNet:

- Is an ANSI/ASHRAE standard communication protocol for direct digital control networks and automated building mechanisms. It was designed to be used for applications such as heating, ventilation, and air-conditioning control, lighting, access control, and fire detection systems and their associated equipment.

#### Canadian 2011 NECB:

- The National Energy Code of Canada for Buildings (NECB) 2011 provides minimum requirements for the design and construction of energy-efficient buildings and covers the building envelope, systems and equipment for heating, ventilating and air-conditioning, service water heating, lighting, and the provision of electrical power systems and motors.

#### Energy Star®:

- Is an international standard for energy efficient consumer products. The Energy Star® name and symbol are administered and promoted in Canada by Natural Resources Canada. Energy Star® qualified products meet strict technical specifications for energy performance—tested and certified. Devices carrying the Energy Star® identification, such as computer products and peripherals, kitchen appliances, buildings and other products, generally use 20–30% less energy than required by federal standards.

#### Energy Star® Certified

- Refers to Energy Star® certified products and buildings that meet strict North American energy performance standards. Typically these products and buildings use 20–30% less energy and cause fewer greenhouse gas emissions than comparable products and buildings.

#### Energy Star® Portfolio Manager™:

- Is an online tool you can use to measure and track energy use, water consumption, and greenhouse gas emissions, and benchmark your building's performance against similar type buildings in Canada. Portfolio Manager™ uses a 1-100 Energy Star® performance scale: a score of 50 indicates average energy performance (50<sup>th</sup> percentile) while a score of 75 or more indicates top performance (75<sup>th</sup> percentile). A score of 75 or more in a particular year allows for the facility to be Energy Star® Certified. The initial Canadian version of the



# City of Richmond

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ADMINISTRATIVE PROCEDURE

File Ref:

City of Richmond Building Equipment, Monitoring, and Integration Requirements

benchmarking tool in 2014 in Canada is solely applicable to K-12 school and commercial office facilities, other building types, such as community centres, will be added over time.

## HVAC:

- Heating Ventilation and Air Condition (HVAC) is the technology of indoor environmental comfort. HVAC system design is a subdiscipline of mechanical engineering, based on the principles of thermodynamics, fluid mechanics, and heat transfer.

## HVI:

- Home Ventilating Institute (HVI) is a nonprofit association offering a variety of services for manufacturers including, but not limited to, test procedures, certification and verification programs for airflow, sound and energy performance, and market support. Its mission is to serve consumers and members by advancing residential ventilation for healthy, energy-efficient homes.

## IESNA:

- The Illuminating Engineering Society of North America (IESNA) is a non-profit organization that publishes standards for the lighting industry. The mission of the organization is to advance knowledge and disseminate information for the improvement of the lighted environment to the benefit of society. The IESNA lighting standards are developed through technical committees that include hundreds of qualified individuals from the lighting and user communities.

## MERV:

- The minimum efficiency reporting value (MERV), is an ASHRAE measurement scale designed to rate the effectiveness of air filters. The scale is designed to represent the worst case performance of a filter when dealing with particles in the range of 0.3 to 10 micrometres. The MERV rating is from 1 to 16. Higher MERV ratings correspond to a greater percentage of particles captured on each pass, with a MERV 16 filter capturing more than 95% of particles over the full range.

## MSTP:

- Multiple Spanning Tree Protocol (MSTP) is an open source communication protocol language connecting terminal controllers to main direct digital control processing system, and is defined by the applicable networking standard IEEE 802.1Q.

## NRCan

- Natural Resources Canada (NRCan) works with other government departments, the provinces and territories, and other Canadian and international partners to address energy needs and potential while considering new policies, practises, and technologies.
- NRCan's expertise in the areas of energy efficiency, and energy sources and distribution allows us to provide useful energy resources and help Canadians benefit economically, environmentally, and socially from the secure and sustainable production and use of Canada's energy resources.

## SEER:



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- The Seasonal Energy Efficiency Ratio (SEER) rating of a unit is the cooling output during a typical cooling-season divided by the total electric energy input during the same period. The higher the unit's SEER rating the more energy efficient it is. In North America, the SEER is the ratio of cooling in British thermal unit (BTU) to the energy consumed in watt-hours.

#### TCP/IP:

- Transmission Control Protocol/Internet Protocol (TCP/IP) is the principal communications protocol in the Internet protocol suite for relaying datagrams across network boundaries.

#### Virtual Metering:

- Refers to the function of monitoring energy use of specific systems or pieces of equipment, based on demand and run time, through a building's direct digital control system and analog current transducers.



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## **2. OPTIMIZE MAINTENANCE AND ENERGY PERFORMANCE:**

This section is intended to provide a basis by which corporate facilities can be maintained and monitored to maximize efficient resource use, and reduced maintenance and operational costs.

- i. Operation Plan: Each facility should have an operational plan developed that at a minimum includes an occupancy schedule, equipment run-time schedule, design set points for HVAC equipment, and design lighting levels. This plan should be regularly reviewed and optimized as needed.
- ii. Measuring Energy Efficiency: Two options can be used to measure energy efficiency performance in comparison to typical buildings of similar type and function:
  - a. *Option 1:* Target an Energy Star<sup>®</sup> rating of 75% or higher, if eligible to receive an energy performance rating using the U.S. EPA's Energy Star<sup>®</sup> Portfolio Manager Tool (Canadian edition).
  - b. *Option 2:* If a building is not eligible to receive an energy performance rating using the U.S. EPA's Energy Star<sup>®</sup> Portfolio Manager Tool (Canadian edition), target increased energy efficiency of 20% as compared to typical buildings of similar type and function using national average energy data (National Resources Canada, Energy Star, et al).
- iii. Measurement and Verification. Track the energy and water use of specific systems, end uses (i.e. lighting, HVAC, plug loads, etc), and the building overall, to allow for continuous optimization. If possible, accomplish this requirement using the building automation system.
- iv. Benchmarking and Tracking Building Energy Consumption. Regularly compare energy performance data with previous years' energy performance data, to ensure operational energy efficiency is being maintained.
- v. Ongoing Commissioning. Complete re-commissioning activities on an approximately five year cycle to address changes in facility occupancy, use, maintenance and repair. Make periodic adjustments and review of building operating systems and procedures essential for optimal energy efficiency and service provision.
- vi. Building Automation System. Employ full building automation system for increased control and programming capability of mechanical system and lighting systems. It is required that City of Richmond pre-qualified building automation system supply and install contractors be used for new and replacement installations. Please see Section 5.0 for more details.
- vii. Local Thermostat: If applicable, use programmable thermostat that include energy efficient options including but not limited to; night set back, programmability for each day, optimal start, and zones separated by function.
- viii. Heat Recovery Ventilation Systems: Heat recovery ventilation systems used in corporate facilities need to be Home Ventilating Institute (HVI) certified with 85% efficiency



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- ix. Air or Ground Source Heat Pumps: Air or ground source heat pumps used in corporate facilities should be Energy Star® certified with a minimum target for energy efficiency of SEER 16.
- x. Gas Fired Rooftop unit: Gas fired rooftop units used in corporate facilities will target a minimum energy efficiency rating of SEER 13.
- xi. Heat Pump Rooftop units: Heat Pump rooftop units used in corporate facilities will target a minimum energy efficiency rating of SEER 16.
- xii. Roof top units: Economizer should be used for all rooftop units 5 tons or greater. All rooftop units, air handling units, Energy recovery ventilators (ERV), Heat recovery ventilators (HRV) and makeup air units, and shall use industry standard sized filters.
- xiii. Natural Gas Boiler: Natural gas boilers used in corporate facilities will target a minimum efficiency rating of 95%.
- xiv. Air Conditioning: Air conditioning equipment used in corporate facilities should be Energy Star® certified.
- xv. Air Compressor: All pneumatic air compressors should be equipped utilizing automatic condensate drain system. Air compressors for corporate truck maintenance activities, require a minimum of 200 PSI operating pressure.
- xvi. Domestic Hot Water: Domestic natural gas hot water boilers used in corporate facilities should be Energy Star® certified with a target minimum efficiency rating of 80%. Domestic electric hot water boilers used in corporate facilities should be Energy Star® certified with a target minimum efficiency rating of 90%.
- xvii. Appliances: Appliances (refrigerators, laundry machines, stoves, et al) used in corporate facilities should be Energy Star® certified.
- xviii. Ozone Depleting Compounds. Refrain from using Ozone Depleting Substances. Ozone Depleting Substances include CFCs, HCGCs, halons and others used in refrigerants, fire extinguishing systems and chemicals (sterilants and solvents).
- xix. Electric motor and pump: Use high efficiency motors and pumps, whenever possible. Targeting 25% better than Canadian 2011 NECB performance curves for motors and pumps.
- xx. Improved Lighting Efficiency: As budgets allow, high efficiency lighting technology and controls is preferred for all new installations, please refer to Section 6.0 Optimize Lighting System for further guidance on lighting guidelines.
- xxi. Lighting Levels: Refer to the IESNA standards for target lighting levels depending on building type and room function. In addition, please refer to Section 6.0 Optimize Lighting System for further guidance on lighting guidelines.
- xxii. On-Site Renewable Energy. Implement renewable energy generation project, when lifecycle costs are effective at facilities to further reduce conventional energy purchases. Refer to NRCan website.



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- xxiii. Equipment: All equipment, devices, controls needs be well supported by a knowledgeable local technical support staff, local sales representatives and local field service/factory trained representatives to assist in the selection, application and servicing of all equipment. All replacement parts and components need to be readily available (preferred less than 10 day delivery wait time) and cost effective.



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### 3. OPTIMIZE WATER EFFICIENCY:

This section is intended to provide a basis by which corporate facilities can reduce indoor potable water use, reducing the burden on local water supply and wastewater.

- i. Water metering: New corporate facilities will include water meters. Where feasible, these meters will be remotely monitored by the building’s automation and monitoring system. Where possible, it is preferred that an additional water meter is installed to monitor the water consumption for outdoor activities, and that this meter also be monitored through the building’s automation system.
- ii. Indoor plumbing fixture and fitting efficiency: The following table outlines the targeted water fixture efficiency flush/flow rates for civic facilities for both new construction and replacement projects, and the maximum flush/flow rates as per current BC building codes. Where feasible, it is preferred that purchased fixture products water usage is on the lower end of the range to maximize water conservation.

Table 1 – Targeted Fixture Flush/Flow rates for the City of Richmond<sup>1</sup>

Fixture Type	Flow Rate
	(Litres per minute [LPM] or Litres per flush [LPF])
Dual-flush toilets	High flush = <b>6.0 LPF</b>
	Low flush = <b>3.4 to 4.1 LPF</b>
Urinals	<b>1.9 LPF</b>
Lavatory faucet	<b>1.9 to 8.3 LPM</b>
Kitchen faucet	<b>5.7 to 8.3 LPM</b>
Showers	<b>5.7 to 9.3 LPM</b>

- iii. Water-Efficient Products. Where applicable reduce the use of potable water through the use of fixtures with automatic controls. In addition, for water using appliances it is required that Energy Star® certified products are used where ever possible.
- iv. Water Harvesting. Whenever possible and practicable re-use storm water for landscaping and irrigation.

<sup>1</sup> These values are derived from LEED® for existing buildings water efficiency criteria, from the UBC LEED® implementation guide – 2014, and from the BC Water Conservation Amendments – Ministerial Order M105.  
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## **4. ENHANCE INDOOR ENVIRONMENTAL QUALITY:**

The intent of this section is to provide a basis for optimizing indoor environments to promote occupant comfort, health, and enjoyment of the space.

- i. Minimum IAQ Performance. Meet or exceed most current ASHRAE Standard 62.1, Ventilation for Acceptable Indoor Air Quality.
- ii. Ventilation and Thermal Comfort. Meet or exceed most current ASHRAE Standard 55, Thermal Environmental Conditions for Human Occupancy.
- iii. Filtration Media. Utilize Minimum Efficiency Reporting Value (MERV) of at least 11 for equipment that requires filtration material. Where applicable, GeoPleat or Mini-Pleat filter with MERV 13 must be used. Filter media used in all HVAC equipment needs to be of standard sizing.
- iv. Day lighting and lighting Controls. Automated lighting controls (occupancy/vacancy sensors with manual-off capability) are provided for appropriate spaces including restrooms, conference and meeting rooms, employee lunch room, training rooms and offices. Where ever possible and feasible there should be no on schedule for DDC controlled lighting and occupancy sensors should be used to solely recognize inactivity, with switches used to turn lights on.
- v. Low-Emitting Materials. Use low emitting materials for building modifications, maintenance, and cleaning. In particular, specify the following materials and products to have low pollutant emissions: composite wood products, adhesives, sealants, interior paints and finishes, solvents, carpet systems, janitorial supplies and furnishings.
- vi. Environmental Tobacco Smoke Control. Prohibit smoking within and in the vicinity of the building as per the City of Richmond Public Health Protection Bylaw, Worker Compensation Board (WCB) Occupational Health and Safety Regulations, and Vancouver Costal Health Authority regulations.



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## **5. INTEGRATE BUILDING AUTOMATION SYSTEMS:**

The intent of this section is to provide a basis for optimizing the City's building control and energy monitoring capacity to maximize maintenance and operational efficiency, and efficient building resource use. In addition, this section will be used to standardize the City's DDC systems and graphic interface in new and existing buildings.

- i. Prequalified Supply and Installation Contractors: One of the City's prequalified Supply and Installation Contractors for Direct Digital Controls (DDC) Systems must be used for the mechanical and lighting control of City owned and/or operated space.
- ii. Lighting Control: Lighting control is to be tied into separate DDC controllers (unless exempted by the City where in they may be tied in to HVAC DDC controllers), which will be provided by one of the prequalified contractors, with the location and number to be specified by the Electrical Design Consultant as part of the electrical design tender package.
- iii. DDC Graphics and Monitoring: Graphics for the operator interface must be prepared to meet City requirements, which highlight energy efficiency and comfort. Graphic functionality for energy use monitoring will include, but is not limited to, energy use breakdown between electricity and natural gas, further segregation of each fuel type by each functional end use (e.g. ventilation, cooling, heating, pumping, lighting, plug loads, etc. – note that this requires tagging of end use into multiple categories), and by specific systems and equipment. The operator interface for City will run on the City's web-servers. This work must be coordinated through the City's IT group to arrange loading of graphics, databases, and for security requirements.
- iv. Energy Data: All energy data collected will be stored on the City's Sequel Server. The City will provide connection credentials so that the supplied system can store the data. ~~The system must also be capable of delivering this data using BACnet over Ethernet, or BACnet of TCP/IP to third party data repositories capable of accepting BACnet data.~~
- v. DDC Access and Datapoints: The DDC system will be remotely accessed by the City's web based operator interface. Data will be collected at intervals not to exceed 15 seconds for all points during the commissioning process to ensure system stability and tuning. These data points must include measurable variable, manipulated variable, and setpoint variable for each loop, as well as other variable measurements and outputs. VPN network connectivity will be provided by the Supply and Installation Contractor for secure access of sufficient bandwidth to support this.
- vi. Energy Use Monitoring: Any energy use monitoring shall be done through sub-meters that are BACnet enabled, or through virtual metering.
- vii. Water Metering and Monitoring: A water meter will provide instantaneous and aggregated water consumption information of each mechanical makeup water system such as cooling tower, chilled water system, heating water system, heat pump system, Geo/ground loop and Solar system. The information will be delivered using BACnet over MSTP, BACnet over Ethernet, or BACnet over TCP/IP.



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- viii. Hydronic Monitoring: All hydronic loops that introduce or extract energy flows to the subject premises will be monitored. These will include measurement of flow and differential temperature. The calculation of energy and power will be performed at the meter. The flow, inlet and outlet temperatures will be transmitted along with the flow information to the DDC system. The information will be delivered using BACNet over MSTP, BACNet over Ethernet, or BACNet over TCP/IP.
- ix. Points List Review: Once the mechanical and lighting DDC points list has been initially defined, the City requests that they are provided to the City along with the mechanical and electrical specifications, to allow for the timely opportunity to review and comment before finalization.
- x. Segregated Electrical Panels: Lighting, mechanical, and plug loads need to be segregated on separate electrical panels for energy monitoring purposes.
- xi. Electrical Directory Review: Once the preliminary electrical directories for each electrical panel have been defined, the City requests that they are provided to the City, to allow for a timely opportunity to review and comment before finalization.
- xii. Inspections: City personnel or the City's DDC consultant will conduct its own inspections of the system design, installation and functionality, and will prepare its own deficiency lists during the construction process and final inspection. The deficiency lists will need to be corrected prior to City sign off on completion.



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## **6. OPTIMIZE BUILDING LIGHTING SYSTEMS:**

Corporate lighting guidelines and requirements are intended to provide the basis for optimizing building interior and exterior lighting controls and associated electrical use, and to standardize the type of lighting used depending on its function.

### **General Guidelines**

- i. All interior building lighting shall be supplied from 120 volt power systems.
- ii. Lighting design shall incorporate the principles of sustainability and its products and systems shall be energy conserving, long life, have a low cost of ownership and be accessible for service and maintenance.
- iii. For interior building lighting solutions, Light Emitting Diode (LED) lighting is preferred.
- iv. For exterior lighting applications (wall mounted fixtures, low mast light fixtures in parking lot), LED lighting is preferred.
- v. Daylight harvesting opportunities shall be implemented in areas where natural daylight is available.
- vi. Uniformity and low brightness contrast shall be achieved by judicious use of luminaires and their locations.
- vii. All lighting shall be designed to suit the task and task location rather than the general lighting. The most current ASHRAE 90.1, IESNA and WorkSafeBC standards shall be taken into consideration and photometric calculations submitted where requested.
- viii. The designer shall take into account 4 to 5 year fluorescent lighting group relamping program, if applicable. All maintenance factors shall be maximized in due respect to the anticipated clean environment in the facilities.
- ix. When mounting luminaires in high ceiling spaces, consideration must be given to ensure access for maintenance activities. Indoor lighting shall be accessible either from ladders on flat surfaces such as floors or stair landings or from powered lifts with a maximum lift of 6.1 m. Building access, floor construction, and elevators shall permit entry and use of existing standard lift equipment for proper and safe maintenance. If special equipment is required for lighting maintenance, then the consultant shall, prior to tender, prepare and submit a Lighting System Maintainability Plan to the City of Richmond for review and approval and it shall contain documentation describing the special equipment, access arrangements for special equipment, and a maintenance schedule and spare parts list.
- x. The lighting design proposed for all public areas such as corridors and stairways shall ensure the life safety of building occupants at all times and shall also minimize lighting energy required to zero, if possible, when the building is un-occupied. (i.e. lights off until occupancy has been detected or an emergency has occurred). A portion of the lighting fixtures shall be wired to an emergency power panel if an emergency generator is available. Lighting circuits fed from emergency power panels shall be arranged so that they may be switched or dimmed.



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- xi. In general, where feasible and economical LED lighting is preferred for all interior spaces. It is preferred for interior LED luminaires, such as troffers, that the driver be mounted in an easily accessible location i.e. not behind the luminaire, so as to reduce maintenance time if replacement is needed.

If there is not a strong business case for interior LED lighting, then linear fluorescent lighting is preferred. Linear fluorescent luminaires shall be equipped with 120 volt program start electronic ballasts and T8-25 watt lamps or with T8-32 watt lamps in low temperature locations. Bent 'U' tube fluorescent luminaires are not acceptable. Lighting solution proposals using T5 linear fluorescent systems are not acceptable. When required in high ceiling areas, T5 High Output (HO) solutions are acceptable. Suspended luminaires shall be direct/indirect. Full indirect suspended luminaires are not acceptable.

- xii. Non-linear specialty fixtures such as pot lights, cylinders, wall sconces, wall washers and other decorative lighting shall be minimized and shall not exceed 10% of the total quantity of fixtures in the building project. When used, it is preferred that these luminaires not be enclosed and incorporate vertically aligned medium base screw-in LED lamps.
- xiii. HID fixtures such as Metal Halide (MH) or High Pressure Sodium (HPS) are not acceptable.

## Lamp and Ballast Guidelines

- i. Use of LED lamps is encouraged and as substitutes for traditional applications involving CFL, MR-16, PAR 20, PAR 30, BR30, PAR 38 lamps, and linear fluorescent lamps. LED lamps shall be Energy Star rated.
- ii. Lamps shall be the longest life available. Preference will be given to lamps and lighting containing the lowest amount of mercury and other toxic components.
- iii. If applicable, it is preferred that T8 fluorescent lamps be extra-long life or extended life lamps rated for 40,000 hours operation with 3 hours per start
- iv. T8 - 25 watt lamps with 3500° K color temperature shall be the typical lamp used for linear fluorescent lighting.
- v. T8 – 32 watt High Lumen fluorescent or LED lamps shall be the typical lamp used in low temperature locations.
- vi. T5 HO fluorescent lamps shall be extra-long life or extended life lamps.
- vii. Where T5 HO lamps are used in enclosed fixtures, lamps rated for higher temperatures shall be used.
- viii. All fluorescent lighting ballasts shall operate from 120 volt input voltage and shall be program start electronic type with standard ballast factor. Ballasts shall have parallel lamp operation. Acceptable manufacturers are.
- ix. Ballast output frequency shall be greater than 42 kHz.



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- x. Dimming ballasts shall be program start with either line voltage or 0-10 volt control.
- xi. Ballasts shall have lamp end-of-life detection and shutdown circuitry that meets the most current ANSI standards.

### Energy Allowances

- i. All interior lighting shall not exceed the energy density limits as defined in the most current ASHRAE 90.1 lighting power densities standard, using either the whole building area method or the space by space evaluation method. For the whole building area evaluation method, the standard is currently 0.90 watt per square foot.
- ii. All exterior building lighting shall not exceed the lighting power density limits as defined in the most current ASHRAE 90.1 standard.

### Lighting Controls

- i. All interior lighting (including stairwells) shall have controls such that when the lighting is not needed, it will automatically be either turned off or dimmed to a low output condition, and shall conform to the most current relevant ASHRAE 90.1 standard.
- ii. All lighting control systems shall be fully tested and commissioned and a Lighting System Commissioning Report shall be prepared and certified by a responsible professional as per the most current relevant ASHRAE 90.1 standard.
- iii. As per the DDC integration requirements, where low voltage relay controls are provided for new building projects they shall include a BACnet compatible DDC interface device to allow for all scheduling functions related for the lighting systems to be controlled by the buildings DDC system.
- iv. All exterior building mounted lighting and exterior building area lighting shall be controlled by photocell or astronomical time clock. Lighting that may be powered from the building electrical system shall be controlled by the DDC.
- v. Occupancy sensors shall be dual technology type with both Passive Infrared (PIR) and acoustic/ultra-sonic sensors, and may be either line voltage or low voltage types. Low voltage occupancy sensors with 1 or 2 poles and local power packs are preferred. Slave power packs are not acceptable.
- vi. Offices shall have light control switches at all entrances, exits and vestibules. These interior spaces shall also have occupancy sensors integrated with the control switch or mounted at a high level in a corner and arranged for semi-automatic operation such that manual operation of the local switches is required to energize the lighting while occupancy sensors and local switches will de-energize the lighting. Large spaces may need more than one sensor.
- vii. Corridors, lobbies and similar public spaces shall have occupancy sensors, mounted at high levels, and arranged for full automatic operation.



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- viii. Occupancy sensors are not permitted in interior spaces that may be or may become hazardous, such as electrical and mechanical service rooms.
- ix. Where feasible, all offices, corridors, stairways and other public spaces shall incorporate daylight harvesting via use of interior mounted photocells and arranged to take advantage of free illumination while maintaining acceptable minimum illumination levels within the space.
- x. LED dimmers shall be compatible with the LED lamps used and their drivers.

### Exit Signage

- i. Exit lighting shall be provided in accordance with the BC Building Code and the Canadian Electrical Code as amended by BC Electrical Safety regulations.
- ii. All exit signs shall be illuminated by LED light sources and shall have an emergency power NiCad battery.
- iii. Exit signs shall be powered at 120 volts from emergency power panels, if available.
- iv. The "Running Man" style EXIT sign that conforms to the CAN/ULC-S572 standard is preferred.

### Emergency Lighting

- i. Emergency lighting must be installed in accordance with the latest revision of the B.C. Building Code and City of Richmond's Bylaw No. 8306 (Fire Protection and Life Safety).
- ii. Provide standby emergency generator if motor loads require emergency power.
- iii. All battery pack lighting, remote heads and exit lights shall be LED type and manufactured by 'Ready-Lite' or an approved equal. 'Ready-Lite' is available from local suppliers and shall be stocked by City of Richmond. It is important that City of Richmond have stock in standard sizes so that repairs can be done quickly and effectively as required for the life safety system.
- iv. The battery packs shall be long life type and either 12 volts DC or 24 volts DC and shall be in accordance with CSA C22.2 No. 141.
- v. All battery packs shall be mounted on the wall using anchors capable of supporting the weight, or mounted on an appropriately sized shelf, supplied from 'Ready-Lite' or an approved equal.
- vi. Generator and Electrical rooms shall be provided with an emergency battery lighting pack.
- vii. If a 12 volt DC battery lighting pack is used for emergency lighting power, it shall be rated for 36 watt to 360 watt and should not be self-testing.



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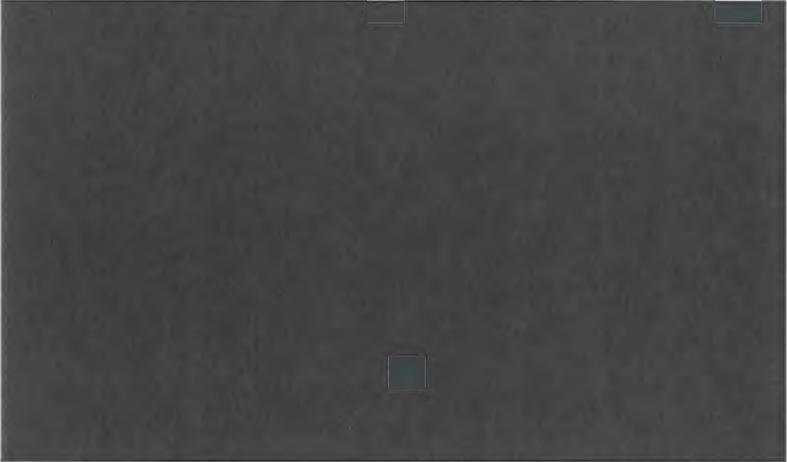
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- viii. If a 24 volt DC battery lighting pack is used for emergency lighting power, it shall be either a 360 watt unit or a 720 watt unit, and should not be self-testing.
- ix. For both 12 volt DC and 24 volt DC systems, the heads and remote heads shall be 9 watts each.
- x. Battery packs that are fed from a 120 volt AC. source shall have a 120 volt duplex receptacle mounted adjacent so that the battery pack can be plugged into the receptacle, to facilitate testing and replacement when needed.



## Appendix C

City of Richmond Building  
Lighting Guidelines

**1.0 GENERAL**

**1.1 Related City of Richmond Guidelines**

- .1 High Performance Building Policy
- .2 City of Richmond Sustainable Operation and Maintenance Requirements

**1.2 Coordination Requirements**

- .1 City of Richmond Facilities
- .2 City of Richmond Project Development
- .3 City of Richmond Information Technology

**2.0 MATERIAL AND DESIGN REQUIREMENTS**

**2.1 General**

- .1 All interior building lighting shall be supplied from 120 volt power systems.
- .2 Lighting design shall incorporate the principles of sustainability and its products and systems shall be energy conserving, long life, have a low cost of ownership and be accessible for service and maintenance.
- .3 For interior building lighting solutions, preference shall be given to Light Emitting Diode (LED) and linear fluorescent light sources.
- .4 For exterior lighting applications (wall mounted fixtures, low mast light fixtures in parking lot), preference shall be given to LED light sources. Fluorescent light sources may be used selectively.
- .5 Daylight harvesting opportunities shall be implemented in areas where natural daylight is available.
- .6 Uniformity and low brightness contrast shall be achieved by judicious use of luminaires and their locations.
- .7 All lighting shall be designed to suit the task and task location rather than the general lighting. ASHRAE 90.1-2010, IESNA and WorkSafeBC guidelines shall be taken into consideration and photometric calculations submitted where requested.
- .8 The designer shall take into account 4 to 5 year fluorescent lighting group relamping program. All maintenance factors shall be maximized because of the expected clean environment in the facilities.
- .9 When mounting luminaires in high ceiling spaces, consideration must be given to ensure access for maintenance such as lamp and ballast changing. Indoor lighting shall be accessible either from ladders on flat surfaces such as floors or stair landings or from powered lifts with a maximum lift of 6.1 m. Building access, floor construction, and elevators shall permit entry and use of existing standard lift equipment for proper and safe maintenance. If special equipment is required for lighting maintenance, then the consultant shall, prior to tender, prepare and submit a Lighting System Maintainability Plan to the City of Richmond for review and approval and it shall contain documentation describing the special equipment, access arrangements for special equipment, and a maintenance schedule and spare parts list.

- .10 The lighting design proposed for all public areas such as corridors and stairways shall ensure the life safety of building occupants at all times and shall also minimize lighting energy required to zero, if possible, when the building is un-occupied. (I.e. lights off until occupancy has been detected or an emergency has occurred). A portion of the lighting fixtures shall be wired to an emergency power panel if an emergency generator is available. Lighting circuits fed from emergency power panels shall be arranged so that they may be switched or dimmed.
- .11 In general, where feasible and economical LED lighting is preferred for interior spaces. It is preferred for interior LED luminaires, such as troffers, that the driver be mounted in an easily accessible location i.e. not behind the luminaire, so as to reduce maintenance time if replacement is needed.
- If there is not a strong business case for interior LED lighting, then linear fluorescent lighting is preferred. Linear fluorescent luminaires shall be equipped with 120 volt program start electronic ballasts and T8-25 watt lamps or with T8-32 watt lamps in low temperature locations. Bent 'U' tube fluorescent luminaires are not acceptable. Lighting solution proposals using T5 linear fluorescent systems are not acceptable. When required in high ceiling areas, T5 High Output (HO) solutions are acceptable. Suspended luminaires shall be direct/indirect. Full indirect suspended luminaires are not acceptable.
- .12 Non-linear specialty fixtures such as pot lights, cylinders, wall sconces, wall washers and other decorative lighting shall be minimized and shall not exceed 10% of the total quantity of fixtures in the building project. When used, it is preferred that these luminaires not be enclosed and incorporate vertically aligned medium base screw-in LED lamps.
- .13 HID fixtures such as Metal Halide (MH) or High Pressure Sodium (HPS) are not acceptable.

## 2.2 Lamps

- .1 Lamps shall be the longest life available. Preference will be given to fluorescent lamps containing the lowest amount of mercury.
- .2 It is preferred that T8 fluorescent lamps be Extra Long Life or Extended Life lamps rated for 40,000 hours operation with 3 hours per start.
- Preferred manufacturers are: General Electric, Osram Sylvania, or Philips
- .3 T8 - 25 watt lamps with 3500° K color temperature shall be the typical lamp used for linear fluorescent lighting.
- .4 T8 – 32 watt High Lumen fluorescent or LED lamps shall be the typical lamp used in low temperature locations.
- .5 T5 HO fluorescent lamps shall be Extra Long Life or Extended Life lamps.
- Preferred manufacturers are: General Electric, Osram Sylvania, or Philips.
- .6 Where T5 HO lamps are used in enclosed fixtures, lamps rated for higher temperatures shall be used.
- Preferred manufacturers are Philips Extreme Temperature series or Sylvania Constant series.

- .7 Use of LED lamps is encouraged and as substitutes for traditional applications involving CFL, MR-16, PAR 20, PAR 30, BR30, PAR 38 lamps, and linear fluorescent lamps when economical. LED lamps shall be Energy Star rated.

### 2.3 Ballasts

- .1 All fluorescent lighting ballasts shall operate from 120 volt input voltage and shall be program start electronic type with standard ballast factor. Ballasts shall have parallel lamp operation. Acceptable manufacturers are: General Electric, Osram Sylvania, Philips/Advance or Universal.
- .2 Ballast output frequency shall be greater than 42 kHz.
- .3 Dimming ballasts shall be program start with either line voltage or 0-10 volt control.
- .4 Ballasts shall have lamp end-of-life detection and shutdown circuitry that meets ANSI standards.

### 2.4 Energy Allowances

- .1 All interior lighting shall not exceed the energy density limits as defined in ASHRAE 90.1-2010 section 9.5 (Building Area Method) or 9.6 (Space by Space Method).  
  
For the Building Area Method, the energy density limit is 0.90 watt per square foot.
- .2 All exterior building lighting shall not exceed the energy density limits as defined in ASHRAE 90.1-2010 section 9.4.3.

### 2.5 Lighting Controls

- .1 All interior lighting (including stairwells) shall have controls such that when the lighting is not needed, it will automatically be either turned off or dimmed to a low output condition, and shall conform to the new ASHRAE 90.1-2010 standard (sections 9.4.1, 9.4.2)
- .2 All lighting control systems shall be fully tested and commissioned and a Lighting System Commissioning Report shall be prepared and certified by a responsible professional as per ASHRAE 90.1-2010 standard (section 9.4.4)
- .3 Where low voltage relay controls are provided for new building projects they shall include a BACnet compatible Building Management System (BMS) interface device which shall be wired to the local BMS control panel. This will ensure that all scheduling functions related to lighting systems will be under the control of the BMS system.
- .4 All exterior building mounted lighting and exterior building area lighting shall be controlled by photocell or astronomical time clock. Lighting which may be powered from the building project electrical system shall be under the control of the BMS scheduling system.
- .5 Occupancy sensors shall be dual technology type with both Passive Infrared (PIR) and acoustic/ultra-sonic sensors, and may be either line voltage or low voltage types. Low voltage occupancy sensors with 1 or 2 poles and local power packs are preferred. Slave power packs are not acceptable.

Preferred manufacturers are Watt stopper, Sensor Switch, Leviton, or Hubbell

- .6 Offices shall have light control switches at all entrances, exits and vestibules. These interior spaces shall also have occupancy sensors integrated with the control switch or mounted at a high level in a corner and arranged for semi-automatic operation such that manual operation of the local switches is required to energize the lighting while occupancy sensors and local switches will de-energize the lighting. Large spaces may need more than one sensor.
- .7 Corridors, lobbies and similar public spaces shall have occupancy sensors, mounted at high levels, and arranged for full automatic operation.
- .8 Occupancy sensors are not permitted in interior spaces that may be or may become hazardous, such as electrical and mechanical service rooms.
- .9 All, offices, corridors, stairways and other public spaces shall incorporate daylight harvesting via use of interior mounted photocells and arranged to take advantage of free illumination while maintaining acceptable minimum illumination levels within the space.
- .10 LED dimmers shall be compatible with the LED lamps used and their drivers.

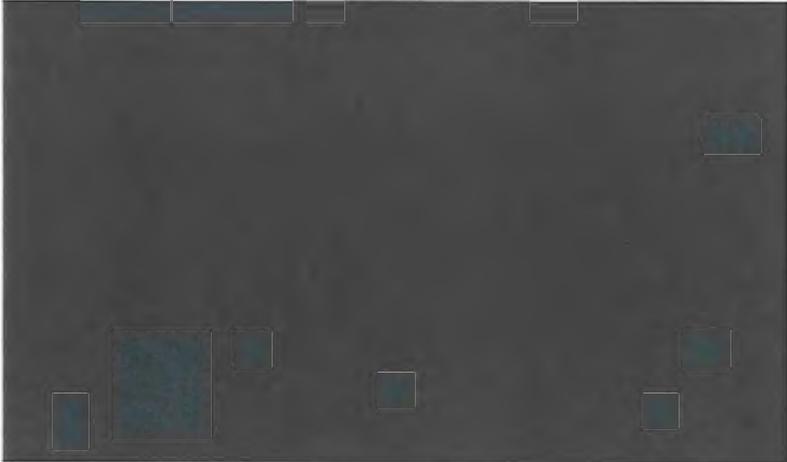
## **2.6 Exit Signage**

- .1 Exit lighting shall be provided in accordance with the BC Building Code and the Canadian Electrical Code as amended by BC Electrical Safety regulations.
- .2 All exit signs shall be illuminated by LED light sources and shall have an emergency power NiCad battery.
- .3 Exit signs shall be powered at 120 volts from emergency power panels, if available.
- .4 The "Running Man" style EXIT sign which conforms to the CAN/ULC-S572 standard shall be used.

## **2.7 Emergency Lighting**

- .1 Emergency lighting must be installed in accordance with the latest revision of the B.C. Building Code and City of Richmond's Bylaw No. 8306 (Fire Protection and Life Safety).
- .2 Provide standby emergency generator if motor loads require emergency power.
- .3 All battery pack lighting, remote heads and exit lights shall be LED type and manufactured by 'Ready-Lite' or approved equal. 'Ready-Lite' is available from local suppliers and shall be stocked by City of Richmond. It is important that City of Richmond have stock in standard sizes so that repairs can be done quickly and effectively as required for the life safety system.
- .4 The battery packs shall be long life type and either 12 volts DC or 24 volts DC and shall be in accordance with CSA C22.2 No. 141.
- .5 All battery packs shall be mounted on the wall using anchors capable of supporting the weight, or mounted on an appropriately sized shelf, supplied from 'Ready-Lite' or approved equal.

- .6 Generator and Electrical rooms shall be provided with an emergency battery lighting pack.
- .7 If 12 volt DC is used they shall be rated for 36 watt to 360 watt and should not be self testing as clients do not understand the self test and call in a trouble call unnecessarily.
- .8 If 24 volts DC are used they shall be either a 360 watt unit or a 720 watt unit only. They shall also be a basic model without meters or self testing.
- .9 For both 12 volt DC and 24 volt DC systems, the heads and remote heads shall be 9 watts each.
- .10 Battery packs that are fed from a 120 volt AC. source shall have a 120 volt duplex receptacle mounted adjacent so that the battery pack can be plugged into the receptacle. This is to facilitate testing and replacement when needed.



## Appendix D

City of Richmond Direct Digital  
Control (for Buildings) and Energy  
Monitoring Guidelines



# City of Richmond

Page 1 of 2

City of Richmond Direct Digital Control and Energy Monitoring Guideline – Non City managed new construction

## **City of Richmond Direct Digital Control (for Buildings) and Energy Monitoring Guidelines – Non City managed new construction for City owned spaces.**

### **1. REQUIREMENTS:**

- i. One of the City's two prequalified Supply and Installation Contractors for Direct Digital Controls (DDC) Systems must be used for the mechanical and lighting control of City owned and/or operated space – currently either ESC Automation or Control Solutions.
- ii. Lighting control is to be tied into separate DDC controllers, which will be provided by one of the prequalified contractors, with the location and number to be specified by the Electrical Design Consultant as part of the electrical design tender package.
- iii. Graphics for the operator interface must be prepared to meet City requirements, which highlight energy efficiency and comfort. Graphic functionality for energy use monitoring will include, but is not limited to, energy use breakdown between electricity and natural gas, further segregation of each fuel type into energy use of separate end uses, to further segregation of energy use of specific systems and equipment. The operator interface for City will run on the City's web-servers.
- iv. The DDC system will be remotely accessed by the City's web based operator interface. Data will be collected at a maximum of 15 second intervals for all points during the commissioning process to ensure system stability and tuning. VPN network connectivity will be provided by the Supply and Installation Contractor for secure access of sufficient bandwidth to support this.
- v. Any energy use monitoring and billing of a City space, which is located within a building that is not City owned and managed, will be done through sub-meters that are BACnet enabled and not on a pro-rated basis.
- vi. A water meter that is BACnet enabled is required to monitor use of any mechanical makeup water system such as cooling tower, chill water system, heating water system, heat pump system, Geo/ground loop and Solar system.
- vii. A BTU meter that is BACnet enabled is required for the heat pump loop to monitor the energy usage of City space.
- viii. Once the mechanical and lighting DDC points list for the space has been initially defined, the City requests that they are provided to the City along with the mechanical and electrical specifications, to allow for the timely opportunity to review and comment before finalization.
- ix. Lighting, mechanical, and plug loads need to be segregated on separate electrical panels for energy monitoring purposes.



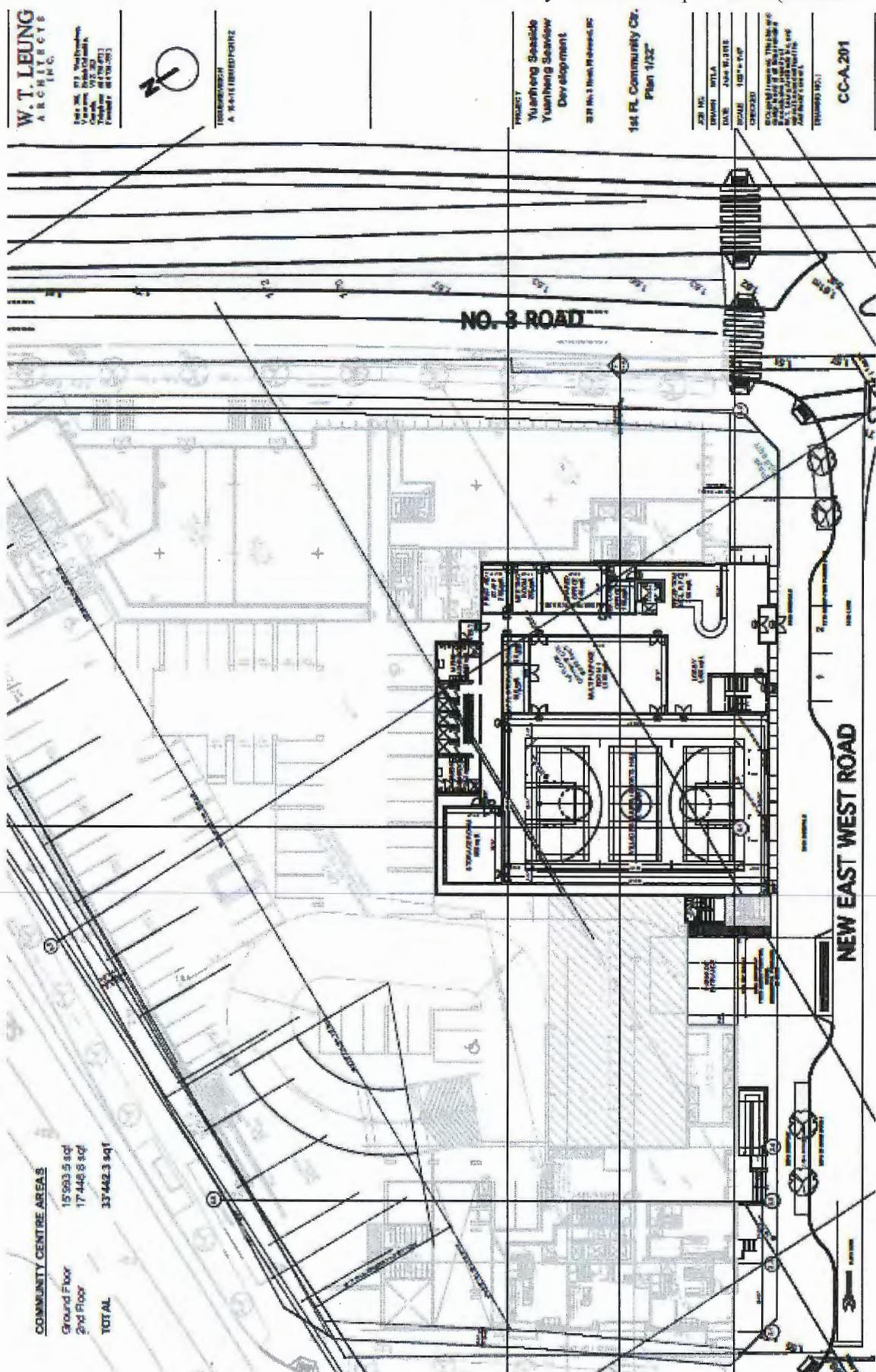
# City of Richmond

Page 2 of 2

City of Richmond Direct Digital Control and Energy Monitoring Guideline – Non City managed new construction

- x. Once the preliminary electrical directories for each electrical panel have been defined, the City requests that they are provided to the City, to allow for a timely opportunity to review and comment before finalization.
- xi. City personnel or the City's DDC consultant will conduct its own inspections of the system design, installation and functionality, and will prepare its own deficiency lists during the construction process and final inspection. The deficiency lists will need to be corrected prior to City sign off on completion.

SCHEDULE G  
Community Centre Conceptual Plan (REDMS #5166710)



**W. T. LEUNG**  
ARCHITECTS  
INC.

100-100, P.O. Box 100  
Kowloon, HONG KONG  
Tel: (852) 2512 1111  
Fax: (852) 2512 1111  
Mobile: (852) 9728 4713  
FAX: (852) 2512 1111



PROJECT  
A 15-16 HONGKONG

PROJECT  
Yuenfeng Seaside  
Yuenfeng Seaside  
Development

337 No. 3 Road, Kowloon, H.K.

1st Fl. Community Cr.  
Plan 1/32"

DESIGNER	WTLA
DATE	JUN 21, 2012
SCALE	1/32" = 1'-0"
CHECKED	
DESIGNED BY	W. T. LEUNG
PROJECT NO.	CCA-201

**COMMUNITY CENTRE AREAS**

Ground Floor	15,993.5 sqf
2nd Floor	17,442.8 sqf
<b>TOTAL</b>	<b>33,442.3 sqf</b>

CNCL - 374

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

**W. T. LEUNG**  
ARCHITECTS

1000 W. 1st Street, Suite 100  
San Francisco, CA 94111  
Phone: 415.774.1111  
Fax: 415.774.1112



1/20/2008

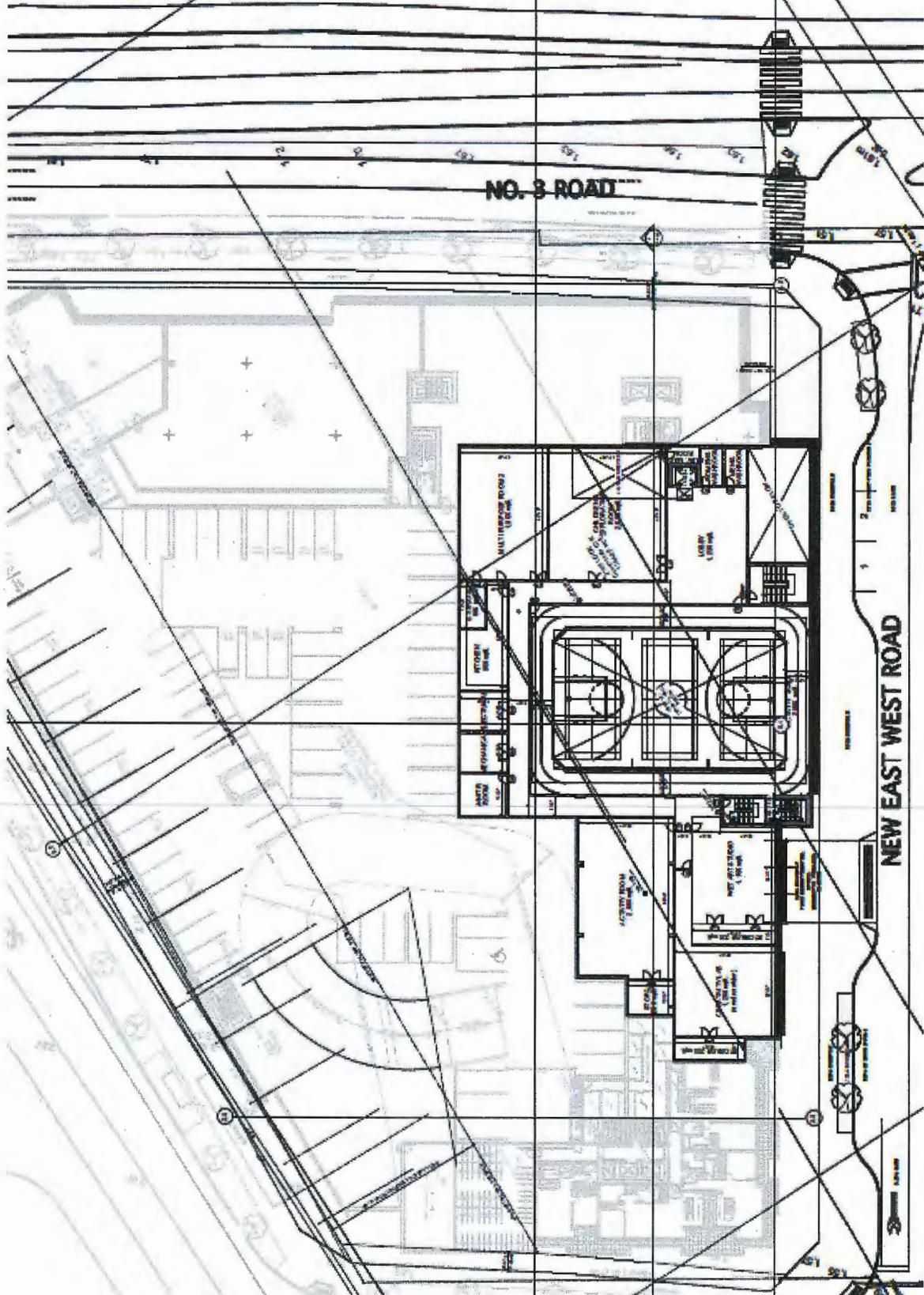
PROJECT  
Yueheng Seaside  
Yueheng Seaside  
Development  
2007 No. 1 Street, Shenzhen, PRC

2nd Fl. Community Ctr  
Plan 1/23'

JOB NO.  
DRAWING NO.  
DATE  
SCALE  
SHEET NO. / TOTAL

DATE  
BY  
CHECKED  
APPROVED

CC-A-202



CNCL - 375

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

**W. T. LEUNG**  
ARCHITECTS  
INC.

Unit 101, 170, West Broadway,  
Toronto, ON M5S 1A5  
Telephone: (416) 593-8888  
Facsimile: (416) 593-8888

SECTION INDEX  
A 100-10 TURNED POINT

PROJECT  
Yuseneng Seaside  
Yuseneng Seaside  
Development

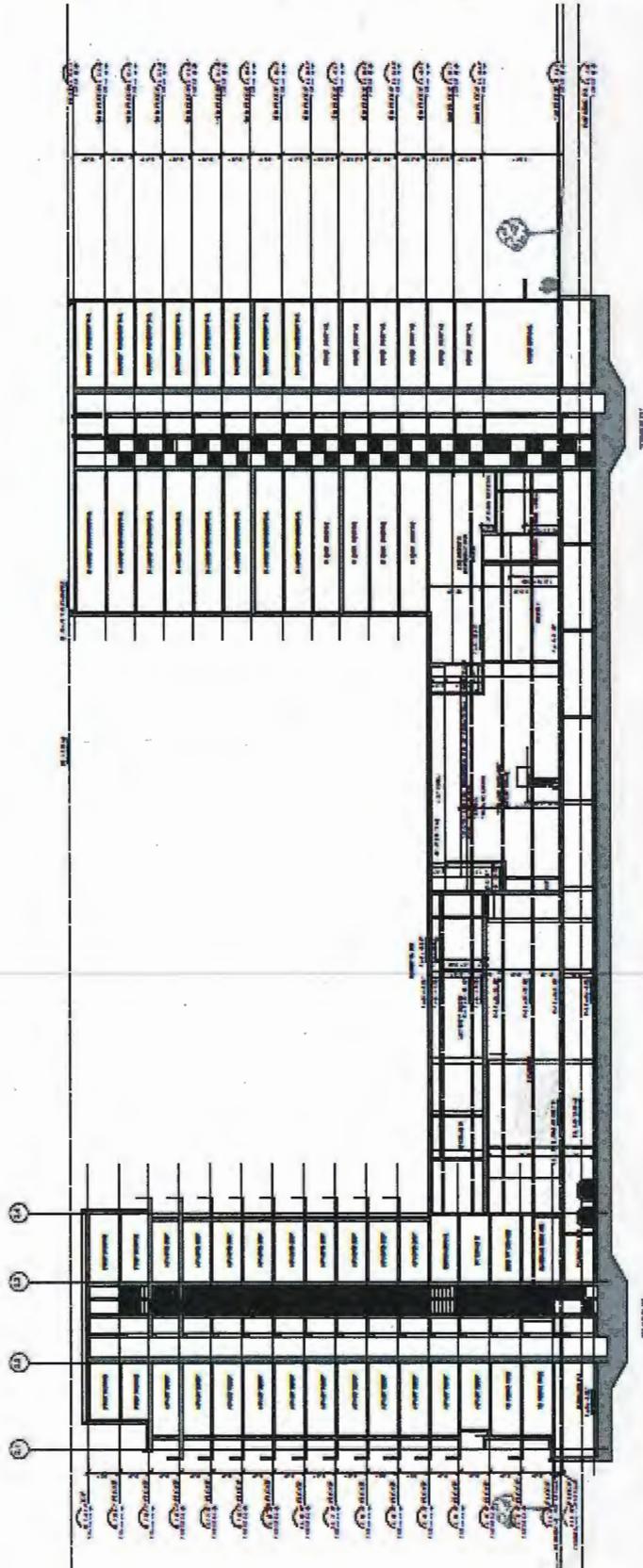
SCALE 1:1000

Section B - B  
Plan 1/50'

JOB NO.  
DRAWN BY  
DATE  
SCALE

DATE: JUN 15, 2004  
SCALE: 1/50' = 1" = 1'-0"  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
DATE: JUN 15, 2004  
SCALE: 1/50' = 1" = 1'-0"  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
DATE: JUN 15, 2004  
SCALE: 1/50' = 1" = 1'-0"

CC - A-204



CNCL - 376

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



## YuanHeng Riverfront Park Conceptual Plan

### Terms of Reference

#### 1. Intent

- a. The area of the waterfront park must be at least 4,276.6 m<sup>2</sup> (1.06 ac), including:
  - i. 8051 River Road;
  - ii. City-owned River Road right-of-way fronting the east side of 8051 River Road; and
  - iii. Unopened City-owned road right-of-way along the south side of 8051 River Road.
- b. The park will provide access to the waterfront to pedestrians and cyclists for circulation and recreational purposes.
- c. The park landscape will make a positive contribution to the Fraser River foreshore ecosystem.
- d. All park elements will be universally accessible.

#### 2. Park Program

The park area will consist of the existing lot at 8051 River Road, which includes the existing dike, the area of existing River Rd. which will be developed for park purposes, and the unopened road end at the end of Capstan Way. In addition, piers and associated amenities are proposed to project into the river beyond the west lot line of 8051 River Road. The park will provide the following functions:

- a. A paved, 4.0 m. wide combined pedestrian and cycling path on the dike crest;
- b. A 2.5 m. wide separated pedestrian path that:
  - i. Will provide seating, affording views of the river;
  - ii. May be located below the dike crest but not lower than the existing dike elevation (approximately 3.5 m GSC) in order to provide opportunities for the pedestrians to be closer to the river;
  - iii. May be constructed of a mix of hard surface and granular materials provided that it remains universally accessible.
- c. Plaza nodes at each street end of sufficient size to allow for safe passage of cyclists and pedestrians and, at the same time, allow for seating and other site furnishings to serve informal gathering and viewing;
- d. Viewing piers at each road end (Capstan Way and Corvette Way) accessed from the plaza nodes and at dike crest elevation with steel gangways accessing a floating walkway that will create a connection between them on the river;;
- e. A steel lookout platform with stair access and an elevated covered area with benches;
- f. Pedestrian and cyclist access to the new dike crest elevation from Capstan Way, River Road and Corvette Way, including interim and ultimate measures;
- g. All park infrastructure necessary for efficient and effective operation and maintenance including, but not limited to, lighting, irrigation, storm drainage, power and water.

#### 3. Park Design

- a. The park design will be completed by the developer to the satisfaction of the City.
- b. Soft landscape design:
  - i. To provide screening and separation from the development site including trees;
  - ii. To reflect the context of the Middle Arm of the Fraser River including native planting;
  - iii. To include native riparian and intertidal planting in all areas below the new dike crest.
- c. Hard landscape design:
  - i. Detailed design of all elements and the materials used are to reflect and celebrate the waterfront location and character.
- d. Buildings situated outside the parking will be set back at least 30.0 m from the High Water Mark

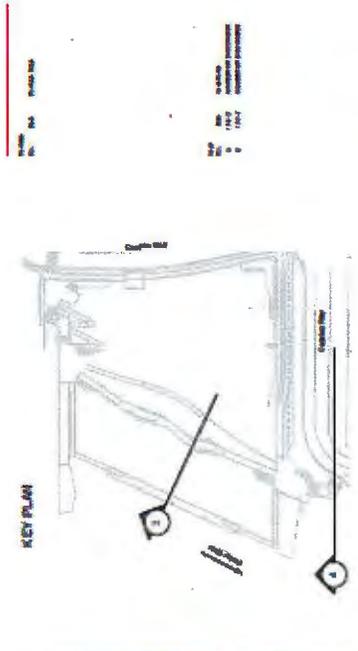
#### 4. Park Maintenance

- a. The dike crest trail shall be of sufficient width to accommodate park maintenance vehicles.
- b. The interim condition shall allow vehicles the ability to safely enter and exit the park area.

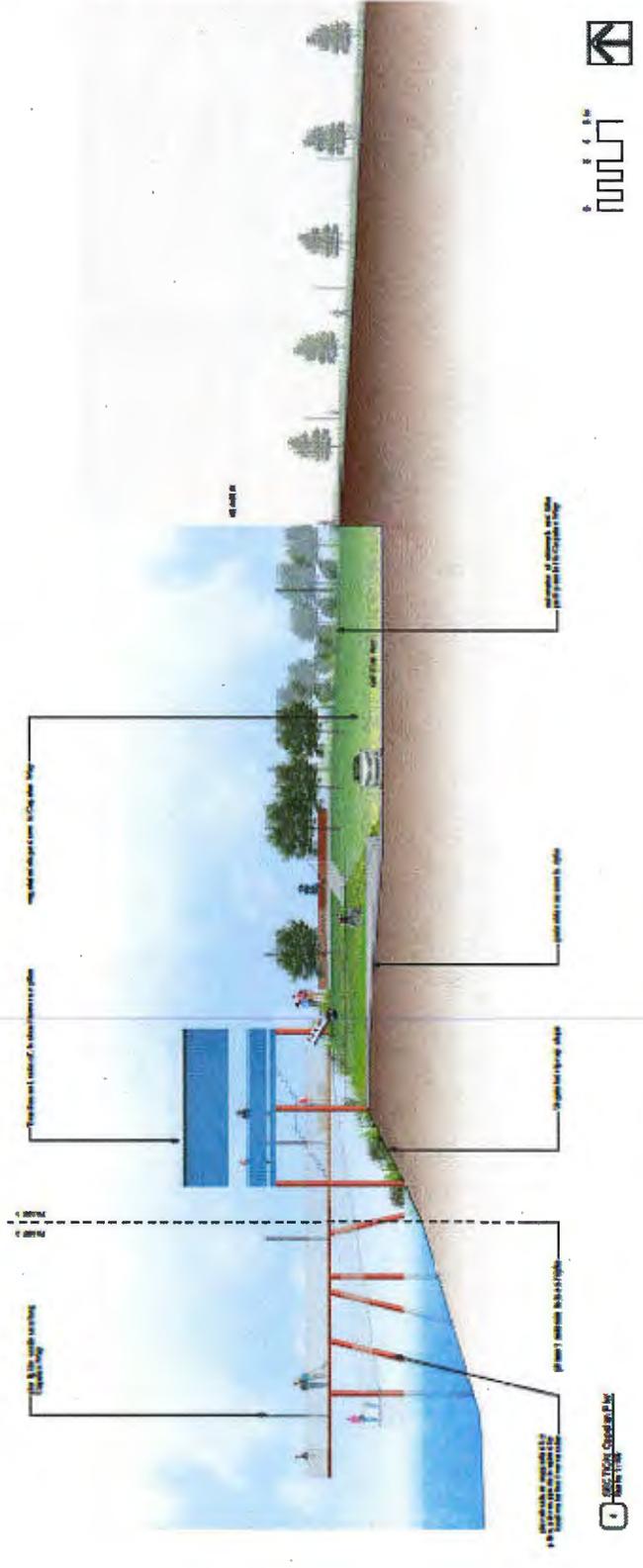
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3.1.4.0 SECTION: Elm Beach  
10/21/11



3.1.4.2 SECTION: Checkers & Bee  
10/21/11

**eta** landscape architecture

1000 North West 25th Avenue, Suite 100  
Fort Lauderdale, FL 33309  
Tel: 954.562.1100  
Fax: 954.562.1101  
www.etalandscape.com

**Project:** Yachtclub Seaside  
**Site:** 201 W. 17th St  
Fort Lauderdale, FL  
**Phase:** Landscape Architecture  
**Scale:** 1" = 10'

DATE	DESCRIPTION
10/21/11	3.1.4.0 SECTION: Elm Beach
10/21/11	3.1.4.1 SECTION: Elm Beach
10/21/11	3.1.4.2 SECTION: Checkers & Bee
10/21/11	3.1.4.3 SECTION: Checkers & Bee
10/21/11	3.1.4.4 SECTION: Checkers & Bee
10/21/11	3.1.4.5 SECTION: Checkers & Bee
10/21/11	3.1.4.6 SECTION: Checkers & Bee





**Richmond Official Community Plan Bylaw 9000 and Richmond Official  
Community Plan Bylaw 7100,  
Amendment Bylaw 9593 (RZ 12-603040)  
3031, 3211, 3231, 3291, 3311, 3331, 3351 No. 3 Road,  
8151 Capstan Way, and 8051 and 8100 River Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended at Attachment 1 to Schedule 1, 2041 OCP Land Use Map, for those areas marked “A” and “B” on “Schedule A attached to and forming part of Bylaw 9593”, by designating area “A” as “Park” and area “B” as “Mixed Use”.
2. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by:
  - 2.1 On page 2-6, on the City Centre Neighbourhoods & Village Areas Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Existing Parks, Planned Parks & Open Space” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Existing Parks, Planned Parks & Open Space”.
  - 2.2 On page 2-13, on the Jobs & Business Concept Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, extending the “Key Mixed-Use Areas & Commercial Reserve” designation to include that area west of Corvette Way identified as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593”.
  - 2.3 On page 2-17, on the Key Commercial Areas Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, extending the “Mixed-Use Core” designation to include that area west of Corvette Way indicated as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593”.
  - 2.4 On page 2-27, on the Street Network Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, revising the “Minor Streets” designation connecting Corvette Way and No. 3 Road as indicated on “Schedule B attached to and forming part of Bylaw 9593”.
  - 2.5 On page 2-32, on the Key Street Improvements Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, revising the “New East-West Streets” designation connecting Corvette Way and

- No. 3 Road as indicated on “Schedule B attached to and forming part of Bylaw 9593”.
- 2.6 On page 2-42, on the Goods Movement & Loading Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, revising the “Limited on-street” designation connecting Corvette Way and No. 3 Road as indicated on “Schedule B attached to and forming part of Bylaw 9593”.
- 2.7 On page 2-51, on the Public Art Opportunities Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Neighbourhood Park (Future to 2031)” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Neighbourhood Park (Future to 2031)”.
- 2.8 On page 2-60, on the A Base for Building a Living Landscape Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Existing Greenways, Planned Greenways, Linear Parks & Green Links” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Existing Greenways, Planned Greenways, Linear Parks & Green Links”.
- 2.9 On page 2-65, on the Base Level Parks & Open Space Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Neighbourhood Park (Future to 2031)” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Neighbourhood Park (Future to 2031)”.
- 2.10 On page 2-68, on the Neighbourhood Parks Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Neighbourhood Park (Future to 2031)” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Neighbourhood Park (Future to 2031)”.
- 2.11 On page 2-109, on the Maximum Building Height Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River
- a) Repealing the “9 m (30 ft.)” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Park”; and
  - b) Repealing the “Park” designation and designating the land identified as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593” as “45 m (148 ft.)”.
- 2.12 On page 2-113, on the Tower Spacing & Floorplate Size Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, extending the “24 m (79 ft.)” designation to include the area west of Corvette

Way and indicated as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593”.

- 2.13 On page 3-3, on the Development Permit Sub-Areas Key Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River
- a) Repealing the “C2 Marina-Commercial & Waterborne Residential” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Parks”; and
  - b) Repealing the “Parks” designation and designating the land identified as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593” as “B3 Mixed-Use – High-Rise Residential, Commercial & Mixed-Use”.
- 2.14 On page 3-13, on the Park Frontage Enhancement Areas Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Neighbourhood Park (Future to 2031)” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Neighbourhood Park (Future to 2031)”.
- 2.15 On page 3-16, on the Designated Green Link & Linear Park Location Map, in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Park” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Park”.
- 2.16 On page 3-48, extending Sub-Area B.3 Mixed Use - High-Rise Residential, Commercial & Mixed Use to include that area west of Corvette Way and identified as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593”.
- 2.17 On page 4-7, on the Proposed New Transportation Improvements Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, revising the “Minor Street, New Street” designation connecting Corvette Way and No. 3 Road as indicated on “Schedule B attached to and forming part of Bylaw 9593”.
- 2.18 On page 4-11, on the Park & Open Spaces Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, repealing the “Neighbourhood Park (Future to 2031)” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Neighbourhood Park (Future to 2031)”.
- 2.19 On the Generalized Land Use Map (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River

- a) Repealing the “Marina” designation and designating the land identified as “Park” on “Schedule B attached to and forming part of Bylaw 9593” as “Park”; and
  - b) Repealing the “Park” designation and designating the land identified as “Urban Centre T5 (45 m)” on “Schedule B attached to and forming part of Bylaw 9593” as “Urban Centre T5”.
- 2.20 Revising the “Proposed Streets” designation connecting Corvette Way and No. 3 Road as indicated on “Schedule B attached to and forming part of Bylaw 9593” on the following maps:
- a) Overlay Boundary – Village Centre Bonus Map (2031);
  - b) Overlay Boundary – Capstan Station Bonus Map (2031);
  - c) Overlay Boundary – Commercial & Industrial Reserves Map (2031); and
  - d) Overlay Boundary – Richmond Arts District (RAD) Map (2031).
- 2.21 On the Specific Land Use Map: Capstan Village (2031), in the area bounded by Sea Island Way, No. 3 Road, Capstan Way and the Middle Arm of the Fraser River, replacing the land use designations as indicated on “Schedule B attached to and forming part of Bylaw 9593”.
- 2.22 Making various text and graphic amendments to accommodate the identified bylaw amendments and to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Capstan Village (2031) as amended.
3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000 and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9593**”.

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER CONDITIONS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

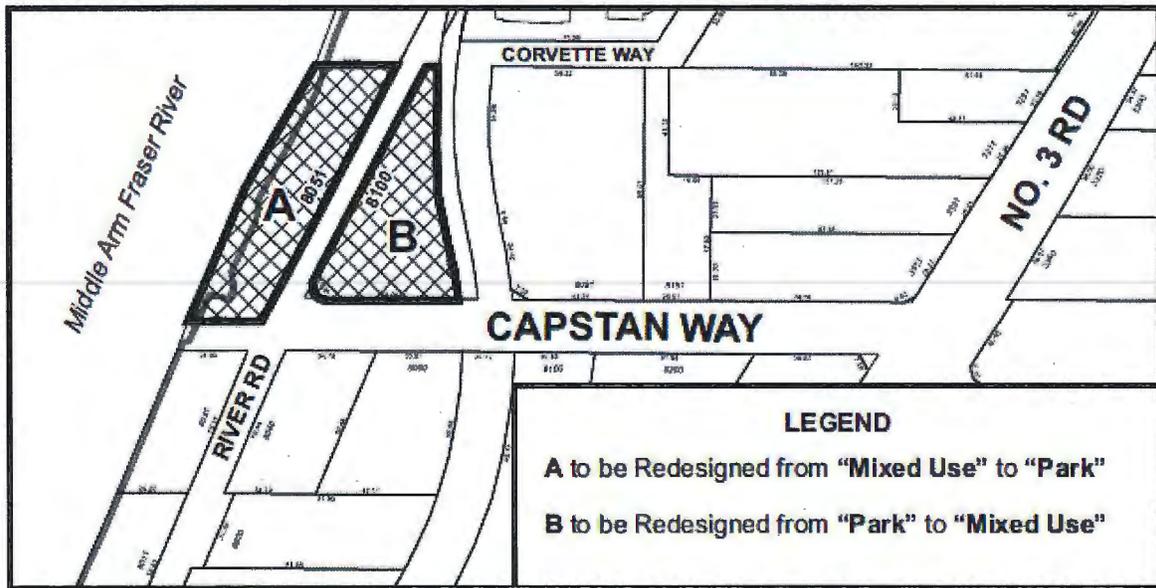
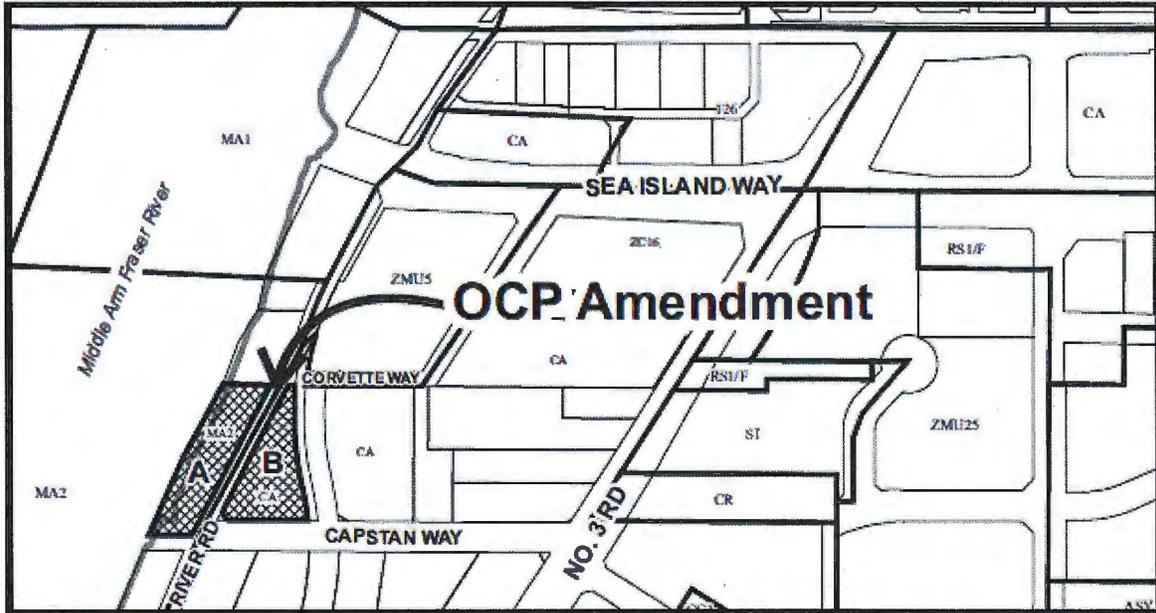
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CORPORATE OFFICER



"Schedule A attached to and forming part of Bylaw 9593"



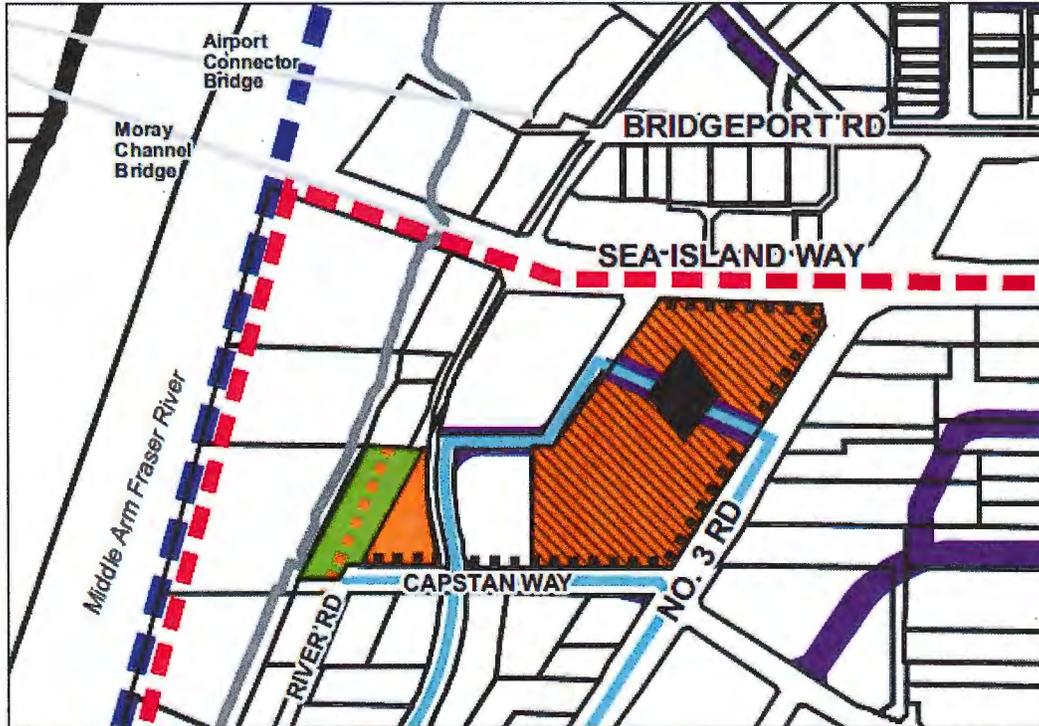
City of  
Richmond



OCP Amendment Bylaw 9593  
(RZ 12-603040)

Original Date: 09/09/16  
Revision Date: 09/15/16  
Note: Dimensions are in METRES

“Schedule B attached to and forming part of Bylaw 9593”



- |  |   |  |   |  |  |
|--|---|--|---|--|--|
|  | General Urban T4 (25m)                                |  | Marina (Residential Prohibited)           |  | Proposed Streets   |
|  | Urban Centre T5 (45m)                                 |  | Marina (Waterborne Residential Permitted) |  | Pedestrian-Oriented Retail Precincts-High Street & Linkages              |
|  | Urban Centre T5 (35m)                                 |  | Village Centre Bonus                      |  | Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages |
|  | Urban Centre T5 (25m)                                 |  | Institution                               |  | Richmond Arts District   |
|  | Park  |  | Pedestrian Linkages                       |  | Capstan Station Bonus  |
|  | Park-Configuration & location to be determined        |  | Waterfront Dyke Trail                     |  | Canada Line Station  |
|  | Village Centre: No. 3 Road & Capstan Way Intersection |  | Enhanced Pedestrian & Cyclist Crossing    |  | Transit Plaza  |



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9594 (RZ 12-603040)  
3031, 3211, 3231, 3291, 3311, 3331, 3351 No 3 Road,  
8151 Capstan Way and 8051 and 8100 River 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 as Section 20.30 thereof:

**“20.30 Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)**

**20.30.1 Purpose**

The **zone** accommodates **community amenity space** within the **City Centre**, plus high-rise apartments and a limited amount of **commercial use**, and compatible **secondary uses**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to **community amenity space, affordable housing units, commercial use**, and the Capstan Canada Line station.

**20.30.2 Permitted Uses**

- **amenity space, community**
- **congregate housing**
- **housing, apartment**

**20.30.3 Secondary Uses**

- **animal grooming**
- **boarding and lodging**
- **broadcast studio**
- **child care**
- **community care facility, minor**
- **education, commercial**
- **government service**
- **health service, minor**
- **home-based business**
- **hotel**
- **housing, town**
- **library and exhibit**
- **liquor primary establishment**

- **manufacturing, custom indoor**
- **office**
- **park**
- **parking, non-accessory**
- **private club**
- **recreation, indoor**
- **religious assembly**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **retail, second hand**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**
- **vehicle rental, convenience**
- **veterinary service**

#### 20.30.4 Permitted Density

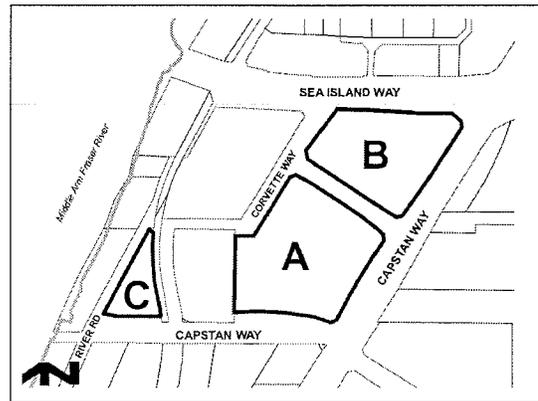
1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.30.4.1, the reference to “1.2” is increased to a higher **floor area ratio** of “2.5” if:
  - a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan**;
  - b) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19 of this bylaw;
  - c) the **owner** grants to the **City**, via a statutory **right-of-way**, **air space parcel**, fee simple, or dedication, as determined at the sole discretion of the **City**, rights of public use over a suitably landscaped area of the **site** for **park** and related purposes at a rate of 5.0 m<sup>2</sup> per **dwelling unit** or 4,250.0 m<sup>2</sup>, whichever is greater;
  - d) the **owner** uses a minimum of 0.5 **floor area ratio** for residential purposes; and
  - e) prior to first occupancy of the **building**, the **owner**:
    - i. provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total residential **building** area; and

- ii. enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office.
3. If the **owner** has paid a sum into the **Capstan station reserve**, provided a suitably landscaped area of the **site** for **park** and related purposes, and provided **affordable housing units** under Section 20.30.4.2, an additional 1.0 **density bonus floor area ratio** shall be permitted, provided that:
    - a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre Area Plan**;
    - b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential purposes, which non-residential purposes shall provide, in whole or in part, for **office, convenience retail uses, minor health services, pedestrian-oriented general retail**, or other **uses** important to the viability of the City Centre as determined to the satisfaction of the **City**;
    - c) the **owner** uses a maximum of 49% of the **gross floor area** of the **building**, including the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building** area), for non-residential purposes; and
    - d) the **owner** grants to the **City**, via **air space parcel**, at least 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building** area) or 1,214.8 m<sup>2</sup>, whichever is greater, for **community amenity space** (e.g., community recreation), to the satisfaction of the **City**, and locates the entirety of the area granted to the **City** within the area indicated as “B” in Section 20.30.4.3, Diagram 2.

Diagram 1



Diagram 2



4. Notwithstanding Section 20.30.4.2, the reference to “2.5” is increased to a higher **floor area ratio** of “3.03” on the portion of the **site** located east of Corvette Way if:
  - a) the portion of the **site** located east of Corvette Way is designated Institution by the **City Centre Area Plan**;

- b) the **owner** has granted **community amenity space** to the **City** under Section 20.30.4.3; and
  - c) Notwithstanding Section 20.30.4.3(d), the reference to “1,214.8 m<sup>2</sup>” is increased to “3,106.59 m<sup>2</sup>”;
5. Notwithstanding Sections 20.30.4.2, 20.30.4.3, and 20.30.4.4, provided that the **owner** complies with the conditions set out in Sections 20.30.4.2, 20.30.4.3, and 20.30.4.4 and, within the area shown cross-hatched in Section 20.30.4.3, Diagram 1, the **owner** dedicates not less than 2,801.0 m<sup>2</sup> of land to the **City** as **road** and transfers not less than 2,963.0 m<sup>2</sup> of land to the **City** as fee simple for **park** purposes, then:
- a) the maximum total combined **floor area** for the **site** shall not exceed 113,131.8 m<sup>2</sup>, of which the **floor area** of residential **uses** shall not exceed 88,836.0 m<sup>2</sup>, including at least 4,441.8 m<sup>2</sup> for **affordable housing units**, and the **floor area** for other **uses** shall not exceed 24,295.8 m<sup>2</sup>, including at least 3,106.6 m<sup>2</sup> for **community amenity space**; and
  - b) the maximum **floor area** for the areas indicated as “A”, “B”, and “C” in Section 20.30.4.3, Diagram 2, shall not exceed:
    - i. for “A”: 54,977.8 m<sup>2</sup> for residential **uses**, including at least 1,110.5 m<sup>2</sup> of the **habitable space** for **affordable housing units** required under Section 20.30.5(d), and 2,131.0 m<sup>2</sup> for other **uses**;
    - ii. for “B”: 21,015.0 m<sup>2</sup> for residential **uses**, including 3,331.3 m<sup>2</sup> of **habitable space** for **affordable housing units** or the balance of the **habitable space** for **affordable housing units** required under Section 20.30.5(d) and not provided by the **owner** on “A”, whichever is less, and 22,164.8 m<sup>2</sup> for other **uses**, including at least 3,106.6 m<sup>2</sup> for **community amenity space**; and
    - iii. for “C”: 12,843.2 m<sup>2</sup> for residential **uses**, including nil for **affordable housing units**, and nil for other **uses**; and
  - c) the maximum combined total number of **dwelling units** for the areas indicated as “A”, “B”, and “C” in Section 20.30.4.3, Diagram 2, shall not exceed 850.

### 20.30.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** for the areas indicated as “A”, “B”, and “C” in Section 20.30.4.3, Diagram 2, is 90% for **buildings** and **landscaped** roofs over **parking spaces**.

### 20.30.6 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
  - a) for **road** and **park setbacks**, measured to a **lot line** or the boundary of an area granted to the **City** via a statutory **right-of-way** or **air space parcel** for **road** or **park** purposes: 3.0 m, but may be reduced if a proper interface is provided as specified in a Development Permit approved by the **City**;

- b) for **interior side yard setbacks**, measured to a **lot line**: 0.0 m; and
  - c) for parts of a **building** situated below finished **grade**, measured to a **lot line**: 0.0 m.
2. Notwithstanding Section 20.30.6.1, for residential **uses** the minimum setback to a **lot line** that abuts Sea Island Way shall be 20.0 m.

#### 20.30.7 Permitted Heights

1. The maximum **building height** shall be 47.0 m GSC.
2. The maximum **height** for **accessory structures** is 12.0 m.

#### 20.30.8 Subdivision Provisions

1. The minimum **lot** area for the areas indicated as “A”, “B”, and “C” in Section 20.30.4.3, Diagram 2, shall be:
  - a) for “A”: 13,000.0 m<sup>2</sup>;
  - b) for “B”: 9,000.0 m<sup>2</sup>; and
  - c) for “C”: 2,000.0 m<sup>2</sup>.

#### 20.30.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

#### 20.30.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking shall be provided according to the provisions of Section 7.0 and **City Centre** Parking Zone 1.
2. Notwithstanding Section 20.30.10.1, if the **owner** implements transportation demand management measures substantiated by a parking study approved by the **City**:
  - a) the minimum number of **parking spaces** for the following **uses** shall be:
    - i. for community centre: 74 spaces, except that 20 spaces may be shared with parking provided for other non-residential **uses** on the **lot** where the maximum demand for the parking spaces by the individual **uses** occurs at different periods of the day;
    - ii. for **convenience retail, general retail, restaurant, office**, and other commercial **uses** on the first two **storeys** of a **building** (which two **storeys** are above the finished **grade**): 3.375 spaces per 100.00 m<sup>2</sup> of **gross leasable floor area**;
    - iii. for **office** above the first two **storeys** of a **building** (which two **storeys** are above the finished **grade**): 1.1475 spaces per 100.00 m<sup>2</sup> of **gross leasable floor area**;

- iv. for **affordable housing units**: 0.81 spaces for residents per **dwelling unit**;
  - v. for **town housing, apartment housing, and mixed commercial/residential uses**: 1.0 space for residents per **dwelling unit**; and
  - vi. for residential visitors: 0.18 spaces per **dwelling unit**, except that a portion of the spaces may be shared with parking provided for non-residential **uses** on the **lot** for the areas indicated as “A” and “B” in Section 20.30.4.3, Diagram 2, as follows:
    - for “A”: maximum 70% shared; and
    - for “B”: maximum 100% shared.
3. On-site loading shall be provided according to the provisions of Section 7.0, except that the minimum number of **loading spaces** on the **lot** for the areas indicated as “A”, “B”, and “C” in Section 20.30.4.3, Diagram 2, shall be :
    - a) for “A”: 3 medium-size **loading spaces** for residential use and 1 medium-size **loading space** for non-residential use;
    - b) for “B”: 2 medium-size **loading spaces** for residential use and 2 medium-size **loading spaces** for non-residential use (including community centre use); and
    - c) for “C”: 1 medium-size **loading space**.

#### 20.30.11 Other Regulations

1. For the areas indicated as “A” and “B” in Section 20.30.4.3, Diagram 2, **uses** located above the first two **storeys** of a **building** (which **storeys** are above the finished **grade**) shall be limited to **health service, minor, office, private club, residential, restaurant, and service, personal**.
2. Signage must comply with the City of Richmond’s *Sign Bylaw 5560*, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it:

**2.1. RESIDENTIAL / LIMITED COMMERCIAL AND COMMUNITY AMENITY (ZMU30) – CAPSTAN VILLAGE (CITY CENTRE).**

Those areas shown cross-hatched and indicated as “A” on “Schedule “A” attached to and forming part of Bylaw 9594”.

**2.2. SCHOOL & INSTITUTIONAL USE (SI).**

Those areas shown hatched and indicated as “B” on “Schedule “A” attached to and forming part of Bylaw 9594”.

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9594**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

\_\_\_\_\_

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\_\_\_\_\_  
MAYOR

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



City of  
Richmond





# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee

**Date:** September 9, 2016

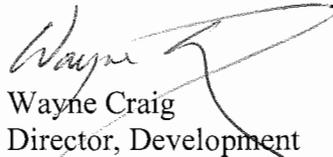
**From:** Wayne Craig  
Director, Development

**File:** RZ 15-712649

**Re:** Application by Rick Bowal for Rezoning at 7531 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

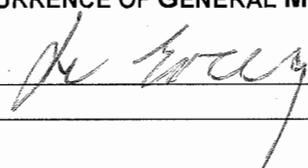
### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9599, for the rezoning of 7531 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.



Wayne Craig  
Director, Development

WC:cl  
Att. 5

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

## Staff Report

### Origin

Rick Bowal has applied to the City of Richmond for permission to rezone the property at 7531 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to/from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which will be demolished at future development stage.

### Findings of Fact

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

### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, immediately across the rear lane, are two (2) lots zoned “Single Detached (RS1/E)”, fronting Bates Road (7480 and 7500 Bates Road). There is currently a new dwelling under construction at 7480 Bates Road, and an existing single-detached dwelling at 7500 Bates Road.
- To the south, immediately across Williams Road, are lots zoned “Coach House (ZS12) – Broadmoor” (7446 and 7460 Williams Road). There is a new dwelling under construction at 7446 Williams Road, and an existing dwelling at 7460 Williams Road.
- To the east is a dwelling on a lot zoned “Single Detached (RS1/E)” at 7551 Williams Road.
- To the west is a dwelling on a lot zoned “Single Detached (RS1/E)” at 7511 Williams Road, which is the subject of a rezoning application to the “Compact Single Detached (RC2)” zone (RZ 15-712653).

### Related Policies & Studies

#### Official Community Plan/Broadmoor Area Central West Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The land use designation for the subject site in the Broadmoor Area Central West Sub-Area Plan is “Low Density Residential”.

This redevelopment proposal is consistent with these designations.

#### Arterial Road Policy

The Arterial Road Policy identifies the subject site for redevelopment to compact lot or coach house lots, with rear lane access. This redevelopment proposal is consistent with the Arterial Road Policy designation.

## **Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

## **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

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

## **Analysis**

### **Site Access**

Vehicle access to the proposed lots is to be from the existing rear lane. Vehicle access to the proposed lots from Williams Road is not permitted, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. The existing driveway crossing on Williams Road must be closed and the boulevard restored to match the current condition to the east and west.

### **Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject property (Tree # 386).

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

- One (1) birch tree located in the northeast corner of the subject site (Tree # 386; multi-stemmed with a combined dbh of 88 cm), is in good condition and should be retained and protected as it is not in conflict with the proposed development.
- The tree must be retained and protected as per City of Richmond Tree Protection Information Bulletin Tree-03, with a minimum of tree protection zone of 4.0 m out from the base of the tree to the west and south, 3.0 m out from the base of the tree to the north, and 3.5 m out from the base of the tree to the east. In order to accommodate vehicle access from the rear lane to the dwelling on the proposed east lot, the minimum building setback from the north property line must be 9.5 m and the driveway must be treated with special measures such as unit pavers over aeration tubes below, as identified in the Arborist's Report.

The applicant has submitted a tree retention plan showing the tree to be retained and the measures taken to protect them during development stage (Attachment 4). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
  - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to the tree protection zone. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment report to the City for review.
  - A survival security in the amount of \$10,000. The security will be held until construction and landscaping on-site is completed, the post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Consistent with the Landscape Plan guidelines in the Arterial Road Policy, and to ensure that the front yards of the proposed lots are enhanced, the applicant is required to submit the following prior to final adoption of the rezoning bylaw:

- A Landscape Plan and cost estimate, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
  - include a mix of coniferous and deciduous trees (minimum 6 cm deciduous caliper or 3.5 m high conifer).
  - include the dimensions of tree protection fencing and any special measures as identified in the Tree Retention Plan attached to this report.
- A Landscaping Security based on 100% of the cost estimate for the landscape works, prepared by the Registered Landscape Architect (including all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency).

### **Affordable Housing Strategy**

The City's Affordable Housing Strategy for single-family rezoning applications requires a) secondary suite(s) on 100% of new lots proposed; b) secondary suite(s) on 50% of new lots proposed and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft<sup>2</sup> of the total buildable area on the remaining lots; or c) in cases where a secondary

suite cannot be accommodated, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft<sup>2</sup> of the total buildable area on 100% of new lots proposed.

Consistent with the Affordable Housing Strategy, the applicant proposes a secondary suite on one (1) of the two (2) proposed lots and a cash-in-lieu contribution of \$4,203 to the City's Affordable Housing Reserve Fund for the remaining lot. Prior to rezoning approval, the applicant is required to register a legal agreement on title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. This agreement will be discharged from title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

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

There are no servicing concerns with rezoning.

At future Subdivision stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fees and Servicing Costs for the scope of works described in Attachment 5.
- Submit a cash-in-lieu contribution in the amount of \$31,990.80 for the design and construction of lane improvements, in accordance with the Subdivision and Development Bylaw No. 8751.

At future Building Permit stage, the applicant is required to complete the servicing requirements described in Attachment 5.

### **Financial Impact**

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

### **Conclusion**

The purpose of this application is to rezone the property at 7531 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to the rear lane.

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

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

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9599 be introduced and given first reading.



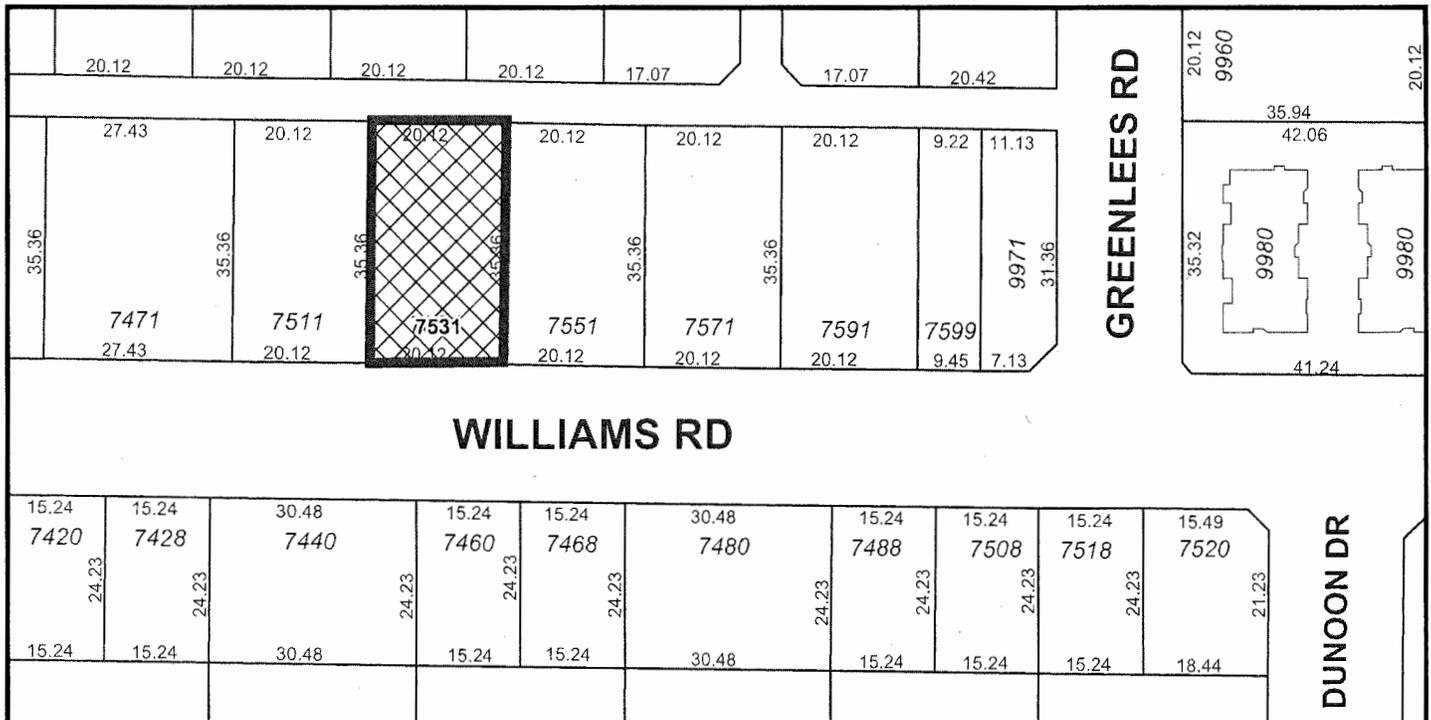
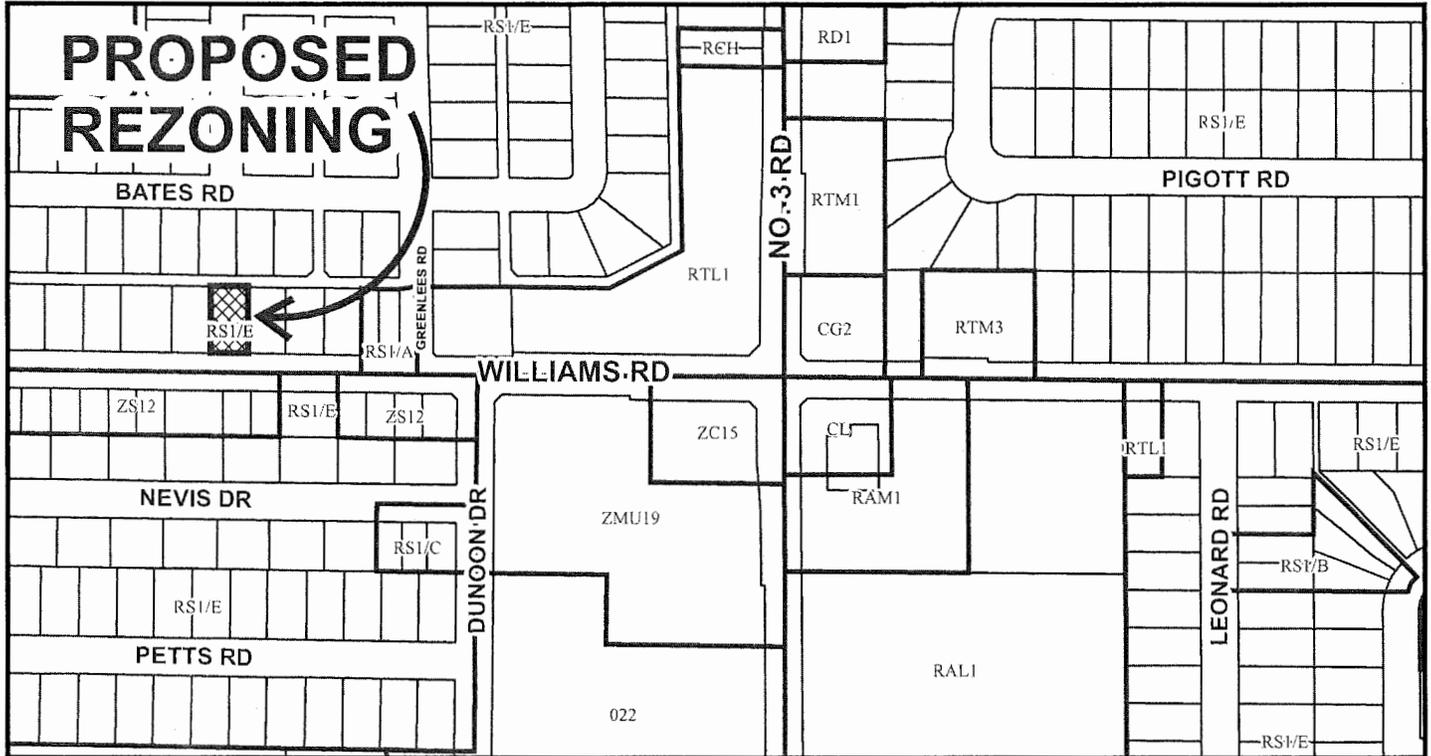
Cynthia Lussier  
Planner 1

CL:rg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: Proposed Tree Retention Plan
- Attachment 5: Rezoning Considerations



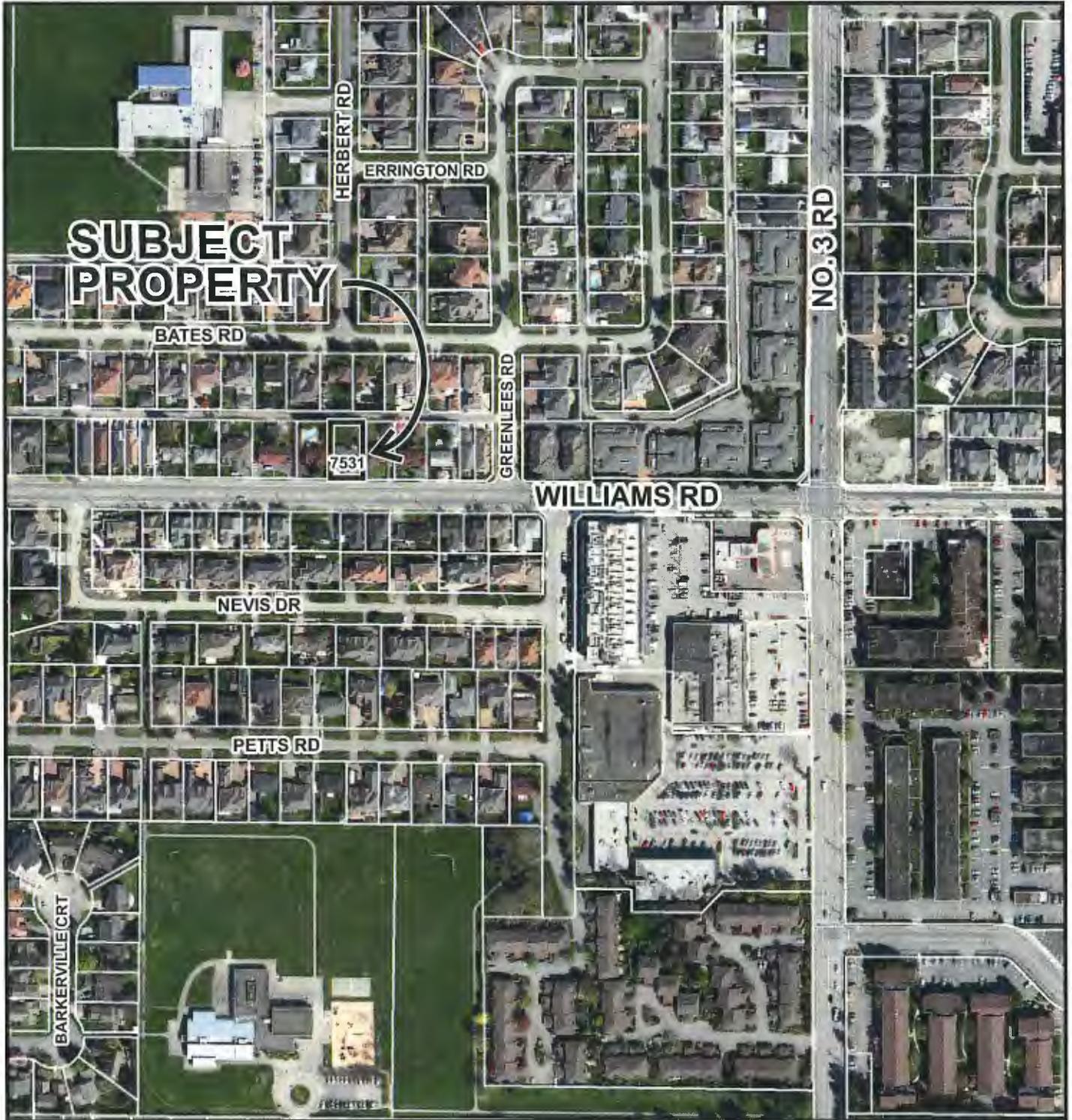
City of  
Richmond



	<b>RZ 15-712649</b>	Original Date: 12/14/15
	<b>CNCL - 403</b>	Revision Date:
		Note: Dimensions are in METRES



City of  
Richmond



RZ 15-712649

CNCL - 404

Original Date: 12/14/15

Revision Date:

Note: Dimensions are in METRES

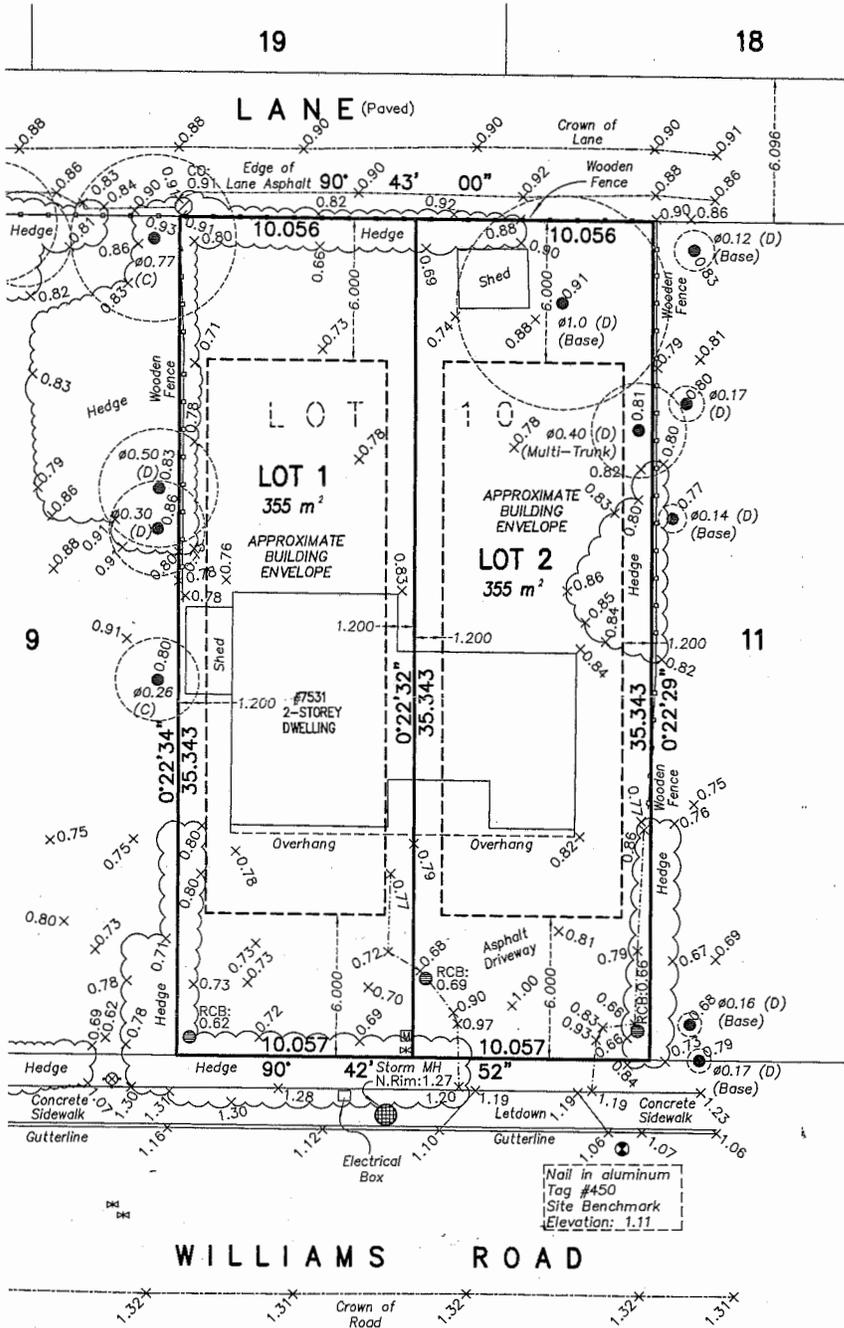
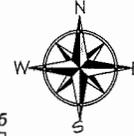
**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 10  
SECTION 29 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 17789**

#7531 WILLIAMS ROAD,  
RICHMOND, B.C.  
P.I.D. 000-441-503

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6204  
FB-287 P125-130  
Drawn By: IO

- LEGEND:**
- (c) denotes conifer
  - (D) denotes deciduous
  - denotes round catch basin
  - ⊕ denotes water valve
  - ⊙ denotes water meter
  - ⊞ denotes manhole
  - ⊘ denotes cleanout
  - ⊙ denotes lamp standard
  - ⊙ denotes fire hydrant

**NOTE:**  
Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #202  
Control Monument 77H4623  
Elevation: 1.452m  
Benchmark: HPN #204  
Control Monument 02H2452  
Elevation: 1.559m

**NOTE:**  
Use site Benchmark Tag #450 for  
control. Elevation: 1.11

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

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

SEPTEMBER 16th, 2015.



**RZ 15-712649**

**Attachment 3**

Address: 7531 Williams Road

Applicant: Rick Bowal

Planning Area(s): Broadmoor

	Existing	Proposed
<b>Owner:</b>	Meena Bowal Raghibir S Bowal	To be determined
<b>Site Size (m<sup>2</sup>):</b>	710 m <sup>2</sup> (7,642.38 ft <sup>2</sup> )	Two (2) lots – each 355 m <sup>2</sup> (3,821.19 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-family dwelling	Two (2) single-family lots
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Low Density Residential	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach houses.	No change

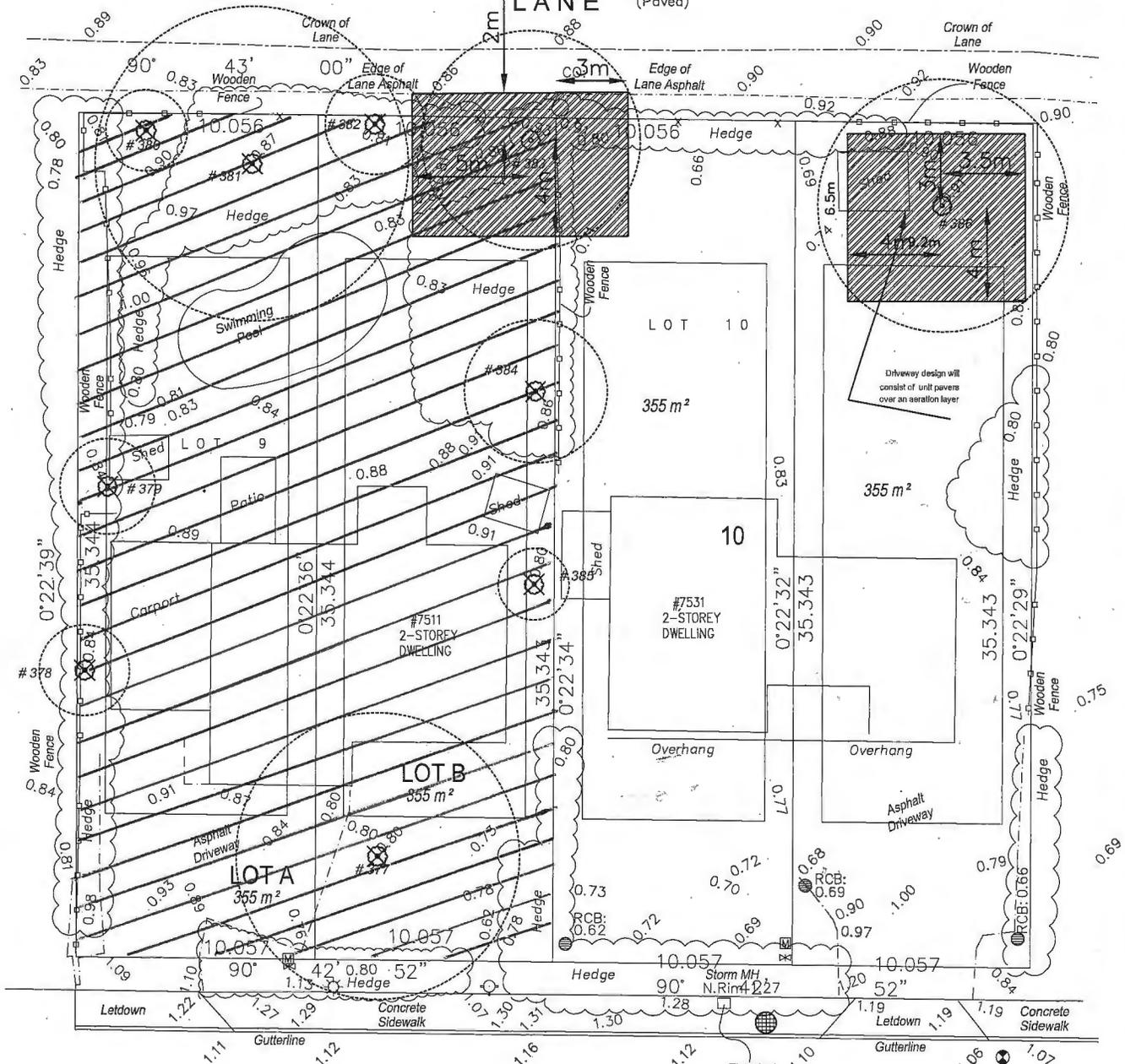
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> , plus 0.30 for lot area in excess of 454.5 m <sup>2</sup>	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> , plus 0.30 for lot area in excess of 454.5 m <sup>2</sup>	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Each lot - Max. 195.25 m <sup>2</sup> (2,101.65 ft <sup>2</sup> )	Each lot - Max. 195.25 m <sup>2</sup> (2,101.65 ft <sup>2</sup> )	none permitted
Lot Coverage (% of lot area):	Buildings, Structures, & Non-porous surfaces: Max. 70%; Live plant material: Min. 20%.	Buildings, Structures, & Non-porous surfaces: Max. 70%; Live plant material: Min. 20%.	none
Lot Size (m <sup>2</sup> ):	Min. 270 m <sup>2</sup>	Each lot - 355 m <sup>2</sup>	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Each lot Width: 10.06 m Depth: 35.34 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys (9 m; peaked); Max. 2 storeys (7.5 m; flat)	Max. 2 ½ storeys (9 m; peaked); Max. 2 storeys (7.5 m; flat)	none
On-Site Parking Spaces:	Principal dwelling: Min. 2 spaces Secondary suite: Min. 1 space	Principal dwelling: Min. 2 spaces Secondary suite: Min. 1 space	none
Private Outdoor Space:	Min. 20 m <sup>2</sup>	Min. 20 m <sup>2</sup>	none

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

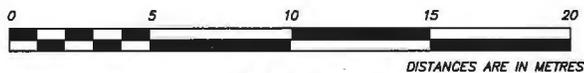
\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

7531 WILLIAMS RD.

LANE (Paved)



WILLIAMS ROAD



- LEGEND**
- TREE TO BE RETAINED
  - TREE TO BE REMOVED
  - ROOT PROTECTION ZONE (RPZ)
  - TREE PROTECTION BARRIER (TPB)
  - REPLACEMENT TREE
  - BC HYDRO OVERHEAD CONNECTION
  - SANITARY CONNECTION
  - STORM WATER CONNECTION
  - FOSTIS GAS CONNECTION
  - WATER CONNECTION

**CNCL - 407**  
ABBREVIATIONS  
G = Grafted tree C = City tree O = Off-site tree

**GOODE ARBORICULTURE CONSULTING**  
161 172nd Street, Surrey B.C.  
7783174360  
info@goodearboriculture.com

<b>SITE ADDRESS:</b>	7511 & 7531 Williams Rd, Richmond.
<b>PROJECT #:</b>	0069
<b>DATE:</b>	February 29, 2016
<b>ARBORIST:</b>	Stuart Goode
<b>SCALE:</b>	1:250
<b>REVISION #:</b>	



**Address:** 7531 Williams Road

**File No.:** RZ 15-712649

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9599, the applicant 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 trees, soft and hard materials, fencing, installation costs, and a 10% contingency). The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees (minimum 6 cm deciduous caliper or 3.5 m high conifers);
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report, that the driveway must be treated with special measures such as unit pavers over aeration tubes below, as identified in the Arborist's Report.
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 Tree # 386 to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 386. The security will be held until construction and landscaping on-site is completed, the post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
6. The City's acceptance of the applicant's voluntary contribution to the City's Affordable Housing Reserve Fund of \$2.00 per buildable square foot on the remaining lot proposed (i.e. \$4,203).

**Prior to Demolition Permit\* issuance, the applicant must complete the following requirements:**

- Installation of tree protection fencing around Tree # 386, which is to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed. Tree protection fencing must be installed at a minimum of 4.0 m out from the base of the tree to the west and south, 3.0 m out from the base of the tree to the north, and 3.5 m out from the base of the tree to the east.

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

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs for the scope of works described below (including but not limited to):

### *Water Works*

- a) Using the OCP Model, there is 442 L/s of water available at a 20 psi residual at the Williams Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 120 L/s. At Building Permit stage, the developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- b) At the developer's cost, the City is to:
  - Cut and cap the existing water service connection along the Williams Rd frontage.
  - Install two (2) new water service connections with meters and meter boxes.

### *Storm Sewer Works*

- a) The developer is required to:
  - Utilize the existing storm service connections at both the southeast and the southwest property lines and upgrade inspection chambers as required.
  - Pay cash-in-lieu for lane drainage upgrades, see "Frontage Improvements" (below).
- b) At the developer's cost, the City is to remove the inspection chamber located in the centre of the property at its south property line, and to cut and cap its lead at the inspection chamber located in the property's southwest corner.

### *Sanitary Sewer Works*

- a) At the developer's cost, the City is to:
  - Cut and cap, at the inspection chamber, the existing sanitary service lead at the northwest corner of the subject site.
  - Install a new sanitary service connection, complete with inspection chamber and dual service leads, at the common property line of the newly subdivided lots.

### *Frontage Improvements*

- a) The developer is required to pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$31,990.80 cash-in-lieu contribution for the design and construction of lane upgrades (asphalt paving, drainage, concrete curb/gutter, lane lighting).
- b) At the developer's cost, the City is to close the existing driveway crossing within the Williams Rd frontage and restore the sidewalk and boulevard to match the condition to the east and west of the subject site.
- c) The developer is required to Coordinate with BC Hydro, Telus and other private service providers:
  - To underground Hydro service lines.
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

### *General Items*

- a) The developer is required to enter into, if required, additional legal agreements, as determined via the subject development's Subdivision, Servicing Agreement(s) and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to Building Permit\* issuance, the applicant must complete the following requirements:**

- Submission of a Site Plan that has a building setback from the north property line of a minimum 9.5 m in order to accommodate vehicle access from the rear lane to the dwelling while retaining Tree # 386.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

(signed original on file)

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9599 (RZ 15-712649)
7531 Williams Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "COMPACT SINGLE DETACHED (RC2)".

P.I.D. 000-441-503
Lot 10 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9599".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

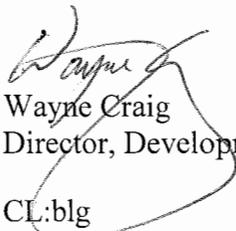
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

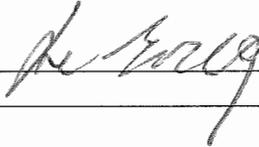
**Date:** September 12, 2016  
**File:** RZ 15-712653

**Re:** Application by Rick Bowal for Rezoning at 7511 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9600, for the rezoning of 7511 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director, Development  
CL:blg  
Att. 5

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

## Staff Report

### Origin

Rick Bowal has applied to the City of Richmond for permission to rezone the property at 7511 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to/from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which will be demolished at future development stage.

### Findings of Fact

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

### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, immediately across the rear lane, are two (2) lots zoned “Single Detached (RS1/E)”, fronting Bates Road (7460 and 7480 Bates Road). There is an existing single detached dwelling at 7460 Bates Road, and there is currently a new dwelling under construction at 7480 Bates Road.
- To the south, immediately across Williams Road, are lots zoned “Coach House (ZS12) – Broadmoor” (7442 and 7446 Williams Road); both of which contain new dwellings under construction.
- To the east, is a dwelling on a lot zoned “Single Detached (RS1/E)” at 7531 Williams Road, which is the subject of a rezoning application to the “Compact Single Detached (RC2)” zone (RZ 15-712649).
- To the west, is an existing non-conforming duplex on a lot zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### Official Community Plan/Broadmoor Area Central West Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The land use designation for the subject site in the Broadmoor Area Central West Sub-Area Plan is “Low Density Residential”.

This redevelopment proposal is consistent with these designations.

**Arterial Road Policy**

The Arterial Road Policy identifies the subject site for redevelopment to compact lot or coach house lots, with rear lane access. This redevelopment proposal is consistent with the Arterial Road Policy designation.

**Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

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

**Analysis****Site Access**

Vehicle access to the proposed lots is to be from the rear lane. Vehicle access to the proposed lots from Williams Road is not permitted, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. The existing driveway crossing on Williams Road must be closed and the boulevard restored to match the current condition to the east and west.

**Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight (9) bylaw-sized trees on the subject property.

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

- One (1) Austrian Pine (Tree # 383) located in the northeast corner of the subject site is in good condition and should be retained and protected as it is not in conflict with the proposed development. The tree must be retained and protected a per City of Richmond Tree Protection Information Bulletin TREE-03; with a minimum tree protection zone of 5.0 m out from the base of the tree to the west, 4.0 m out from the base of the tree to the south, 2.0 m out from the base of the tree to the north, and from the base of the tree to 3.0 m east of the property line at 7531 Williams Road.

- Eight (8) trees; specifically Trees # 377, 378, 379, 380, 381, 382, 384, 385, are either dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

*Tree Protection*

The applicant has submitted a tree retention plan showing Tree # 383 to be retained and the tree protection zone required to protect the tree during development stage (Attachment 4). To ensure that Tree # 383 is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
  - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to the tree protection zone. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment report to the City for review.
  - A survival security in the amount of \$10,000. The security will be held until construction and landscaping on-site is completed, the post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained as shown on the Tree Retention Plan. Tree protection fencing must be installed to City standard in accordance with the City’s Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

*Tree Replacement*

The applicant wishes to remove eight (8) on-site trees (Trees # 377, 378, 379, 380, 381, 382, 384, 385). The 2:1 replacement ratio would require a total of 16 replacement trees. Due to the compact size of the future lots and the effort required by the applicant to retain Tree # 383 in the rear yard, staff recommend that only 12 replacement trees be required. The applicant has agreed to plant and maintain two (2) trees on each lot proposed; for a total of four (4) trees, and to provide a contribution in the amount of \$4,000 to the City’s Tree Compensation Fund in-lieu of planting the remaining eight (8) required replacement trees on-site. The required replacement trees are to be of the following minimum sizes; based on the size of the trees being removed as per Tree Protection Bylaw No. 8057:

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

Consistent with the Landscape Plan guidelines in the Arterial Road Policy, and to ensure that the front yards of the proposed lots are enhanced, the applicant is required to submit the following prior to final adoption of the rezoning bylaw:

- A Landscape Plan and cost estimate, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
  - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
  - Include a mix of coniferous and deciduous trees.
  - Include the dimensions of tree protection fencing as identified in the Tree Retention Plan attached to this report.
- A Landscaping Security based on 100% of the cost estimate for the landscape works, prepared by the Registered Landscape Architect (including all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency).

### **Affordable Housing Strategy**

The City's Affordable Housing Strategy for single-family rezoning applications requires:  
a) secondary suite(s) on 100% of new lots proposed; b) secondary suite(s) on 50% of new lots proposed and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft<sup>2</sup> of the total buildable area on the remaining lots; or c) in cases where a secondary suite cannot be accommodated, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft<sup>2</sup> of the total buildable area on 100% of new lots proposed.

Consistent with the Affordable Housing Strategy, the applicant proposes a secondary suite on one (1) of the two (2) lots proposed and a cash-in-lieu contribution of \$4,203 to the City's Affordable Housing Reserve Fund for the remaining lot. Prior to rezoning, the applicant is required to register a legal agreement on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

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

There are no servicing concerns with rezoning.

At future Subdivision stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fees and Servicing Costs for the scope of works described in Attachment 5.
- Submit a cash-in-lieu contribution in the amount of \$31,990.80 for the design and construction of lane improvements, in accordance with the Subdivision and Development Bylaw No. 8751.

At future Building Permit stage, the applicant is required to complete the servicing requirements described in Attachment 5.

### **Financial Impact**

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

### **Conclusion**

The purpose of this application is to rezone the property at 7511 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to the rear lane.

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

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

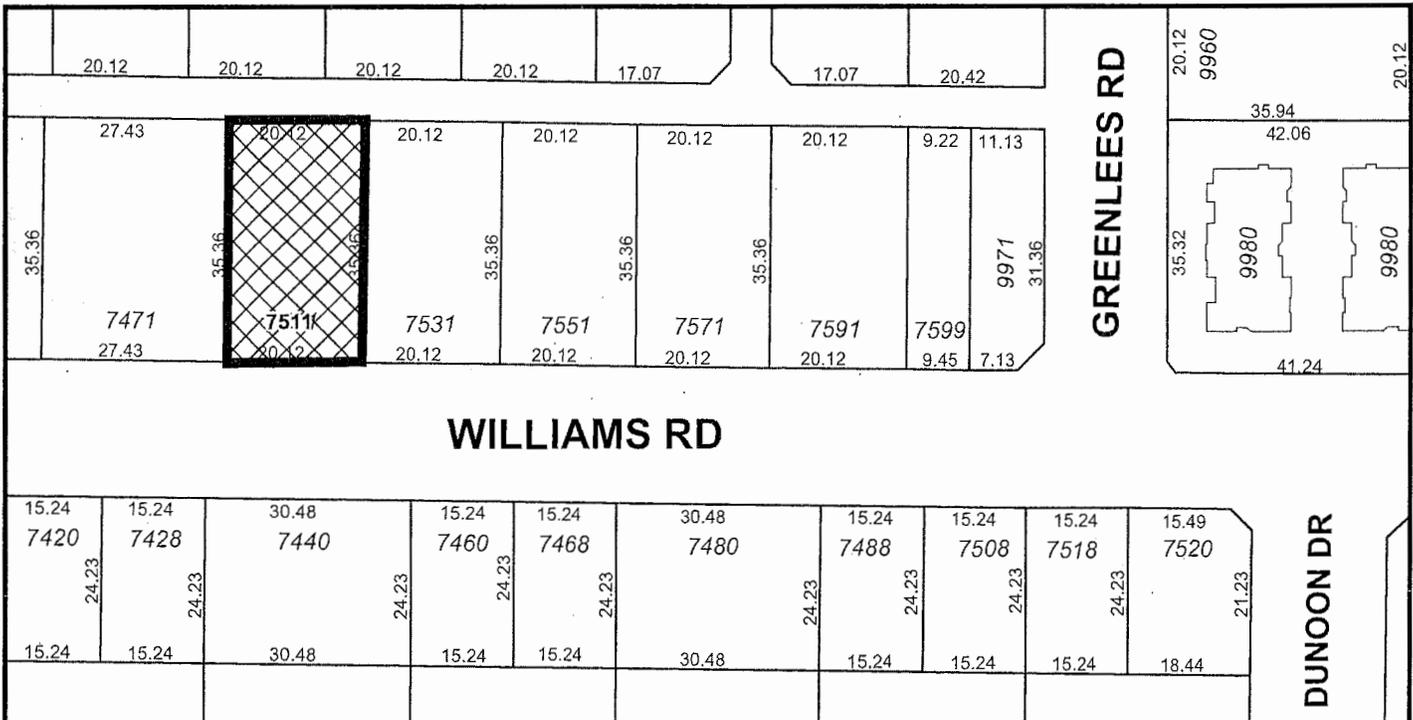
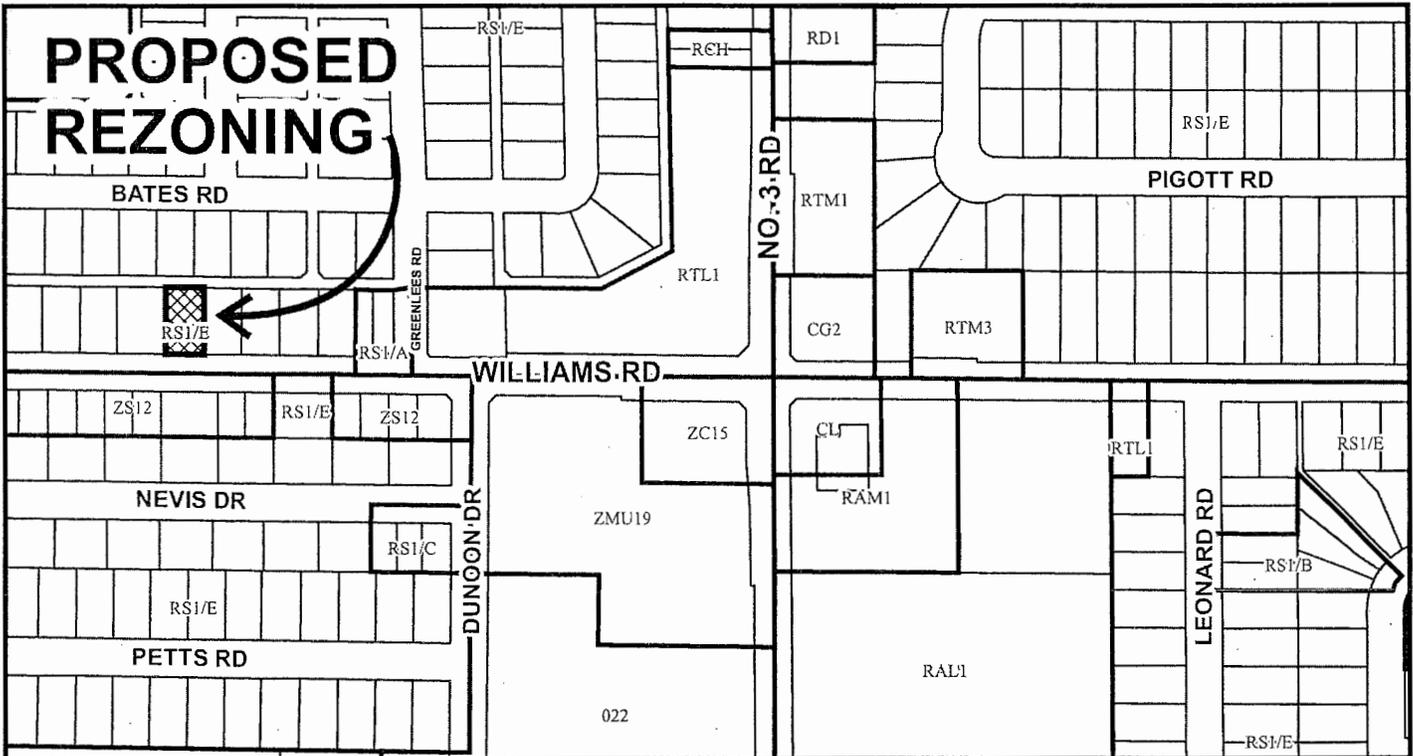
It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9600 be introduced and given first reading.



Cynthia Lussier  
Planner 1  
(604-276-4108)

CL:blg

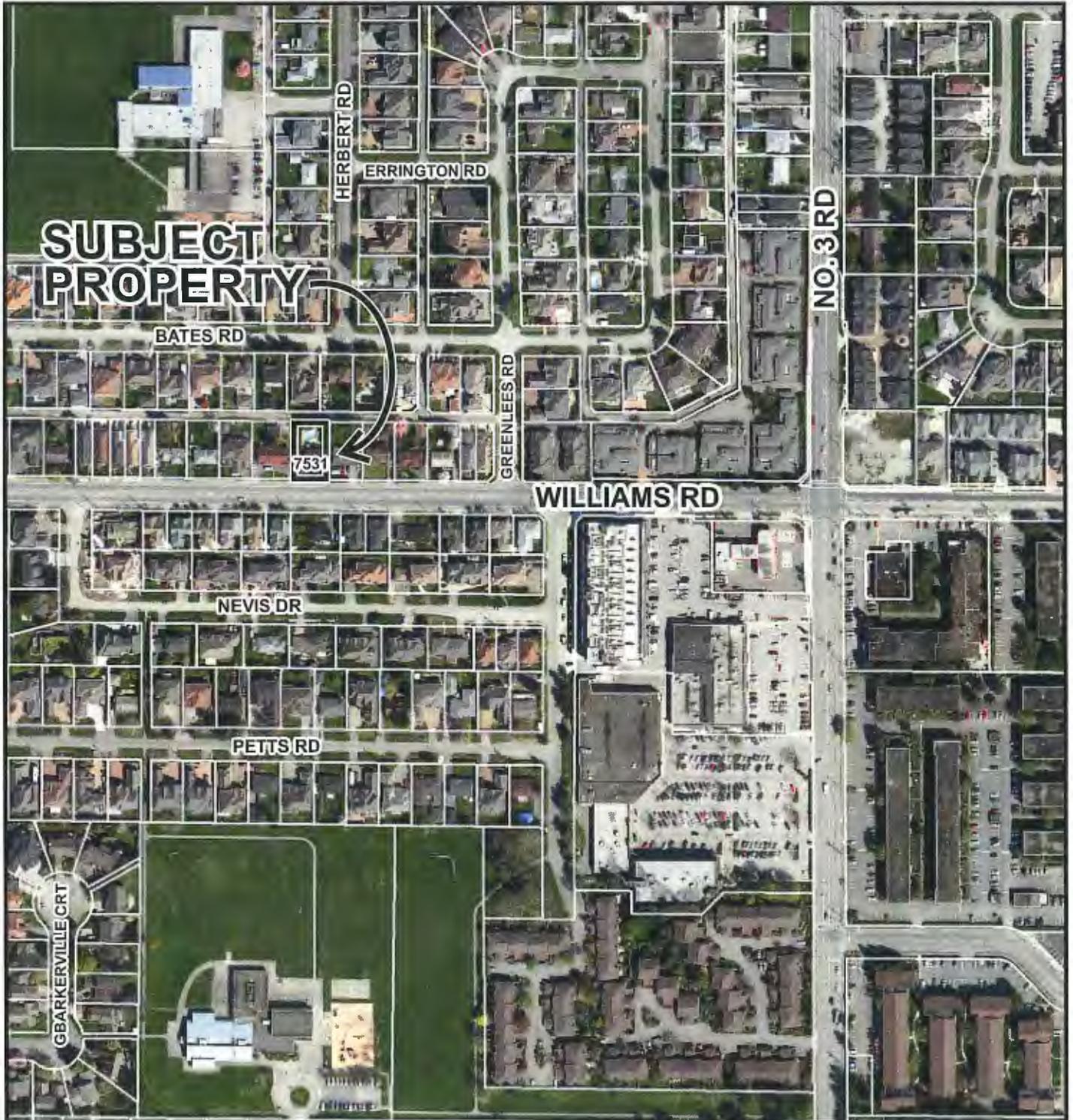
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: Proposed Tree Retention Plan
- Attachment 5: Rezoning Considerations



	<b>RZ 15-712653</b>	Original Date: 12/14/15
		Revision Date:
		Note: Dimensions are in METRES



City of  
Richmond



RZ 15-712653

CNCL - 419

Original Date: 12/14/15

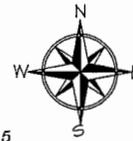
Revision Date:

Note: Dimensions are in METRES

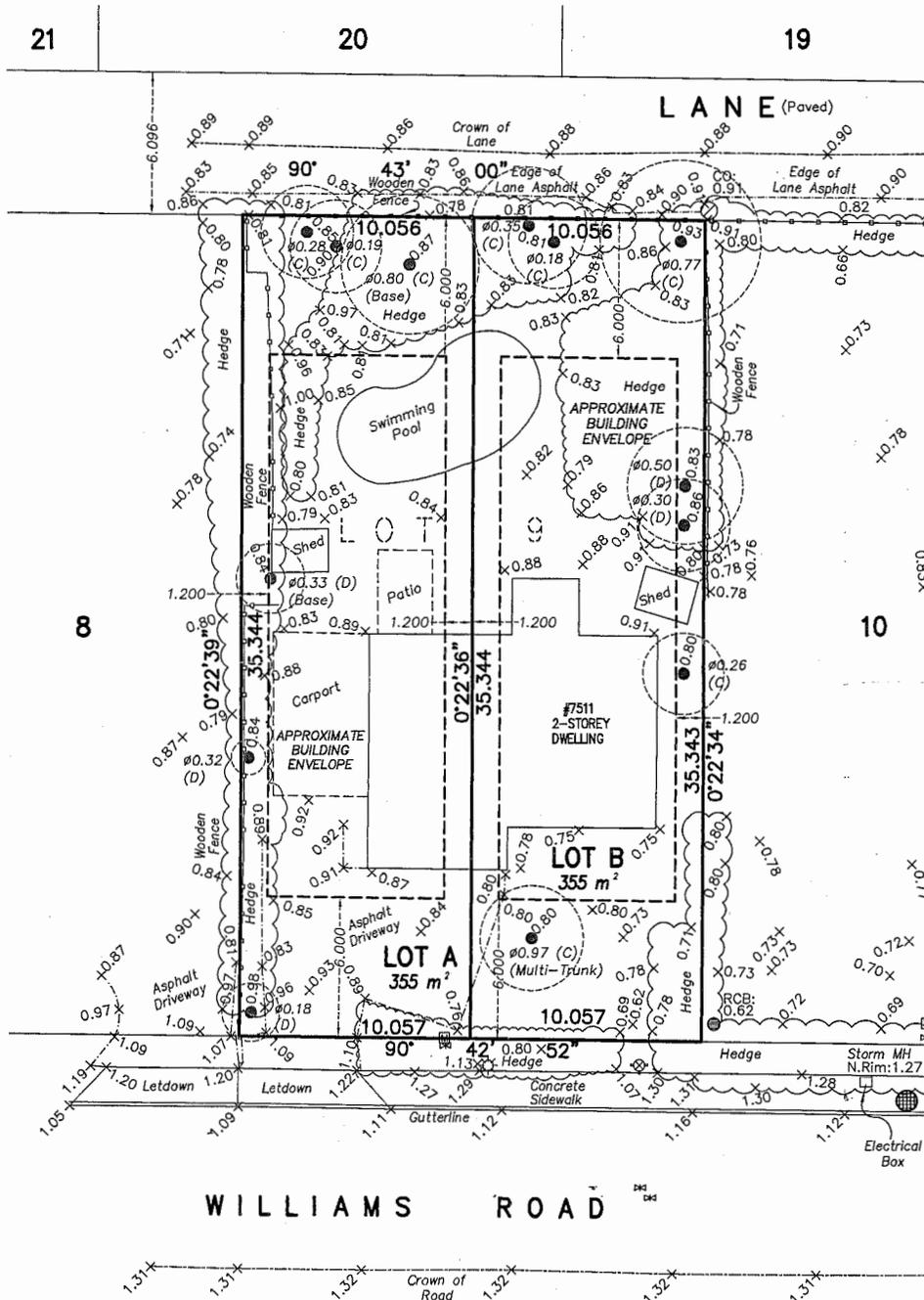
**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 9  
SECTION 29 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 17789**

#7511 WILLIAMS ROAD,  
RICHMOND, B.C.  
P.I.D. 010-320-911

SCALE: 1:200



0 5 10 15  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6204  
FB-287 P125-130  
Drawn By: IO

**NOTE:**  
Use site Benchmark Tag #450 for construction elevation control.

- LEGEND:**
- (c) denotes conifer
  - (d) denotes deciduous
  - denotes round catch basin
  - ⊕ denotes water valve
  - ⊗ denotes water meter
  - ⊙ denotes manhole
  - ⊘ denotes cleanout
  - ⊚ denotes lamp standard
  - ⊛ denotes fire hydrant

**NOTE:**  
Elevations shown are based on City of Richmond HPN Benchmark network.  
Benchmark: HPN #202  
Control Monument 77H4623  
Elevation: 1.452m  
Benchmark: HPN #204  
Control Monument 02H2452  
Elevation: 1.559m

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

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

**ENCL 420**

SEPTEMBER 16th, 2015.



**RZ 15-712653**

**Attachment 3**

Address: 7511 Williams Road

Applicant: Rick Bowal

Planning Area(s): Broadmoor

	Existing	Proposed
<b>Owner:</b>	Heritage Lane Homes Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	710 m <sup>2</sup> (7,642.38 ft <sup>2</sup> )	Two (2) lots – each 355 m <sup>2</sup> (3,821.19 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-family dwelling	Two (2) single-family lots
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Low Density Residential	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach houses.	No change

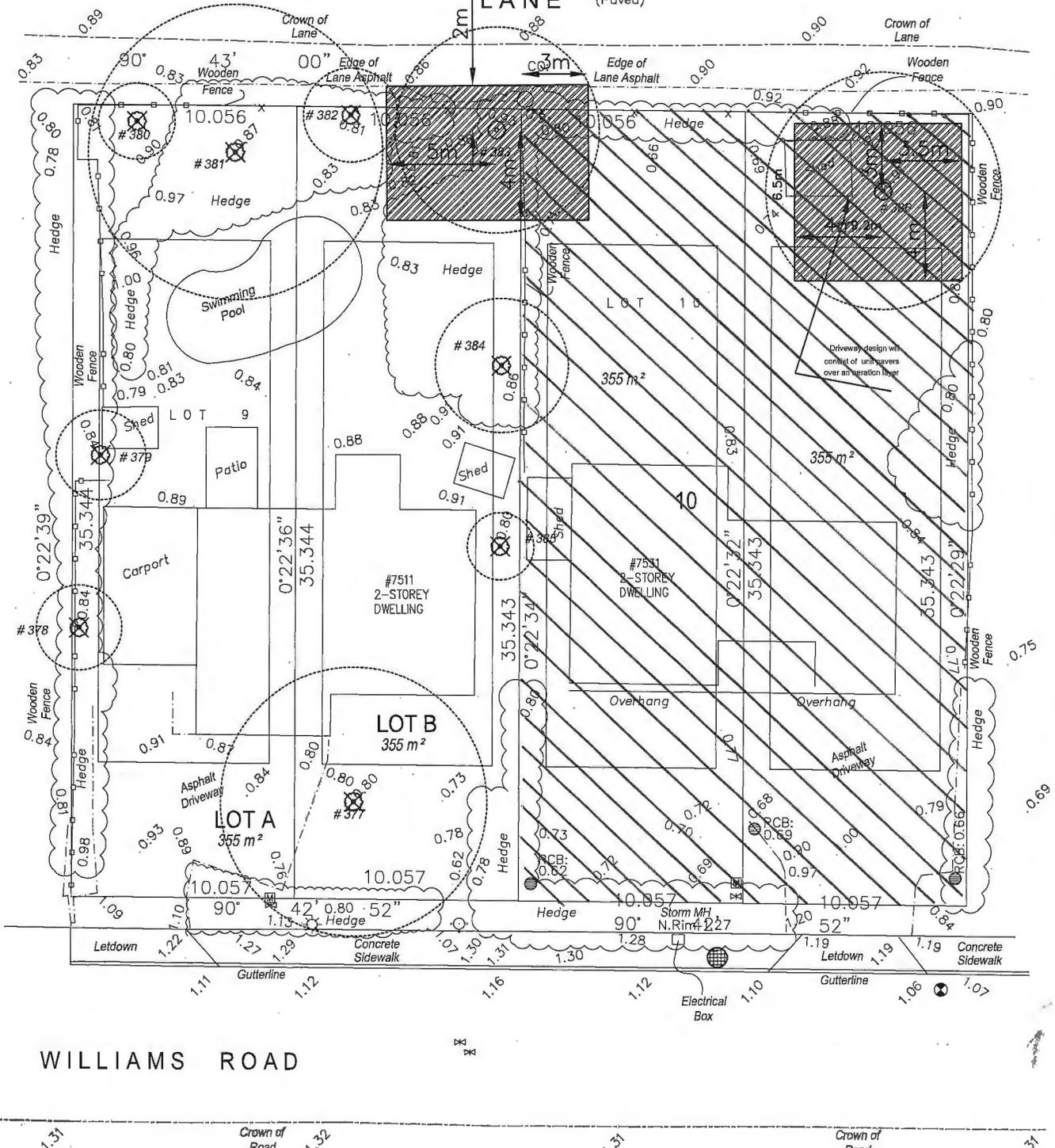
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> , plus 0.30 for lot area in excess of 454.5 m <sup>2</sup>	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> , plus 0.30 for lot area in excess of 454.5 m <sup>2</sup>	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Each lot - Max. 195.25 m <sup>2</sup> (2,101.65 ft <sup>2</sup> )	Each lot - Max. 195.25 m <sup>2</sup> (2,101.65 ft <sup>2</sup> )	none permitted
Lot Coverage (% of lot area):	Buildings, Structures, & Non-porous surfaces: Max. 70%; Live plant material: Min. 20%.	Buildings, Structures, & Non-porous surfaces: Max. 70%; Live plant material: Min. 20%.	none
Lot Size (m <sup>2</sup> ):	Min. 270 m <sup>2</sup>	Each lot - 355 m <sup>2</sup>	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Each lot Width: 10.06 m Depth: 35.34 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys (9 m; peaked); Max. 2 storeys (7.5 m; flat)	Max. 2 ½ storeys (9 m; peaked); Max. 2 storeys (7.5 m; flat)	none
On-Site Parking Spaces:	Principal dwelling: Min. 2 spaces Secondary suite: Min. 1 space	Principal dwelling: Min. 2 spaces Secondary suite: Min. 1 space	none
Private Outdoor Space:	Min. 20 m <sup>2</sup>	Min. 20 m <sup>2</sup>	none

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

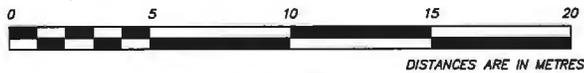
\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

7511 WILLIAMS RD.

LANE (Paved)



WILLIAMS ROAD



LEGEND

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- ROOT PROTECTION ZONE (RPZ)
- TREE PROTECTION BARRIER (TPB)
- REPLACEMENT TREE
- BC HYDRO OVERHEAD CONNECTION
- SANITARY CONNECTION
- STORM WATER CONNECTION
- FOSTIS GAS CONNECTION
- WATER CONNECTION

CNCL - 422

ABBREVIATIONS  
 Shared tree C = City tree O = Off-site tree

GOODE ARBORICULTURE CONSULTING

161 172nd Street, Surrey B.C.  
 7783174360  
 info@goodearboriculture.com

SITE ADDRESS:	7511 & 7531 Williams Rd, Richmond.
PROJECT #:	0069
DATE:	February 29, 2016
ARBORIST:	Stuart Goode
SCALE:	1:250
REVISION #:	





**Address:** 7511 Williams Road

**File No.:** RZ 15-712653

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9600, 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 trees, soft and hard materials, fencing, installation costs, and a 10% contingency). The Landscape Plan should:
  - Comply with the guidelines of the OCP’s Arterial Road Policy and should not include hedges along the front property line.
  - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
  - Include a mix of coniferous and deciduous trees with the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057:

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

2. The City’s acceptance of the applicant’s voluntary contribution in the amount of \$4,000 to the City’s Tree Compensation Fund in-lieu of planting the remaining required eight (8) replacement trees.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of Tree # 383 to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 383. The security will be held until construction and landscaping on-site is completed, the post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw.
7. The City’s acceptance of the applicant’s voluntary contribution to the City’s Affordable Housing Reserve Fund of \$2.00 per buildable square foot on the remaining lot proposed (i.e. \$4,203).

**Prior to Demolition Permit\* issuance, the applicant must complete the following requirements:**

- Installation of tree protection fencing around Tree # 383, which is to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed. Tree protection fencing must be installed at a minimum of 5.0 m out from the base of the tree to the west, 4.0 m out from the base of the tree to the south, 2.0 m out from the base of the tree to the north, and from the base of the tree to 3.0 m east of the property line at 7531 Williams Road.

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

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs for the scope of works described below (including but not limited to):

*Water Works*

- a) Using the OCP Model, there is 442 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 120 L/s. At Building Permit stage, the developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- b) At the developer's cost, the City is to:
  - Cut and cap the existing water service connection along the Williams Road frontage.
  - Install two (2) new water service connections with meters and meter boxes.

*Storm Sewer Works*

- a) The developer is required to:
  - Utilize the existing storm service connections at both the southwest and southeast property lines and upgrade inspection chambers as required.
  - Pay cash-in-lieu for lane drainage upgrades; see "Frontage Improvements" (below).
- b) At the developer's cost, the City is to cut and cap one (1) existing storm sewer connection and remove the inspection chamber along the Williams Road frontage.

*Sanitary Sewer Works*

- a) At the developer's cost, the City is to install a new sanitary service connection, complete with inspection chamber and dual service leads, at the adjoining property line of the newly subdivided lots.

*Frontage Improvements*

- a) The developer is required to pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$31,990.80 cash-in-lieu contribution for the design and construction of lane upgrades (asphalt paving, drainage, concrete curb/gutter, lane lighting).
- b) At the developer's cost, the City is to close the existing driveway crossing within the Williams Road frontage and restore the sidewalk and boulevard to match the condition to the east and west of the subject site.
- c) The developer is required to Coordinate with BC Hydro, Telus and other private service providers:
  - To underground Hydro service lines.
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

*General Items*

- a) The developer is required to enter into, if required, additional legal agreements, as determined via the subject development's Subdivision, Servicing Agreement(s) and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to Building Permit\* issuance, the applicant must complete the following requirements:**

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

**Note:**

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

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

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

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

(signed original on file)

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9600 (RZ 15-712653)
7511 Williams Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "COMPACT SINGLE DETACHED (RC2)".

P.I.D. 010-320-911
Lot 9 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9600".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signature and date entry corresponding to the reading stages.

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

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

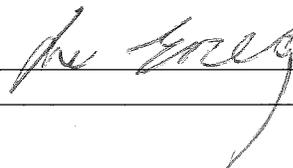
**Date:** September 7, 2016  
**File:** ZT 16-737142

**Re:** Application by Jason Minard for a Zoning Text Amendment at  
5411 Moncton Street to Add "Adult Day Care" as a Permitted Use to the  
Congregate Housing (ZR4) – Steveston Zone

### Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9607, to amend the "Congregate Housing (ZR4) – Steveston" zone to allow an adult day care program as a secondary permitted use along with congregate care in the existing facility and amended parking requirements for the facility, be introduced and given first reading.

  
Wayne Craig  
Director, Development  
  
SB:blg  
Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Jason Minard of dys architecture has applied on behalf of S.U.C.C.E.S.S. to the City of Richmond to amend the site specific “Congregate Housing (ZR4) – Steveston” zone by adding Adult Day Care as a secondary permitted use at 5411 Moncton Street for the existing congregate care facility on the subject site (Attachment 1).

The application also includes amendments to the site specific ZR4 zone to introduce a definition for adult day care use and amendments to the parking requirements.

### Findings of Fact

A development application data sheet providing details about the development proposal is attached as Attachment 2.

### History

On February 27, 2006, Council approved the original rezoning (RZ 05-292498) and Development Permit (DP 05-300965) for a 50-unit, two-storey congregate housing building on the former Austin Harris Elementary School site at 5411 Moncton Street.

Affordable assisted living is provided for 50 seniors in the S.U.C.C.E.S.S. Austin Harris Residence, operated by the S.U.C.C.E.S.S. Multi-level Care Society on a property owned by the Provincial Rental Housing Corporation.

Vancouver Coastal Health has identified a need for Adult Day Care program space in Richmond. S.U.C.C.E.S.S. is pursuing the subject Zoning Text Amendment application to allow them to be able to contract with Vancouver Coastal Health to provide a 25-space Adult Day Care program in the existing congregate care facility.

### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North, are two (2) single-family dwellings fronting onto Flamingo Court on lots zoned “Single Detached (RS1/E)” and a pedestrian pathway connecting to Plover Drive and Kingfisher Drive.
- To the South, immediately across Moncton Street is: Trites Road; a single-family dwelling fronting onto Trites Road on a lot zoned “Single Detached (RS1/B)”; lots that were recently rezoned to “Single Detached (RS2/A)” and “Single Detached (ZS23) – Steveston”.
- To the East, are one (1) single-family dwelling fronting onto Moncton Street on a lot zoned “Single Detached (RS1/E)” and five (5) single-family dwellings fronting onto Plover Drive on lots subject to Land Use Contract 032.
- To the West, are one (1) single-family dwelling fronting onto Moncton Street on a lot zoned “Single Detached (RS1/B)”; five (5) single-family dwellings fronting onto

Osprey Court on lots zoned “Single Detached (RS1/B)”; and a pedestrian pathway connecting to Osprey Court.

## **Related Policies & Studies**

### **Official Community Plan/Steveston Area Plan**

The 2041 OCP Land Use Map designation for the subject site is “Apartment Residential”. The Steveston Area Land Use Map designation for the subject site is “Multiple-Family”. These land use designations allow for principal uses of townhouses and apartments. Seniors congregate care, intermediated care, assisted living, etc. are also permitted under the designation. This proposal is consistent with these land use designations.

### **Public Consultation**

A Zoning Text Amendment sign has been installed on the subject property. Staff have not received any comments from the public about the Zoning Text Amendment application in response to the placement of the Zoning Text Amendment sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the Zoning Text Amendment Bylaw, the bylaw would be forwarded to a Public Hearing; where any area resident or interested party would have an opportunity to comment.

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

## **Analysis**

### **Text Amendment to the “Congregate Housing (ZR4) – Steveston” Zone**

The ZR4 zone is a site specific zone that only applies to the subject site at 5411 Moncton Street. The zone is proposed to be amended to: allow adult day care as a secondary permitted use; include a new land use definition for adult day care; include appropriate parking requirements for the proposed adult day care and for the existing congregate care facility.

The applicant has identified interior renovations to accommodate a new 25-space adult day care without impacting the congregate care dwelling units of the existing 50 residents.

Adult day care use is intended to provide activity programming that meets the needs and interests of adults with illness and/or disability to support their physical, their emotional health and to support their care givers. For the purposes of the ZR4 zone, the proposed definition drafted by staff is:

**“Adult day care** means a non-residential supervised program meeting the needs of adults who have physical challenges, cognitive challenges and/or chronic illnesses and is distinct from **community care facility, major; community care facility, minor; and health service, major** uses which permit residential care.”

The applicant has submitted a Transportation Engineer's parking study to determine the appropriate number of parking spaces for congregate care residents and for both employees and pick-up/drop-off for the proposed adult day care program. Although there appeared to be an oversupply of parking spaces on the subject site, the parking demand for adult day care was unknown.

As a result of the parking study, the parking requirements in the ZR4 zone are proposed to be amended. The proposed parking requirement for congregate care residents would be reduced from 0.2 to 0.1 parking spaces for each dwelling unit. Currently, only one (1) resident has a car parked on the subject site, although the proposed reduced rate would provide a total of five (5) resident parking spaces for future potential resident needs. The parking requirement for congregate care visitors and employees remains the same at 0.2 parking spaces for each dwelling unit for a total of ten (10) parking spaces for visitors' and employee parking combined use. The parking requirement for adult day care employees would be at the rate of 0.2 parking spaces for each employee for a total of five (5) parking spaces. The parking requirement for adult day care drop-off and pick-up would be at the rate of 0.2 parking spaces for each adult in care for a total of five (5) parking spaces.

To accommodate the required parking for the existing 50 congregate care dwelling units and the proposed 25-space adult day care, the applicant is proposing pavement repainting, new paving and parking management to add five (5) new parking spaces; to provide a proposed total of 25 off-street parking spaces (Attachment 3).

The City's Transportation Department staff have reviewed and agree with the proposal.

### **Tree Retention**

The applicant has submitted a Certified Arborist's Report; which includes information regarding tree protection and transplanting recommendations for two (2) bylaw-sized trees on the subject property (Attachment 4). There are a number of established existing trees on the subject site and only the following two (2) trees are adjacent to proposed parking space works:

- One (1) Pin Oak tree (0.21 m Dbh, tree #1) is proposed to be protected in its current location along the west edge of the site and is adjacent to pavement repainting to allow for one (1) additional parking space.
- One (1) Copper Beech tree (0.14 m Dbh, tree #2) is proposed to be relocated on-site to allow for the construction of three (3) additional parking spaces at the building's main entry.

The City's Tree Preservation and Engineering staff have reviewed and agree with the proposal.

To ensure that the one (1) Copper Beech tree is transplanted successfully on-site, the applicant is required to complete the following items as a consideration of the Zoning Text Amendment:

- Submission of a contract with a Certified Arborist.
- Submission of a Tree Survival Security to the City in the amount of \$2,500.

### **Adult Day Care Program Requirements**

Vancouver Coastal Health staff reviewed the proposal on a preliminary basis, advised that they had no concerns.

Before a 25-space adult day care program could operate on the site, the applicant would be required to: obtain Building Permit approval for interior renovations demonstrating compliance with the BC Building Code; obtain Vancouver Coastal Health adult day care program approvals; and provide (4) new off-street parking spaces to comply with the proposed amended ZR4 zone.

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

None.

### **Conclusion**

The proposed Zoning Text Amendment to the site specific “Congregate Housing (ZR4) – Steveston” zone to allow an adult day care program as a secondary permitted use in the existing congregate care facility at 5411 Moncton Street accommodates a needed support service in the community. Proposed amendments to the ZR4 zone also include introducing a definition for adult day care use and parking requirements for the congregate care residents and adult day care program.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9607, be introduced and given first reading.



Sara Badyal, M. Arch, MCIP, RPP  
Planner 2  
(604-276-4282)

SB:blg

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9607, the applicant is required to complete the following:

- Submission of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Submission of a Tree Survival Security to the City in the amount of \$2,500 for the one (1) Copper Beech tree to be transplanted on-site, to be held for a period of two (2) summer seasons after the tree has been transplanted.

Attachment 1: Location Map/ Aerial Photo

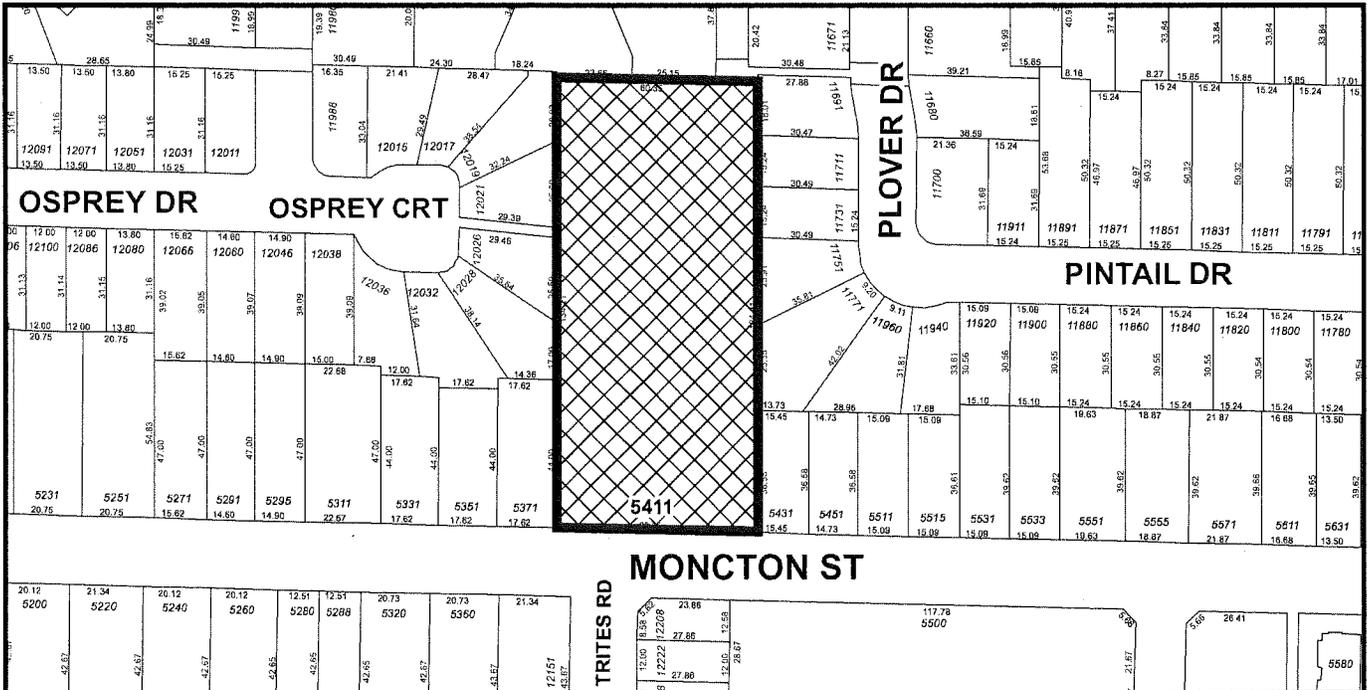
Attachment 2: Development Application Data Sheet

Attachment 3: Proposed Parking Plan

Attachment 4: Proposed Tree Management Plan



City of  
Richmond



ZT 16-737142

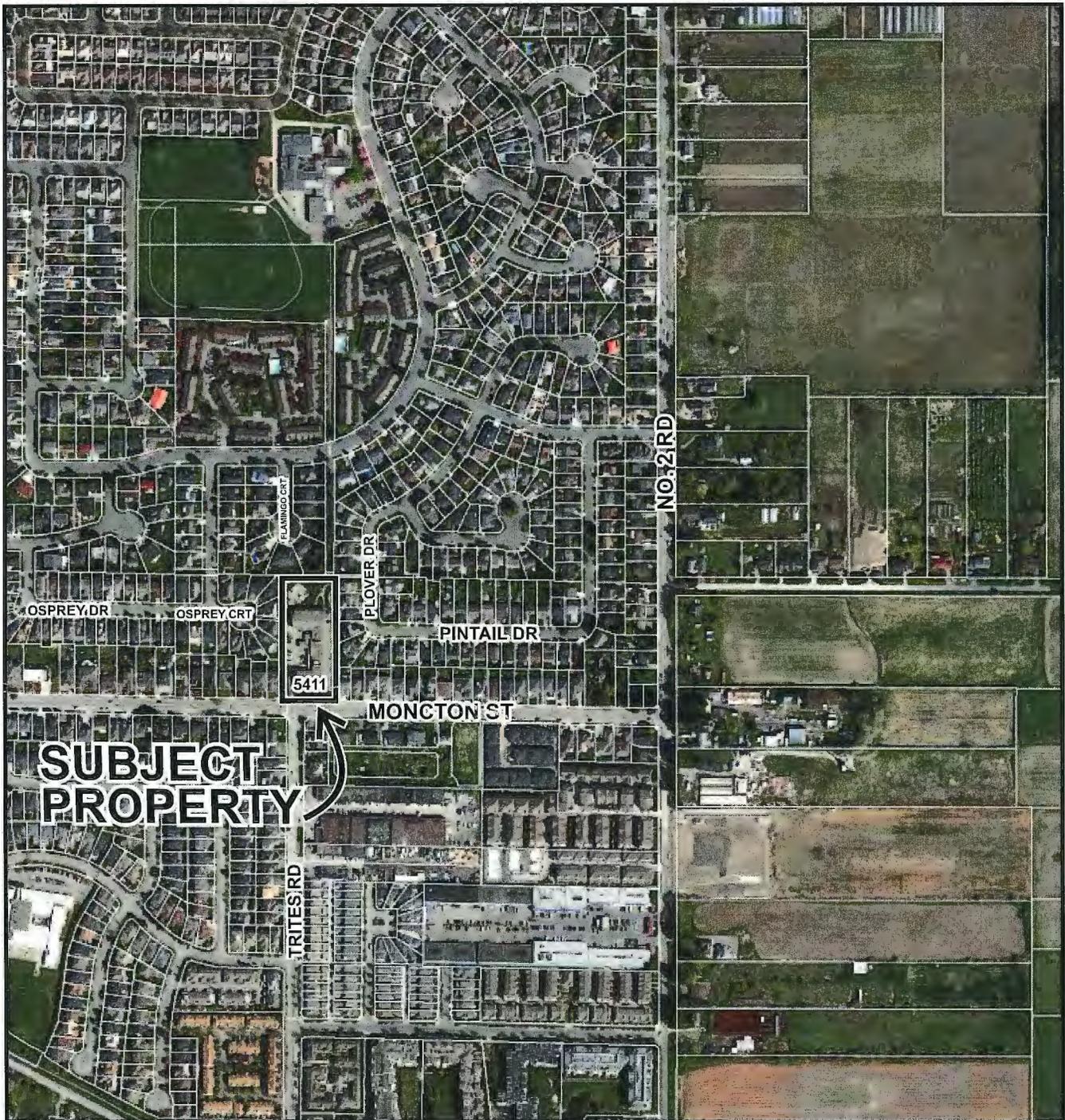
Original Date: 07/14/16

Revision Date:

Note: Dimensions are in METRES



# City of Richmond



ZT 16-737142

Original Date: 07/14/16

Revision Date:

Note: Dimensions are in METRES



**ZT 16-737142**

**Attachment 2**

Address: 5411 Moncton Street

Applicant: Jason Minard

Planning Area(s): Steveston

	Existing	Proposed	
<b>Owner</b>	Provincial Rental Housing Corporation	No change	
<b>Site Size</b>	8,089 m <sup>2</sup>	No change	
<b>Land Use</b>	Congregate housing	Congregate housing and adult day care	
<b>OCP Designation</b>	Apartment Residential	Complies	
<b>Area Plan Designation</b>	Multiple-Family	Complies	
<b>Zoning</b>	Congregate Housing (ZR4) – Steveston	Amended ZR4	
<b>Number of Units</b>	50 dwelling units	50 dwelling units & 25-space adult day care	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.65	0.61 existing	None permitted
Lot Coverage – Building	Max. 40%	34% existing	None
Setbacks: Moncton St West side yard East side yard Rear yard	Min. 10 m Min. 10 m Min. 6 m Min. 35 m	Existing 10.7 m 10.4 m Min. 6 m 37.5 m	None
Height	Max. 10 m & two-storey	8.7 m & two-storey existing	None
Lot Size	Min. 8,000 m <sup>2</sup>	8,089 m <sup>2</sup> existing	None
Off-street Parking:	Existing	Proposed	
Congregate care residents	10	5	None
Congregate care visitors/employees	10	10	
Adult day care employees		5	
Adult day care pick-up/drop-off		5	
HandyDart	(1)	(1)	
Accessible	(1)	(1)	
Total	20	25	
Tandem Parking Spaces:	Not permitted	None	None
Amenity Space – Indoor:	100 m <sup>2</sup>	+ 450 m <sup>2</sup> existing	None
Amenity Space – Outdoor:	300 m <sup>2</sup>	+/- 2,000 m <sup>2</sup> existing	None

dys architecture  
250 - 1770 Bernard Street, Vancouver, BC V6J 3S7  
tel 604-669-7710 www.dysarchitecture.com

COURT  
S.L.C.C.E.S.S. Multi-Level Care  
Society

- NO. | DATE | ISSUE
- 1 | 10/02/2018 | Issued for Review
- 2 | 10/02/2018 | Response to Planning Committee
- 3 | 10/02/2018 | Response to Planning Committee
- 4 | 10/02/2018 | Response to Planning Committee

NO. | DATE | REVISION

PROJECT  
S.L.C.C.E.S.S. - AUSTIN HARRIS  
ADULT DAYCARE RENOVATION

5411 Mainland Street  
Richmond BC, V7E 0A9

SITE PLAN - EXISTING  
BUILDING

A0.01

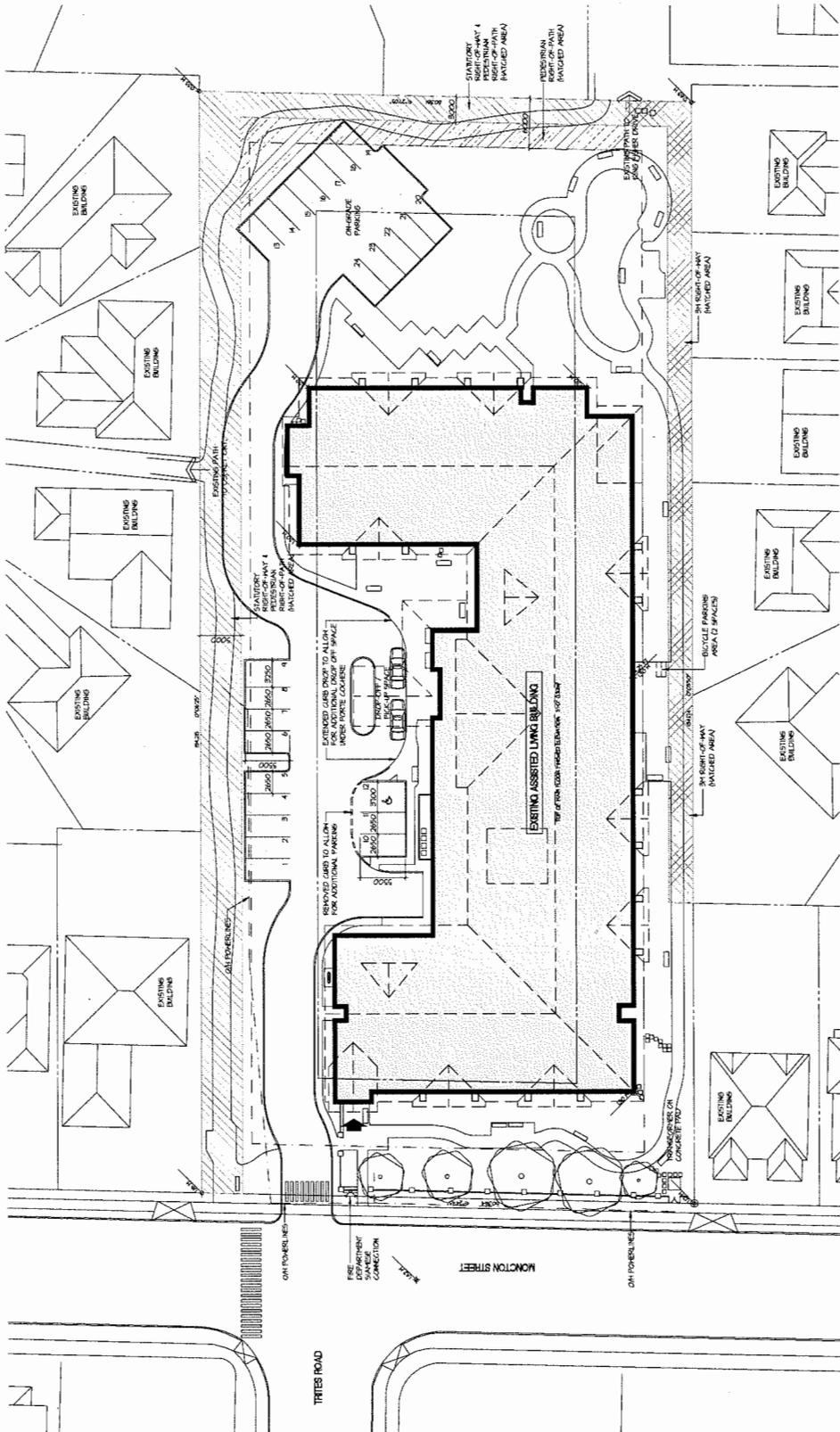
PROJECT NO: 018  
DRAWN: JN  
CHECKED: JD  
SCALE: 1:500  
DATE: August 28, 2016

This drawing is an integral part of the project's site plan and is subject to the same conditions of use, approval, and modification as the site plan. It is not to be used in isolation or for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions in this drawing or for any consequences arising from its use. The user of this drawing is advised to verify all information and dimensions before construction.



LEGAL DESCRIPTION:  
3 SEC. 12 BLOCK 6874 PLZTR4

SITE AREA:  
0.0675041



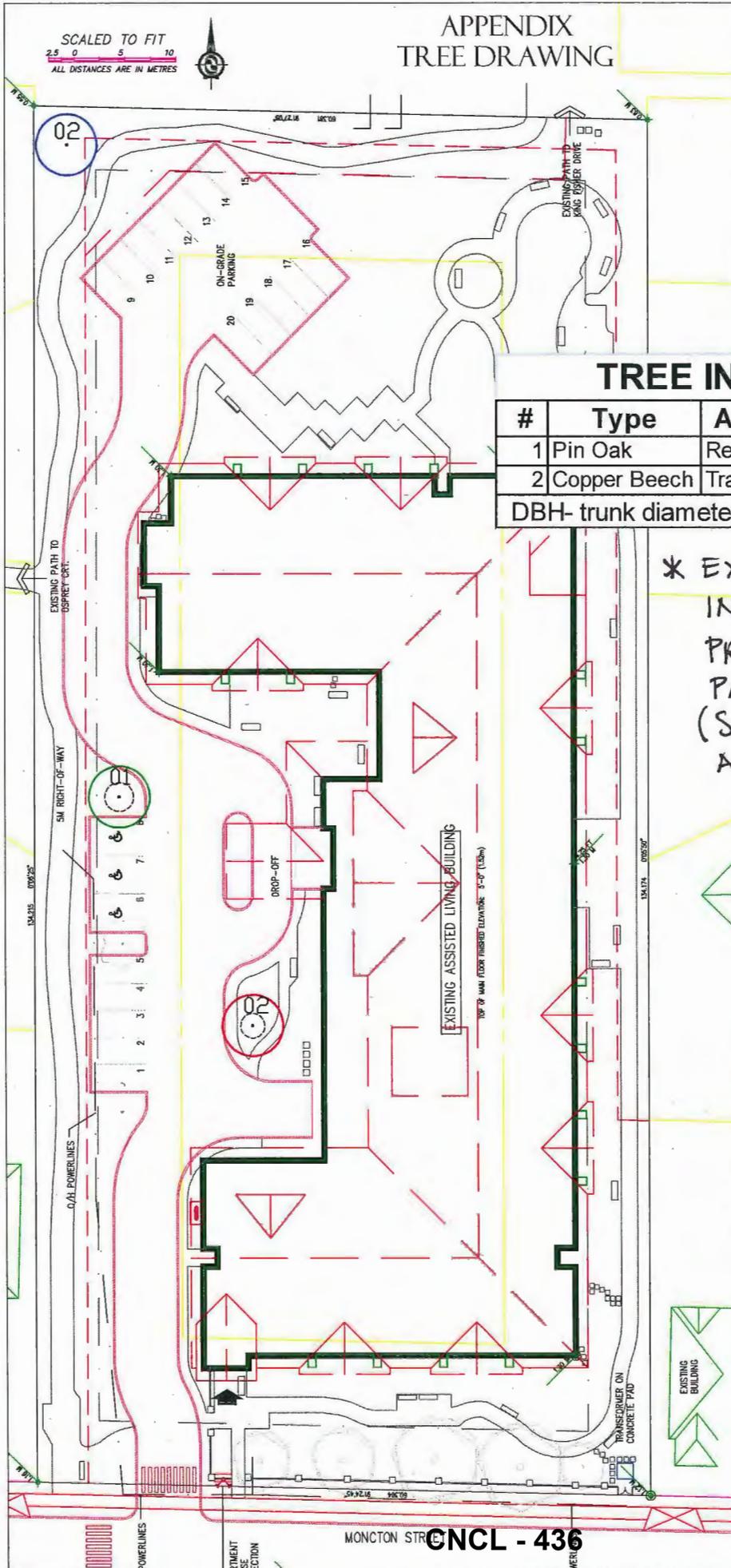
CNCL - 435

# APPENDIX TREE DRAWING

ATTACHMENT 4

## TREE MANAGEMENT PLAN

SCALED TO FIT  
2.5 0 5 10  
ALL DISTANCES ARE IN METRES



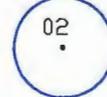
### TREE INVENTORY \*

#	Type	Action	DBH	MPZ
1	Pin Oak	Retain	21cm	1.4m
2	Copper Beech	Transplant	14cm	1.2m

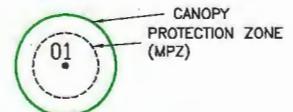
DBH- trunk diameter, MPZ- protection zone

\* EXISTING TREES  
IN PROXIMITY OF  
PROPOSED  
PARKING SPACES  
(SHOWN ON  
ATTACHMENT # 3)

RECOMMENDED  
TRANSPLANTING  
LOCATION



TREE PROPOSED  
FOR RETENTION



TREE PROPOSED  
FOR  
TRANSPLANTING



- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
  2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
  3. ALL MEASUREMENTS ARE METRIC

Froggers Creek  
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4  
Telephone: 604-721-6002 Fax: 604-437-0970

5411 Moncton Street, Richmond

TREE PROTECTION DRAWING  
THE DRAWING PLOTS ONLY TWO TREES THEIR  
CANOPES, PROTECTION ZONES IN RELATION TO  
EXISTING LAYOUT

August 18, 2014



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9607 (ZT 16-737142)  
5411 Moncton Street**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

a. Deleting section 21.4.1 and substituting the following:

**“21.4.1 Purpose**

The **zone** provides for **congregate housing** and **adult day care.**”

b. Deleting section 21.4.3 and substituting the following:

**“21.4.3 Secondary Uses**

- **adult day care**”

c. Deleting section 21.4.10 and substituting the following:

**“21.4.10 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, except that:

- a) For **congregate care** residents: 0.1 **parking spaces** for each **dwelling unit**;
- b) For **congregate care** visitors and employees: 0.2 **parking spaces** for each **dwelling unit** for combined visitors’ and employee parking;
- c) For **adult day care** employees: 0.2 **parking spaces** for each employee; and
- d) For **adult day care** drop-off and pick-up: 0.2 **parking spaces** for each adult in care.”
- e) The minimum manoeuvring aisle width shall be 6.7 m.”

d. Adding the following to section 21.4.11. (Other Regulations):

“2. For the purpose of **this** zone only, **adult day care** means a non-residential supervised program meeting the needs of adults who have physical challenges, cognitive challenges and/or chronic illnesses and is distinct from **community care facility, major; community care facility, minor; and health service, major** uses which permit residential care.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9607**”.

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER CONDITIONS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

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

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



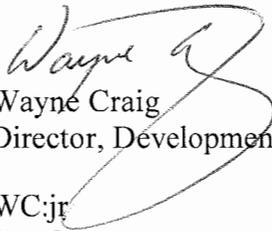
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** September 6, 2016  
**File:** RZ 16-731886

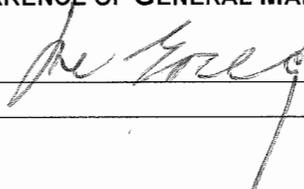
**Re:** Application by 0906559 B.C. Ltd. for Rezoning at 4720/4740 Larkspur Avenue from Single Detached (RS1/E) to Single Detached (RS2/B)

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9608, for the rezoning of 4720/4740 Larkspur Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:jf  
Att. 7

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

## Staff Report

### Origin

0906559 B.C. Ltd. has applied to the City of Richmond for permission to rezone 4720/4740 Larkspur Avenue from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) single-family lots, each with driveway access to Larkspur Avenue (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing duplex on the property, which would be demolished.

### Findings of Fact

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

### Surrounding Development

Development immediately surrounding the subject property is as follows:

- To the north, across Larkspur Avenue: one (1) home on a lot zoned “Single Detached (RS1/E),” fronting Larkspur Avenue.
- To the south: McCallan Park, an open park with play structures on a lot zoned “School and Institutional Use (SI).”
- To the east: one (1) home on a lot zoned “Single Detached (RS1/E),” fronting Larkspur Avenue.
- To the west: one (1) duplex on a lot zoned “Single Detached (RS1/E),” fronting Larkspur Avenue.

### Related Policies & Studies

#### Official Community Plan/Thompson Area Plan

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

#### Zoning Bylaw 8500/Single-Family Lot Size Policy 5473

The subject property is located within the area governed by Single-Family Lot Size Policy 5473, adopted by Council on July 18, 2005 (Attachment 5). This Single-Family Lot Size Policy permits subdivision consistent with the requirements of the “Single Detached (RS2/E)” zoning bylaw.

Amendment procedures contained in Section 2.3 of Richmond Zoning Bylaw 8500 indicate that Lot Size Policies are not applicable for rezoning applications on sites that contain a duplex, and are intended to be subdivided into no more than two (2) single-family lots. The proposed rezoning and subdivision are compliant with this policy.

**Aircraft Noise Sensitive Development Policy**

The subject site is located within the Aircraft Noise Area 4. In accordance with the Aircraft Noise Sensitive Development Policy (ANSND) contained in the OCP, applications involving rezoning from one single-family sub-zone to another may be considered in this aircraft noise sensitive area. Registration of an aircraft sensitive noise use covenant on Title is required prior to final adoption of the rezoning bylaw.

**Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

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

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

There is an existing statutory right-of-way (SRW) agreement registered on Title for the municipal sanitary sewer. The SRW is 3.0 m wide along the entire west and south property lines. The applicant is aware that encroachment into the SRW is not permitted.

**Transportation and Site Access**

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

**Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject property, one (1) tree on a neighbouring property, and three (3) City-owned Western red cedars.

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

- One (1) 41 cm dbh Western red cedar on the development site (Tag # 8) is in good condition and recommended for retention. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- One (1) 36 cm dbh Japanese maple on a neighbouring property (Tag # 4) is in good condition and recommended for retention. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- One (1) City-owned 58 cm dbh Western red cedar in the road right-of-way (Tag # 3) is in good condition and recommended for retention. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Two (2) City-owned Western red cedars in the road right-of-way (Tag # 1 and 2) forming a hedge are in good condition, but in conflict with the proposed driveway location. Remove and replace.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

#### *Tree Protection*

One (1) tree on the subject property, one (1) tree on a neighbouring property, and one (1) City-owned tree (Tag # 3, 4, and 8) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, the City's acceptance of a survival security in the amount of \$10,000 for the one (1) tree to be retained on-site, and \$18,400 for the one (1) City-owned tree, for a total security of \$28,400.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

#### *Tree Replacement*

The applicant wishes to remove two (2) City-owned Western red cedars (Tag # 1 and 2) that form part of a hedge. The City Parks Department has determined that no compensation is required for the removal of hedges.

Consistent with Council Policy No. 5032, the applicant must provide and maintain two (2) trees on each lot. The applicant has agreed to plant one (1) tree on proposed Lot A and two (2) trees on proposed Lot B to comply with this Policy. Prior to adoption of the rezoning bylaw, the applicant must submit a landscape security in the amount of \$1,500 to ensure that the three (3) trees are planted.

### **Affordable Housing Strategy**

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

To comply with the Affordable Housing Strategy, the applicant proposes to construct a secondary suite on one (1) of the two (2) future lots and provide a cash-in-lieu contribution of \$5,761.38 to the City's Affordable Housing Reserve Fund for the second lot. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection will be granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

At a future development stage, the applicant must complete the required servicing works as described in Attachment 8.

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

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

### **Conclusion**

0906559 B.C. Ltd. has applied to the City of Richmond for permission to rezone 4720/4740 Larkspur Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) single-family lots, each with driveways access to Larkspur Avenue.

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

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9608 be introduced and given first reading.



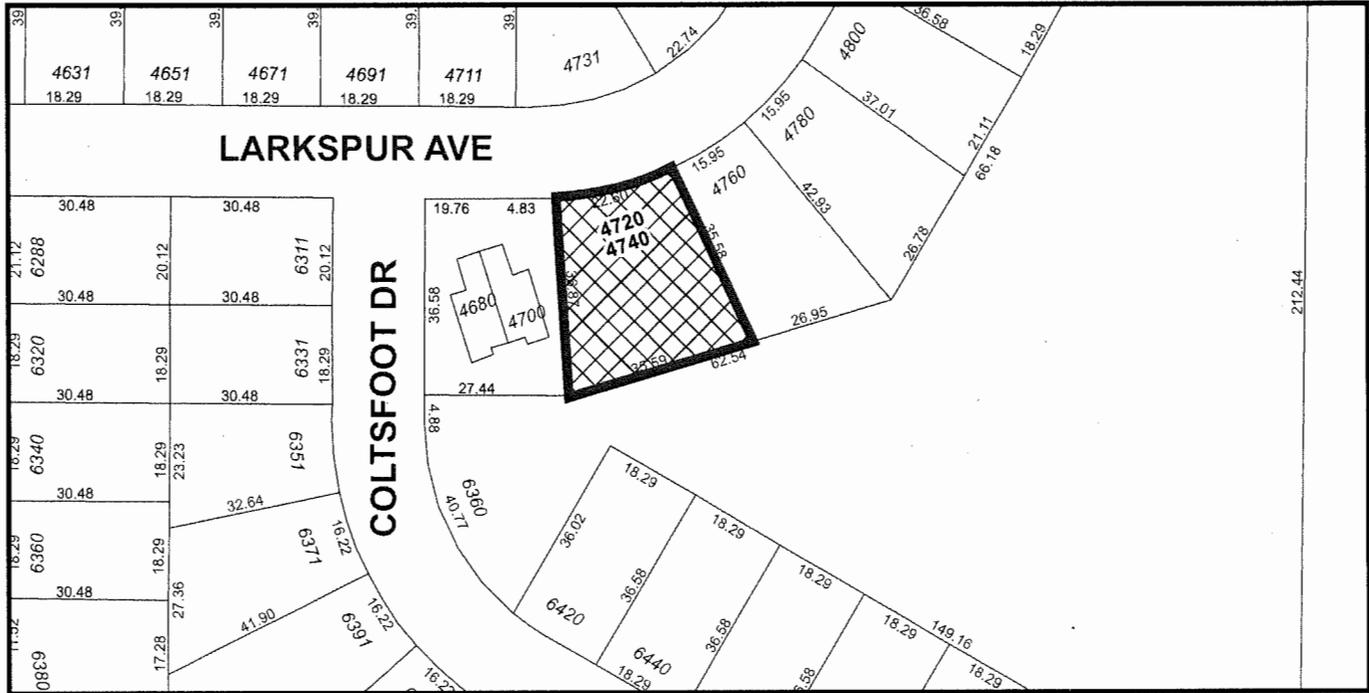
Jordan Rockerbie  
Planning Technician

JR:rg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Thompson Area Plan Land Use Map
- Attachment 5: Lot Size Policy 5473
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations



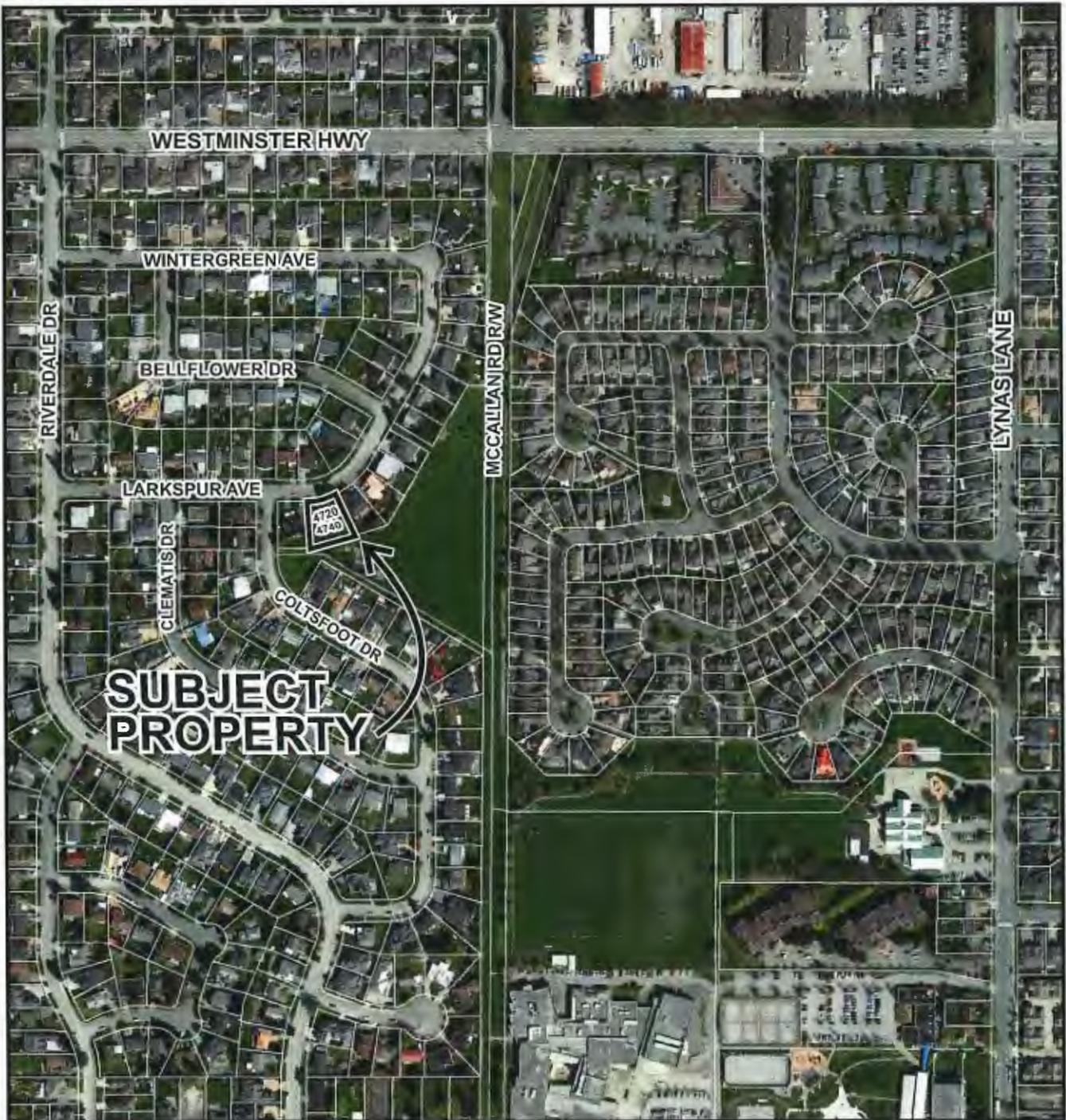
# City of Richmond



	<h2>RZ 16-731886</h2>	<p>Original Date: 05/25/16</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of  
Richmond



RZ 16-731886

Original Date: 05/25/16

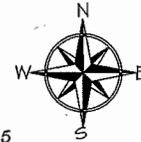
Revision Date:

Note: Dimensions are in METRES

CNCL - 446

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF  
LOT 465 SECTION 11 BLOCK 4 NORTH RANGE 7 WEST  
NEW WESTMINSTER DISTRICT PLAN 42623**

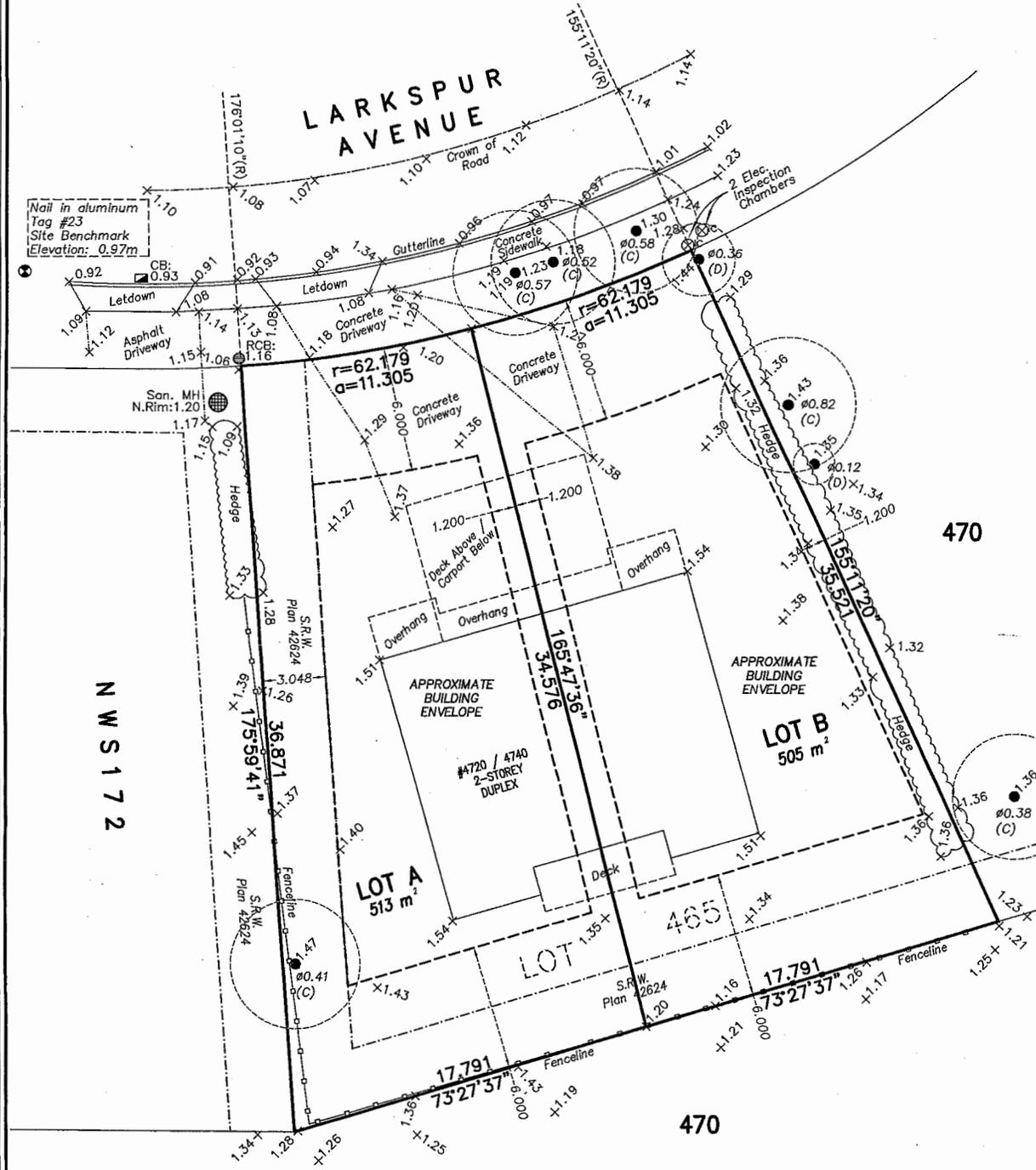
#4720 - 4740 LARKSPUR AVENUE,  
RICHMOND, B.C.  
P.I.D. 002-468-182



SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6559  
FB-300 P134-135  
Drawn By: IO

**NOTE:**  
Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #196  
Control Monument 77H4970  
Elevation: 1.793m  
Benchmark: HPN #234  
Control Monument 77H4891  
Elevation: 1.125m

**NOTE:**  
Use site Benchmark Tag #23 for  
construction elevation control.

**LEGEND:**  
(c) denotes conifer  
(D) denotes deciduous  
☐ denotes catch basin  
● denotes round catch basin  
● denotes manhole  
⊗ denotes electrical  
⊙ denotes section of pipe  
(R) denotes radial bearing

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

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.  
APRIL 7th, 2016.



**RZ 16-731886**

**Attachment 3**

Address: 4720/4740 Larkspur Avenue

Applicant: 0906559 B.C. Ltd.

Planning Area(s): Thompson

	Existing	Proposed
<b>Owner:</b>	Yingchen Huang	To be determined
<b>Site Size (m<sup>2</sup>):</b>	1,018 m <sup>2</sup>	Lot A: 513 m <sup>2</sup> Lot B: 505 m <sup>2</sup>
<b>Land Uses:</b>	One (1) duplex	Two (2) single-family homes
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>702 Policy Designation:</b>	Single Detached (RS2/E) (duplexes exempt)	Single Detached (RS2/B)
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/B)

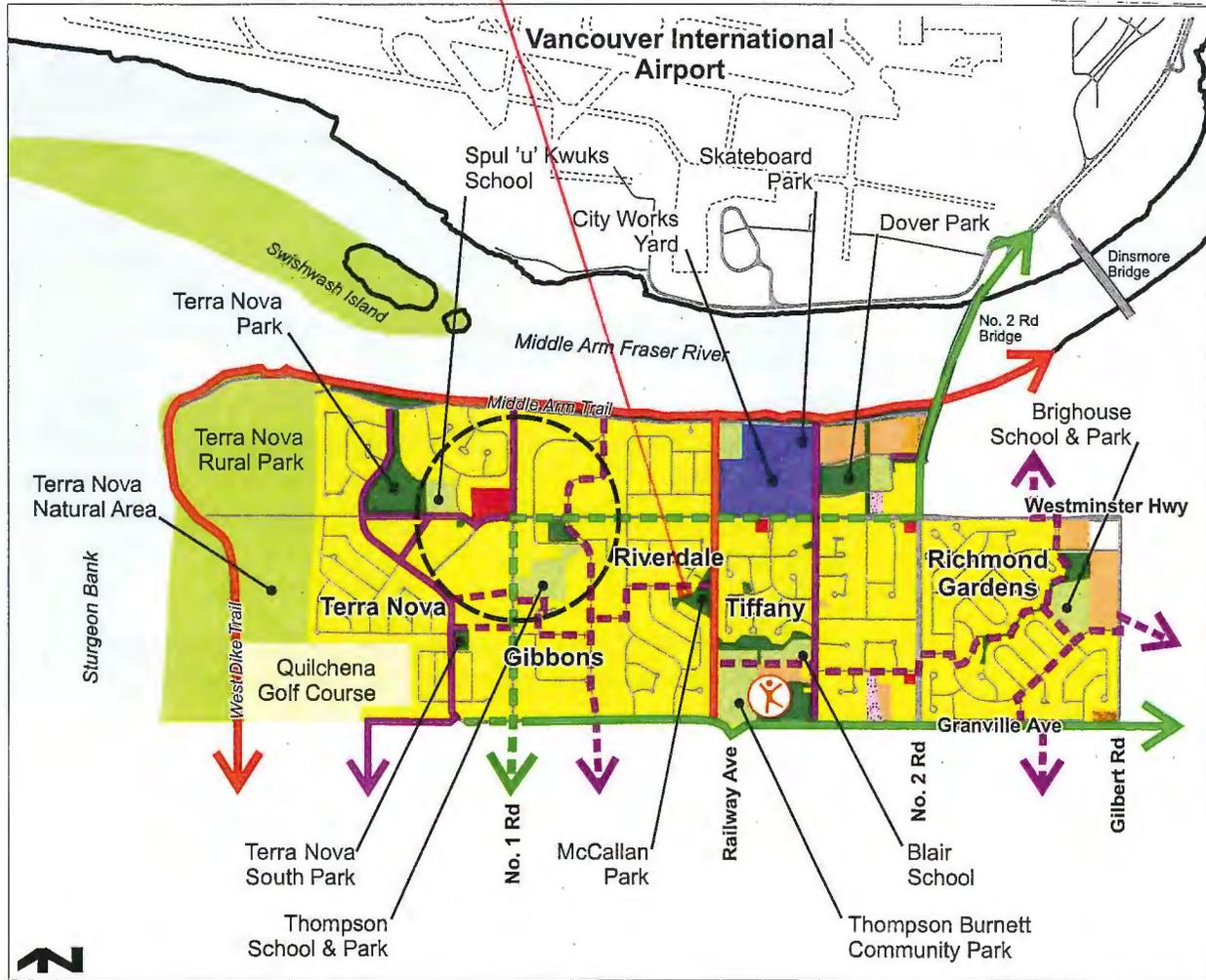
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.30 for area in excess of 464.5 m <sup>2</sup>	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.30 for area in excess of 464.5 m <sup>2</sup>	None permitted
Buildable Floor Area*	Lot A: Max. 270.025 m <sup>2</sup> (2,906.522 ft <sup>2</sup> ) Lot B: Max. 267.625 m <sup>2</sup> (2,880.689 ft <sup>2</sup> )	Lot A: Max. 270.025 m <sup>2</sup> (2,906.522 ft <sup>2</sup> ) Lot B: Max. 267.625 m <sup>2</sup> (2,880.689 ft <sup>2</sup> )	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None
Lot Size:	Min. 360 m <sup>2</sup>	Lot A: 513 m <sup>2</sup> Lot B: 505 m <sup>2</sup>	None
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Width: 14.55 m Depth: 34.58 m	None
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None
Height (m):	Max. 9.0 m	Max. 9.0 m	None

Other: Tree replacement compensation required for loss of significant trees.

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

2. Thompson

SUBJECT PROPERTY



Agricultural	Terra Nova Neighbourhood Centre (future)
Apartment Residential	Thompson Community Centre
Commercial	Existing Major Street Bike Route
Community Institutional	Future Major Street Bike Route
Conservation	Existing Greenway/Trail
Industrial	Future Greenway/Trail
Limited Mixed Use	Existing Neighbourhood Link - enhanced
Mixed Use	Future Neighbourhood Link - unenhanced
Neighbourhood Residential	
Neighbourhood Service Centre	
Park	
School	

CNCL - 449



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: July 18<sup>th</sup>, 2005

POLICY 5473

File Ref: 4045-00

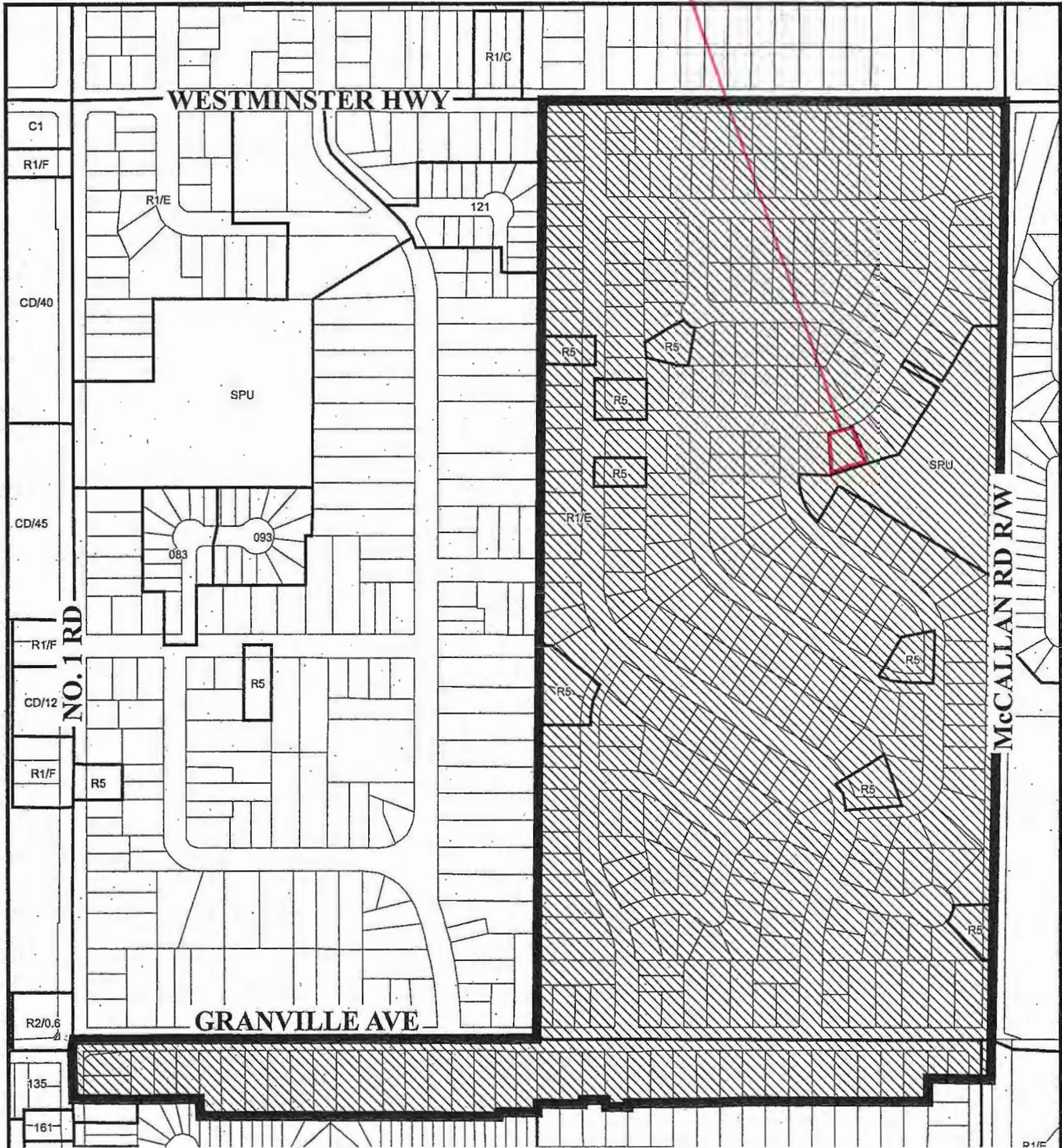
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-4-7 AND 14-4-7

## POLICY 5473:

The following policy establishes lot sizes for that portion of Section 11-4-7, bounded by **Granville Avenue, Westminster Highway, the McCallan Road Right-of-Way, and the property line to the rear of the properties on the west side of Mayflower and Riverdale Drive, and for the lots abutting Granville Avenue between Railway Avenue and No. 1 Road** in a portion of Section 14-4-7:

1. All lots resulting from subdivision shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300.
2. This policy is to be used in determining the disposition of future applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.
3. Property boundaries are outlined on the accompanying plan.
4. Multiple-family residential development shall not be permitted.

SUBJECT PROPERTY



Subdivision permitted as per R1/E



# Policy 5473

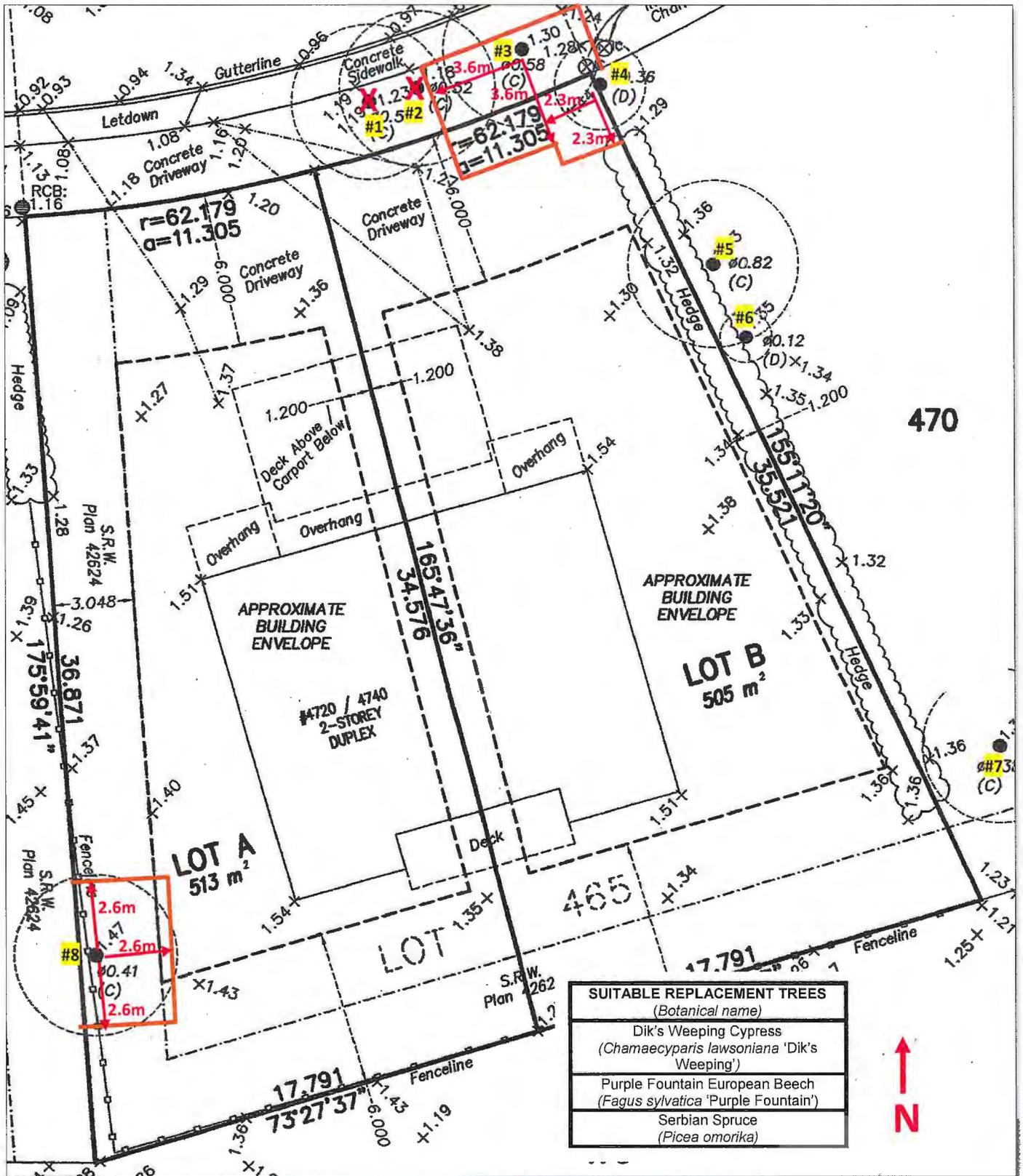
## Section 11-4-7 and 14-4-7

Adopted Date: 07/18/05

Amended Date:

Note: Dimensions are in METRES

CNCL - 451



Preliminary Tree Retention & Removal Plan, Scale 1:200

<u>TREE</u> #	<u>SPECIES</u>	<u>DBH</u> (cm)	<u>SPREAD</u> Radius (m) est.
1	Western red cedar ( <i>Thuja plicata</i> )	100 combined (54+46)	3.1
2	Western red cedar ( <i>Thuja plicata</i> )	63	3.1
3	Western red cedar ( <i>Thuja plicata</i> )	58 per survey	3.1
4	Japanese maple ( <i>Acer japonica</i> )	36 per survey	1.5
5	No tree	-	-
6	No tree	-	-
7	No tree	-	-
8	Douglas fir ( <i>Pseudotsuga menziesii</i> )	41 per survey	3



**Address:** 4720/4740 Larkspur Avenue

**File No.:** RZ 16-731886

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9608, the applicant is required to complete the following:**

1. Submission of a Landscape Security in the amount of \$1,500 (\$500/tree) to ensure that one (1) tree is planted on proposed Lot A and two (2) trees are planted on proposed Lot B, for a total of three (3) trees; minimum 6 cm deciduous caliper or 3.5 m high conifers.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$10,000 for the one (1) tree to be retained on-site, and \$18,400 for the one (1) City-owned tree, for a total security of \$28,400.
4. Registration of an aircraft noise sensitive use covenant on title.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
7. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family development on proposed Lot B (i.e. \$ 5,761.38) to the City's Affordable Housing Reserve Fund.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

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

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

1. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement\* or a City work order.

*Water Works:*

- Using the OCP Model, there is 164 L/s of water available at a 20 psi residual at the Larkspur Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

- The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- At the Developers cost, the City is to:
  - Cut & cap at main the existing water service connection along the Larkspur Avenue frontage.
  - Install two new water service connections complete with meter and meter box off of the existing 150mm AC watermain on Larkspur Avenue.

*Storm Sewer Works:*

- At the Developer's cost, the City is to:
  - Cut and cap the existing storm service lead at the inspection chamber at the northwest corner of the subject site.
  - Install a new storm service connection complete with inspection chamber and dual service lead off of the existing 300mm storm sewer on Larkspur Avenue.

*Sanitary Sewer Works:*

- At the Developers cost, the City is to:
  - Install a new sanitary service connection complete with inspection chamber and dual service leads, at the adjoining property line of the two newly created lots.
  - Cut and cap the existing sanitary service lead at the southeast corner of the subject site.

*Frontage Improvements:*

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

*General Items:*

- The Developer is required to:
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Note:**

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

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

Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

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

---

Signed

---

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9608 (RZ 16-731886)
4720/4740 Larkspur Avenue

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

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

P.I.D. 002-468-182
Lot 465 Section 11 Block 4 North Range 7 West New Westminster District Plan 42623

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9608".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.

Approval stamp: CITY OF RICHMOND APPROVED by BK APPROVED by Director or Solicitor ul

MAYOR

CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

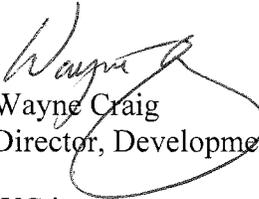
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** September 6, 2016  
**File:** RZ 16-734207

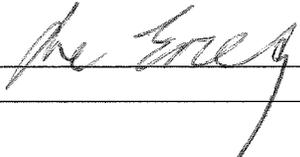
**Re:** Application by New Horizon Developments Ltd. for Rezoning at  
7340/7360 Langton Road from Single Detached (RS1/E) to Single Detached  
(RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9609, for the rezoning of 7340/7360 Langton Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:jr  
Att. 6

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

## Staff Report

### Origin

New Horizon Developments Ltd. has applied to the City of Richmond for permission to rezone 7340/7360 Langton Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone to permit the property to be subdivided to create two (2) single-family lots with vehicle access from Langton Road (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing duplex on the property, which would be demolished.

### Findings of Fact

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

### Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the north: A duplex on a lot zoned “Single Detached (RS1/E)” fronting Langton Road.
- To the south: A duplex on a lot zoned “Two-Unit Dwellings (RD1)” fronting Langton Road.
- To the east: A duplex on a lot zoned “Two-Unit Dwellings (RD1)” fronting No. 2 Road.
- To the west, across Langton Road: A single-family home on a lot zoned “Single Detached (RS2/B)” fronting Langtree Avenue.

### Related Policies & Studies

#### Official Community Plan

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

#### Zoning Bylaw 8500/Single-Family Lot Size Policy 5463

The subject property is located within the area governed by Single-Family Lot Size Policy 5463, adopted by Council on February 19, 1996, and subsequently amended on November 16, 2015 (Attachment 5). This Single-Family Lot Size Policy permits properties with an existing duplex to be subdivided consistent with the requirements of the “Single Detached (RS2/B)” zoning bylaw. The proposed rezoning and subdivision are compliant with this Policy.

#### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

## **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

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

## **Analysis**

### **Existing Legal Encumbrances**

There is an existing 3.0 m by 3.0 m statutory right-of-way (SRW) on the northeast corner of the subject site for the sanitary sewer. This SRW will be extended approximately 10.0 m south along the east property line to accommodate an extension of the sanitary sewer to service the proposed south lot. The applicant is aware of the required extension, and that encroachment into the SRW is not permitted.

### **Transportation and Site Access**

Vehicle access is proposed to be from Langton Road via separate driveway crossings to each new lot.

### **Tree Retention and Replacement**

Staff have determined that there are no living bylaw-sized trees on the subject property, and no trees on adjacent properties requiring tree protection measures. The applicant must plant two (2) trees on each new lot; for a total of four (4) trees, consistent with Council Policy No. 5032. One (1) new tree must be planted within 3.0 m of the front lot line of each lot, consistent with Richmond Zoning Bylaw 8500. Prior to adoption of the rezoning bylaw, the applicant must submit a landscape security in the amount of \$2,000 to ensure that the four (4) trees are planted.

### **Affordable Housing Strategy**

The City's Affordable Housing Strategy requires a secondary suite or coach house on 100% of new lots created through single-family rezoning and subdivision applications; a secondary suite or couch house on 50% of new lots created and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft<sup>2</sup> of the total buildable area of the remaining lots; or a cash-in-lieu contribution of \$2.00/ft<sup>2</sup> of the total buildable area of all lots where a secondary suite cannot be accommodated in the development.

The applicant proposes to contribute \$11,077.13 toward the City's Affordable Housing Reserve Fund. This is equivalent to \$2.00/ft<sup>2</sup> of the total buildable area of each lot to be created, and is consistent with the Affordable Housing Policy.

**Site Servicing and Frontage Improvements**

At future development stage, the applicant must complete the required servicing works as described in Attachment 6.

**Financial Impact or Economic Impact**

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

**Conclusion**

The purpose of this application is to rezone 7340/7360 Langton Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) single-family lots.

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

The list of rezoning considerations is included in Attachment 6; which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9609 be introduced and given first reading.



Jordan Rockerbie  
Planning Technician  
(604-276-4092)

JR:blg

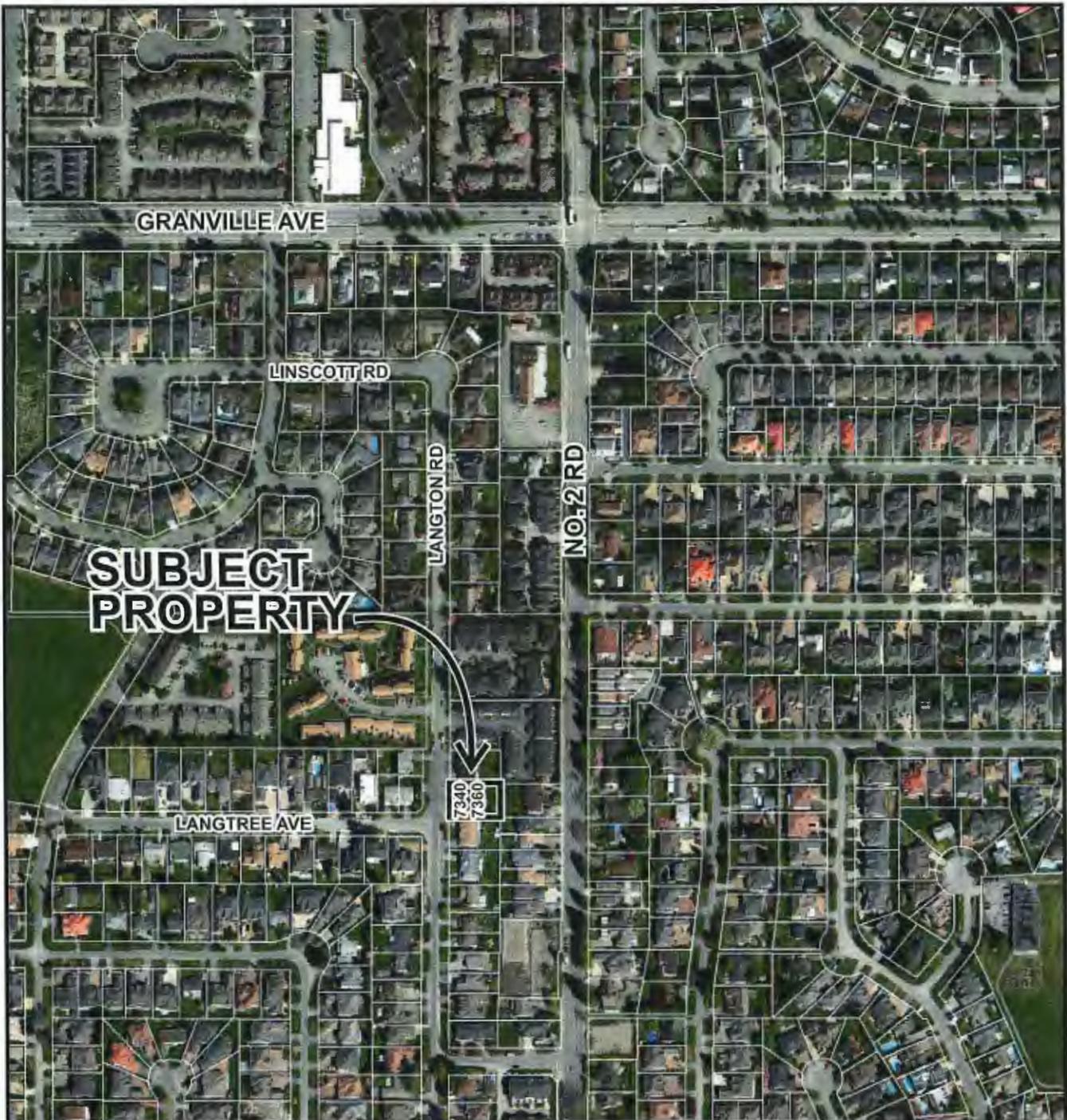
**Attachments:**

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Blundell Area Land Use Map
- Attachment 5: Lot Size Policy 5463
- Attachment 6: Rezoning Considerations





City of  
Richmond



RZ 16-734207

Original Date: 07/05/16

Revision Date:

Note: Dimensions are in METRES

CNCL - 463

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 278 SECTION 13  
BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 46525**

#7340 & 7360 LANGTON ROAD,  
RICHMOND, B.C.  
P.I.D 003-880-818



- LEGEND:**
- (d) denotes deciduous
  - ⊙ denotes round catch basin
  - MH denotes manhole
  - ⊕ denotes water valve
  - ⊕ denotes water meter
  - CO denotes cleanout
  - NR denotes north rim
  - IC denotes inspection chamber

**NOTE:**  
Elevations shown are based on City of Richmond HPN Benchmark network.  
Benchmark: HPN #234, Control Monument 77H4891  
Elevation = 1.125 metres  
(Benchmark: HPN #202, Control Monument 77H4623  
Elevation = 1.452 metres)

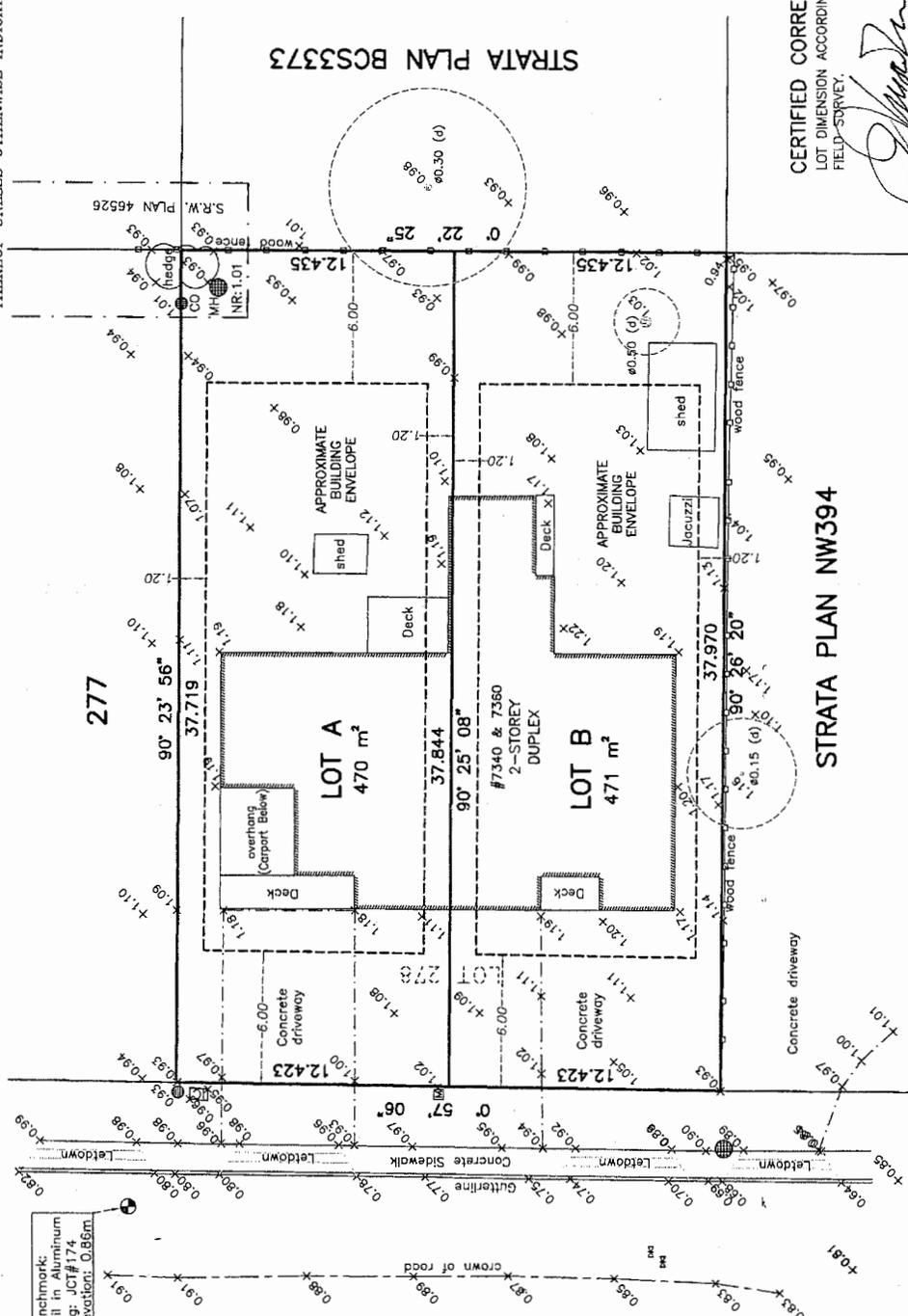
© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6568  
FB-309 P33-35  
Drawn By: MY

**DWG No. 6568-TOPO**

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED



LANGTON ROAD

STRATA PLAN BC5373

STRATA PLAN NW394

CERTIFIED CORRECT:  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*[Signature]*  
JOHNSON C. TAM, B.C.L.S.

MAY 24th, 2016.



**RZ 16-734207**

**Attachment 3**

Address: 7340/7360 Langton Road

Applicant: New Horizon Developments Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Lorie Ruth Nickel	To be determined
<b>Site Size (m<sup>2</sup>):</b>	941 m <sup>2</sup>	Lot A: 470 m <sup>2</sup> Lot B: 471 m <sup>2</sup>
<b>Land Uses:</b>	One (1) duplex	Two (2) single-family homes
<b>OCP Designation:</b>	Neighbourhood residential	No change
<b>Area Plan Designation:</b>	Neighbourhood residential	No change
<b>702 Policy Designation:</b>	Single Detached (RS2/B)	Single Detached (RS2/B)
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.30 for area in excess of 464.5 m <sup>2</sup>	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.30 for area in excess of 464.5 m <sup>2</sup>	None permitted
Buildable Floor Area*	Lot A: Max. 257.125 m <sup>2</sup> (2,768 ft <sup>2</sup> ) Lot B: Max. 257.425 m <sup>2</sup> (2,771 ft <sup>2</sup> )	Lot A: Max. 257.125 m <sup>2</sup> (2,768 ft <sup>2</sup> ) Lot B: Max. 257.425 m <sup>2</sup> (2,771 ft <sup>2</sup> )	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None
Lot Size:	Min. 360 m <sup>2</sup>	Lot A: 470 m <sup>2</sup> Lot B: 471 m <sup>2</sup>	None
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Width: 12.42 m Depth: 37.84 m	None
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None
Height (m):	Max. 9.0 m	Max. 9.0 m	None

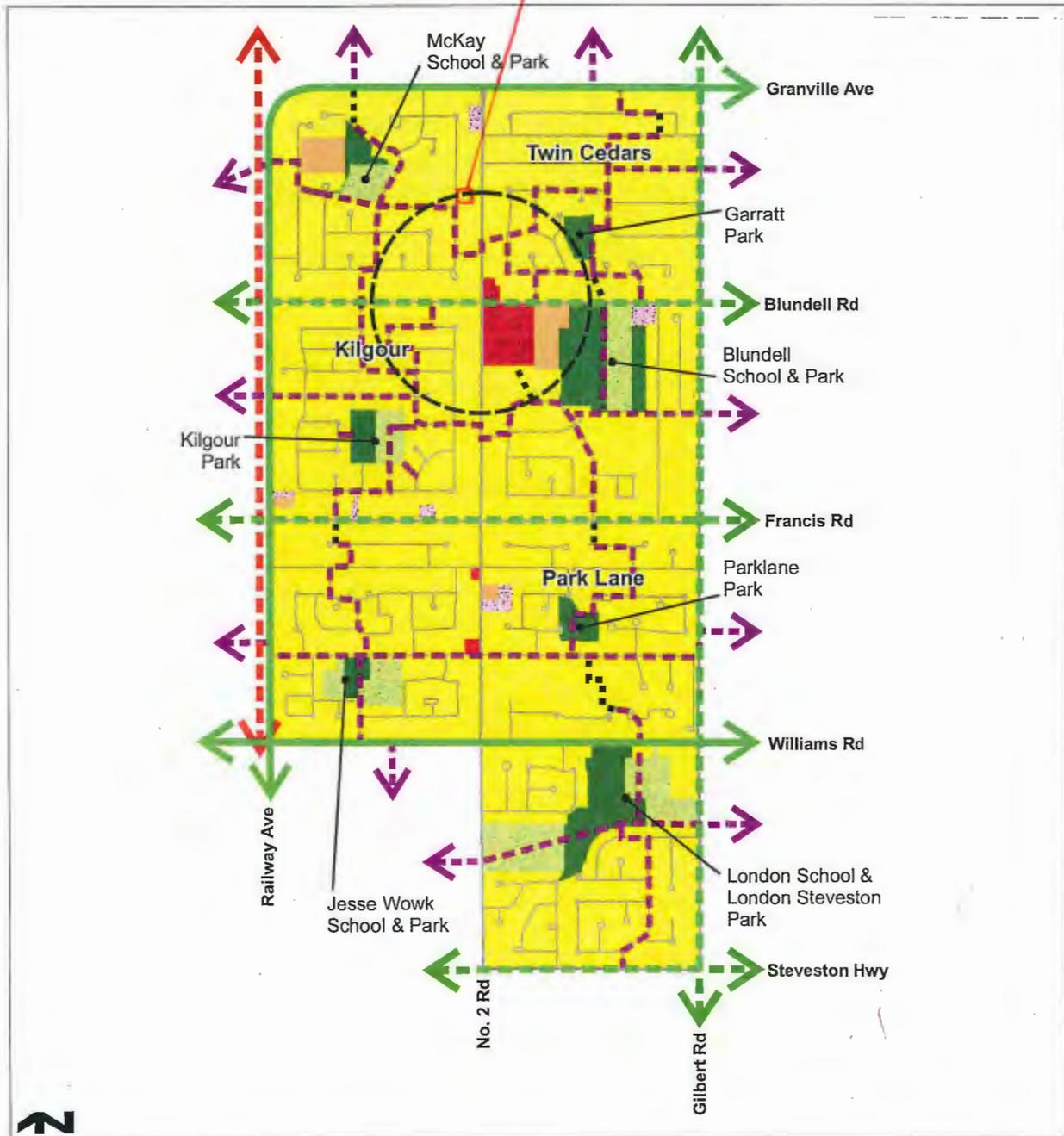
Other: Tree replacement compensation required for loss of significant trees.

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



5. Blundell

SUBJECT PROPERTY



	Apartment Residential		Blundell Neighbourhood Centre (future)
	Commercial		Existing Major Street Bike Route
	Community Institutional		Future Major Street Bike Route
	Neighbourhood Residential		Future Greenway/Trail
	Neighbourhood Service Centre		Existing Neighbourhood Link - enhanced
	Park		Future Neighbourhood Link - unenhanced
	School		Future Neighbourhood Link



Page 1 of 2	Adopted by Council: February 19, 1996 Amended by Council: November 16, 2015	<b>POLICY 5463</b>
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7	

**POLICY 5463:**

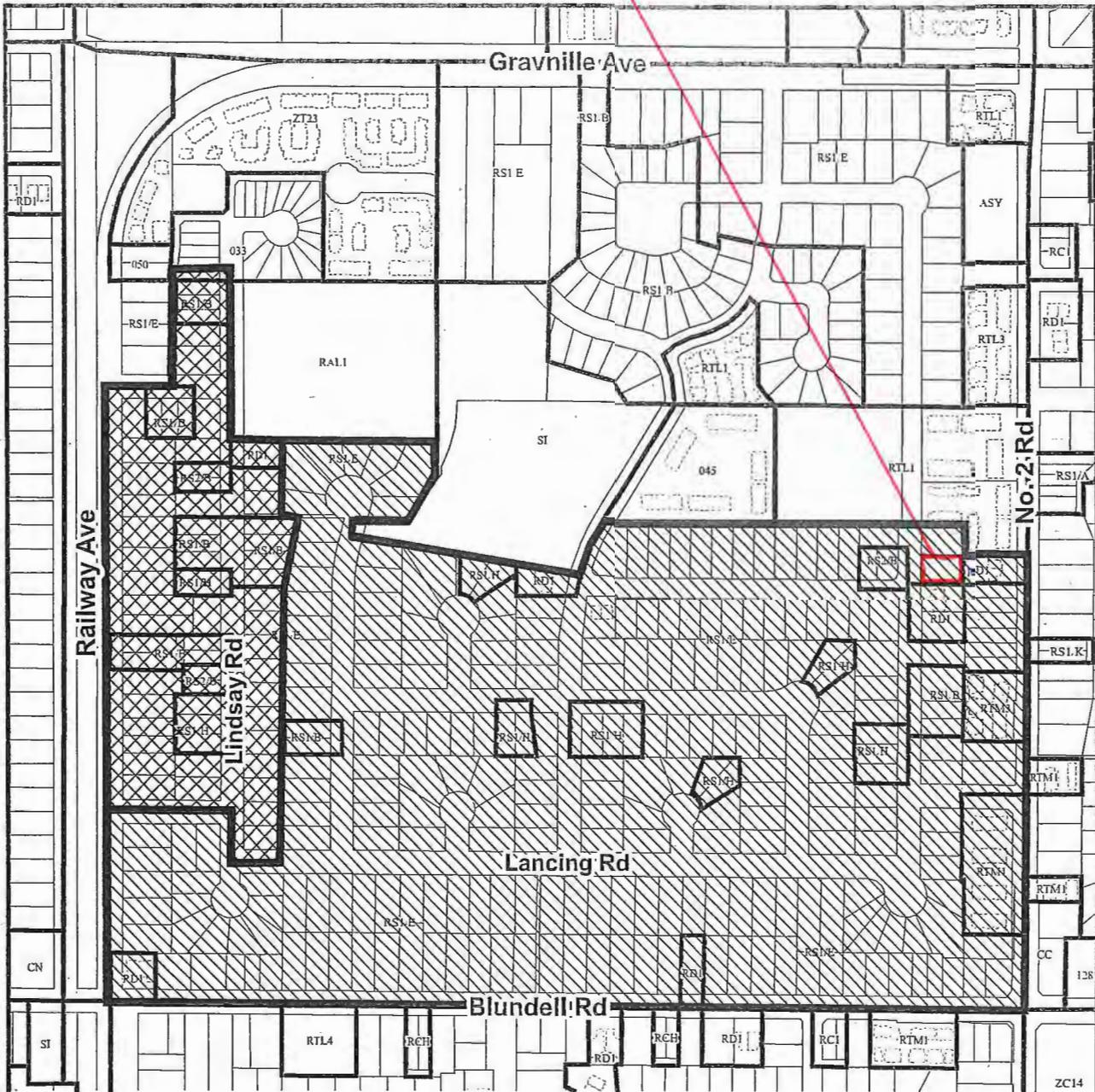
The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone and subdivide in accordance with the provisions of the "Single Detached (RS2/H)" zone in Richmond Zoning Bylaw 8500, with the exception that:

1. The "Single Detached (RS2/E)" zone applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. The "Single Detached (RS2/B)" zone applies to properties with duplexes on them with the exception that the "Single Detached (RS2/E)" zone applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. The "Single Detached (RS2/B)" zone applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.

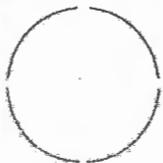
SUBJECT PROPERTY



Subdivision permitted as per **RS2/H** with the exception that **RS2/B** applies to existing duplexes and **RS2/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



Subdivision permitted as per **RS2/B** with the exception that **RS2/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



Policy 5463  
Section 13, 4-7

Adopted Date: 02/19/96

Amended Date: 11/16/15



**Address:** 7340/7360 Langton Road

**File No.:** RZ 16-734207

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9609, the developer is required to complete the following:**

1. Submission of a Landscape Security in the amount of \$2,000 (\$500/tree) to ensure that a total of two (2) trees are planted and maintained on each lot proposed (for a total of four (4) trees); minimum 6 cm deciduous caliper or 3.5 m high conifers).
2. Registration of a flood indemnity covenant on Title.
3. The granting of a 3.0 m by 13.0 m extension of the existing statutory right-of-way along the east property line for the municipal sanitary sewer.
4. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$11,077.13) to the City's Affordable Housing Reserve Fund.

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

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

1. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement\* or a City work order.

*Water Works:*

- Using the OCP Model, there is 311 L/second of water available at a 20 psi residual at the Langton Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/second.
- The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculation to confirm the development has adequate fire flow for onsite fire protection. Calculation must be signed by a Professional Engineer and be based on Building Permit Stage Building designs.
- At the Developer's cost, the City is to:
  - Install two (2) new water service connections off of the existing 200 mm PVC watermain on Langton Road, complete with meter and meter box.
  - Cut and cap, at main, the existing water service connection at the Langton Road frontage.

*Storm Sewer Works*

- At Developer's cost, the City is to:
  - Install a new storm service connection off of the existing manhole STMH2842, complete with inspection chamber and dual service leads.
  - Cut and cap the existing storm service connection currently servicing the subject site.

*Sanitary Sewer Works*

- The Developer is required to:
  - Not start on-site building construction prior to completion of rear yard sanitary works.
- At Developer's cost, the City is to:
  - Extend south approximately 10.0 m the existing 150 mm sanitary sewer along the east property line.
  - Relocate the existing manhole SMH2764 to the south extent of the newly constructed sewer.
  - Install dual service leads to the newly relocated manhole to service both the subdivided lots. The manhole will serve as the inspection chamber.
  - Cut and cap the existing sanitary lead at the northeast corner of the development site.

#### *Frontage Improvements*

- The Developer is required to:
  - Coordinate with BC Hydro, Telus, and other private communication service providers:
    - When relocating or modifying any of the existing poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (E.g. Vista, LPT, Shaw cabinets, Telus kiosks, etc.). These should be located on-site.
- All removal and relocation of sidewalk panels and curb letdowns to be done at Developer's cost.

#### *General Items*

- The Developer is required to:
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s), and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

#### **Note:**

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

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

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

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

---

Signed

---

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9609 (RZ 16-734207)
7340/7360 Langton 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. 003-880-818
Lot 278 Section 13 Block 4 North Range 7 West New Westminster District Plan 46525

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9609".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.

Approval stamp: CITY OF RICHMOND, APPROVED by BK, APPROVED by Director or Solicitor with signature.

MAYOR

CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee

**Date:** September 6, 2016

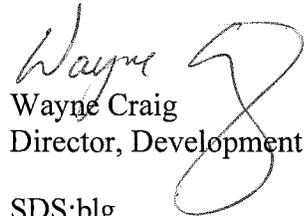
**From:** Wayne Craig  
Director, Development

**File:** RZ 16-722173

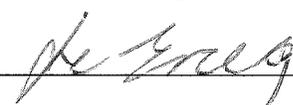
**Re:** Application by Greg Klemke for Rezoning at 9771 Seavale Road from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9611, for the rezoning of 9771 Seavale Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

SDS:blg  
Att. 6

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

## Staff Report

### Origin

Greg Klemke has applied to the City of Richmond for permission to rezone the property at 9771 Seavale Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from Seavale Road for one lot and an existing rear lane for the other lot (Attachment 1). The site is currently occupied by a single-family dwelling, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

### Findings of Fact

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

### Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Seaport Avenue.
- To the South: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Seavale Road.
- To the East: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Seavale Road.
- To the West: Across a lane, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Seacote Road.

### Related Policies & Studies

#### Official Community Plan

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

#### Single-Family Lot Size Policy 5409/Zoning Bylaw 8500

The subject property is located within the area governed by Single-Family Lot Size Policy 5409 (adopted by Council on April 10, 1989 and last amended in 2013) (Attachment 4). The Lot Size Policy permits the property to be rezoned and subdivided in accordance with the provisions of the “Single Detached (RS1/B)” zone. The proposed rezoning and subdivision would comply with the requirements of the “Single Detached (RS2/B)” zone and Lot Size Policy 5409.

## **Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

## **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the Local Government Act.

## **Analysis**

### **Existing Legal Encumbrances**

There is an existing 3.0 m wide statutory right-of-way (SRW) registered on Title for utilities in the rear yard along the north property line; which will not be impacted by the proposed development, and will remain on proposed Lot 2. The applicant is aware that encroachment into the statutory right-of-way is not permitted.

### **Site Access**

In an effort to maximize opportunities for tree retention of mature healthy trees on-site, vehicle access to proposed Lot 1 (western lot) will be through the Seavale Road cul-de-sac. Vehicle access to proposed Lot 2 (eastern lot) will be via the existing rear lane. A restrictive covenant is to be registered on Title for proposed Lot 2 at Subdivision stage to ensure that vehicle access will be from the existing rear lane.

### **Tree Retention and Replacement**

A Certified Arborist's Report was submitted by the applicant; which identifies tree species, assesses tree structure and condition, and provides recommendations for tree retention and removal related to the proposed development. The report assesses 17 trees on the subject property and three (3) trees on the neighbouring property.

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

- Retain and protect six (6) Cottonwood trees (tag# 236, 237, 238, 239, 240 & 241) located on the west side of the development site due to good condition (66, 71, 60, 71, 66, 88 cm dbh). The applicant has agreed to provide vehicle access from Seavale Road to proposed Lot 1 in order for these trees to be retained.

- Retain and protect one (1) Birch tree (tag# 247) and one (1) Cedar tree (tag# 258) located on the development site due to good condition (21 & 80 cm dbh).
- Retain and protect three (3) trees (tag# 1, 2 & 3) on the neighbouring property to the south.
- Remove and replace one (1) Pear tree and two (2) Cottonwood trees (tag# 233, 234 & 235) located on the development site due to poor condition and conflict with the proposed Lot 2 rear lane access (29, 93, 86 cm dbh).
- Remove and replace four (4) trees (tag# 232, 248, 249 & 254) located on the development site due to poor condition, including disease and limb failure (64, 34, 66, 33 cm dbh).
- Remove and replace two (2) Cottonwood trees (tag# 242 & 243) located on the development site due to conflict with the proposed development (76 & 127 cm dbh). This tree species has a tendency to shed branches and are not good specimens to be retained in close proximity to a structure.

### *Tree Protection*

Eight (8) trees (tag# 236, 237, 238, 239, 240, 241, 247 & 258) on the subject property and three (3) trees (tag# 1, 2 & 3) on the neighbouring property are to be retained and protected. The applicant has submitted a Tree Management Plan; which outlines the protection of these trees (Attachment 5). To ensure the protection of the 11 trees, the applicant is required to complete the following:

- Prior to final adoption of the rezoning bylaw, submission of a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of monitoring inspections, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.
- Submission of a Survival Security in the amount of \$18,000 for the eight (8) on-site trees to be retained and protected.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all on and off-site trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping works are completed.

### *Tree Replacement*

For the removal of the nine (9) trees (tag# 232, 233, 234, 235, 242, 243, 248, 249 & 254) on the subject property, the OCP replacement ratio goal of 2:1 requires 18 replacement trees. Considering the limited space in the yards of the proposed lots due to the 3 m wide statutory right-of-way in the rear yard and the eight (8) trees to be retained, the applicant's Arborist has indicated that four (4) additional replacement trees can be accommodated on-site. The applicant has proposed to plant and maintain one (1) tree on proposed Lot 1, in addition to the six (6) trees

to be retained and protected, and three (3) trees on proposed Lot 2, in addition to the two (2) trees to be retained and protected.

As per Tree Protection Bylaw No. 8057, based on the sizes of the on-site trees being removed (29-127 cm dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	or	Minimum Height of Coniferous Replacement Tree
1	8 cm		4 m
1	9 cm		5 m
1	10 cm		5.5 m
1	11 cm		6 m

The applicant is also required to submit a cash-in-lieu contribution in the amount of \$7,000 (\$500/tree) to the City’s Tree Compensation Fund for the balance of required replacement trees not planted on the proposed lots (14 trees).

To ensure that the four (4) replacement trees are planted on-site at development stage, the applicant is required to submit a Landscaping Security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection.

**Affordable Housing Strategy**

The City’s current Affordable Housing Strategy (adopted by Council September 14, 2015) for single-family rezoning applications requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots, plus a cash-in-lieu contribution of \$2.00/ft<sup>2</sup> of total buildable area towards the City’s Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution.

The applicant proposes to provide a legal secondary suite in the dwelling on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City’s Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

For the remaining one (1) lot, the applicant proposes to provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$2.00/ft<sup>2</sup> of total buildable area (i.e. \$5,996.46) in-lieu of providing a secondary suite. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

**Site Servicing and Frontage Improvements**

At future subdivision and building permit stage, the applicant is required to complete the following:

- Frontage improvements including, but not limited to, removal of existing driveway access to proposed Lot 2, which will have rear lane access, replaced with a new sidewalk. Driveway for proposed Lot 1 to be constructed to City design standards.
- Payment of current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 6.

**Financial Impact or Economic Impact**

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

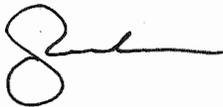
**Conclusion**

The purpose of this rezoning application is to rezone the property at 9771 Seavale Road from Single Detached (RS1/E)" to "Single Detached (RS2/B)", to permit the property to be subdivided to create two (2) lots.

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

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9611 be introduced and given first reading.



Steven De Sousa  
Planning Technician – Design  
(604-276-8529)

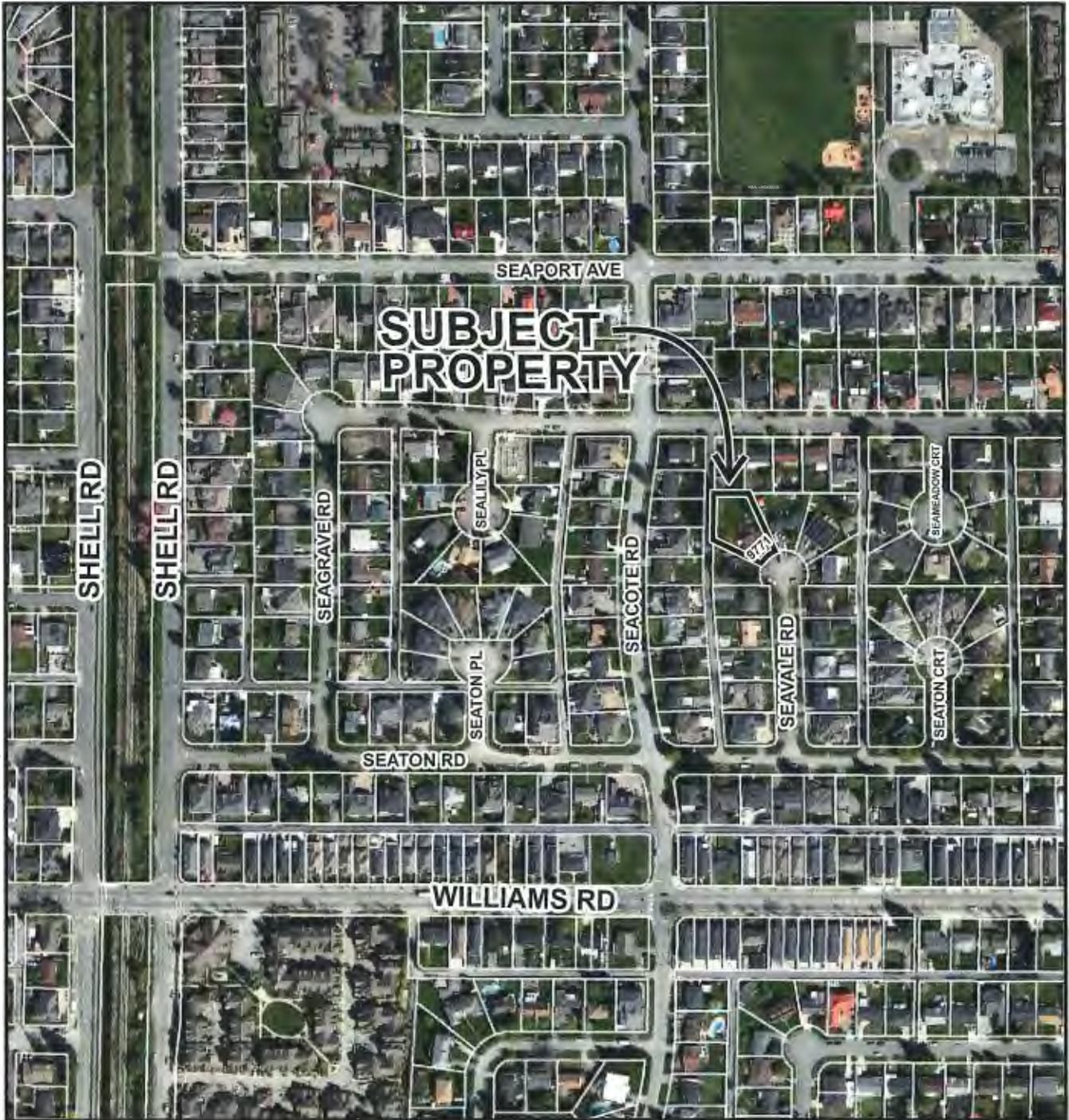
SDS:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5409
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations





City of  
Richmond



RZ 16-722173

Original Date: 01/04/16

Revision Date:

Note: Dimensions are in METRES

**SURVEY PLAN OF LOT 68 SECTION 25 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 35759**

PID: 003-486-231

CIVIC ADDRESS:

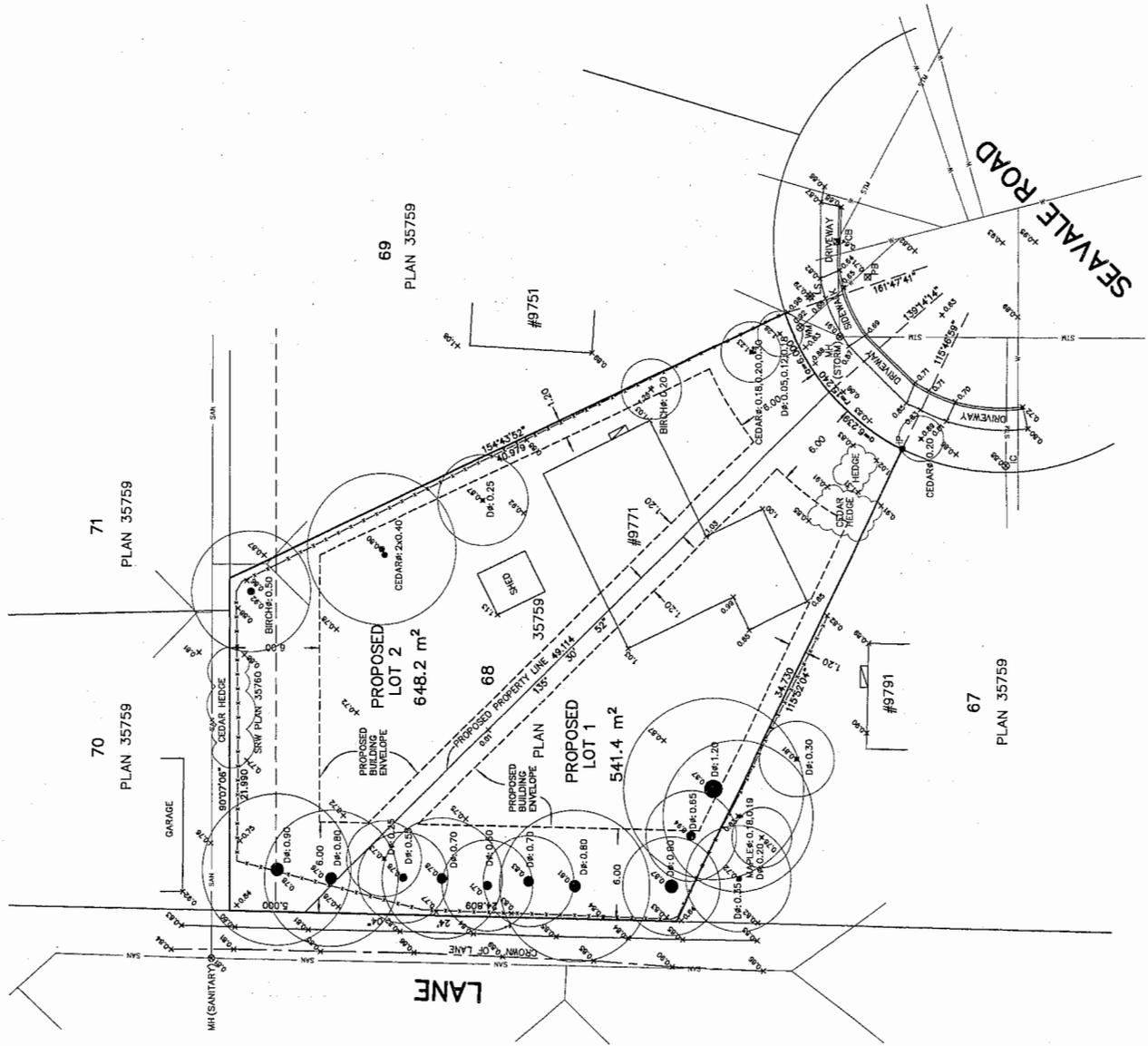
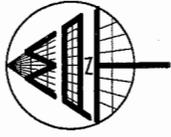
#9771 SEVALE ROAD  
RICHMOND, B.C.

FOR CITY OF RICHMOND  
APPLICATION PURPOSES

LEGEND  
SCALE 1:200

- ALL DISTANCES ARE IN METRES.
- INDICATES SPOT ELEVATION
  - IP INDICATES IRON POST
  - CB INDICATES CATCH BASIN
  - SB INDICATES SILL BOX
  - WM INDICATES WATER METER
  - OH INDICATES MANHOLE
  - LS INDICATES LAMP STANDARD
  - IC INDICATES INSPECTION CHAMBER
  - CONC. INDICATES CONCRETE
  - D INDICATES DECIDUOUS TREE
  - P INDICATES TREE TRUNK DIAMETER
  - STM- INDICATES STORM
  - SAN- INDICATES SANITARY
  - \*-\* INDICATES WATER

**CNC PLAN 482**  
CURRENT ZONING: RSI/E  
PROPOSED ZONING: RSI/B



**NOTES:**

- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND FIELD SURVEY.
- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM THE 1985 NAVIGATION TRIANGULATION (#91 (CSP42453) ELEVATION=1184 METRES.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.
- PROPOSED BUILDING ENVELOPES TO BE CONFIRMED BY CITY OF RICHMOND.

**MATSON PECK & TOPLISS**  
SURVEYORS & ENGINEERS  
#320 - 11120 HORRISIDE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE: 18009-001-TPG-001.DWG

R-16-18009-TPG

CERTIFIED CORRECT  
THIS 27th DAY OF AUGUST, 2016  
*[Signature]*  
DATE OF SURVEY: NOVEMBER 5, 2015



**RZ 16-722173**

**Attachment 3**

Address: 9771 Seavale Road

Applicant: Greg Klemke

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	R. & B. Busse	To be determined
Site Size:	1,189.6 m <sup>2</sup> (12,804 ft <sup>2</sup> )	Lot 1: 541.4 m <sup>2</sup> (5,827 ft <sup>2</sup> ) Lot 2: 648.2 m <sup>2</sup> (6,977 ft <sup>2</sup> )
Land Uses:	Single-family residential	No change
Designations: OCP Lot Size Policy 5409	Neighbourhood Residential Single Detached (RS2/B)	Complies Complies
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed		Variance
Floor Area Ratio:	Max 0.55 for 464.5 m <sup>2</sup> of Lot Area + Max. 0.3 for Remainder	Max 0.55 for 464.5 m <sup>2</sup> of Lot Area + Max. 0.3 for Remainder		None Permitted
Buildable Floor Area*	Lot 1: Max. 278 m <sup>2</sup> (2,992 ft <sup>2</sup> ) Lot 2: Max. 310 m <sup>2</sup> (3,336 ft <sup>2</sup> )	Lot 1: Max. 278 m <sup>2</sup> (2,992 ft <sup>2</sup> ) Lot 2: Max. 310 m <sup>2</sup> (3,336 ft <sup>2</sup> )		None Permitted
Lot Coverage:	Buildings: Max. 45% Non-Porous: Max. 70% Landscaping: Max. 25%	Buildings: Max. 45% Non-Porous: Max. 70% Landscaping: Max. 25%		None
Lot Size:	Min. 360 m <sup>2</sup>	Lot 1: 541 m <sup>2</sup> Lot 2: 648 m <sup>2</sup>		None
Lot Dimensions:	Width: Min. 12 m Depth: Min. 24 m	Lot 1 Width: 15 m Depth: 41 m	Lot 2 Width: 14 m Depth: 45 m	None
Setbacks:	Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m	Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m		None
Height:	Max. 2 ½ Storeys & within Residential Vertical Lot Envelopes	Max. 2 ½ Storeys & within Residential Vertical Lot Envelopes		none

Other: Tree replacement compensation required for loss of significant trees.

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



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: April 10, 1989  
 Amended by Council: October 16, 1995  
 Amended by Council: July 16, 2001\*  
 Amended by Council: October 21, 2013

POLICY 5409

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6

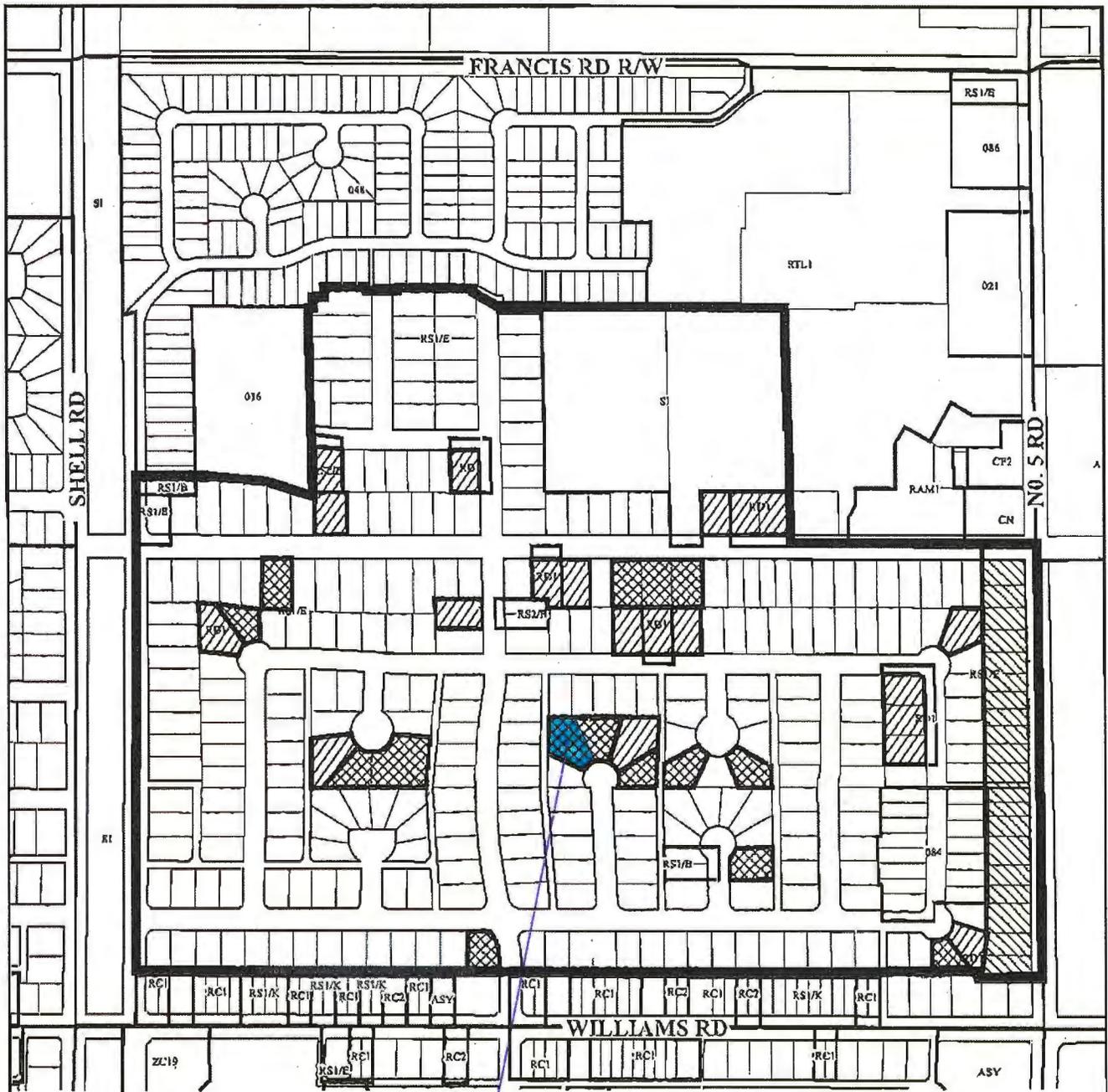
## POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road** and **properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
  - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
  - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
  - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future single-family rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

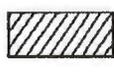
\* Original Adoption Date In Effect



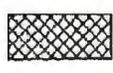
Rezoning and Subdivision permitted as per RS2/C



Rezoning and Subdivision permitted as per RS2/E



Duplexes eligible to be rezoned and subdivided into two lots.



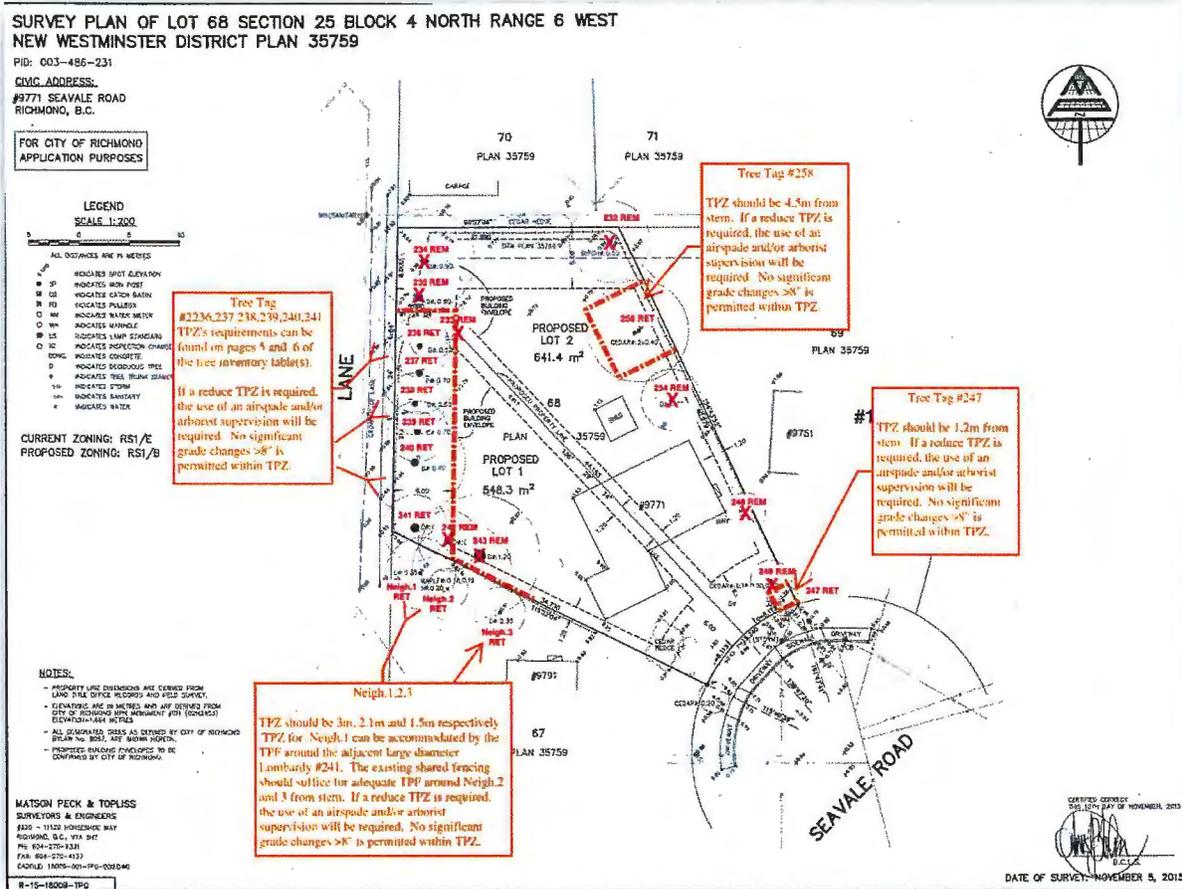
Rezoning and subdivision permitted as per RS2/B



# Policy 5409 Section 25,4-6

Adopted Date: 04/10/89  
Amended Date: 07/16/01  
Amended Date: 10/21/13

Site Plan (Mark up)



TREE REPLACEMENT PLAN - SUGGESTED PLANT LIST AND LOCATION(S)					
<b>NOTE:</b>					
• H denotes required size in height; C denotes required size in caliper					
• Planting(s) should be scheduled for the late winter / early spring or early fall					
CODE	QTY	SIZE	REP. TREE #	BOTANICAL NAME	COMMON NAME
JS	2	C: 6cm	1,3	<i>Styrax japonica</i>	Japanese Snowbell
VM	1	C: 6cm	2	<i>Acer circinatum</i>	Vine Maple
HL	1	C: 6cm	4	<i>Gleditsia tricanthos intermis 'Sunburst'</i>	Honey Locust

Note: Tree species and installation locations will have to be determined once a final site plan drawing for each proposed building envelope is completed. We have determined (preliminary) that approximately 4 trees can be installed post development(s). The residual required trees should be held through the cash-in-lieu protocol until final installation locations can be determined.



Address: 9771 Seavale Road

File No.: RZ 16-722173

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9611, the developer is required to complete the following:

- 1. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) to ensure that a total of four (4) replacement trees are planted and maintained on the proposed lots with the following minimum sizes:

Table with 2 columns: No. of Replacement Trees, Minimum Caliper of Deciduous Tree, and Minimum Height of Coniferous Tree. Rows show 1 tree with calipers of 8cm, 9cm, 10cm, and 11cm, and heights of 4m, 5m, 5.5m, and 6m.

The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintained period.

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

- 2. City acceptance of the developer's offer to voluntarily contribute \$7,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained.
4. Submission of a Tree Survival Security to the City in the amount of \$18,000 for the eight (8) trees to be retained.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots.
7. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$5,996.46) to the City's Affordable Housing Reserve Fund.

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

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

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

- 1. Registration of a legal agreement on Title ensuring that the only means of vehicle access to proposed Lot 2 (eastern most lot) is from the existing rear lane.
2. Payment of current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the cost associated with the completion of the required servicing works and frontage improvements.
3. If applicable, submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation.

4. The following servicing works and off-site improvements may be completed through either: a) a Servicing Agreement\* entered into by the applicant to design and construct the works to the satisfaction of the Director of Engineering; or b) a cash contribution (based on the City's cost estimate for the works) for the City to undertake the works at development stage:

*Water Works:*

- a. Using the OCP Model, there is 76 L/s of water available at a 20 psi residual at the Seavale Road frontage.
- b. The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- c. At the Developers cost, the City is to:
  - Cut and cap at main, the existing water service connection at the Seavale Road frontage.
  - Install two new water service connections complete with meter and meter box.
  - Install a new fire hydrant to service the cul-de-sac on Seavale Road, east of the common property line of 9831 and 9811 Seavale Road.

*Storm Sewer Works:*

- d. The Developer is required to:
  - Retain existing storm service connections at the southeast corner of the lot.
- e. At the Developers cost, the City is to:
  - Install a new storm service connection off of the existing 200mm storm sewer on Seavale Road complete with inspection chamber to service the southern proposed lot.

*Sanitary Sewer Works:*

- f. The Developer is required to:
  - Retain the existing sanitary service connection at the northeast corner of the lot.
- g. At the Developers cost, the City is to:
  - Install a new sanitary service connection complete with inspection chamber, off of the existing 200 mm sanitary sewer on the lane west of the proposed lot.

*Frontage Improvements:*

- h. The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
  - Complete other frontage improvements as per Transportation's requirements
- i. Frontage improvements to be completed at Developer's cost include, but are not limited to, the following:
  - Existing driveway access to be removed and replaced complete with sidewalk panels fronting proposed Lot 2, which will have rear access.
  - Proposed Lot 1 driveway to be constructed to current City design standards.

*General Items:*

- a. The Developer is required to:
    - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.

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

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

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

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

[signed copy on file]

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Signed

---

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9611 (RZ 16-722173)
9771 Seavale 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. 003-486-231

Lot 68 Section 25 Block 4 North Range 6 West New Westminster District Plan 35759

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9611".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.

CITY OF RICHMOND APPROVED by BK APPROVED by Director or Solicitor ul

MAYOR

CORPORATE OFFICER



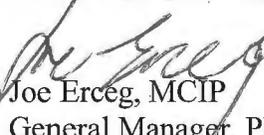
# City of Richmond

## Report to Committee

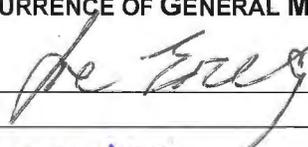
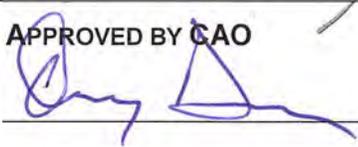
**To:** Planning Committee **Date:** September 13, 2016  
**From:** Joe Erceg, MCIP **File:**  
 General Manager, Planning and Development  
**Re:** **Richmond Comments: Metro Vancouver's (MV) Proposed Five Year Review of the 2040 Regional Growth Strategy (RGS)**

### Staff Recommendation

That the Metro Vancouver (MV) Board be advised that the City of Richmond supports the Board's proposed five year review of the 2040 Regional Growth Strategy (RGS) and at this time does not propose any RGS amendments.

  
 Joe Erceg, MCIP  
 General Manager, Planning and Development  
 (604-276-4083)

Att. 1

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

## Staff Report

### Origin

On August 11, 2016, the Metro Vancouver (MV) Board invited MV local governments to comment regarding its proposed five year review of the 2040 Regional Growth Strategy: 'Shaping Our Future' (Attachment 1). The Board is seeking comments regarding the need for, and extent of a RGS review.

This report responds to this invitation.

### Council's 2014-2018 Term Goals and Priorities

This report supports Council's 2014-2018 Term Goals and Priorities:

- *Goal #3 A Well-Planned Community: Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.*
  - *Priority: 3.1. Growth and development that reflects the OCP, and related policies and bylaws.*
- *Goal 5: Partnerships and Collaboration: Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*
- *Priorities*
  - *5.1 Advancement of City priorities through strong intergovernmental relationships.*
  - *5.2 Strengthened strategic partnerships that help advance City priorities.*

### Background

On July 29, 2011, the Metro Vancouver (MV) Board approved the 2040 Regional Growth Strategy (RGS) 'Shaping Our Future'. This Strategy is unique as it was prepared by collaboration with 21 local governments, two adjacent regional districts, TransLink and Metro Vancouver. The RGS provides a shared 2040 regional vision of how all will work together to shape the Region's growth by implementing shared goals, strategies and policies to co-ordinate matters of regional interest (e.g., land use, parks, transportation, economic development, housing, infrastructure [i.e., water, liquid waste, drainage, solid waste], environmental and climate change).

Under the Local Government Act, section 452 (2), the Board must consider whether the RGS must be reviewed for possible amendment, every five years (i.e., by July 29, 2016).

To meet this requirement, on August 11, 2016, the Metro Vancouver Board invited the 21 affected MV local governments to comment on the Metro Vancouver Board's proposed five year review of the 2040 Regional Growth Strategy. The MV Board is proposing an Engagement Process which involves asking affected local governments to comment on the need for and extent of a review of the Regional Growth Strategy (RGS). As well, the Board has posted a notice on

the Metro Vancouver web site, to allow the public to also comment on the need for a possible RGS amendment.

The deadline for comments to the MV Board is October 1, 2016.

### **Finding of Fact**

#### Relevant Approval and Review Dates:

- 2040 RGS Adoption: On July 29, 2011, Metro Vancouver adopted the 2040 Regional Growth Strategy: 'Shaping Our Future' and the five year review period is July 29, 2016.
- Richmond Official Community Plan (OCP), Regional Context Statement (RCS) Acceptance: On November 16, 2012, the MV Board accepted Richmond's Regional Context Statement (RCS) which is a chapter in the 2041 OCP and indicates how the OCP is consistent with the 2040 RGS. The OCP Regional Context Statement five year review period is November 16, 2017 and not the subject of this report as it will be addressed in 2017.
- Richmond's 2041 OCP Adoption: On November 19, 2012, Richmond adopted its 2041 OCP and there is no required OCP review date.

#### *The RGS is a 'Living' Regional Management Tool*

When the MV RGS was adopted in 2011, it was always been meant to be a 'living' management tool, so that it could be adapted, as necessary, to address changing needs and interests. There are four main ongoing aspects to RGS implementation, namely: (1) aligning the regional vision and local aspirations, (2) governing collaboratively, (3) advancing policy, and (4) monitoring progress. Metro Vancouver, as the steward of the RGS, strives to strike a balance between addressing varied local government interests while ensuring that the regional RGS framework remains strong to 2040. To date, the RGS has provided an agreed upon and co-ordinated focus for all to discuss how best to manage changing regional and municipal challenges and interests with the MV Board co-ordinating discussion and decisions.

#### *MV RGS Amendments to Date*

Since its adoption in 2011, the Regional Growth Strategy has been amended to promote, improve and clarify the regional and municipal interests eight (8) times. These RGS amendments were approved to accommodate municipal aspirations by amending the RGS land use designations of sites: to add Frequent Transit Development Areas and Special Study Areas, to improve policy language, and to incorporate changes made through various accepted municipal OCP Regional Context Statements (RCSs).

#### *MV RGS Research Initiatives*

Since its adoption, MV has undertaken significant policy research to clarify and advance the RGS including the preparation of: a series of 'Facts in Focus' policy backgrounders, a number of RGS Implementation Guidelines, applied research, such as the Housing and Transportation Cost Burden Study, an Apartment Parking Study, Industrial, Agricultural, Office, and Sensitive Ecosystem Inventories, a RGS Performance Measures Review, a Housing Data Book, and a

Regional Food System Action Plan. To date, the above MV initiatives demonstrate a strong, co-operative and ongoing commitment to 'review' the RCS, to ensure that it is continuously improved to achieve the Region's collective vision.

An example of a related complementary RGS initiative which better achieves the RGS Vision of improved regional transit is the establishment of the TransLink Mayors' Council Vision which identifies the Broadway and South of Fraser rapid transit lines which will be of significant regional benefit.

#### *Current and Proposed MV RGS Initiatives*

In addition to the above, Metro Vancouver advises that they are currently involved in and considering the following wide range of initiatives:

- 1) Protecting the ALR and Promoting Agricultural Viability
  - a) Asking the federal government to not allow the Port of Vancouver to expand on farmland (a Richmond initiative),
  - b) Reviewing options to have the BC Ministry of Agriculture establish a minimum house and floor plate size in the ALR (a Richmond initiative),
  - c) Implementing a Regional Food System Action Plan,
  - d) Advocating for changes to property tax policy to encourage farming and discourage non-farm use on agricultural land,
  - e) Updating the Metro Vancouver Agricultural Land Use Inventory (e.g., a five year update of Ministry of Agriculture's Survey),
  - f) Considering RGS policy amendments regarding the extension of regional sewerage services to support Urban Containment Boundary (UCB) objectives, as well as objectives to protect important lands outside the Urban Containment Boundary (e.g., agricultural and rural), and the addition of implementation guidelines to clarify these policies,
- 2) Housing Initiatives
  - a) Revising Metro Vancouver Regional Affordable Housing Strategy and housing demand estimates, to better inform regional and municipal housing policy,
  - g) Undertaking a Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study
- 3) Transportation
  - a) Reviewing and commenting on the George Massey Tunnel Replacement Project,
  - b) Participating in the preparation of YVR's proposed 2037 Land Use Plan review including regional transportation connections to the airport,
  - c) A Metro Vancouver Urban Centres and Frequent Transit Development Area policy review, to assess the effectiveness of existing RGS policies,
  - d) Working with TransLink on:
    - An updated TransLink 10 year investment plan which expires at the end of 2016 and the new one needs the TransLink Mayor's Council approval,
    - TransLink's new "Urban Freight Council" initiative.

- 4) Economy, Industry, and Employment Lands
  - a) Reviewing the Vancouver Airport Fuel Delivery Project,
  - b) A Metro Vancouver Regional Economic Prosperity Initiative is underway on how to better advance regional prosperity,
  - c) A Metro Vancouver Regional Industrial Lands Initiative is underway to assess regional industrial needs and supply of industrial lands in the region, including supportive research and engagement,
  - d) A Metro Vancouver review of office development patterns and issues to attract office development to Urban Centres,
- 5) Climate Change, Environmental and Health
  - a) Preparing an Metro Vancouver Integrated Regional Climate Action Strategy,
  - b) Updating the Metro Vancouver Ecological Health Action Plan to a regional strategy and to seek stronger connectivity to the Metro Vancouver RGS,
  - c) Identifying the regional health and economic benefits of sustainable development and transport investment in the Lower Mainland.
- 6) RGS Administrative
  - a) Conducting an Metro Vancouver Shaping Our Communities Survey to better gauge public perception of the impacts of land use and transportation on the way communities are shaped,
  - b) Improving RGS performance measures, to better evaluate the performance of the RGS,
  - c) A number of outstanding RGS policy issues have been identified through MV approved municipal OCP Regional Context Statements and the Performance Measures Review that could lead to improvements and clarity of RGS policy language,
  - d) Reviewing and considering the acceptance of Regional Context Statements, which outline the relationship between the municipal official community plan and regional growth strategy, and
  - e) Annual reporting of RGS implementation and progress,

As the above MV initiatives are part of implementing the 2040 Regional Growth Strategy, City staff at this time do support any RGS amendments, as such may be proposed when the initiatives are completed.

*The MV Board's Proposed Public Engagement Review Process*

Now the MV Board has endorsed the following public engagement process to further consider the need for and extent of any RGS amendments to meet the five year legal review requirement.

Metro Vancouver's Proposed Engagement Process To Review the 2040 RGS		
Terms:	<ul style="list-style-type: none"> <li>- MV RPAC = MV Regional Planning Advisory Committee</li> <li>- MV RPL = MV Regional Planning Committee</li> </ul>	
2016	TASK	INTENT
June	RPAC report	To receive feedback on / support for the proposed process.
July	RPL / GVRD Board report	To provide the GVRD Board the opportunity to endorse the proposed process and send a letter to affected local governments and appropriate agencies expressing the opinion of the GVRD Board regarding the need / or not for a comprehensive review.
August – October	Notification / Comment Period	<ul style="list-style-type: none"> <li>- To allow Councils and other stakeholders time to submit their views on whether a review of <i>Metro 2040 RGS</i> is necessary.</li> <li>- The Five-Year Review will also be posted on the Metro Vancouver website, social media, and distributed to existing communications lists to provide an opportunity for the general public and stakeholders to comment on the need for a review of <i>Metro 2040 RGS</i>.</li> </ul>
September	Celebratory event(s) / Public Engagement	<ul style="list-style-type: none"> <li>- Consideration of a review provides an opportunity to celebrate regional planning and the role it plays in shaping our region.</li> <li>- Several options are under consideration, including: a Retrospective on Regional Planning Sustainability Breakfast, guest lectures / speakers from other regions regarding regional planning issues, etc. Ideas are welcome.</li> </ul>
October	RPAC meeting (workshop)	Assess feedback received to date and provide an opportunity for Committee discussion about the proposed recommendation to the GVRD Board regarding the need for and extent of a <i>Metro 2040 RGS</i> review.
October	Council of Councils Meeting	Agenda item (meets the Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw No. 1148, 2011 requirements)
October		Comments Period closes.
November	RPL / GVRD Board report; RPL open meeting	Review feedback received to date and provide an opportunity for Committee discussion about the proposed recommendation to the GVRD Board regarding the review. Meets the Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw No. 1148, 2011 requirements.
November	RPL / GVRD Board Report	Provide a decision on the need for and/or extent of the review of <i>Metro 2040 RGS</i> ; if necessary, direct staff to develop a consultation plan; and send a letter to the Province to notify of the decision.
December		Notify the Ministry of Community, Sport and Cultural Development.

**Analysis**

Richmond staff have reviewed the proposed MV RGS Engagement Process and support it as it will enable Metro Vancouver to inform and celebrate the successes of the RGS and the role that the Board and RGS plays in shaping the Region (e.g., via the MV Web site, a Retrospective on Regional Planning, Sustainability Breakfast Sessions, and guest lectures / speakers).

Richmond staff do not propose any RGS amendments at this time, for the following reasons:

- 1) Richmond does not need any RGS amendments at this time. When Richmond helped prepare the 2040 RGS, it strove to have the RGS policies address the City's long term interests, to avoid having to request RGS amendments from the MV Board later on. To date this local

autonomy approach has been successful. For example, Richmond has a large RGS 'Urban' designation which provides considerable land use flexibility without having to request MV Board RGS amendments,

- 2) The 2040 RGS is still in its early implementation days and has been continuously reviewed since its 2011 approval,
- 3) Regional Growth Strategies can last a long time, as the previous 1996 Livable Region Regional Strategic Plan (LRSP) was useful for 15 years until 2011,
- 4) While Richmond was the first municipality to have the Metro Vancouver Board accept its 2041 OCP Regional Context Statement, Metro Vancouver advises that the majority of the other 20 local government OCP Regional Context Statements (RCS) were only recently accepted by the MV Board and the Township of Langley's RCS is still under arbitration review,
- 5) Some municipalities want to now update their OCPs to reflect the 2040 RGS and this will take several years,
- 6) No major RGS update should occur before the 2011 Census findings are fully released in late 2017, and
- 7) MV staff and the MV Regional Planning Advisory Committee advise that there is no need for a comprehensive RGS review at this time and that the scope of the review should be structured to meet legislative requirements.

#### **Financial Impact**

None.

#### **Conclusion**

The *Local Government Act* requires that the MV Board consider reviewing the 2040 Regional Growth Strategy at least once every five years. As part of this consideration, Metro Vancouver is required to provide an opportunity for local government input on the need for and scope of review from affected local governments and other stakeholders. The MV Board has endorsed a public RGS Engagement Process to further consider the need for and extent of any RGS amendments. As the RGS has effectively been 'under review' since its adoption, the RGS is still in its early implementation and Richmond does not need a RGS amendment at this time, City staff recommend that Council advise the MV Board that it supports the Board's proposed RGS review and does not propose any RGS amendments at this time.



Terry Crowe  
Manager, Policy Planning  
(604-276-4139)  
Att: 1

TTC:cas



**metrovancover**  
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

		INT
	DW	
	DB	

Office of the Chair  
Tel. 604 432-6215 Fax 604 451-6614

01-0157-30-RGST1  
File: CR-12-01

Ref: RD 2016 Jul 29

AUG 11 2016

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

cc: Joe Erceg  
Terry Crowe

Dear Mayor Brodie and Council:

**Re: Consideration of the Five-Year Review of Metro Vancouver 2040: Shaping our Future, the Regional Growth Strategy**

The five year anniversary of the GVRD Board's adoption of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, occurred on July 29, 2016. *Metro 2040* sets out a collaborative vision for how to accommodate and shape the region's long-term growth in a way that advances livability, protects the region's important industrial, agricultural, and conservation / recreation lands, supports the growing economy, and that provides a land use framework to support the efficient and affordable provision of infrastructure such as transit and utilities.

Section 452(2) of the *Local Government Act* ("the Act") requires that "at least every 5 years, a regional district that has an adopted regional growth strategy must consider whether the regional growth strategy must be reviewed for possible amendment". The Act also sets out required consultation procedures, including that affected local governments be given an opportunity to comment on whether a review is necessary, and if so, what a desired scope of that review might include.

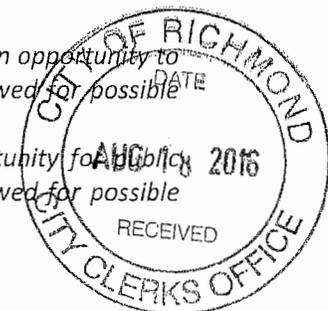
At its July 29, 2016, regular meeting, the Board of Directors of the Greater Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

*That the GVRD Board:*

- approve the engagement process to determine the need for, and extent of, a review of Metro Vancouver 2040: Shaping our Future, the regional growth strategy, consistent with Section 452(2) of the Local Government Act and as presented in the report dated June 10, 2016, titled "Metro Vancouver 2040: Shaping our Future: Five-Year Review";*
- send a letter to affected local governments and agencies to provide an opportunity to comment on whether the regional growth strategy should be reviewed for possible amendment as per Local Government Act Section 452(3); and*
- post notice on the Metro Vancouver website to provide an opportunity for comment on whether the regional growth strategy should be reviewed for possible amendment.*

18965516

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



Please find enclosed the Metro Vancouver staff report. As conveyed in the report, Metro Vancouver staff, based on direction from the Board and in conjunction with municipal staff, have undertaken projects and initiatives to promote, improve and clarify *Metro 2040* to support and steward the realization of the regional federation's growth management goals. *Metro 2040* has been amended eight times to address local and regional aspirations, improve the regional growth strategy's policy clarity and to improve implementation procedures. This approach demonstrates a strong commitment to ongoing 'review' and adjustment in order to ensure continuous improvement toward the region's collective vision. As such, a modest consultation program is endorsed, one that recognizes there is no need for a comprehensive review of the regional growth strategy at this time, and allows for the consideration of the review to be structured to meet the requirements as set out in the Act.

This letter provides written notice to affected local governments that Metro Vancouver is seeking comments on the need for, and scope of, a review of *Metro 2040*. Please have your staff contact Elisa Campbell, Director of Regional Planning & Electoral Area Services, at [Elisa.Campbell@metrovancover.org](mailto:Elisa.Campbell@metrovancover.org) or 604-451-6556 by October 1, 2016 with any questions or comments regarding consideration of a five-year review of Metro Vancouver's regional growth strategy.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/GS/ea

cc: Terry Crowe, Manager of Policy and Planning Department

Encl: '*Metro Vancouver 2040: Shaping our Future: Five-Year Review*' report dated June 10, 2016

To: Regional Planning Committee

From: Heather McNell, Division Manager, Growth Management  
Parks, Planning and Environment Department

Date: June 10, 2016 Meeting Date: July 15, 2016

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

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**RECOMMENDATION**

That the GVRD Board:

- a) Approve the engagement process to determine the need for, and extent of, a review of *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, consistent with Section 452(2) of the *Local Government Act* and as presented in the report dated June 10, 2016, titled "*Metro Vancouver 2040: Shaping our Future: Five-Year Review*";
  - b) send a letter to affected local governments and agencies to provide an opportunity to comment on whether the regional growth strategy should be reviewed for possible amendment as per *Local Government Act* Section 452(3); and
  - c) post notice on the Metro Vancouver website to provide an opportunity for public comment on whether the regional growth strategy should be reviewed for possible amendment.
- 

**PURPOSE**

This report is intended to provide the GVRD Board with the opportunity to consider the need for and scope of a review of *Metro Vancouver 2040: Shaping our Future* as required by the *Local Government Act*.

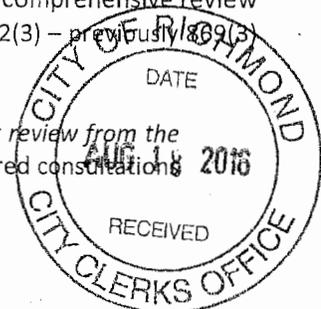
**BACKGROUND**

*Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, was adopted in July 2011 and is now in its fifth year of implementation. The legislation that enables *Metro 2040*, Part 13 of the *Local Government Act*, section 452 (2) [previously 869(2)] requires that:

*at least once every 5 years, a regional district that has adopted a regional growth strategy must consider whether the regional growth strategy must be reviewed for possible amendment.*

This review can range from a minor amendment to the existing strategy to a comprehensive review resulting in a new regional growth strategy. *Local Government Act* Section 452(3) – previously 869(3) also requires that:

*the regional district must provide an opportunity for input on the need for review from the persons, organizations and authorities referred to in section 434 (2) [required consultations] during development of regional growth strategy].*



Since the adoption of *Metro 2040*, the strategy has been amended eight times, and through implementation, staff continue to review the strategy and seek ways to improve its clarity and effectiveness. This report proposes a streamlined approach and process for considering the need for, and extent of, the mandated five-year review.

### ***Metro 2040* Implementation**

*Metro 2040* was developed in close collaboration with member municipalities and other regional agencies. It is truly a distinctive achievement that 21 local governments, two adjacent regional districts, TransLink, and Metro Vancouver collectively developed and signed on to a shared vision of how to shape the region's growth to 2040. *Metro 2040* sets out goals, strategies, and policies to guide the future growth of the region and provides the land use framework for transportation, economic, housing, utility (water, liquid waste and solid waste), environmental and climate change planning. Adoption of the strategy was the first step; implementation has been a key focus for Metro Vancouver for the past five years. As expressed in the *Metro 2040 Progress toward Shaping our Future* Annual Reports, there are four main aspects to regional growth strategy implementation: aligning the regional vision and local aspirations, governing collaboratively, advancing policy, and monitoring progress.

*Metro 2040* is intended to provide a solid, long-term vision, and yet also to be adaptable and responsive. It has been amended eight times since its adoption in July 2011. These amendments were approved to accommodate municipal aspirations by amending the regional land use designation of sites, to add Frequent Transit Development Areas and Special Study Areas, to improve policy language, and to incorporate changes made through Regional Context Statements (RCSs). Metro Vancouver, as the steward of the regional vision, strives to strike a balance between meeting local aspirations and ensuring that the *Metro 2040* vision for managing regional growth to 2040 remains strong. *Metro 2040* has facilitated and necessitated a dialogue about regional implications through the GVRD Board when a member municipality has sought changes to regional land use designations, policies, or acceptance of a Regional Context Statement.

Significant policy research has been undertaken to clarify and advance *Metro 2040* since its adoption including a series of Facts in Focus policy backgrounders, a number of Implementation Guidelines providing guidance and support in implementation, and applied research such as the Housing and Transportation Cost Burden Study; Apartment Parking Study; Industrial, Agricultural Office and Sensitive Ecosystem Inventories; Performance Measures Review; Housing Data Book; and Regional Food System Action Plan.

RCSs are an important implementation tool that demonstrate how local plans align with and support the regional growth strategy. The majority of Regional Context Statements were only completed and accepted by the GVRD Board in the last couple of years, and in many cases those RCSs express municipal intentions to update Official Community Plans in the near future. Given this context, *Metro 2040* is still in an early point of implementation and it is premature to effectively assess whether substantive changes are needed to how the regional federation's plans and policies are working together to achieve the co-created vision for the future of the region.

The GVRD Board has expressed ongoing commitment to advancing the goals of *Metro 2040* and to ensuring that there is a broad understanding of, and support for, *Metro 2040*. The Board's Strategic Plan provides clear direction for Metro Vancouver to continue to develop and implement effective and adaptive tools and processes for achieving the goals in *Metro 2040*; supporting the efforts of

members in developing complete and livable communities, and guiding the development of policies, plans and tools that lead to creative solutions for managing competing demands on the land in the region. Metro Vancouver staff, based on direction from the Board, continue to undertake projects and initiatives to promote, improve, and clarify *Metro 2040* to support and steward the realization of the regional federation's growth management goals.

Through five years of implementation, Regional Planning and municipal staff have identified a number of challenges with the regional growth strategy, in terms of clarity of policy and procedures. Staff have worked closely with other parts of the Metro Vancouver organization, member municipalities, and other agencies to find innovative solutions to those challenges, which has resulted in improvements to policies, new implementation guidelines, and improved collaborative approaches to implementation. In addition, it is increasingly clear that there are significant opportunities to raise the profile of *Metro 2040* and to increase understanding of the value and role that regional planning plays in shaping our communities.

#### **Future Implementation and Potential Amendments**

Going forward, the *Metro 2040* five-year review requirement provides an opportunity to frame ongoing work. Staff anticipates that the GVRD Board will have an opportunity to consider additional amendments to clarify and improve existing policies in *Metro 2040* administrative procedures, and to strike the balance between honouring the federation-based governance structure of Metro Vancouver and the strong relationships that it is predicated upon and the regional vision to manage and structure growth to support a strong, vibrant and livable region that all members have co-created.

For example, work is already well underway that will lead to proposed amendments to *Metro 2040* to keep the strategy current and improve its utility:

- a) Amendments to policies regarding the extension of **regional sewerage services** to support urban containment objectives as well as objectives to protect important lands outside the urban containment boundary, and the addition of implementation guidelines to clarify these policies;
- b) Revised **housing demand estimates** are being developed through the update to the Regional Affordable Housing Strategy to help inform municipal housing policy and reflect up-to-date data; and
- c) Improvements to *Metro 2040's* **performance measures** to better evaluate the performance of *Metro 2040*.

In addition, there are a number of applied policy research and other initiatives underway as part of ongoing implementation that have the potential to result in proposed amendments to *Metro 2040*:

- a) An **Urban Centres and Frequent Transit Development Area** policy review is underway to assess the effectiveness of the existing structure and associated policies;
- b) A **Regional Industrial Lands Initiative** is underway that will convene a region-wide, multi-stakeholder dialogue on how best to assess needs and ensure an adequate supply of industrial lands in the region;
- c) A **Shaping our Communities Survey** will be conducted to gauge public perception of the impacts of land use and transportation on the way their communities are shaped;
- d) Work is underway to develop an **Integrated Regional Climate Action Strategy**;

- e) An update to the **Ecological Health Action Plan** with the intent to elevate the action plan to a regional strategy, and to seek stronger connectivity to *Metro 2040*;
- f) A **Regional Economic Prosperity Initiative** is underway considering the regional role in advancing the prosperity of Metro Vancouver;
- g) **Office Development in Urban Centres** work continues with possibilities to amend office policies in *Metro 2040*; and
- h) A number of outstanding policy issues have been identified through a review of Regional Context Statements and the Performance Measures Review that could lead to **improvements and clarity of policy language** in *Metro 2040*, as well as updates to policies on issues such as major trip generators and the protection of Rural lands.

#### **Considering the Need for, and Extent of, a Review of *Metro 2040***

*Metro 2040* has effectively been 'under review' since its adoption. And, it is early in the strategy's implementation in terms of assessing the effectiveness of the policies, objectives, and collaborative governance model. Metro Vancouver staff believe that the work being undertaken and planned for the near future, as illustrated above in this report, shows both a strong commitment to address the challenges that have arisen in the first years of implementation and to ensure continuous improvement while maintaining the integrity of the vision created and endorsed by the Metro Vancouver membership.

#### **Additional Procedural Requirements**

As a result of a dispute resolution with the City of Coquitlam during the regional growth strategy's adoption, additional requirements regarding the five-year review were incorporated into the Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw No. 1148, 2011. The Bylaw states (referenced *Local Government Act* section numbering since amended):

*Prior to the Board considering, pursuant to section 869(2) of the Act, whether to review the Regional Growth Strategy for possible amendment, the Board will convene the following:*

- a. *Regional Planning Advisory Committee Workshop – the Regional Planning Advisory Committee may make a recommendation as to whether a general review of the Strategy is necessary or, if no general review should be undertaken, what if any specific issues should be reviewed;*
- b. *Public Meeting of the Regional Planning and Agriculture Committee – the Regional Planning and Agriculture Committee will hold a public meeting or series of public meetings to provide the opportunity for input on the need for review of the Regional Growth Strategy from all persons, organizations and authorities who wish to participate. Metro Vancouver will make best efforts to notify all parties involved in developing the Regional Growth Strategy, as well as other interested parties as outlined in section 855(2) of the Local Government Act and the public at large, of the date and location of this meeting and the opportunity to address the Committee. Metro Vancouver will maintain a record of the meeting and present a summary report to the Board; and*
- c. *Council of Councils Workshop – Metro Vancouver staff will make a presentation to a Council of Council Workshop on the performance of the Regional Growth Strategy. Metro Vancouver will maintain a record of the Regional Growth Strategy discussion and present a summary report to the Board.*

*These workshops are in addition to any other opportunity for input that the Board may provide pursuant to section 869(3) of the Local Government Act.*

### **Proposed Engagement Process re: the Review of Metro 2040**

In the interest of meeting GVRD Board objectives and legislative requirements, staff is proposing a process for consideration of the need for, and extent of, the review of *Metro 2040* (Attachment). The process would begin with Board endorsement of the proposed process, and include a notification comment period, a Council of Councils meeting, and a Regional Planning Advisory Committee workshop, which would inform a decision by the Board on the need for, and extent of, an amendment to *Metro 2040*.

Metro Vancouver staff presented the five year *Metro 2040* review requirement to the Regional Planning Committee in February 2016 as part of the Committee's review of their annual workplan. Committee members expressed a desire to minimize the scope of the review of *Metro 2040*. The proposed engagement process and approach was also discussed at the June 3, 2016, Regional Planning Advisory Committee (RPAC) meeting. Members expressed that there is no need for a comprehensive review of the regional growth strategy at this time and that the scope of the review or referral process should be structured to meet legislative requirements.

### **ALTERNATIVES**

1. That the GVRD Board:
  - a) Approve the engagement process to determine the need for, and extent of, a review of *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, consistent with Section 452(2) of the *Local Government Act* and as presented in the report dated June 10, 2016, titled "*Metro Vancouver 2040: Shaping our Future: Five-Year Review*";
  - b) send a letter to affected local governments and agencies to provide an opportunity to comment on whether the regional growth strategy should be reviewed for possible amendment as per *Local Government Act* Section 452(3); and
  - c) post notice on the Metro Vancouver website to provide an opportunity for public comment on whether the regional growth strategy should be reviewed for possible amendment.
2. That the GVRD Board receive for information the report dated June 10, 2016, titled "*Metro Vancouver 2040: Shaping our Future: Five-Year Review*".

### **FINANCIAL IMPLICATIONS**

The costs associated with the review of *Metro 2040* are accommodated within the Regional Planning 2016 budget approved by the GVRD Board. If the GVRD Board chooses Alternative 1, staff will prepare a letter for affected local governments and agencies which outlines the engagement process for the consideration of a review of *Metro 2040*, seeks comment on whether the regional growth strategy should be reviewed for possible amendment and, if so, what areas / parts of the strategy should be updated or improved. Staff will also post notice on the Metro Vancouver website to provide an opportunity for public comment, and will return to the Regional Planning Committee and Board post the notification period with a summary of comments and a recommendation as to whether to initiate a review of *Metro 2040*.

### **SUMMARY / CONCLUSION**

The *Local Government Act* requires that consideration be given to reviewing the regional growth strategy at least once every five years. Such a review can range from an amendment to the existing strategy to a comprehensive review resulting in a new regional growth strategy. As part of this consideration, the *Local Government Act* requires Metro Vancouver to provide an opportunity for input on the need for and scope of review from affected local governments and other stakeholders.

There has been much learning over the course of the first five years of *Metro 2040* implementation, and the strategy has been amended eight times in an effort to meet local aspirations, improve the strategy's policy clarity and implementation procedures. Metro Vancouver continues to 'review' *Metro 2040* through its ongoing implementation and, as a result, staff are proposing a modest approach to engaging on the need for, and extent of, the review.

Staff recommend Alternative 1, that the GVRD Board consider and adopt the engagement process regarding a possible review of *Metro 2040* as required under the *Local Government Act*, send a notification letter to affected local governments and appropriate agencies, and post notice on the Metro Vancouver website to provide an opportunity for comment on whether the regional growth strategy should be reviewed for possible amendment.

**Attachment:** Engagement Process re: Consideration of a Review of *Metro 2040*



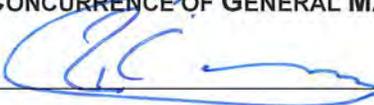
**To:** Public Works and Transportation Committee  
**From:** John Irving, P.Eng. MPA  
Director, Engineering  
**Re:** Release of BC Climate Leadership Plan

**Date:** August 24, 2016  
**File:** 10-6125-07-02/2016-  
Vol 01

**Staff Recommendation**

That a letter be sent to the Premier of BC to express the concerns regarding the Climate Leadership Plan, as identified in the report titled "Release of BC Climate Leadership Plan," dated August 24, 2016, from the Director, Engineering.

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

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

## Staff Report

### Origin

This report provides an update on the BC Government's Climate Leadership Plan that was released on August 19, 2016. Staff previously presented a report titled "Paris Climate Agreement and BC Climate Leadership Plan Update" at the Public Works and Transportation Meeting on March 23, 2016.

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

*Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.*

*4.1. Continued implementation of the sustainability framework.*

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

### Background

In 2010, Council adopted greenhouse gas (GHG) and energy use reduction targets in Richmond's Official Community Plan. These targets were the same as those committed by the Province's Climate Action Plan: to reduce community greenhouse gas (GHG) emissions 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050. Richmond also committed to reducing energy consumption by 10% at the same time. However, section 2.1 of the OCP also notes that an "effective response" to climate change "will depend upon sufficient action being taken by all sectors of society, including senior governments, businesses and the general public."<sup>1</sup> The Community Energy and Emissions Plan adopted in January 2014 similarly states that the City's targeted reductions "are not achievable without larger shifts including additional Federal and Provincial regulatory change, aggressive industry development or global pricing changes for energy or carbon."<sup>2</sup>

In May 2015, the Premier announced that the Climate Leadership Team, a panel of 17 experts drawn from academia, business, First Nations, environment and community groups as well as the provincial government, had been given several tasks including "providing advice and recommendations to Cabinet" on:

- "New programs and policies required to meet B.C.'s greenhouse gas reduction targets while maintaining strong economic growth and successfully implementing the BC Jobs Plan, including the liquefied natural gas strategy;" and
- "How to further the Province's collaboration with local governments within the context of mutually-beneficial climate actions."

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<sup>1</sup> City of Richmond Official Community Plan (Adoption: November 19, 2012), p.2-3

<sup>2</sup> Richmond Community Energy and Emissions Plan, p. iv

The Climate Leadership Team subsequently developed 32 recommendations for the Climate Leadership Plan. The Team's report emphasized the importance of increasing BC's proven carbon tax at a steady \$10 per year, starting in July 2018, as a central means of driving GHG emission reductions.<sup>3</sup> The Team also noted that since 2012, BC's GHG emissions have been increasing again, making the Province's target of 33% GHG reductions by 2020<sup>4</sup> "extremely difficult to meet." The Team recommended that a new, achievable 2030 target of 40%GHG reduction below 2007 levels be adopted, including sector-specific targets for industry, transportation, and buildings. The Team's recommendations were released by the Province in November 2015 prior to the Paris Climate Change conference.

The Province released the plan on Friday afternoon, August 19, 2016.

### **Analysis**

The Climate Leadership Plan diverges from the main recommendations of the Climate Leadership Team in the following areas:

- Emission reductions measures identified in the plan do not achieve either of the Province's legislated 2020 or 2050 GHG targets, and the plan does not reference the Team's recommendation for a new 2030 target.
- The plan contains measures estimated to produce 25 MT of GHG emission reductions by 2050<sup>5</sup>, with almost half coming from temporary forest-sector offsets such as tree-planting to reforest areas impacted by the mountain pine beetle and wildfires, rather than reducing fossil fuel emissions.<sup>6</sup>
- The plan does not include any timetable for increases to the BC Carbon Tax.

The Province has positioned the current Climate Leadership Plan as the initial version of a plan that will be updated every five years, and one which may be amended within the current year with the Province is currently working with other provinces and the federal government on carbon pricing over the coming year as part of the Pan-Canadian Climate Plan.

The plan includes a two-page summary of actions, included below as Attachment 1.

A number of the action items in the Climate Leadership Plan may create new opportunities for the City of Richmond to explore:

- *Increasing resources for BC Hydro and FortisBC energy-efficiency programs.* The City has leveraged its funds by working with BC Hydro and Fortis BC to implement corporate and community energy efficiency programs. Staff will maximize opportunities to leverage new resources.

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<sup>3</sup> This was the only recommendation not to be unanimously supported: one Team member dissented.

<sup>4</sup> i.e. the same target as the City of Richmond

<sup>5</sup> Relative to a business-as-usual emissions trajectory.

<sup>6</sup> Since reforesting impacted areas simply speeds up regeneration, the "additionality" of these offsets declines over time.

- Supporting increased use of electric and natural gas-fuelled vehicles. Actions include support for fleet fuelling stations, and regulations promoting installation of electric vehicle charging stations,
- Enabling higher levels of energy efficiency in new construction. Provincial staff have been developing “stretch code” standards that local governments could voluntarily adopt for new development. City of Richmond staff have been directly involved in the development of these proposed building standards and will bring a report forward on this matter in 2016.
- Promoting lower-carbon materials. Actions include approving use of Portland-limestone cement in public sector infrastructure, and increasing use of B.C.’s wood products in order to store carbon and reduce emissions.
- Preparing for climate impacts. Actions include developing “guidelines for public sector operations to reduce emissions and plan for climate change adaptation”, and “strengthen[ing] the ability of communities to adapt to the impacts of climate change.”

Other Climate Leadership Plan items will indirectly assist the City’s efforts to increase energy efficiency and reduce greenhouse gas emissions:

- Increasing energy efficiency requirements for gas-fired equipment including boilers, fireplaces, air source heat pumps, space and water heating equipment.
- Shifting BC Hydro towards a 100% “clean or renewable” electricity content for domestic sales. Note that current electricity supply is 97% “clean or renewable” but is only required to achieve a 93% target. “Clean” is defined by the BC Government to include some forms of natural gas generation. There is no timeline for this action.

There are also some aspects of the Climate Leadership Plan that may present new challenges for the City:

- Leaving the Carbon Tax as is will not allow for an increase to the incentive that the City can provide through the Richmond Carbon Marketplace. Engaging with the business community on GHG emissions reduction initiatives is challenging at current incentive levels.
- “Reducing congestion ... [by] replacing the George Massey Tunnel to reduce idling; and optimizing movement through Canada’s Pacific Gateway.” The recent report to Council titled “George Massey Tunnel Replacement – Application to Agricultural Land Commission on Highway 99 Widening for Transportation, Utility and Recreational Trail Use” dated July 12, 2016 notes that the province has not provided any information to substantiate the emissions benefits claimed for the tunnel replacement, and that Metro Vancouver has identified concerns regarding the “insufficient consideration of alternatives to a 10-lane bridge and the negative impacts on transit ridership, greenhouse gas emissions, energy consumption, and air quality of the expanded roadway capacity of the Project that would promote increased single occupant vehicle usage.”

The lack of reference to the Province’s legislated 2020 GHG reduction targets, and of actions sufficient to achieve this target, is noteworthy. Attachment 2 includes an external assessment by Clean Energy Canada of the Climate Leadership Plan’s emission reduction measures relative to the 2020 and 2050 GHG emission reduction targets.

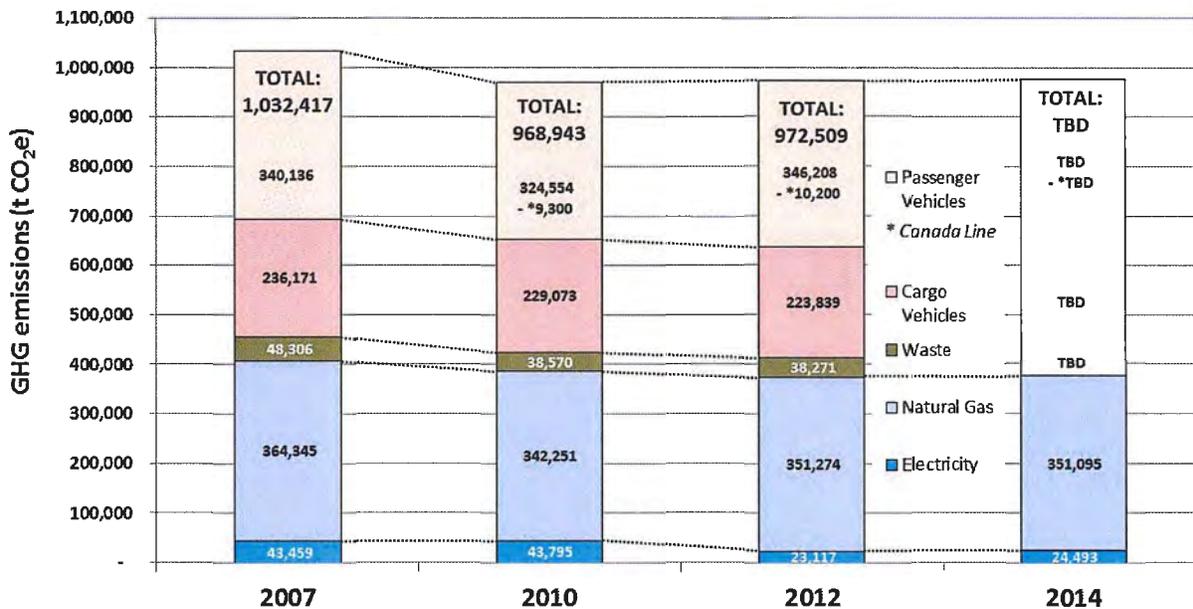
Concerns to be noted in a letter to the Premier and BC Environment Minister

Given that current efforts by the City will not be significantly augmented by new provincial measures included in the current Climate Leadership Plan to achieve its 2020 GHG reduction target, staff recommend that a letter be sent to Premier Christy Clark and Environment Minister Mary Polak stating the following points:

- That the City of Richmond signed the Climate Action Charter in 2008 at the request of the province, and adopted the GHG emissions reduction targets urged by the province, including the that of reducing emissions within the City of Richmond to 33% below 2007 levels by 2020.
- That in order to achieve the 2020 and 2050 GHG reduction targets urged by the Province, the City of Richmond has since developed a Community Energy and Emissions Plan (CEEP), has been actively implementing the policies in the CEEP, and has achieved a 6% reduction from 2007 GHG greenhouse gas emissions by 2012, even as the population of the city has grown by 6.5%.
- That in order to achieve the large additional reductions required, significant additional action must be taken now by the provincial and federal governments.
- That the measures outlined in the Climate Leadership Plan fall far short of achieving the province's legislated GHG reduction targets, and provide inadequate support to local governments diligently seeking to achieve their GHG reduction targets under the Climate Action Charter.
- That the Provincial Government work constructively with other governments to develop a strong Pan-Canadian Action Plan that provides local government with the tools and resources needed to achieve success.

Greenhouse Gas Emissions for the City of Richmond

In July 2016, the Community Energy & Emissions Inventory (CEEI) initiative of the Provincial Government provided updated greenhouse gas emissions data for the City of Richmond. This new data includes full data for the year 2012, as well as new (higher) estimates of emissions from the transportation sector, and small adjustments to other emissions data going back to 2007. If the effect of the Canada Line on Richmond travel patterns in 2010 and 2012 (as estimated by staff) is also factored in, GHG emissions for the City of Richmond in 2012 were 6.1% less than in 2007, even as the City's population grew by 6.5%. See Attachment 3 for details.



The partial information currently available out to the year 2014 indicates that overall GHG emissions from building energy use (electricity and natural gas) declined by 8%, even as Richmond’s population expanded by 10.5% between 2007 and 2014. The City has moved in the right direction, and Richmond’s performance has exceeded that of the province as a whole.

**Financial Impact**

None.

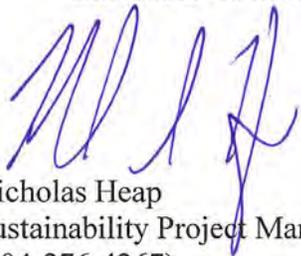
**Conclusion**

The Province’s new Climate Leadership Plan contains commitments for a number of new actions and initiatives that may assist the City’s own efforts to reduce its GHG emissions, and may be amended with additional measures in the near future as the federal-provincial negotiations on the Pan-Canadian Climate Action Plan are finalized. However, the actions outlined in the current Climate Leadership Plan are insufficient to achieve the provincial government’s legislated emission reduction targets – the same targets adopted by the City of Richmond.

Since current efforts by the City will not be significantly augmented by new provincial measures included in the current Climate Leadership Plan to achieve its 2020 GHG reduction target, staff recommend a letter be sent to Premier Christy Clark and Environment Minister Mary Polak that:

- Notes the City’s own efforts to reduce its community GHG emissions;
- Expresses concern that the measures in the Climate Leadership Plan do not achieve the province’s legislated GHG reduction targets and do not adequately support climate action by local governments; and

- Urges the provincial government to work constructively with other governments to develop a strong Pan-Canadian Action Plan that provides local government with the tools and resources needed to achieve success.



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NH:nh

Att. 1: Climate Leadership Plan at a Glance

Att. 2: Forecast of BC net GHG emissions with the BC Climate Leadership Plan. Clean Energy Canada, August 2016.

Att. 3: City of Richmond GHG emissions 2007-2014 (updated)

**Attachment 1: Climate Leadership Plan at a Glance**

# Climate Leadership Plan at a Glance



The Climate Leadership Plan is British Columbia's next step to fight climate change. This plan highlights the first set of actions we are taking to help meet our 2050 emissions reduction target of 80 per cent below 2007 levels, while building a clean economy.

These actions are expected to reduce annual greenhouse gas emissions by up to 25 million tonnes below current forecasts by 2050 and create up to 66,000 jobs over the next ten years.



## Natural Gas

Natural gas offers an opportunity to grow British Columbia's economy, while helping other jurisdictions reduce their carbon footprint by transitioning to this cleaner burning fuel.

We are taking action in three key areas:

- Launching a strategy to reduce upstream methane emissions by 45 per cent;
- Developing regulations to enable carbon capture and storage; and
- Investing in infrastructure to power natural gas projects with British Columbia's clean electricity.

This action area is expected to reduce annual emissions by up to 5 million tonnes by 2050.



## Transportation

Transportation is essential to keep British Columbia moving, but a significant source of our emissions.

The Province is launching new actions to reduce the impact of transportation, including:

- Increasing the requirements for our Low Carbon Fuel Standard;
- Amending regulations that encourage switching commercial fleets to renewable natural gas;
- Expanding support for zero emission vehicle charging stations in buildings; and
- Expanding the Clean Energy Vehicle program to support new vehicle incentives and infrastructure.

This is in addition to our 10-year transportation plan that will:

- Invest in infrastructure to reduce congestion;
- Create new rapid transit lines; and
- Shift more public transit to low carbon fuels.

In total, this action area is expected to reduce annual emissions by up to 3 million tonnes by 2050.



## Forestry & Agriculture

Forestry and agriculture are foundational industries in British Columbia's economy. Our forests also offer incredible potential for storing carbon, so we are taking further action to:

- Rehabilitate under-productive forests;
- Recover more wood fibre; and
- Avoid emissions from burning slash.

Additionally, we are expanding a nutrient management program that will help improve the environmental performance of B.C.'s farms. This action area is expected to reduce annual emissions by up to 12 million tonnes by 2050.



## Industry & Utilities

B.C.'s industrial sectors create good jobs for British Columbians, but they also require significant amounts of energy to power production. That is why we are taking action to reduce these emissions, including:

- Developing new energy efficiency standards for gas fired boilers;
- Enabling further incentives to promote adoption of efficient gas equipment; and
- Facilitating projects that will help fuel marine vessels and commercial vehicles with cleaner burning natural gas.

We are working with utilities on their demand-side management programs to make electrification projects and natural gas equipment more efficient. We are also committing to making B.C.'s electricity 100 per cent clean or renewable, with allowances to address reliability. These actions are expected to reduce annual emissions by up to 2 million tonnes by 2050.



## Communities & Built Environment

Communities across B.C. play a critical role in the fight against climate change, particularly in the areas of buildings, waste, and planning. To build on progress already made in our communities, we are:

- Working with local governments to refresh the Climate Action Charter;
- Identifying tools to focus growth near transit corridors; and
- Supporting more resilient infrastructure.

We are also amending regulations to promote more energy efficient buildings, developing requirements to encourage net zero ready buildings, and creating a strategy to reduce waste and turn it into valuable resources. This action area is expected to reduce annual emissions by up to 2 million tonnes by 2050.



## Public Sector Leadership

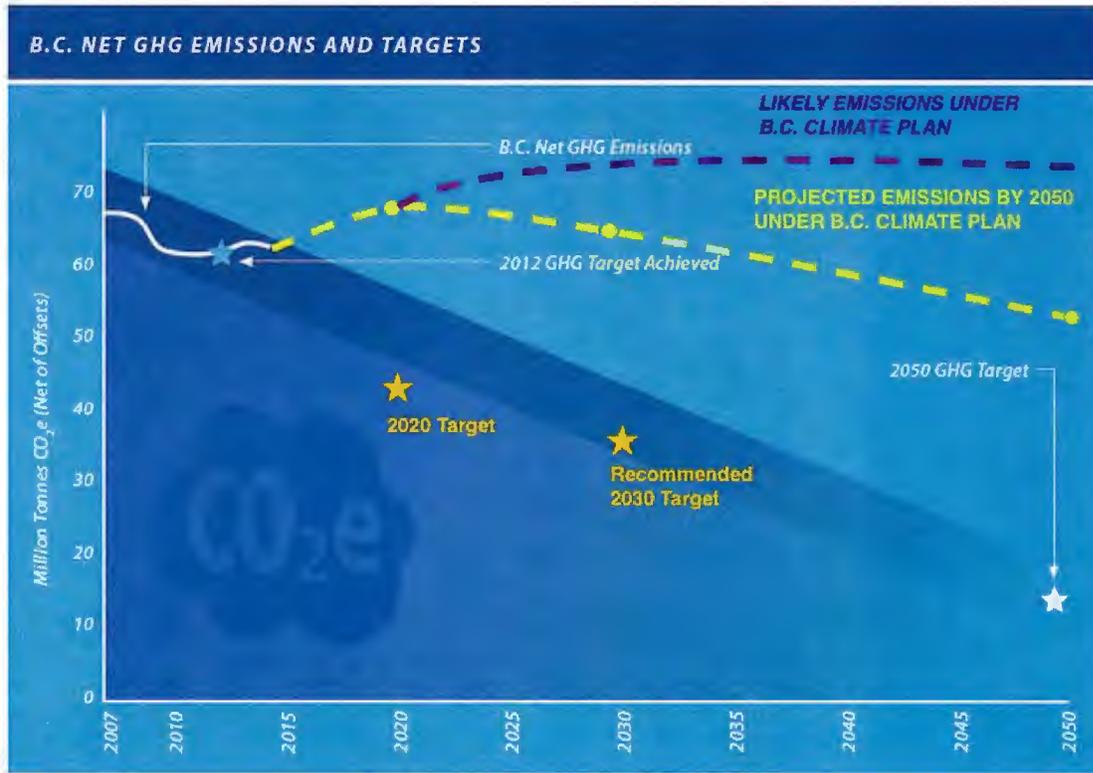
B.C.'s public sector is already leading the way in demonstrating how climate action can help reduce emissions. To continue this leadership, we are taking action with new strategies, including:

- Promoting use of low carbon and renewable materials in public sector buildings; and
- Mandating the creation of 10-year emissions reduction and adaptation plans for provincial public sector operations.

This action area is expected to reduce annual emissions by up to 1 million tonnes by 2050.

This set of 21 actions targets key areas we can act on now. The Climate Leadership Plan will be updated over the course of the following year as work on the Pan-Canadian Framework on climate action progresses.

**Attachment 2: Forecast of BC net GHG emissions with the BC Climate Leadership Plan**



Source: Clean Energy Canada, August 2016.

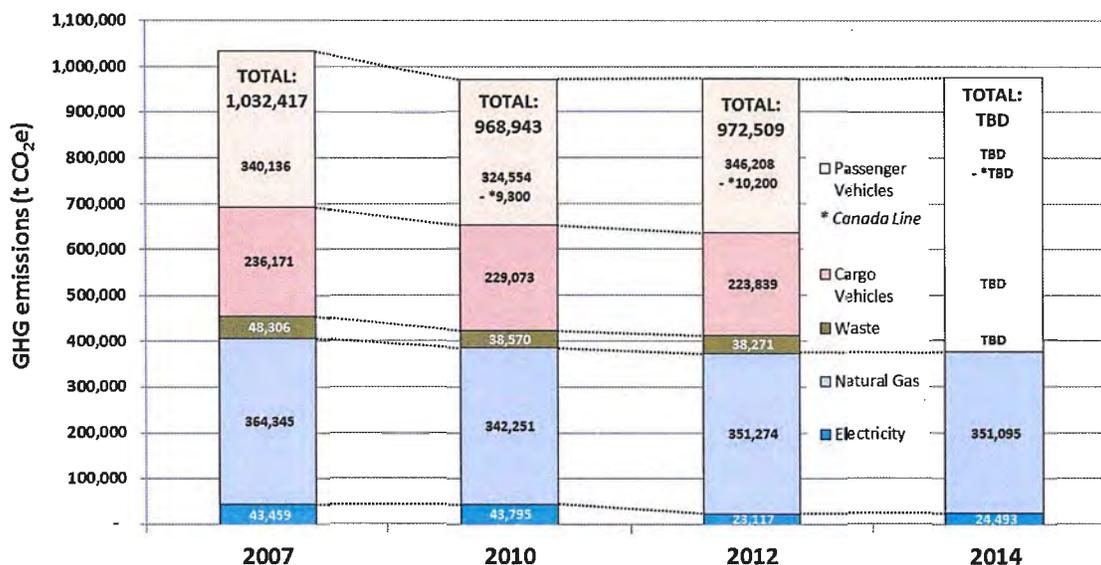
<http://cleanenergycanada.org/three-big-questions-about-british-columbias-climate-plan/>

**Attachment 3: City of Richmond GHG emissions (2007-2014): updated**

The province prepares the Community Energy and Emissions Inventory (CEEI) for local governments. The latest data from CEEI, received by City of Richmond staff in July 2016, includes complete data up to 2012. The new data incorporates small adjustments to estimated emissions for all years from electricity, natural gas and waste, and significant increases in estimated emissions from the transportation sector, relative to the emissions inventory presented to Council in March 2016.<sup>7</sup>

According to the July 2016 CEEI data, total GHG emissions from the City of Richmond in 2012 were 982,709 t CO<sub>2</sub>e (i.e. 0.98 MT CO<sub>2</sub>e), a 4.9% decrease from the updated 2007 estimate of 1,032,417 t CO<sub>2</sub>e.<sup>8</sup> The new data indicates that 2012 emissions increased by only 4,466 t CO<sub>2</sub>e (i.e. less than 0.5%) from the 978,243 t CO<sub>2</sub>e emitted in 2010. Note, however, that the 5.25% reduction in emissions between 2007 and 2010 indicated by the new CEEI data is smaller than the 6% drop (based on previous CEEI data) that was reported to Council in March 2016.

In the March 2016 report to Council, staff noted that the CEEI method for calculating transportation sector emissions is unable to reflect the local shift in transportation mode share which resulted from the start of service on the Canada Line in 2009. Staff estimate that travellers shifting from automobile use to the Canada Line resulted in an emissions reduction of approximately 9,300 tonnes annually in 2010, with annual reductions increasing by a further 10% to 10,200 t CO<sub>2</sub>e in 2012 – equivalent to about 3% of total passenger vehicle emissions in Richmond.<sup>9</sup> When the GHG emission totals are amended by this amount to reflect the influence of the Canada Line, the amended results indicate that overall GHG emissions in Richmond did drop by 6% between 2007 and 2012; from 1,032,417 t CO<sub>2</sub>e to 972,509 t CO<sub>2</sub>e.



<sup>7</sup> Compare with the emissions inventory numbers presented in “Paris Climate Agreement and BC Climate Leadership Plan Update,” Public Works and Transportation Meeting, March 23, 2016.

<sup>8</sup> Not including 2,999 t CO<sub>2</sub>e of net emissions from land use change, which were reported only for the year 2012.

<sup>9</sup> Estimate derived by staff from a comparison of Richmond B-Line boardings from 2008 compared with Lulu Island Canada Line boardings during 2010 and 2012, using average trip distances from 2011 TransLink trip diary results.

The province and BC Hydro have also provided staff with 2014 data for total Richmond electricity and natural gas consumption only (i.e. the buildings sector).<sup>10</sup> These totals indicate that overall emissions for the buildings sector in 2014 increased by only 0.3% over 2012 levels, despite a population growth of 3.6% in Richmond during 2012-2014.

Between 2007 and 2014, BC Statistics estimates Richmond's population to have increased by 10.5%.<sup>11</sup> During this time, however, natural gas consumption has actually declined by 4% (a 13% decrease on a per capita basis), while electricity consumption increased by only 1% (a 9% per capita decline). The City's compact urban development policies, combined with the numerous energy efficiency programs including district energy, are influencing this result. Total community GHG emissions from natural gas also declined by 4% during this time, while GHG emissions from electricity use declined by 43% (because of higher use of zero-emission electricity generation sources during this time).<sup>12</sup> The City's success in diverting community solid waste from landfills appears to have played a significant role in declining waste sector emissions, which were down a remarkable 21% (28% on a per capita basis) between 2007 and 2012.<sup>13</sup>

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<sup>10</sup> Excluding large industry. Data provided by CEEI to Richmond staff in December 2015 and January 2016, and by BC Hydro in January 2016.

<sup>11</sup> 2006 population: 185,818; 2014 population: 205,262; 2007-2014 increase: 10.5%. Source: [http://www.richmond.ca/\\_shared/assets/Population\\_Hot\\_Facts6248.pdf](http://www.richmond.ca/_shared/assets/Population_Hot_Facts6248.pdf)

<sup>12</sup> New data on the GHG intensity of BC Hydro's electricity means this is less than the 60% decline reported in March 2016.

<sup>13</sup> New data from CEEI means this is considerably larger than the 9% decline between 2007 and 2010 reported in March 2016.



**To:** Public Works and Transportation Committee      **Date:** August 10, 2016  
**From:** Victor Wei, P. Eng.      **File:** 01-0154-04/2016-Vol 01  
Director, Transportation  
**Re:** TransLink 2017 Capital Program Cost-Share Submissions

**Staff Recommendation**

1. That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2017 Bicycle Infrastructure Capital Cost Sharing Regional Needs Program and Transit-Related Road Infrastructure Program, as described in the report, titled, "TransLink 2017 Capital Program Cost-Sharing Submissions" dated August 10, 2016 from the Director, Transportation, be endorsed; and
2. That, should the above submissions be successful and the projects receive Council's approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be updated accordingly.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: Dw	APPROVED BY CAO 

## Staff Report

### Origin

Each year, municipalities may submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from TransLink's capital cost-share funding programs. This staff report presents the proposed submissions from the City to TransLink's 2017 capital cost-share programs, which support the goals of the City's *Official Community Plan*.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

5.2. *Strengthened strategic partnerships that help advance City priorities.*

### Analysis

#### Major Road Network and Bike (MRNB) Upgrade Program

The MRNB Program provides allocated funding for capital improvements to the major roads across the region that comprise the MRN and the construction of bicycle facilities both on and off the MRN. Since 2013, there has been no allocated funding available to municipalities from TransLink for the annual MRNB Upgrade Program due to financial constraints. To mitigate this circumstance, TransLink provides municipalities with options to transfer funding from their allocation within the Operations, Maintenance and Rehabilitation Program. This mechanism allows municipalities to transfer a funding allocation from Operations and Maintenance (operations, maintenance and non-pavement rehabilitation) to Rehabilitation (pavement rehabilitation), and then from Rehabilitation to MRNB Upgrade.

During 2013 through 2015, the City transferred funding from the Operations, Maintenance and Rehabilitation Program to the MRNB Upgrade Program (an average of \$335,000 each year over the three year period) to support the construction and installation of road and bicycle infrastructure improvements. Beginning in 2016, no further annual transfers are proposed as continuing these transfers would incur the trade-off of decreasing funding intended for MRN maintenance and rehabilitation.

#### Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program

While there is no allocated funding available for the 2017 MRNB Upgrade Program, TransLink does offer \$1.55 million on a competitive basis for bicycle infrastructure projects of regional significance through the BICCS Regional Needs Program. Due to funding constraints, municipalities are permitted to submit only one project each for TransLink 50-50 cost-share funding up to a maximum of \$250,000.

As shown in Table 1, the City will receive up to \$171,500 for the River Drive multi-use pathway as part of the 2016 BICCS Regional Needs Program.

Table 1: Project to Receive Funding from 2016 BICCS Regional Needs Program

Project Name/Scope	TransLink 2016 Funding <sup>(1)</sup>	Est. Total Project Cost
River Drive (No. 4 Road-Van Horne Way): new multi-use pathway on south side including pedestrian lighting	\$171,500	\$1,110,000

(1) The amount shown represents the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

The City proposes to submit the same project for consideration to be included in the 2017 BICCS Regional Needs Program as the second year of two-year accrual process over the 2016 and 2017 periods with \$250,000 being requested in 2017 towards the total estimated cost of \$1,110,000.

- *River Drive Multi-Use Pathway*: construction of a two-way paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the south side of River Drive between No. 4 Road and Van Horne Way including pedestrian lighting (see Attachment 1). There are currently no pedestrian facilities on this section of River Drive and the City has received requests from residents of the Tait neighbourhood for a pedestrian connection to the Bridgeport Canada Line Station. The pathway will enable a safe pedestrian connection plus enhance access to the Canada Line Bridge for cyclists.

An application to the Province of BC's 2016-2017 BikeBC program was also made seeking 50-50 cost-sharing of the total cost of \$1,110,000 total cost, which was not successful for this funding cycle. A re-application for the same project will be made to the 2017-2018 BikeBC program. Should the second BikeBC application be successful, the TransLink funding amount for 2017 would be reduced accordingly as TransLink cost-share funding guidelines require the deduction of any senior government funding with the balance then cost-shared between the City and TransLink on a 50-50 basis.

Concurrently, staff will further investigate the potential to locate a portion of the pathway on an adjacent parcel to the south owned by BC Hydro, which may enable reduced construction costs. Preliminary discussions with BC Hydro indicated concerns with setback requirements and length of tenure (i.e., no guarantee as to how long path could remain) that may render this option infeasible. Staff will continue discussions to confirm the viability of this option to reduce costs.

#### Transit-Related Road Infrastructure Program (TRRIP)

TransLink's TRRIP provides funding for roadway infrastructure facilities required for the delivery of transit services in the region. As shown in Table 2, a number of City transit-related projects will receive up to a total of \$109,250 in funding from TransLink's 2016 TRRIP. As of July 2016, Richmond has 716 active bus stops, of which 515 (71.9%) are accessible, which is an increase from 68.5% in July 2015.

Table 2: Projects to Receive Funding from 2016 TRRIP

Project Name/Scope	TransLink 2016 Funding <sup>(1)</sup>	Est. Total Project Cost
Addition of landing pad to bus stop: 26 locations	\$79,250	\$158,500
Geometric changes at southbound bus stop on No. 3 Road far side Saba Road to accommodate articulated bus	\$30,000	\$60,000
<b>Total</b>	<b>\$109,250</b>	<b>\$218,500</b>

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

TransLink funding of \$1.0 million is available for cost-sharing under the 2017 TRRIP. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects proposed to be submitted by the City for cost-sharing under the 2017 TRRIP are:

- ***Bus Stop Upgrades:*** continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users), installation of bus stop benches and shelters, and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability. Typically, 10 to 15 bus stops are upgraded each year at an estimated cost of \$200,000-\$250,000.

Additional projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of advance left-turn arrows at selected intersections to facilitate turning movements for buses in order to increase service reliability).

Requested Funding and Estimated Project Costs

The total requested funding for the above 2017 submissions to TransLink’s capital cost-sharing programs is \$375,000 as summarized in Table 3, which will support projects with a total estimated cost of \$1,360,000.

Table 3: Projects to be Submitted to 2017 TransLink Cost-Share Programs

TransLink Funding Program	Project Name/Scope	Proposed City’s Portion & Funding Source for 2017	Proposed TransLink 2017 Funding <sup>(1)</sup>	Est. Total Project Cost
BICCS Regional Needs Program	River Drive (No. 4 Road-Van Home Way): new multi-use pathway on south side including pedestrian lighting	2017 Roads DCC: \$688,500	\$250,000 <sup>(2)</sup>	\$1,110,000
TRRIP	Existing Bus Stop Upgrades	2017 Transit-Related Road Improvement Program: \$125,000	\$125,000	\$250,000
<b>TOTAL</b>			<b>\$375,000</b>	<b>\$1,360,000</b>

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City’s cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.  
 (2) TransLink has confirmed funding of \$171,500 for 2016; anticipated total TransLink funding for the project is \$421,500.

Should the submissions be successful and the projects receive Council’s approval via the annual capital budget process, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. The 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

**Financial Impact**

As shown in Table 3, the proposed City cost is \$125,000 for TRRIP, which will be considered during the 2017 capital budget process. The proposed City’s cost for the multi-use pathway on River Drive is anticipated to be \$688,500 based on successful cost-share applications to TransLink (i.e., \$1,110,000 total cost less two-year accrual of \$421,500 (\$171,500 in 2016 and

\$250,000 in 2017) from TransLink), which will be considered during the 2017 capital budget process. The City's cost would be reduced to \$277,500 should the 2017-2018 BikeBC application be successful (i.e., \$1,110,000 total cost less \$555,000 BikeBC funding less two-year accrual of \$277,500 from TransLink). Both projects would have operating budget impacts that would be incorporated as part of the annual budget process.

### **Conclusion**

A number of pedestrian, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2017 that would support the Council Term Goal with respect to "A Well Planned Community" as well as the goals of the Official Community Plan. Significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements would be achieved should these projects be approved by TransLink and Council.

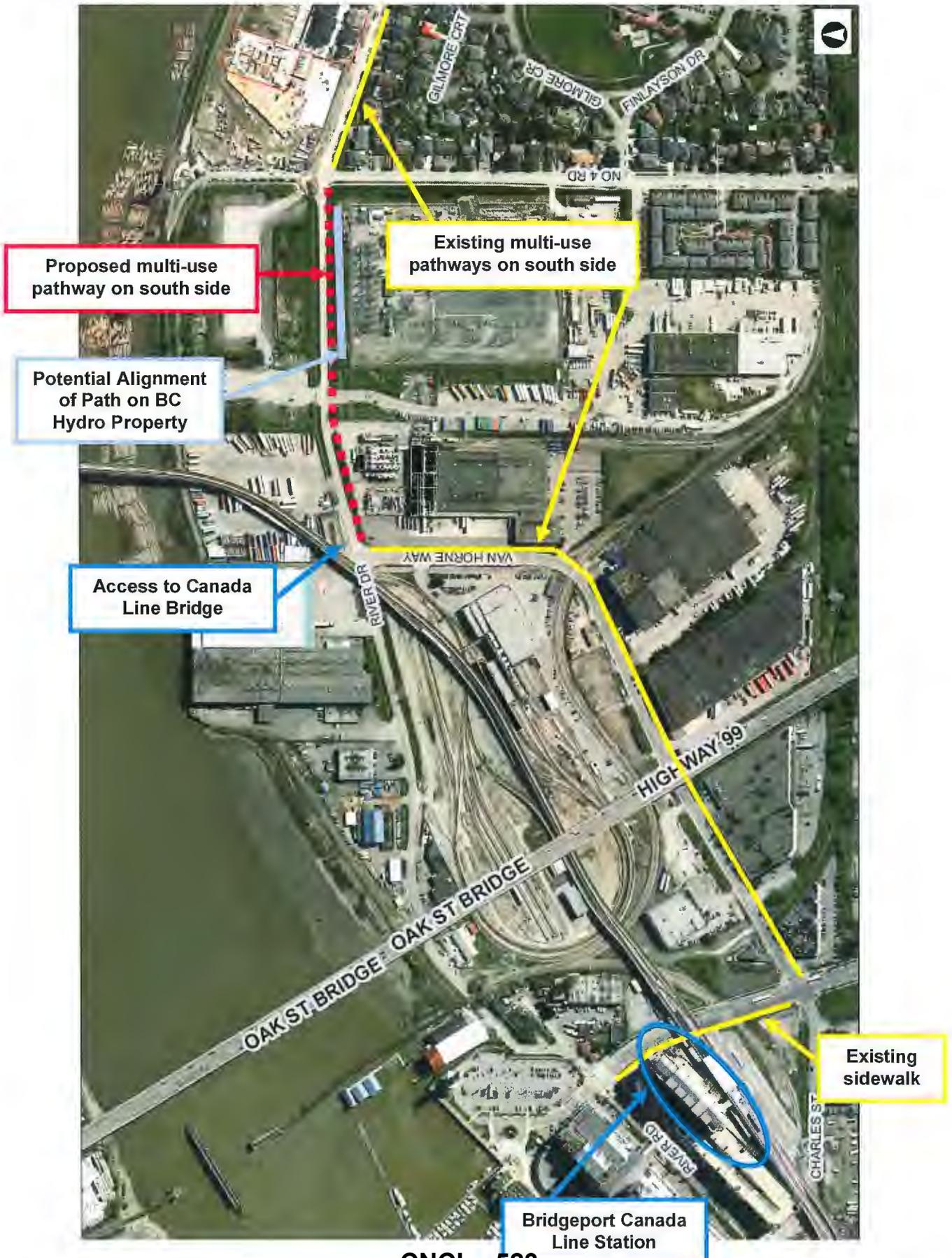


Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:jc

Att. 1: Proposed Cost-Share Pedestrian and Cycling Infrastructure Project

### Proposed Multi-Use Pathway on River Drive



CNCL - 523



## Staff Report

### Origin

Contract T.3398 (Maintenance, Upgrading and Installation of Traffic Signal Systems in Richmond) allows the City to retain a contractor to provide 24-hour traffic signal maintenance, upgrading and installation works. Approximately 335 signalized traffic devices, over 140 kilometres of communications cable and several wireless radio systems are included in this contract. The current contract between the City and Cobra Electric Limited expired on May 31, 2014 and is being extended on a month-to-month basis with no change in unit pricing. The procurement process to obtain a new contract was temporarily deferred to accommodate the relocation of the Traffic Management Centre from the site of Fire Hall No. 1 to the City Hall Annex.

Following the completion of a Request for Proposals process to identify the lowest priced and most qualified contractor for a new contract, staff have identified Cobra Electric Limited as the preferred proponent and are seeking Council approval to award the new contract.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

*Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.*

6.1. *Safe and sustainable infrastructure.*

6.2. *Infrastructure is reflective of and keeping pace with community need.*

### Analysis

#### Contract 5658P – Traffic Signal System Maintenance, Upgrading and Installation

The scope of work comprises the maintenance of traffic signals and troubleshooting controllers, cabinets, electronic control equipment, copper and fibre optic data communications cable networks, and wireless networks. The work to be performed under this contract would involve the provision of specialized skilled labour and equipment to perform a satisfactory and professional job of maintaining, upgrading and installing sophisticated traffic signal components and portions of a City-owned conduit, cable and wireless voice/data communications infrastructure.

The City's Purchasing section within the Finance Department worked with the Transportation Department to conduct the Request for Proposals process to identify the most qualified and experienced contractor for the new contract. Contract 5658P for Traffic Signal System Maintenance, Upgrading and Installation was issued to the marketplace by the City on May 25, 2016 with a closing date of June 13, 2016. The following two proposals were received:

- Cobra Electric Limited: \$1,601,249.00
- Crown Contracting Limited: \$1,934,743.00

Staff evaluated the proposals based on the criteria of quality, service, price, and qualifications and experience in signal maintenance, communications, upgrade, and installation.

The lowest and most qualified bidder, Cobra Electric Limited, currently or has recently provided traffic signal maintenance work for the City of Richmond as well as a number of local municipalities including North Vancouver (City and District), West Vancouver, Surrey, Burnaby, Coquitlam, Langley (Township and City), Port Moody, Mission, and Delta. Cobra Electric Limited has been Richmond's traffic signal maintenance contractor since 1985 and is familiar with Richmond's traffic signal physical plant.

Crown Contracting Limited has experience in traffic signal installation, including a number of projects in Richmond, but has limited maintenance experience and resources as required by Contract 5658P. Staff have considerable practical experience in working with both Cobra Electric Limited and Crown Contracting Limited on traffic signal related works and are thus familiar with their respective capabilities to meet the needs of Contract 5658P.

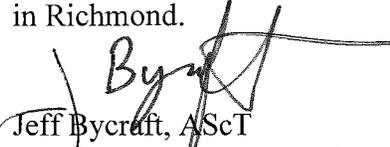
The contract would be configured to allow the City to maintain the existing level of service and allow for unit prices to be considered for modification by a Price Index Adjustment Factor (PIAF) consistent with the British Columbia Ministry of Transportation's Annual Electrical Adjustment Calculation for Provincial electrical maintenance contracts.

### Financial Impact

The maintenance, upgrade and installation work for this contract would be funded from several sources in the approved 2016 Operating and Capital Budgets (Traffic Signal Maintenance) and (Traffic Signal Communications)) and the proposed 2017 Operating and Capital Budgets, which are subject to Council approval. The amount of \$1,601,249.00 shown in the preferred proponent's bid price is not a fixed number that is used to guarantee payment to the contractor as the proposed contract is based on the actual work performed as directed by the City throughout the year. The amount shown in the proposal was used only for the purpose of defining an estimated scope of work for the proponents to provide quotes. As such, staff would ensure that the actual work done would not exceed the approved budget(s).

### Conclusion

The lowest and most qualified bidder, Cobra Electric Limited, has been Richmond's traffic signal maintenance contractor since 1985, covering multiple signal maintenance contracts. Cobra Electric Limited has given the City quality and cost-effective services over this time. Of the two proposals received, Cobra Electric Limited represents the best value and has the required experience, staff and equipment resources to maintain, upgrade and install traffic signal systems in Richmond.

  
 Jeff Bycraft, ASCT  
 Supervisor, Traffic Signal Systems  
 (604-276-4031)  
 JC:jc

  
 Joan Caravan  
 Transportation Planner  
 (604-276-4035)



# City of Richmond

## Report to Council

**To:** Public Works and Transportation Committee      **Date:** September 6, 2016  
**From:** John Irving, P.Eng. MPA      **File:** 10-6060-01/2016-Vol  
 Director, Engineering      01  
**Re:** **Drainage Box Culvert Replacement at No. 2 Road and Walton Road**

### Staff Recommendation

1. That funding of \$2,000,000 from the Drainage Utility Reserve be included as an amendment to the 5 Year Financial Plan (2016-2020) to complete the Drainage Box Culvert Replacement Project at No. 2 Road and Walton Road.
2. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to award the Drainage Box Culvert Replacement Project at No. 2 Road and Walton Road and execute an agreement with respect thereto.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Sewerage & Drainage Finance	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: Dw	APPROVED BY CAO 

## **Staff Report**

### **Origin**

In August 2016, staff were advised that ground settlement was occurring in the northbound vehicle lanes along No. 2 Road near Walton Road. Further investigation has indicated that the settlement is due to a failing drainage box culvert. While the system is still operational, it is necessary to replace an approximate 50 meter section of drainage box culvert along No. 2 Road to prevent further ground settlement and maintain public safety.

Two lanes (left turn lane and one northbound lane) have been shut down to vehicular and pedestrian traffic as a precautionary measure until the drainage box culvert can be replaced.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

*Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.*

### **Analysis**

There are approximately 629 kilometers of drainage mains owned and maintained by the City. The drainage network collects storm water throughout the City and discharges it directly to the Fraser River.

In August 2016, ground settlement in the northbound lanes of No. 2 Road was reported to staff. Subsequent inspection of the drainage box culvert revealed settlement, cracking and infiltration through an approximate 50 meter section near Walton Road.

While the drainage box culvert remains operational, the replacement of approximately 50 meters of 3.4 meter x 1.37 meter drainage box culvert is necessary to address the settlement issues and prevent further damage to the City's Major Road Network and maintain public safety at the earliest possible opportunity. The estimated cost to complete this emergency replacement is \$2,000,000.

Staff have requested quotations from three (3) qualified contractors that are able to begin work immediately and have experience in constructing deep drainage box culverts. Staff are requesting approval to award the emergency replacement work to the best qualified contractor through an award memo to the Chief Administrative Officer and General Manager, Engineering & Public Works.

### **Financial Impact**

The total estimated capital cost is \$2,000,000 and is proposed to be funded from the Drainage Utility Reserve. There is \$30,651,673 remaining in the Drainage Utility Reserve.

**Conclusion**

An approximate 50 meter section of drainage box culvert at No. 2 Road near Walton Road has settled and is experiencing cracking and infiltration. It is necessary to replace this section of drainage box culvert on an emergency basis to prevent further ground settlement and maintain public safety.



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



Corrine Haer, EIT  
Project Engineer  
(604-276-4026)

LB:ch

Att. 1: Map: Box Culvert to be Replaced





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** September 7, 2016

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

**File:** 10-6650-02/2016-Vol  
01

**Re:** **Water Meter Program Update**

### Staff Recommendation

That staff bring forward options and recommendations for mandatory Multi-Family water metering for consideration through the Capital budget process.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Finance Water Services	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

At the April 22, 2013 Regular Council Meeting, Council adopted the following motion:

*That a universal water metering program, as outlined in Option 3 in the staff report titled Water Meter Program Update from the Director, Engineering, dated April 5, 2013, be implemented for single-family dwellings, starting in 2014, with a five-year completion target.*

At the October 28, 2013 Regular Council Meeting, Council adopted the following motion:

*That the Universal Single-Family Water Meter Program be contracted to Neptune Technology Group (Canada) Ltd. for a six-month term with a City option to extend to a three-year term.*

This report outlines the status of the residential water metering programs and provides recommendations for universal deployment of a Fixed Based Network for meter reading.

### Analysis

Water metering provides Richmond residents with a more equitable way of paying for their water use when compared to the flat rate, and supports the Official Community Plan (OCP) objective to pursue water demand management strategies and continue water conservation initiatives.

#### Single-Family Water Metering

Water meters have been installed for 93% (25,448) of single-family dwellings (excluding residential addresses zoned as agricultural) through the volunteer and mandatory water meter programs. In 2015, 86% of these customers saved money with a metered service when compared to the flat rate with an average annual savings of \$417.60 with water and sewer costs combined.

In April 2013, Council adopted universal water metering for single-family dwellings over the course of five years beginning in 2014. Since the beginning of the Universal Water Metering Program, 71% of the water meter installations were performed by the contractor (Neptune Technology Group Ltd.) while 29% were performed by City crews. As of July 2016, there are 1,791 single-family dwellings that are not metered (excluding residential addresses zoned as agricultural). It is estimated that an additional 500 water meters will be installed by the end of 2016 and the remaining 1,300 will be installed in 2017.

The three-year water metering installation contract with Neptune will expire on December 31, 2016. City crews have sufficient staffing capacity to complete the Universal Single-Family Water Meter Program in one year, within the original program timeline approved by Council. The average cost for City crews to install a water meter is competitive with Neptune's contract

price. Given the small number of installations remaining, staff will complete the remaining single-family water meter installations using City crews.

The next steps for program implementation would include the following:

- **Capital Project Submission.** A Capital project submission for installation of the remaining 1,300 single-family water meters will be included as part of the 2017 Capital budget process for council consideration.
- **Communications.** Unmetered single-family properties would receive mailed pamphlets in multiple languages to inform them of the impending water meter installation, as well as educational content on water meters and water conservation. This is consistent with the public communication program for the universal single-family water metering program to date.
- **Utility Rates.** Utility budgets and rates will be developed for the upcoming year and brought forward to Council in the 4<sup>th</sup> quarter. Increases from Metro Vancouver's wholesale water rate as well as labour and materials cost increases will result in increased costs to the water utility. As more dwellings become metered, small adjustments to the metered rate will be recommended in order to balance the budget.

### ALR Lands

Agriculture remains an important part of Richmond's economy and community. Over 39% of the City's lands are designated as Agricultural Land Reserve (ALR). The ALR has a total of 828 single-family homes, 42% of which are metered.

Of the remaining single-family homes on flat rate in the ALR, 155 are classified as farm by BC Assessment. Farms, as per Bylaw No. 5637, require a back flow preventer to be installed. These devices will be installed as part of the universal single-family water meter program at no direct cost to the homeowner. However, the homeowner will own and be responsible for the maintenance of the back flow preventer thereafter.

### Duplex Water Metering

There are currently 524 duplex units in Richmond that do not have a water meter. Duplexes are not included in the universal metering program, as most duplexes in Richmond share one water service and have interconnected plumbing. In order to meter these units, private plumbing work must be done within the dwelling.

Existing duplexes are metered on a voluntary basis. The volunteer program provides up to \$3,000 to homeowners to separate the plumbing. New duplexes are metered on a mandatory basis.

Due to the plumbing work required within the dwelling, staff recommend to continue to exclude duplexes in the mandatory water meter program. Water meters will still be installed for duplex dwellings on a voluntary basis.

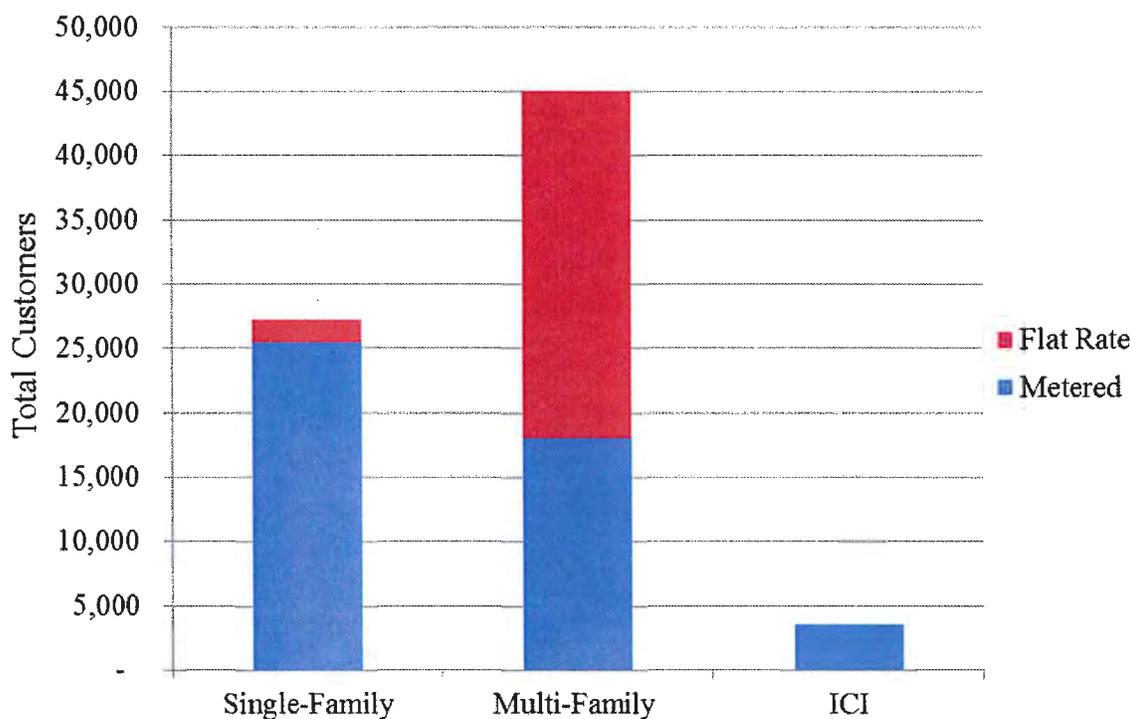
Multi-Family Water Metering

As of July 2016, 40% of the multi-family units have been metered. In 2015, 98% of metered multi-family complexes saved money, on average realizing a 37% savings compared to the flat rate.

Water meters have been mandatory for new multi-family dwellings since 2005. To date, there have been 184 mandatory water meters installed, comprising of 9,353 units and 143 voluntary water meters installed, comprising of 8,702 units. Interest in the volunteer water metering program for multi-family dwellings is in decline. In 2016, there were only four multi-family complexes that inquired about a water meter installation and only one complex approved the installation.

The Industrial/Commercial/Institutional (ICI) sector is universally metered for water and single-family dwellings will be universally metered by the end of 2017. Figure 1 identifies the number of single-family, multi family and ICI units that are metered.

Figure 1: Number of Flat Rate vs. Water Metered Customers by Sector



The multi-family sector, representing approximately 1/3 of City’s water consumption, is the largest sector of unmetered water use. As the single-family universal metering program reaches completion in 2017, resources will be available to address universal metering of multi-family dwellings.

Staff will review potential universal multi-family water meter program benefits and implications and bring forward a report with options and recommendations for Council’s consideration.

Staff will also review two potential incentive programs to increase the number of volunteer complexes.

The multi-family water meter installation cost incentive will be reviewed and harmonized with the water meter installation cost for single-family dwellings. Currently the multi-family installation cost incentive lags single-family installation cost and is a possible deterrent to potential multi-family volunteers. Updated water meter incentive rates will be brought to Council for consideration as part of the Utility Rates process this fall.

Another possible deterrent for potential multi-family volunteers is property side leakage. Some older multi-family complexes may have plumbing that is in disrepair and has significant water leakage. The cost of leaked water could be a deterrent to volunteer metering and repair costs are a possible deterrent to fixing the leaks. Staff will review potential leak audit and repair incentive programs that are cost neutral for the City and provide cost sharing for plumbing repair or upgrades in multi-family complexes where there is substantial leakage. Staff will report the findings of this review for Council's consideration in a subsequent report.

#### Fixed Based Meter Reading

The City currently has three methods of water meter reading: touchpads, drive-by and fixed based. Each touchpad must be read manually on site by physically touching the meter with a meter reader. For drive-by readings, a vehicle drives by the meter collecting the radio signal. Meters on the Fixed Based Network are continuously read through radio towers called gateways.

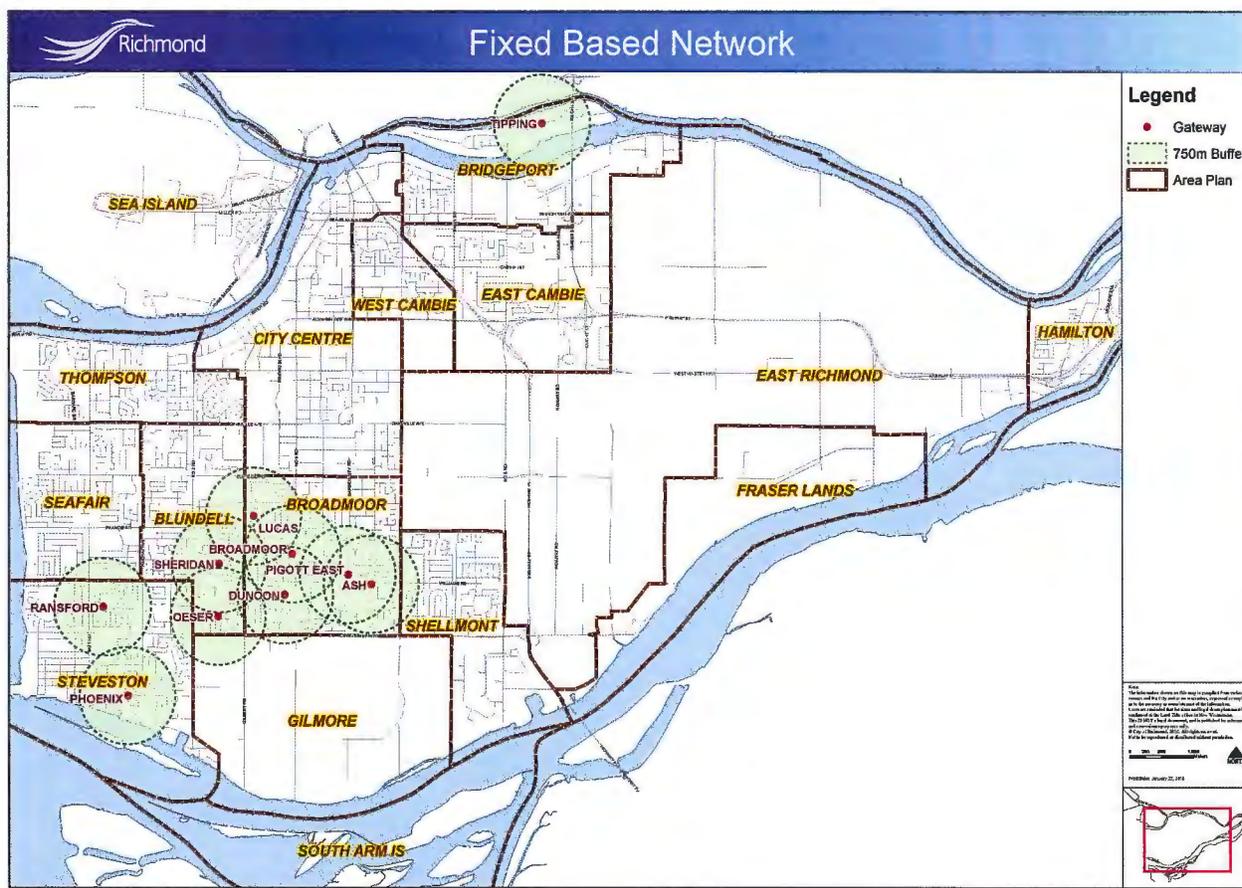
In 2014, Richmond introduced a pilot project for Fixed Based Meter Reading. Currently, 10 gateways have been installed and approximately 5,000 meters are being read, approximately 11% of all Richmond water meters. Staff have tested the Fixed Based system and have been successful in integrating the Fixed Based Network software with the City's billing system.

Benefits of the Fixed Based Network include:

- Real time consumption data which allows staff to help the customer identify causes of leaks and water consumption habits;
- Up-to-date consumption data which will improve revenue assessment throughout the year and enhance revenue forecasting;
- Reduced Greenhouse gas emissions through a reduction in vehicle use; and
- More efficient use of staff time; time currently spent manually reading meters can be re-directed to more value-added services such as assisting residents with identifying leaks and assistance in leak repair.

Figure 2 shows the gateways currently installed and the areas that can be read through the Fixed Based water meter reading network.

Figure 2: Current Fixed Based Water Meter Reading Network



An additional 36 gateways are required for universal implementation in urban areas of the City. A capital project to automate water meter data collection will be submitted for Council consideration as part of the 2017 Capital program.

East Richmond, Fraser Lands and Gilmore areas have excluded from the urban areas. Staff recommend to continue reading these areas manually due to the low density of water connections.

Based on the successes of the Fixed Base Network trial and the significant benefits and efficiencies, staff will recommend that the Fixed Based Network be universally deployed in the urban areas of the City.

The City has approximately 10,000 residential touchpad meters and 1,750 industrial, commercial and institutional (ICI) touchpad meters. These meters require physical contact with the water meter reading equipment and cannot be read by the Fixed Base Network. This equipment will be changed out through existing maintenance and capital programs over the next 10 years with no additional funding required.

Customer Portal

Should Council choose to move forward with implementation of the Fixed Based Network Meter Reading, the next steps could include the introduction of a customer portal. The customer portal will provide real time information for customers regarding their water consumption. Notifications can be set if a leak is detected or if there is water usage when the customer is not at home. Customers will also become more aware of their consumption habits which will aid in overall reduction of water usage. The customer portal will contribute to achieving the City's customer service objectives.

**Financial Impact**

None.

**Conclusion**

Water meters have been installed for 93% (25,448) of single-family dwellings (excluding residential addresses zoned as agricultural) through the volunteer and mandatory programs. Staff recommend completing the Universal Single-Family Water Meter Program with City crews.

The interest in the volunteer water meter program for multi-family dwellings is declining. Staff will further review a mandatory multi-family water meter program and bring forward a report with mandatory multi-family water metering options for Council's consideration.

Fixed Based Network water meter reading has significant benefits including real time consumption information, notification of leaks and environmental benefits. Staff will recommend a universal deployment of the Fixed Based Network to automate water meter data collection in urban areas of the City through the 2017 Capital budget process.



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



Pratima Milaire, EIT.  
Project Engineer  
(604-276-4039)

LB:pm



Richmond Zoning Bylaw 8500
Amendment Bylaw 9519 (RZ 15-710997)
10231 and 10251 Ruskin 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 areas and by designating them "SINGLE DETACHED (RS2/B)".

P.I.D. 010-379-801

Lot 18 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

and

P.I.D. 003-554-988

Lot 19 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9519".

FIRST READING

APR 11 2016

A PUBLIC HEARING WAS HELD ON

MAY 16 2016

SECOND READING

MAY 16 2016

THIRD READING

MAY 16 2016

OTHER CONDITIONS SATISFIED

SEP 21 2016

ADOPTED

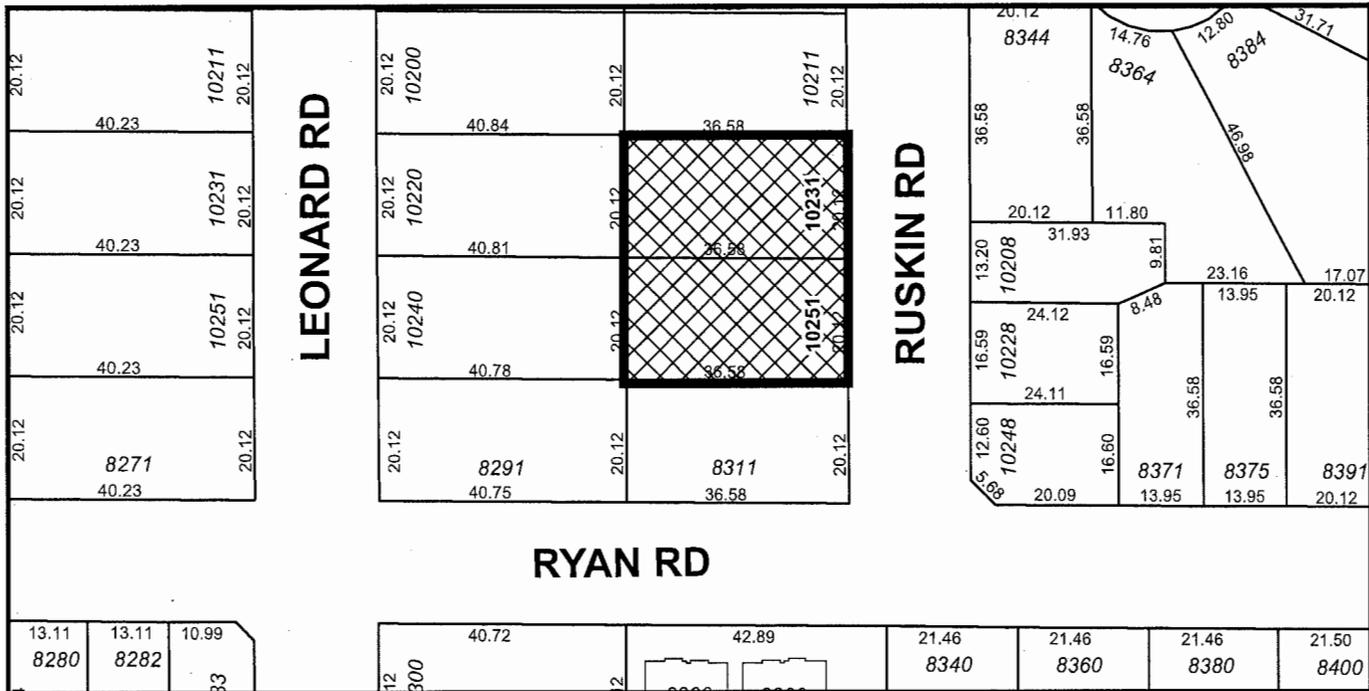
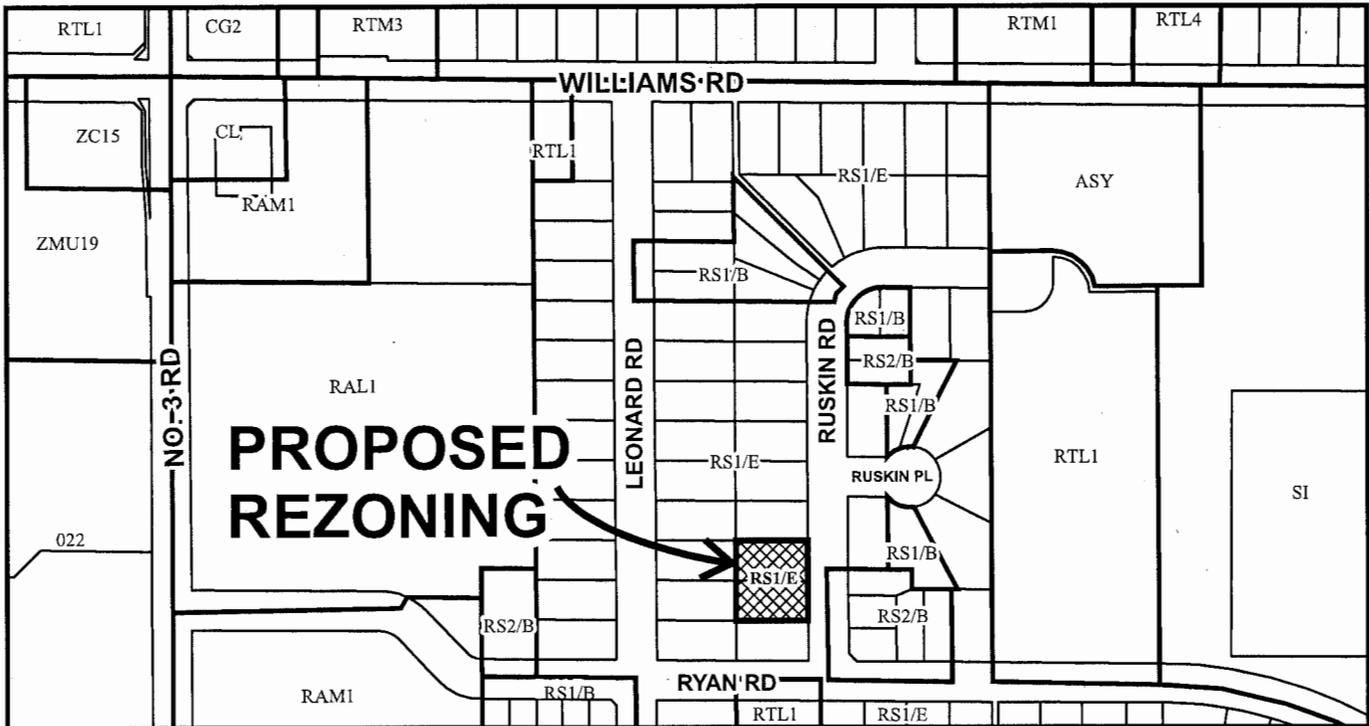
MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor
[Signature]



# City of Richmond



	<h2>RZ 15-710997</h2>	<p>Original Date: 10/05/15</p> <p>Revision Date: 03/24/16</p> <p>Note: Dimensions are in METRES</p>
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Richmond Zoning Bylaw 8500
Amendment Bylaw 9540 (RZ 15-700202)
10420/10440 Odlin 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. 001-522-442

Strata Lot 1 Section 35 Block 5 North Range 6 West New Westminster District Strata Plan NW782 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form 1.

P.I.D. 001-522-451

Strata Lot 2 Section 35 Block 5 North Range 6 West New Westminster District Strata Plan NW782 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form 1.

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9540".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 11 2016

MAY 16 2016

MAY 16 2016

MAY 16 2016

JUN 29 2016

SEP 12 2016

Approval stamp: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



# City of Richmond



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	<b>RZ 15-700202</b>	Original Date: 07/07/15 Revision Date: Note: Dimensions are in METRES
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