



**City Council  
Electronic Meeting**

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

**Monday, September 26, 2022  
7:00 p.m.**

Pg. #      ITEM

MINUTES

1.    *Motion to:*
- CNCL-12    (1)    *adopt the minutes of the Regular Council meeting held on September 12, 2022.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

COMMITTEE OF THE WHOLE

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



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3. Delegations from the floor on Agenda items.

**PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 16.**

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.**

**RECOMMENDATIONS FROM COMMITTEE WILL APPEAR ON THE REVISED COUNCIL AGENDA, EITHER ON THE CONSENT AGENDA OR NON-CONSENT AGENDA DEPENDING ON THE OUTCOME AT COMMITTEE.**

### CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- UBCM Community Emergency Preparedness Fund: 2022 Disaster Risk Reduction - Climate Adaption Grant Application
- Application To Amend Food Primary Liquor Licence # 310543 - Heyjo Music Bar Ltd., DBA: Heyjo Music BBQ Bar At 155 - 8291 Alexandra Road
- Land use applications for first reading (to be further considered at the Public Hearing on October 17, 2022):
  - 9100 Cambie Road – Rezone from The “Gas & Service Stations (CG2)” Zone to The “Gas Station Commercial (ZC50) –West Cambie” Zone (Pacific Land Group – applicant)
  - 6071 Azure Road – Rezone From “Low Density Townhouses (RTL1)” Zone To The “Low To Mid Rise Apartment (ZLR45) – Thompson” (0923745 BC LTD. – Applicant)
- City Of Richmond Seniors Strategy 2022-2032



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ITEM

- Implementation Of Increased Development Notification Radius and Early Notification Process
- Kittiwake Drive – Traffic Calming Update
- Removal Of Channelized Right-Turn Islands To Improve Road Safety
- Additional Motion re: Channelized Right Turn Islands into Standard Intersections.
- Award Of Contract: 8058P – Garbage And Cardboard Containers and Collection Services at City Facilities

5. *Motion to adopt Items No. 6 through No. 15 by general consent.*

☐

6. **COMMITTEE MINUTES**

*That the minutes of:*

- (1) *the Community Safety Committee meeting held on September 21, 2022; (distributed separately)*
- (2) *the **General Purposes Committee** meeting held on September 20, 2022;*
- (3) *the Planning Committee meeting held on September 20, 2022; (distributed separately)and*
- (4) *the Public Works and Transportation Committee meeting held on September 21, 2022; (distributed separately)*

*be received for information.*

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CNCL-22

Consent  
Agenda  
Item

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Consent  
Agenda  
Item

7. **UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND: 2022 DISASTER RISK REDUCTION - CLIMATE ADAPTION GRANT APPLICATION**

(FILE REF. NO. 10-6060-01) (REDMS NO. 6960040)

CNCL-25

See Page CNCL-25 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the application to the Community Emergency Preparedness Fund, Disaster Risk Reduction - Climate Adaptation funding stream as outlined in the staff report titled "UBCM Community Emergency Preparedness Fund: 2022 Disaster Risk Reduction - Climate Adaption Grant Application" dated August 19, 2022 from the Director, Engineering be endorsed; and*
- (2) *That should the funding application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute funding agreements with UBCM for the above mentioned projects and that the Consolidated 5 Year Financial Plan (2022-2026) be amended accordingly.*



Consent  
Agenda  
Item

8. **APPLICATION TO AMEND FOOD PRIMARY LIQUOR LICENCE # 310543 - HEYJO MUSIC BAR LTD., DBA: HEYJO MUSIC BBQ BAR AT 155 - 8291 ALEXANDRA ROAD**

(File Ref. No. 12-8275-30-001) (REDMS No. 6956737)

CNCL-29

See Page CNCL-29 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the application from Heyjo Music Bar Ltd., doing business as Heyjo Music BBQ Bar, for an amendment to Food Primary Licence #310543, requesting an increase to their hours of liquor service from Sunday to Saturday, 9:00 a.m. to Midnight, to Sunday to Saturday, 9:00 a.m. to 2:00 a.m., be supported, and:*
  - (a) *Total person capacity currently set at 150 occupants will not change; and*

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- (2) *That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A (Attachment 1), advising that Council recommends the approval of the licence amendment for the reasons that this amendment has been determined, following public consultation, to be acceptable in the area and community.*



Consent  
Agenda  
Item

9. **APPLICATION BY PACIFIC LAND GROUP FOR REZONING AT 9100 CAMBIE ROAD FROM THE “GAS & SERVICE STATIONS (CG2)” ZONE TO THE “GAS STATION COMMERCIAL (ZC50) – WEST CAMBIE” ZONE**

(File Ref. No. RZ 19-864731) (REDMS No. 6715562)

CNCL-37

See Page CNCL-37 for full report

### PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10414, to create the “Gas Station Commercial (ZC50) – West Cambie” zone, and to rezone 9100 Cambie Road from “Gas & Service Stations (CG2)” to “Gas Station Commercial (ZC50) – West Cambie”, be introduced and given first reading.*



Consent  
Agenda  
Item

10. **APPLICATION BY 0923745 BC LTD. FOR REZONING AT 6071 AZURE ROAD FROM THE “LOW DENSITY TOWNHOUSES (RTL1)” ZONE TO THE “LOW TO MID RISE APARTMENT (ZLR45) – THOMPSON” ZONE**

(File Ref. No. RZ 21-931122) (REDMS No. 6943918)

CNCL-63

See Page CNCL-63 for full report

### PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 10407, to change the designation of 6071 Azure Road from "Neighbourhood Residential" to "Apartment Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading;*
- (3) *That Bylaw 10407, 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.*

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

- (3) *That Bylaw 10407, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the Board of Education of School District No. 38 (Richmond) for comment and response by October 17, 2022; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10406 to create the "Low to Mid Rise Apartment (ZLR45) - Thompson" zone, and to rezone 6071 Azure Road from the "Low Density Townhouses (RTL1)" zone to the "Low to Mid Rise Apartment (ZLR45) -Thompson" zone, be introduced and given first reading.*



Consent  
Agenda  
Item

11. **CITY OF RICHMOND SENIORS STRATEGY 2022-2032**  
(File Ref. No. 08-4057-04) (REDMS No. 6935812)

CNCL-188

See Page CNCL-188 for full report

### PLANNING COMMITTEE RECOMMENDATION

*That the City of Richmond Seniors Strategy 2022–2032 as outlined in the report titled, “City of Richmond Seniors Strategy 2022–2032,” dated July 25, 2022 from the Director, Community Social Development, be adopted.*



Consent  
Agenda  
Item

12. **IMPLEMENTATION OF INCREASED DEVELOPMENT NOTIFICATION RADIUS AND EARLY NOTIFICATION PROCESS –**  
(File Ref. No. 01-0105-06-01) (REDMS No. 6250306)

CNCL-234

See Page CNCL-234 for full report

### PLANNING COMMITTEE RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842, to increase the notification area for a public hearing from 50 to 100 metres from the proposed development, be introduced and given first reading;*

- (2) *That the following bylaws be introduced and given first, second and third readings:*
- (a) *Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 9843, to increase the notification area from 50 to 100 metres from the proposed development permit or development variance permit;*
  - (b) *Board of Variance Bylaw No. 9259, Amendment Bylaw No. 10080, to add a fee requirement for Board of Variance Notifications, as specified in Consolidated Fees Bylaw No. 8636, and to increase the notification area from 50 to 100 metres from the proposed variance;*
  - (c) *Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10083, to add fee requirements for public hearing notifications and early notifications for development applications, as specified in Consolidated Fees Bylaw No. 8636;*
  - (d) *Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10084, to add new early notification fees for zoning amendments, official community plan amendments, development applications, heritage alteration permits, and heritage revitalization agreements, and to add new notification fees for public hearings, Development Permit Panel meetings, and Board of Variance meetings; and*
  - (e) *Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 10236, to add notification requirements for heritage revitalization agreement applications.*
- (3) *That the proposed Council Policy titled “Early Public Notification – Development Applications”, which provides additional early opportunities for public input on various applications, be approved with an effective date corresponding with the date of adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842, and that the policy be applicable only to new applications received after its effective date.*



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13. **KITTIWAKE DRIVE – TRAFFIC CALMING UPDATE**  
(File Ref. No. 10-6450-09-01) (REDMS No. 6925519)

CNCL-254

See Page CNCL-254 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

*That Option 3 to implement a pilot project for the temporary installation of two speed cushions on Kittiwake Drive for a trial period of six months, as described in the staff report titled “Kittiwake Drive – Traffic Calming Update”, dated September 6, 2022, from the Director, Transportation, be endorsed.*



Consent  
Agenda  
Item

14. **REMOVAL OF CHANNELIZED RIGHT-TURN ISLANDS TO IMPROVE ROAD SAFETY**  
(File Ref. No. 10-6460-01) (REDMS No. 6942248)

CNCL-260

See Page CNCL-260 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

*That the City request the Ministry of Transportation and Infrastructure and Vancouver Airport Authority review channelized right-turn island locations in Richmond that are within their jurisdictions to improve road safety at these intersections.*



Consent  
Agenda  
Item

### **ADDITIONAL MOTION**

(File Ref. No.)

*That both the Shell Road/Cambie Road intersection and the Shell Road / Westminster Highway intersection be added to the request to have a future study to remove the channelized right turn islands into standard intersections.*



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15. **AWARD OF CONTRACT: 8058P – GARBAGE AND CARDBOARD CONTAINERS AND COLLECTION SERVICES AT CITY FACILITIES**

(File Ref. No. 10-6370-01) (REDMS No. 6936833)

CNCL-269

See Page CNCL-269 for full report

**PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION**

- (1) *That Contract 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities be awarded for a three-year term, commencing November 1, 2022 to Super Save Group of Companies at an estimated total contract value of \$383,672.74, as described in the report titled “Award of Contract: 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities”, dated August 11, 2022, from the Director, Public Works Operations; and*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$665,714.80, as described in the report titled “Award of Contract: 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities”, dated August 11, 2022, from the Director, Public Works Operations.*



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

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**PUBLIC ANNOUNCEMENTS AND EVENTS**

**NEW BUSINESS**

## BYLAW FOR ADOPTION

- CNCL- 274** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 10282**  
(10726/10728 River Drive, RZ 20-910360)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.



## DEVELOPMENT PERMIT PANEL

### 16. RECOMMENDATION

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

- CNCL-276** (1) *That the **minutes** of the Development Permit Panel meeting held on September 14, 2022, and the Chair's reports for the Development Permit Panel meetings held on **November 24, 2021**, and **July 27, 2022** and **September 14, 2022**, be received for information; and*
- CNCL- 295**
- CNCL- 297**
- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *Development Permit (DP 20-920101) for the property at 10700 Aintree Crescent;*
  - (b) *a Development Permit (DP 21-934309) for the property at 10240 Ainsworth Crescent;*
  - (c) *a Development Permit (DP 22-015483) for the property at 3960 Chatham Street; and*
  - (d) *a Heritage Alteration Permit (HA 22-015471) for the property at 3960 Chatham Street in accordance with the Development Permit (DP 22-015483);*
- be endorsed, and the Permits so issued.*





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### PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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**CNCL-300**      Andrew Reid to **delegate** on proposed changes to the Flag Policy

18. *Motion to rise and report.*

☐

### ADJOURNMENT

☐



## Regular Council

**Monday, September 12, 2022**

Place: Council Chambers  
Richmond City Hall

Present: Mayor Malcolm D. Brodie  
Councillor Chak Au  
Councillor Carol Day  
Councillor Andy Hobbs  
Councillor Alexa Loo (by teleconference)  
Councillor Bill McNulty  
Councillor Linda McPhail (by teleconference)  
Councillor Harold Steves (by teleconference)  
Councillor Michael Wolfe (by teleconference)

Acting Corporate Officer – Matthew O'Halloran

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO.    ITEM

Mayor Brodie spoke about the passing of Her Majesty Queen Elizabeth II highlighting the Queen's accomplishments and advised that her funeral will be held on Monday, September 19, 2022.

## MINUTES

- R22/15-1    1.    It was moved and seconded  
*That:*
- (1)    *the minutes of the Regular Council meeting held on July 25, 2022, be adopted as circulated;*
  - (2)    *the minutes of the Regular Council meeting for Public Hearings held on September 6, 2022, be adopted as circulated; and*



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- (3) *the Metro Vancouver 'Board in Brief' dated July 29, 2022, be received for information.*

**CARRIED**

Discussion ensued regarding The BC Open Burning Smoke Control Regulations and Climate and Seismic Resilience Planning at Iona Island.

In response to queries from Council, staff advised that no immediate time frame has been given for the construction of the Gilbert Truck Sewer but staff would update Council with a memorandum.

**COMMITTEE OF THE WHOLE**

- R22/15-2     2. It was moved and seconded  
*That Council resolve into Committee of the Whole to hear delegations on agenda items (7:08 p.m.).*

**CARRIED**

3. Delegations from the floor on Agenda items –

Item No. 10 – Application by GBL Architects for Rezoning at 8880 Cook Road/8751 Citation Drive from the “Low Rise Apartment and Town Housing (ZLR32) – Brighthouse Village (City Centre)” Zone to the “Low Rise Rental Apartment (ZLR44) – Brighthouse Village (City Centre)” Zone

Sharon MacGougan, President, Garden City Conservation Society, referred to her submission (copy on file) and expressed her concerns regarding the loss of two wildlife trees, suggesting that mainly native trees or bird-friendly naturalized trees be used in this development.

Jerome Dickey, Richmond resident, referred to his submission (copy on file) expressing his concerns about tree retention and suggested that allowing an increase in density would create more Affordable Housing units

Deidre Whalen, Richmond resident, spoke about the need for commercial kitchens in developments to promote community.



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- R22/15-3     4.     It was moved and seconded  
                 *That Committee rise and report (7:27 p.m.).*

**CARRIED**

**CONSENT AGENDA**

- R22/15-4     5.     It was moved and seconded  
                 *That Items No. 6 and No. 8 through No. 9 be adopted by general consent.*

**CARRIED**

**6.     COMMITTEE MINUTES**

*That the minutes of:*

- (1)     the Finance Committee meeting held on September 6, 2022;*
  - (2)     the General Purposes Committee meeting held on September 6, 2022;  
                 and*
  - (3)     the Planning Committee meeting held on September 7, 2022;*
- be received for information.*

**ADOPTED ON CONSENT**

**7.     HOUSEKEEPING AMENDMENTS FOR DOG LICENCING BYLAW  
NO. 7138; ANIMAL CONTROL REGULATION BYLAW NO. 7932;  
NOTICE OF BYLAW VIOLATION DISPUTE ADJUDICATION  
BYLAW NO. 8122; CONSOLIDATED FEES BYLAW NO. 8636**

(File Ref. No. 12-8060-20-0010400; 12-8060-20-0010397; 12-8060-20-0010399; 12-8060-20-0010398)  
(REDMS No. 6902329, 6948997, 10400 6928165, 10397 6930076, 10399 6931210, 10398 6928292 )

Please see Page 5 for action on this item.





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8. **APPLICATION BY RANDY SCHUETTE AND UPDESH JOHAL FOR REZONING AT 7600 & 7620 ASH STREET FROM THE “SINGLE DETACHED (RS1/F)” ZONE TO THE “SINGLE DETACHED (RS2/E)” ZONE AND “SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)” ZONE**

(File Ref. No. 12-8060-20-0010126, RZ 2019-853820) (REDMS No. 6383850, 3218459, 6925118)

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10126, for the rezoning of 7600 & 7620 Ash Street from the “Single Detached (RS1/F)” zone to the “Single Detached (RS2/E)” zone and the “Single Detached (ZS14) – South McLennan (City Centre)” zone, be introduced and given first reading.*

**ADOPTED ON CONSENT**

9. **APPLICATION BY GROOTENDORST'S FLOWERLAND NURSERY LTD. FOR AN AGRICULTURAL LAND RESERVE NON-ADHERING RESIDENTIAL USE AT 15140 WESTMINSTER HIGHWAY**

(File Ref. No. 08-4105-20- AG 2022-007162) (REDMS No. 6940472, 6951839, 6952049)

*That the application by Grootendorst's Flowerland Nursery Ltd., for an Agricultural Land Reserve Non-Adhering Residential Use to allow an addition to an existing single-family dwelling at 15140 Westminster Highway for the purpose of accommodating accessibility features, be forwarded to the Agricultural Land Commission.*

**ADOPTED ON CONSENT**

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

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**7. HOUSEKEEPING AMENDMENTS FOR DOG LICENCING BYLAW NO. 7138; ANIMAL CONTROL REGULATION BYLAW NO. 7932; NOTICE OF BYLAW VIOLATION DISPUTE ADJUDICATION BYLAW NO. 8122; CONSOLIDATED FEES BYLAW NO. 8636**

(File Ref. No. 12-8060-20-0010400; 12-8060-20-0010397; 12-8060-20-0010399; 12-8060-20-0010398)  
(REDMS No. 6902329, 6948997, 6928165, 6930076, 6931210, 6928292)

Discussion ensued regarding offering discounts to senior's for dog licencing and extending the time frame to the full year for senior's to apply for the 50 percent discount.

In response to queries from Council, staff advised that the potential loss in revenue for extending the time for the discount can be absorbed and the current proposal is to have fees more transparent and equitable for all responsible dog owners regardless of age.

R22/15-5

It was moved and seconded

*That the staff report titled Housekeeping Amendments For Dog Licencing Bylaw No. 7138; Animal Control Regulation Bylaw No. 7932; Notice Of Bylaw Violation Dispute Adjudication Bylaw No. 8122; Consolidated Fees Bylaw No. 8636 by the General Manager, Community Safety be referred back to staff to examine the possibility and amount of a Senior's Discount and the time frame for payment.*

**CARRIED**

Opposed: Cllrs. Hobbs

Loo

McPhail

Steves



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**NON-CONSENT AGENDA ITEMS**

10. **APPLICATION BY GBL ARCHITECTS FOR REZONING AT 8880 COOK ROAD/8751 CITATION DRIVE FROM THE “LOW RISE APARTMENT AND TOWN HOUSING (ZLR32) – BRIGHOUSE VILLAGE (CITY CENTRE)” ZONE TO THE “LOW RISE RENTAL APARTMENT (ZLR44) – BRIGHOUSE VILLAGE (CITY CENTRE)” ZONE**

(File Ref. No. 12-8060-20-010395; 12-8060-20-010396, RZ 21-932698) (REDMS No. 6916478, 6954694, 6958556, 6958584)

R22/15-6

It was moved and seconded

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 10395, to amend Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), to permit alternate housing forms (i.e. other than high-density townhouses), on a site-specific basis for rezoning applications that provide additional affordable housing and/or market rental housing to address community need, be introduced and given first reading;*
- (2) *That Bylaw 10395, 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;*
- (3) *That Bylaw 10395, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10396 to:*
  - (a) *Discharge “Land Use Contract (LUC 025)”, entered into pursuant to “Imperial Ventures Ltd. Land Use Contract Bylaw No. 3108 (RD19308)”, from the Title of 8880 Cook Road/8751 Citation Drive;*
  - (b) *Amend the “Low Rise Apartment and Town Housing (ZLR32) – Brighthouse Village (City Centre)” zone to remove all references*





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*to 8880 Cook Road/8751 Citation Drive;*

- (c) *Create the “Low Rise Rental Apartment (ZLR44) – Brighthouse Village (City Centre)” zone, and rezone 8880 Cook Road/8751 Citation Drive from the “Low Rise Apartment and Town Housing (ZLR32) – Brighthouse Village (City Centre)” zone to “Low Rise Rental Apartment (ZLR44) – Brighthouse Village (City Centre)” zone;*

*be introduced and given first reading.*

The question on the motion was not called as discussion ensued regarding (i) the proposed development exceeding current city policy expectations, (ii) the possibility of adding a Community kitchen to this development could be discussed at Development Permit stage, (iii) the units cannot be individually strata titled, (iv) safety concerns regarding an open area public space, (v) retention of trees, (vi) need for more moderate income rental units, (vii) need for educating the public on the language used for affordable housing, (viii) and the proposed six-storey wood frame building form is the most cost effective and balances the economic viability of the rental project with costlier forms of construction.

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

R22/15-7

It was moved and seconded

*That staff report “Application By GBL Architects For Rezoning At 8880 Cook Road/8751 Citation Drive From The “Low Rise Apartment And Town Housing (Zlr32) – Brighthouse Village (City Centre)” Zone To The “Low Rise Rental Apartment (Zlr44) – Brighthouse Village (City Centre)” Zone” by the Director of Development be referred back to staff to examine how to create more affordable housing units, how to preserve the two significant trees and how to utilize the roof in a better way.*

**DEFEATED**

Opposed: Mayor Brodie

Cllrs: Au

Hobbs

Loo

McPhail

The question on the main motion was called and **CARRIED** with Cllrs. Day, Steves and Wolfe opposed.

7.





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**BYLAWS FOR ADOPTION**

R22/15-8

It was moved and seconded

*That the following bylaw be adopted:*

*Road Closure and Removal of Road Dedication Bylaw 9169 be adopted.*

**CARRIED**

In accordance with Section 100 of the Community Charter, Councillor Linda McPhail declared to be in a conflict of interest, as her husband is the applicant of the rezoning application associated to this road closure application, and left the meeting at 8:27 p.m.

R22/15-9

It was moved and seconded

*That Road Closure and Removal of Road Dedication Bylaw No. 10382 be adopted.*

**CARRIED**

Opposed: Cllrs. Day  
Wolfe

Councillor McPhail returned to the meeting – 8:28 p.m.

R22/15-10

It was moved and seconded

*That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9960 be adopted.*

**CARRIED**

R22/15-11

It was moved and seconded

*That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No.10195 be adopted*

**CARRIED**

Opposed: Cllrs. Day  
Wolfe

R22/15-12

It was moved and seconded



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*That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10197 be adopted.*

**CARRIED**  
Opposed: Cllrs. Day  
Wolfe

**DEVELOPMENT PERMIT PANEL**

- R22/15-13 11. It was moved and seconded
- (1) *That the minutes of the Development Permit Panel meeting held on July 27, 2022 and the Chair's report for the Development Permit Panel meetings held on June 24, 2020 and May 27, 2021 and January 12, 2022, be received for information.*
  - (2) *That the recommendations of the Panel to authorize the issuance of:*
    - (a) *a Development Permit (DP 19-858597) for the property located at 9820 Alberta Road;*
    - (b) *a Development Permit (DP 20-899883) for the property located at 3640 No. 4 Road; and*
    - (c) *a Development Permit (DP 20-910008) for the property located at 10431 No. 5 Road**be endorsed, and the Permits so issued.*

**CARRIED**

**ADJOURNMENT**

- R22/15-14 It was moved and seconded  
*That the meeting adjourn (8:30 p.m.).*

**CARRIED**



**City of  
Richmond**

**Minutes**

**Regular Council  
Monday, September 12, 2022**

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, September 12, 2022.

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Mayor (Malcolm D. Brodie)

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Acting Corporate Officer  
(Matthew O'Halloran)



## General Purposes Committee

Date: Tuesday, September 20, 2022

Place: Council Chambers  
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair  
Councillor Chak Au  
Councillor Carol Day (arrived by teleconference at 3:13 p.m.)  
Councillor Andy Hobbs  
Councillor Alexa Loo  
Councillor Bill McNulty  
Councillor Linda McPhail (by teleconference)  
Councillor Harold Steves (by teleconference)  
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 3:02 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on September 6, 2022, be adopted as circulated.*

**CARRIED**

### ENGINEERING AND PUBLIC WORKS DIVISION

1. **UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND: 2022  
DISASTER RISK REDUCTION - CLIMATE ADAPTION GRANT  
APPLICATION**

(File Ref. No. 10-6060-01) (REDMS No. 6960040)

A brief discussion ensued with respect to the funding timeline and distribution.

**General Purposes Committee**  
**Tuesday, September 20, 2022**

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It was moved and seconded

- (1) *That the application to the Community Emergency Preparedness Fund, Disaster Risk Reduction - Climate Adaptation funding stream as outlined in the staff report titled "UBCM Community Emergency Preparedness Fund: 2022 Disaster Risk Reduction - Climate Adaption Grant Application" dated August 19, 2022 from the Director, Engineering be endorsed; and*
- (2) *That should the funding application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute funding agreements with UBCM for the above mentioned projects and that the Consolidated 5 Year Financial Plan (2022-2026) be amended accordingly.*

**CARRIED**

## COMMUNITY SAFETY DIVISION

**2. APPLICATION TO AMEND FOOD PRIMARY LIQUOR LICENCE # 310543 - HEYJO MUSIC BAR LTD., DBA: HEYJO MUSIC BBQ BAR AT 155 - 8291 ALEXANDRA ROAD**

(File Ref. No. 12-8275-30-001) (REDMS No. 6956737)

Discussion ensued regarding Richmond Zoning Bylaw 8500 as it relates to the application.

It was moved and seconded

- (1) *That the application from Heyjo Music Bar Ltd., doing business as Heyjo Music BBQ Bar, for an amendment to Food Primary Licence #310543, requesting an increase to their hours of liquor service from Sunday to Saturday, 9:00 a.m. to Midnight, to Sunday to Saturday, 9:00 a.m. to 2:00 a.m., be supported, and:*
  - (a) *Total person capacity currently set at 150 occupants will not change; and*
- (2) *That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A (Attachment 1), advising that Council recommends the approval of the licence amendment for the reasons that this amendment has been determined, following public consultation, to be acceptable in the area and community.*

**CARRIED**

**General Purposes Committee**  
**Tuesday, September 20, 2022**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (3:09 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the meeting of the General  
Purposes Committee of the Council of the  
City of Richmond held on Tuesday,  
September 20, 2022.

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Mayor Malcolm D. Brodie  
Chair

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Lorraine Anderson  
Legislative Services Associate



# City of Richmond

## Report to Committee

**To:** General Purposes Committee  
**From:** Milton Chan, P.Eng.  
Director, Engineering  
**Date:** August 19, 2022  
**File:** 10-6060-01/2022-Vol  
01  
**Re:** **UBCM Community Emergency Preparedness Fund: 2022 Disaster Risk  
Reduction – Climate Adaption Grant Application**

### Staff Recommendation

1. That the application to the Community Emergency Preparedness Fund, Disaster Risk Reduction – Climate Adaptation funding stream as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2022 Disaster Risk Reduction – Climate Adaption Grant Application” dated August 19, 2022 from the Director, Engineering be endorsed; and
2. That should the funding application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute funding agreements with UBCM for the above mentioned projects and that the Consolidated 5 Year Financial Plan (2022-2026) be amended accordingly.

Milton Chan, P.Eng.  
Director, Engineering  
(604-276-4377)

REPORT CONCURRENCE		
<b>ROUTED TO:</b> Intergovernmental Relations Finance Public Works	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 



## Staff Report

### Origin

The Community Emergency Preparedness Fund (CEPF) is a suite of funding programs intended to enhance the resilience of communities in responding to emergencies. The Disaster Risk Reduction – Climate Adaptation funding stream through CEPF is currently accepting applications until September 30, 2022 for projects that are aimed at reducing risk from future disasters due to natural hazards and climate-related risks. This report responds to this grant opportunity.

This grant application requires a Council resolution indicating support for the proposed projects, as well as willingness to provide overall grant management. The purpose of this report is to seek Council approval to submit a grant application to the 2022 UBCM Disaster Risk Reduction – Climate Adaptation funding stream.

This report supports the following strategies within Council's Strategic Plan 2018-2022:

Strategy #1 A Safe and Resilient City:

*Enhance and protect the safety and well-being of Richmond.*

*1.2 Future-proof and maintain city infrastructure to keep the community safe.*

Strategy #5 Sound Financial Management:

*Accountable, transparent, and responsible financial management that supports the needs of the community into the future.*

*5.1 Maintain a strong and robust financial position.*

*5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

### Analysis

Richmond is situated approximately 1.0 meter above sea level and flood protection is integral to protecting the health, safety and economic viability of the City. Richmond is protected from flooding by an extensive network of drainage and diking infrastructure, with a replacement value (2022 dollars) of \$2.2B. The City's Flood Protection Management Strategy and Dike Master Plans are the guiding framework for continual upgrades and improvements to address climate change induced sea level rise. At the April 12, 2021 Regular Council meeting, Council endorsed a target annual revenue level of \$30 million by 2031 in order to support a 50 year implementation period for an accelerated flood protection program for upgrading the City's flood protection. The Flood Protection Management Strategy identifies senior government partnerships as a top priority.



### Community Emergency Preparedness Fund

Funding for the CEPF is provided by the Province of BC and is administered by the Union of BC Municipalities (UBCM). The Disaster Risk Reduction – Climate Adaptation (DRR-CA) funding stream is a part of the CEPF and is intended to support communities in reducing risk from future disasters due to natural hazards and climate-related risks. Funding for the DRR-CA is divided into three categories. Staff have identified projects that would be appropriate for each category, as summarized in Table 1. The DRR-CA funding stream can contribute 100% of the cost of eligible activities to a maximum amount. Projects must be completed within two years of notification of funding approval to be eligible for grant funding.

Table 1 – Proposed Projects for DRR-CA Application

<b>Funding Category</b>	<b>Grant Maximum</b>	<b>Proposed Project</b>
Category 1: Foundational Activities (risk mapping, risk assessments, planning)	\$150,000	Flood Risk Hydrodynamic Modelling
Category 2: Non-structural activities	\$150,000	Flood Protection System Emergency Reconstruction Strategy
Category 3: Small scale structural activities	\$2 million	Drainage Pump Station Climate Adaptation and Resilience Upgrades

The Flood Risk Hydrodynamic Modelling project is an action identified by the City's Flood Protection Management Strategy to help assess flood risks and impacts within the City and to inform needs around updating the City's policies on flood construction levels.

The City's Flood Protection Management Strategy identifies a combined frequency approach for determining earthquake and flood risk levels for the City's dikes. This is in alignment with the Seismic Assessment and Seismic Design of Dikes in British Columbia, which was published by the Engineers and Geoscientists BC in 2021. The Flood Protection System Emergency Reconstruction Strategy supports the City's strategic approach towards seismic flood hazard management.

The Drainage Pump Station Climate Adaptation and Resilience Upgrades involves increasing the capacity of select drainage pump stations throughout the City to meet increasing demands from climate change, and installing generators to improve the drainage system's resilience in an emergency.

The deadline for applications is September 30, 2022. The application guidelines require a Council resolution supporting any submissions for funding under this program. Staff are requesting Council's endorsement of the submission of the above proposed projects.

### **Financial Impact**

The Flood Risk Hydrodynamic Modelling and Flood Protection System Emergency Reconstruction Strategy projects have funding in place through an existing approved 2022 capital projects. Should the City be successful with these grant applications, these funds will be used to offset the previously approved City funding. Should the Drainage Pump Station Climate Adaptation and Resilience Upgrades project application be successful, a capital project will be created based on the approved grant amount.

Should the City be successful with the grant applications, the Consolidated 5 Year Financial Plan (2022-2026) will be amended accordingly.

### **Conclusion**

Grant funding opportunities are available through the CEPF to support municipalities and communities in reducing risk from future disasters due to natural hazards and climate-related risks. Staff recommend that applications be submitted for the Flood Risk Hydrodynamic Modelling, Flood Protection System Reconstruction Strategy, and Drainage Pump Station Climate Adaptation and Resilience Upgrades projects. These projects align with the grant program guidelines and supports the City's Flood Protection Management Strategy.



FOR Jason Ho, P.Eng.  
Manager, Engineering Planning  
(604-244-1281)



Beata Ng, P.Eng.  
Project Manager  
(604-204-8674)



# City of Richmond

## Report to Committee

**To:** General Purposes Committee  
**From:** Mark Corrado  
Director, Community Bylaws and Licencing  
**Date:** August 10, 2022  
**File:** 12-8275-30-001/2022-Vol 01  
**Re:** **Application To Amend Food Primary Liquor Licence # 310543 - Heyjo Music Bar Ltd., DBA: Heyjo Music BBQ Bar at 155 - 8291 Alexandra Road**

### Staff Recommendation

1. That the application from Heyjo Music Bar Ltd., doing business as Heyjo Music BBQ Bar, for an amendment to Food Primary Licence #310543, requesting an increase to their hours of liquor service from Sunday to Saturday, 9:00 a.m. to Midnight, to Sunday to Saturday, 9:00 a.m. to 2:00 a.m., be supported, and:
  - a) Total person capacity currently set at 150 occupants will not change; and
2. That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A (Attachment 1), advising that Council recommends the approval of the licence amendment for the reasons that this amendment has been determined, following public consultation, to be acceptable in the area and community.

Mark Corrado  
Director, Community Bylaws and Licencing  
(604-204-8673)

Att. 3

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

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

This report deals with an application to the LCRB and the City of Richmond by Heyjo Music Bar Ltd., doing business as Heyjo Music BBQ Bar, (hereinafter referred to as “Heyjo”) for an amendment to the Food Primary Liquor Licence #310543, proposing an increase to liquor service hours from 9:00 a.m. to Midnight, Sunday to Saturday, to proposed hours of 9:00 a.m. to 2:00 a.m. Sunday to Saturday. There is no increase proposed to the total person capacity, which will remain the same at 150 occupants.

The City of Richmond is given the opportunity to provide written comments by way of a resolution to the LCRB with respect to the liquor licence amendment application for an amendment to the Food Primary Liquor Licence. The process requires the local government to provide comments with respect to the following criteria:

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

This report supports Council’s Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

*Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.*

### Analysis

Heyjo is situated at 8291 Alexandra Road, Unit 155. The property is zoned Auto-Oriented Commercial (CA) – this zone provides for a mix of commercial and related uses oriented to vehicular access. This noted property has seventeen various types of businesses providing permitted uses such as professional or personal services, retail trading and five restaurants. The operator took over the premises that had a similar business in May 2022.

The applicant’s request for an increase in later service hours is to better serve their clients and the community. This would add greater flexibility to the venue and provide a more equitable opportunity to better serve the public in competing with other food venues in the area who have already received the later service hours.

Impact of Noise on the Community

As residential use is not permitted in this zone, there will not be any noise impact to adjacent residents. The extended hours of liquor service under the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to its primary purpose as a food primary establishment.

Impact on the Community

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

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*; must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
  - (i) type of licence or amendment application;
  - (ii) proposed person capacity;
  - (iii) type of entertainment (if application is for patron participation entertainment); and
  - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage was posted on July 7, 2022 and three advertisements were published in the Richmond News newspaper on July 7, 2022, July 14, 2022 and July 21, 2022.

In addition to the advertised signage and public notice requirements, staff sent letters to businesses, residents and property owners within a 50 meter radius of the establishment. On July 7, 2022, 75 letters were sent to residents, businesses and property owners. The letter provided information on the proposed liquor licence amendment application and contained instructions to comment on the application. The period for commenting for all public notifications ended August 8, 2022.

As a result of the community consultation process described, the City has not received any responses opposed to this application.

### Other Agency Comments

As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Building Approvals Department and the Business Licence Department. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises. No concerns were raised or comments provided by Building Approvals Department. Comments made by Richmond Fire-Rescue noted a few minor deficiencies, which the operator is addressing; however, nothing that would hold up the amendment on their license. There were comments provided of no concern from Vancouver Coastal Health and Richmond RCMP.

### **Financial Impact**

None.

### **Conclusion**

The results of the community consultation process for Heyjo's application for extended service hours was reviewed based on the LCRB criteria. The analysis concluded there should be no noticeable potential impact from noise, no significant impact to the community and no comments or ongoing concerns were raised from the regulatory agencies. Based on the culmination of these factors, the application to amend the Food Primary Licence with no change to person capacity, is recommended.



Victor Duarte  
Supervisor, Business Licences  
(604-276-4389)



Brock Simonson  
Licence Inspector  
(604-276-4155)

MC:bs

- Att. 1: Appendix A  
2: Letter of Intent  
3: Aerial Map with 50 Metre buffer area

## Appendix A

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**Re: Application to Amend Food Primary Liquor Licence # 310543 - Extended Service Hours – Heyjo Music Bar Ltd., DBA: Heyjo Music BBQ Bar at 155 – 8291 Alexandra Rd., Richmond B.C.**

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1. That the application from Heyjo Music Bar Ltd., DBA: Heyjo Music BBQ Bar, operating at, 155 - 8291 Alexandra Rd., requesting an increase to hours of liquor service to the Food Primary Liquor Licence # 310543, be supported for:
  - a) A permanent change to hours of liquor service;
    - i) **From**, Sunday to Saturday, 9:00 AM to Midnight,
    - ii) **To**, Sunday to Saturday, 9:00 AM to 2:00 AM;
  - b) Total person capacity will remain the same at 150 persons;
2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that Council supports the amendment for a permanent change to hours of liquor service to the Food Primary Liquor Licence # 310543, with the hours as listed above, and;
3. Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licencing Regulations) are as follows:
  - a) The impact of additional noise and traffic in the area of the establishment was considered;
  - b) The potential impact on the community was assessed through a community consultation process; and
  - c) Given that there has been no incidents of non-compliance with the business, the amendment to change hours of liquor service to the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to its primary purpose;
  - d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:
    - i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
    - ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided

information on the application with instructions on how to submit comments and concerns.

- e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:
  - i) The community consultation process was completed within 90 days of the application process; and
  - ii) The community consultation process generated no comments opposed to this application.
- f) Council recommends the approval of the amendment to the Food Primary Liquor Licence with extended hours of liquor service to 9:00 AM to 2 AM, Sunday to Saturday, for reasons that the addition of the extended hours proposed is acceptable to the majority of the residents, businesses and property owners in the area and the community.



## Attachment 2

Dear Sir/Madam,

This is the letter to explain the reason why we want to extend the hours of business.

First of all, since the covid-19 have gradually past, more and more people are willing to dine out and gather with friends. So, since we opened, we receive some customer' s walk-in and phone call request because they want to reserve a table after 10:30, but we have to refuse the reservation because our liquor license only valid until 12:00pm.

Secondly, our restaurant only open after 5pm, because BBQ skewers is more suitable for dinner time even after dinner for their "night meal" .

So we wish to extend our liquor license hour to 2am, so we can provide longer business hours for our customers.

## 155-8291 Alexandra Rd



8/10/2022, 10:57:32 AM

## Lines

— Override 1

## Points

○ Override 1

○ Points

## Areas

— Override 1

Select properties based on spatial relation to a layer \_Query result

155 - 8291 Alexandra Rd

City Hall

Street Names

Property (black line)

Strata

Air Parcels

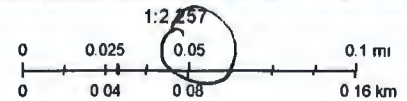
Property Address

Safety Hazard Areas

Red Band\_1

Green Band\_2

Blue Band\_3





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

**Date:** September 6, 2022  
**File:** RZ 19-864731

**Re:** Application by Pacific Land Group for Rezoning at 9100 Cambie Road from the "Gas & Service Stations (CG2)" Zone to the "Gas Station Commercial (ZC50) – West Cambie" Zone

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10414, to create the "Gas Station Commercial (ZC50) – West Cambie" zone, and to rezone 9100 Cambie Road from "Gas & Service Stations (CG2)" to "Gas Station Commercial (ZC50) – West Cambie", be introduced and given first reading.

Wayne Craig  
Director, Development

WC:sds  
Att. 5

**REPORT CONCURRENCE**

**CONCURRENCE OF GENERAL MANAGER**

## **Staff Report**

### **Origin**

Pacific Land Group, on behalf of Parkland Fuel Corporation, has applied to the City of Richmond for permission to rezone the property at 9100 Cambie Road from the “Gas & Service Stations (CG2)” zone to a new site-specific zone, “Gas Station Commercial (ZC50) – West Cambie”, in order to permit a gas station, convenience store and restaurant. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by a gas station and convenience store. The existing gas station is proposed to remain and the existing building containing the convenience store and service area (no longer in use) is proposed to be demolished and replaced by a new building with a convenience store and restaurant. Should the rezoning proceed a Development Permit application will be required.

### **Project Description**

The proposal includes the development of a one-storey building with a total floor area of 303.3 m<sup>2</sup> (3,265 ft<sup>2</sup>) to accommodate a convenience store (approximately 186.2 m<sup>2</sup> (2,004 ft<sup>2</sup>)) and a restaurant (approximately 117.1 m<sup>2</sup> (1,261 ft<sup>2</sup>)). The existing gas station is proposed to remain. The conceptual development plans of the proposed development are provided in Attachment 2.

### **Findings of Fact**

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

### **Surrounding Development**

- To the North: Across Cambie Road, townhouses on a property zoned “Low Density Townhouses (RTL1)” with a rear yard interface to the subject site and accessed from the internal road network (Cunningham Drive).
- To the South & East: Single-family dwellings on properties zoned “Single Detached (RS1/F)” designated for “Mixed Use (MU)” in the Official Community Plan (OCP) and “Mixed Use Employment – Residential” in the West Cambie Area Plan.
- To the West: Across Garden City Road, a vacant property zoned “Auto-Oriented Commercial (CA)”, with an active rezoning application to develop a six storey mixed use building for commercial and industrial uses (RZ 21-939474), currently under review.

### **Related Policies & Studies**

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

The Official Community Plan (OCP) land use designation for the subject site is “Mixed Use (MU)”, which provides for residential, commercial, industrial, office and institutional uses. The West Cambie Area Plan land use designation for the subject site is “Mixed Use Employment –

Residential”. The West Cambie Area Plan also specifically identifies the southeast corner of Garden City Road and Cambie Road (subject site) as retail and retail services commercial (small floor plate only including service station and neighbourhood commercial). The West Cambie Area Plan also notes that most existing sites are expected to be redeveloped for new land uses, other than the Tomsett Elementary School, local convenience commercial and gas station uses. The development proposal is consistent with these designations.

#### Aircraft Noise Sensitive Development Policy

The subject property is located within the Aircraft Noise Sensitive Development (ANSND) Policy Area 2. Although a new noise sensitive land use is not proposed as part of this rezoning, registration of an aircraft noise indemnity covenant on Title is required prior to final adoption of the rezoning bylaw to advise future potential purchasers of the property.

#### Land Use Noise Management

The subject property is located within 30 m of existing residential uses. Registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw indicating the requirement to mitigate unwanted noise and demonstrate that the building envelope is designed according to the following:

- Avoid noise generated by the internal use from penetrating into residential areas that exceed noise allowed in the City’s Noise Bylaw 8856; and
- Comply with the City’s Noise Bylaw for noise generated from rooftop HVAC and other mechanical units.

At the Development Permit stage, the applicant is required to submit an Acoustical Report from an acoustical consultant to demonstrate how the proposed convenience store and restaurant operations, including sound generated by exhaust fans, HVAC systems and all other mechanical equipment on-site, complies with the maximum permitted levels under the City’s Noise Bylaw 8856.

#### Ministry of Transportation & Infrastructure Approval

As the subject property is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI). Confirmation has been received from MOTI indicating that no objections to the proposed redevelopment and that preliminary approval has been granted for a period of one year. Final approval from MOTI is required prior to final adoption of the rezoning bylaw.

#### Ministry of Environment and Climate Change Strategy Approval

Provincial Ministry of Environment and Climate Change Strategy (MECCS) Certificate of Compliance or alternative approval to proceed granted from MECCS regarding potential site contamination issues is required prior to final adoption of the rezoning bylaw.

In addition, submission of sufficient information and/or assurances satisfactory to the City in its sole discretion to support the City's acceptance of the land or road to be dedicated to the City, including submission of one or more of the following:

- a) a contaminated sites legal instrument (i.e., Certificate of Compliance or Final Site Determination) confirming no contamination in the land or road to be dedicated to the City; and/or
- b) evidence satisfactory to the City, in its sole discretion, that the land or road to be dedicated to the City are in a satisfactory state from an environmental perspective (no contamination).

#### 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**

##### Proposed Land Use and Site Specific Zone

The purpose of the rezoning application to a site-specific zone is to allow a larger convenience store and restaurant. The site is currently zoned "Gas & Service Stations (CG2)", which allows a gas station and limited retail convenience area (15 m<sup>2</sup>), and does not permit a restaurant. The new site-specific zone would allow the following:

- Continue operation of the gas station as a primary use;
- Retail convenience as a secondary use and limited to a maximum floor area of 187.0 m<sup>2</sup>; and
- Permit a restaurant as a secondary use and limited to a maximum floor area of 118.0 m<sup>2</sup>.

The applicant has provided a market analysis of the surrounding area, which identified demand for this type of retail and quick-service restaurant. Locating a convenience store and food establishment in the proposed location would also provide an amenity to the surrounding area.

The remaining requirements in the new site-specific zone are based on the existing “Gas & Service Stations (CG2)” zone, including permitted density, lot coverage, setbacks and height, except for a reduced minimum exterior yard (Cambie Road) setback for buildings, from 12.0 m to 3.0 m, to encourage the building to be located along the street. In addition, for commercial sites, the portion of the lot within 3.0 m of a property line abutting a road shall be landscaped, as per Zoning Bylaw 8500. Due to the required road dedication, vehicle maneuvering area, and existing gas station pump islands, a 3.0 m wide landscaped area will not be possible along the entire new property line abutting Cambie Road. Staff have worked with the applicant to maximize the landscaping on-site, while maintaining required road dedication, vehicle maneuvering area, and existing gas station pump islands. In addition, the required off-site frontage improvements will ensure a grassed/treed boulevard along Cambie Road. Landscaping and screening on-site will be further reviewed and specified as part of the Development Permit process.

### Site Planning

The proposed development involves the construction of a one-storey building of approximately 303.3 m<sup>2</sup> in area to accommodate a convenience store (approximately 186.2 m<sup>2</sup> in floor area) and a restaurant (approximately 117.2 m<sup>2</sup>). The building is proposed to be located in the eastern portion of the site, replacing the existing convenience store/service station building (approximately 215 m<sup>2</sup> (2,324 ft<sup>2</sup>) in floor area). The existing gas station is proposed to remain.

Required off-street parking and bicycle parking is accommodated on-site consistent with Zoning Bylaw 8500. Pedestrian access in the form of a 1.5 m wide pathway is proposed to be provided from both street frontages (Cambie Road and Garden City Road).

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process.

### Existing Legal Encumbrances

An existing restrictive covenant is registered on the property (Document BV181595), which requires that the sewage holding tank system on-site is pumped out regularly and maintained, at the property owner's cost. The required Servicing Agreement associated with the rezoning application requires that the site be connected to the City's sanitary sewer system. As a condition of rezoning approval, the restrictive covenant will be discharged as the sewerage holding tank system will no longer be utilized.

### Transportation and Site Access

The subject site is currently accessed from four existing driveways, two on Garden City Road and two on Cambie Road. Closure of one driveway on each of Garden City Road and Cambie Road (located closest to the intersection) is required. Vehicular access to the subject site is to be provided from the remaining existing driveway crossings on Garden City Road and Cambie Road (located furthest from the intersection). Both driveways will accommodate right-in/right-out traffic movement only (i.e., no left in/left out movements permitted) with the raised medians

along Garden City Road (existing) and Cambie Road (to be constructed as part of this development).

Prior to final adoption of the rezoning bylaw, the applicant is required to provide the following road dedication to accommodate a road cross-section to City standard:

- Cambie Road: 2.25 m wide road dedication;
- Garden City Road: 2.25 m wide road dedication; and
- 4 m by 4 m corner cut on the southeast corner of Cambie Road and Garden City Road, measured from the new property lines.

The proposal meets the minimum vehicle and bicycle parking spaces as per Zoning Bylaw 8500. A Traffic Impact Assessment (TIA) by a professional traffic consultant was submitted as part of the application to review the impact of the proposal to the surrounding road network (including any recommended transportation related works). Transportation Staff concur with the TIA findings confirming that the existing road network can accommodate the proposal with minimal impacts. No additional roadway, access or traffic control mitigation measures are recommended.

#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 18 bylaw-sized trees (tag# 1-16, 18-19) on the subject property and 19 trees on neighbouring properties (tag# 20-38).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 4), conducted an on-site visual tree assessment and provides the following comments:

- 18 trees (tag# 1-16, 18-19) located on-site along the south property line are a row of mixed species in poor condition. These trees are co-dominant and have been previously topped which does not make them good candidates for retention. The trees are also in conflict with the proposed on-site pedestrian pathway that will provide a connection from the City sidewalk on Garden City Road to the proposed building. Remove and replace.
- 16 trees located on the neighbouring property to the east (tag# 23-38) are identified to be retained and protected with Arborist supervision. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- 3 trees (tag# 20-22) located on the neighbouring property to the south are in good condition and are identified to be to be retained and protected with Arborist supervision. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.

#### *Tree Replacement*

The applicant wishes to remove 18 on-site trees (tag# 1-16, 18-19). The 2:1 replacement ratio would require a total of 36 replacement trees to be planted and maintained on-site. Based on the



submitted preliminary Landscape Plan, the applicant is proposing to plant 14 trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
14	8 cm	4 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$16,500 (\$750/tree) to the City's Tree Compensation Fund in lieu of the remaining 22 trees that cannot be accommodated on the subject property after redevelopment.

### *Tree Protection*

19 trees (tag# 20-38) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained (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 tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing building 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.

### Sustainability

The applicant has committed to design the subject development to meet the City's Step Code requirements (Step 3). Details on how the development will be built and maintained to the City's Step Code requirements will be reviewed at Building Permit stage. The site is not located within the Alexandra District Energy Utility (ADEU) service area and is therefore not required to connect.

The proposal also includes two EV parking spaces (12.5% of the required parking spaces) equipped with an electric vehicle charging station (ability to charge two vehicles at the same time). A legal agreement to ensure the proposed EV parking spaces and charging station are provided will be required prior to adoption of the rezoning bylaw.

### West Cambie Area Plan Contributions

As per the West Cambie Area Plan, the following contributions are required to be made to the City prior to adoption of the rezoning bylaw:

- Childcare contribution of \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to the City childcare reserve fund.
- West Cambie Area Plan Beautification (Park, Pathway & Facility Development) contribution of \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to assist in paying for City beautification works in West Cambie.
- West Cambie Area Planning Costs contribution of \$0.08/ft. of proposed total floor area (e.g. \$261.20) to assist with paying for community and engineering planning costs within West Cambie.

The above amounts are based on the proposed development design with the final amounts to be based on the Development Permit plans.

#### Site Servicing and Frontage Improvements

The developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements as described in Attachment 5, prior to final adoption of the rezoning bylaw. Frontage improvements and site servicing include, but are not limited to, the following:

- Cambie Road: new curb/gutter, 1.5 m wide grassed/treed boulevard, and 2.0 m wide sidewalk, and a new 1.2 m wide raised centre median separating westbound and eastbound traffic along Cambie Road.
- Garden City Road: new curb/gutter, 1.5 m wide grassed/treed boulevard, 2.0 m wide asphalt bike path, 1.35 m wide buffer strip with pedestrian lighting, and 2.0 m wide sidewalk.
- Garden City Road/Cambie Road intersection: upgrade of existing traffic signals to accommodate required frontage improvements.
- Installation of a new watermain along Garden City Road, upgrade of existing storm sewers, and provide approximately 320 m of new sanitary sewers.

#### Development Permit Review

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design (form and character) will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with Development Permit Guidelines for commercial developments in the OCP, including review of pedestrian circulation, landscape and surface treatments, and Crime Prevention Through Environmental Design (CPTED) principals.
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Garden City Road and Cambie Road.

- Confirmation that the proposed convenience store and restaurant operations, including sound generated by exhaust fans, HVAC systems and all other mechanical equipment on-site, complies with the maximum permitted levels under the City's Noise Bylaw.
- Adequate screening of external HVAC units, tanks and vent stacks exposed to views from the street and future development to the east and south, including a variety of roof material/colour to develop visual interest.
- Review of proposed lighting on-site and on the building to limit light pollution to adjacent properties.

Additional issues may be identified as part of the Development Permit application review process.

### **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 rezoning application is to rezone the property at 9100 Cambie Road from the "Gas & Service Stations (CG2)" zone to a new site-specific zone, "Gas Station Commercial (ZC50) – West Cambie", in order to permit a gas station, convenience store and restaurant.

The rezoning application complies with the land use designation and applicable policies contained within the OCP and West Cambie Area Plan for the subject site. Further review of the project design will be completed as part of the Development Permit application process.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10414 be introduced and given first reading.



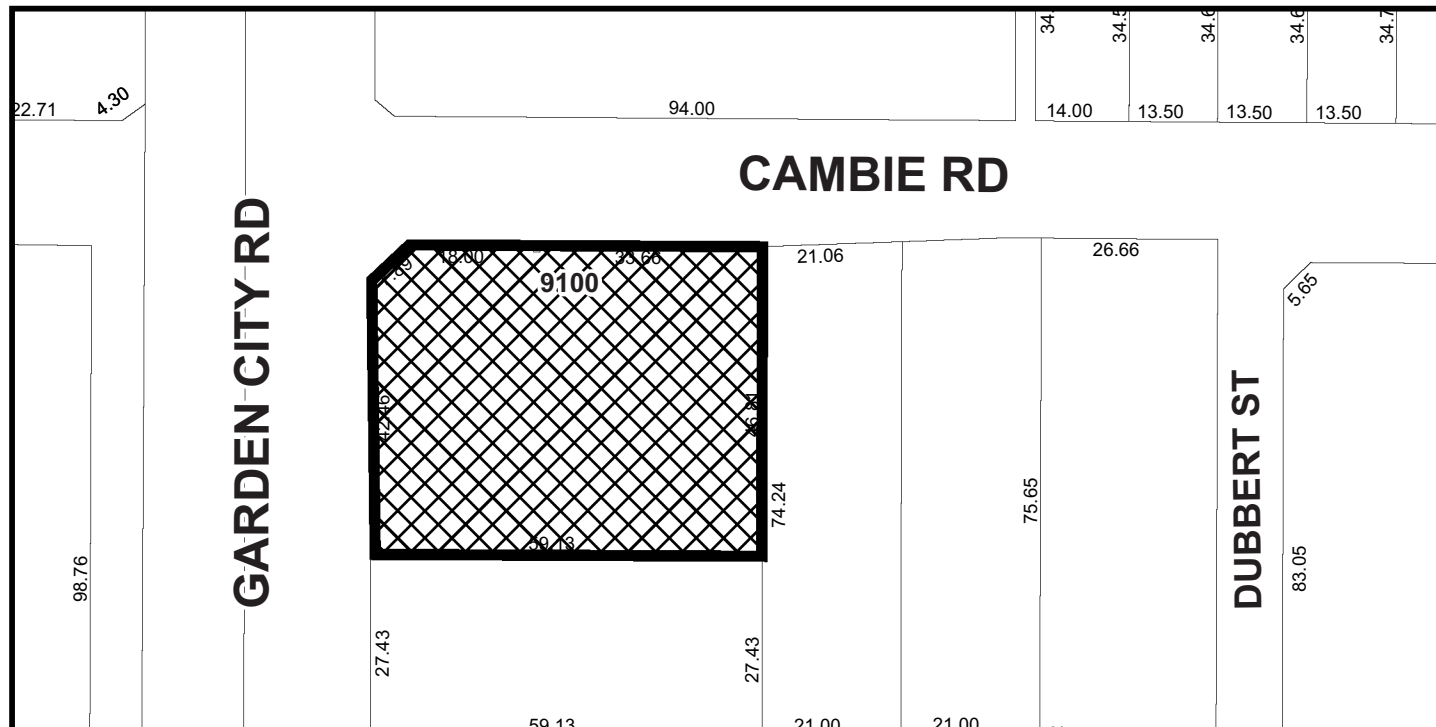
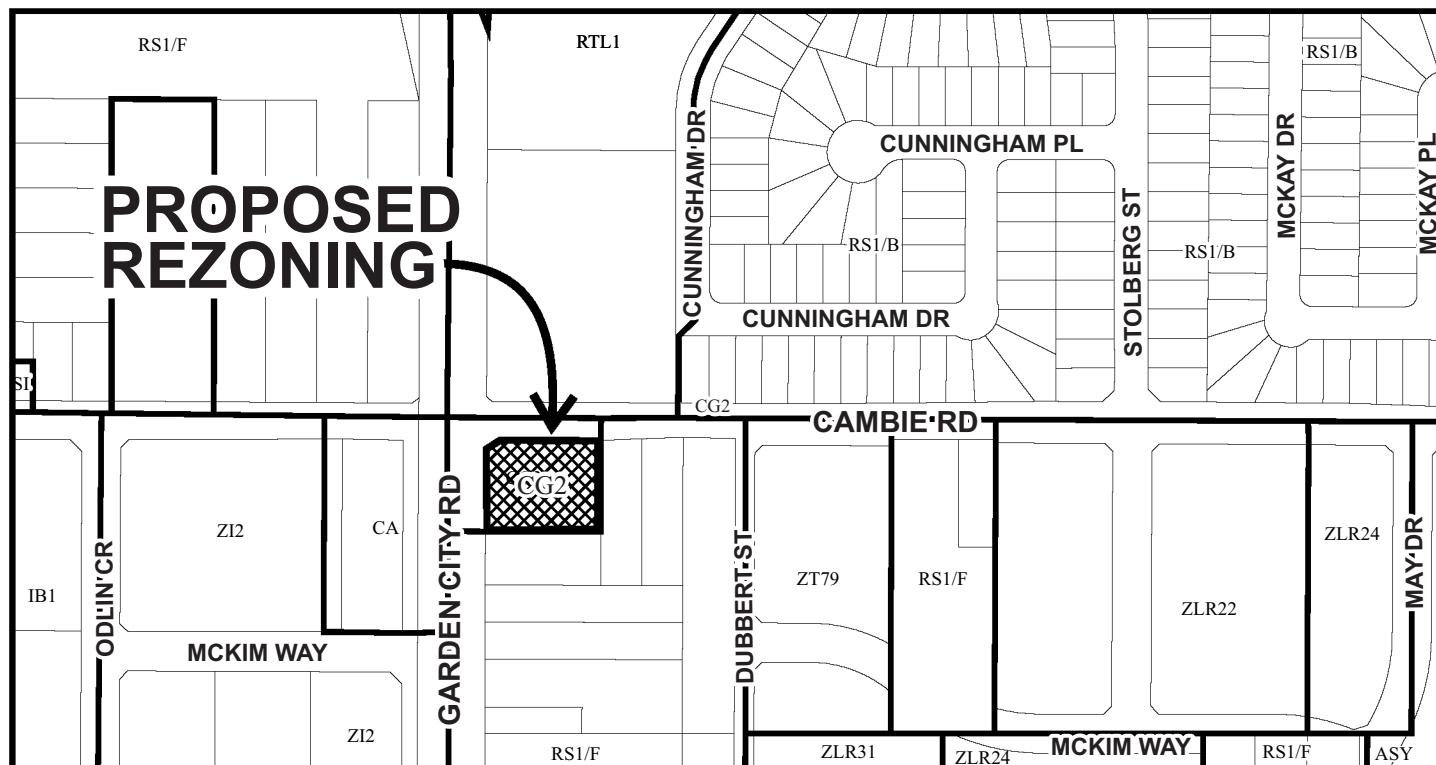
Steven De Sousa  
Planner 2

SDS:cas

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Management Plan
- Attachment 5: Rezoning Considerations



# City of Richmond



## RZ 19-864731

Original Date: 07/16/19

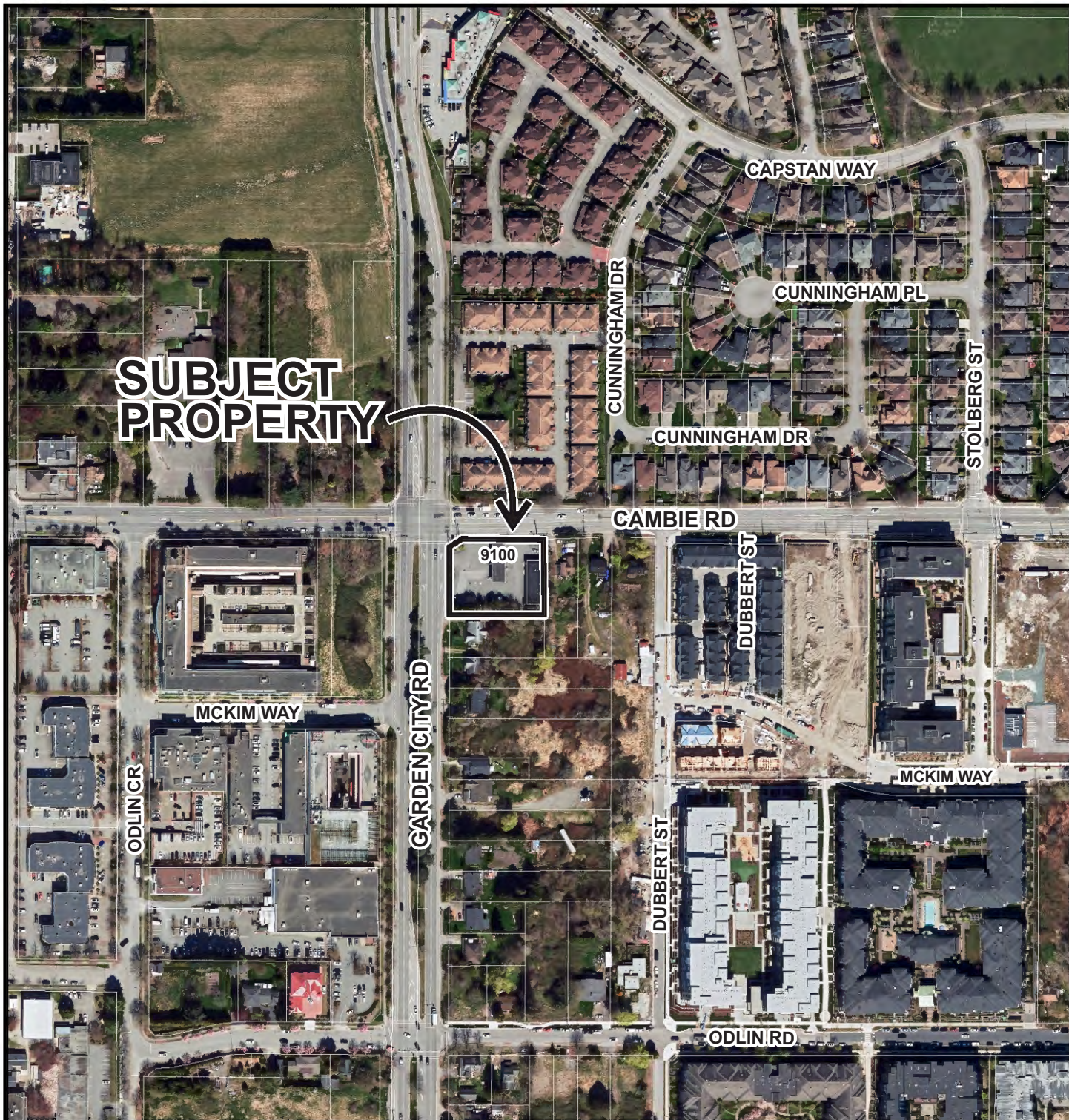
Revision Date: 08/25/22

Note: Dimensions are in METRES





City of  
Richmond



RZ 19-864731

Original Date: 07/16/19

Revision Date: 08/25/22

Note: Dimensions are in METRES



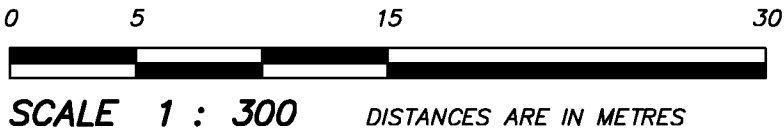
SUBDIVISION PLAN OF LOT A  
EXCEPT: FIRSTLY: THE SOUTH 90 FEET  
SECONDLY: PART ON BYLAW PLAN 57403  
THIRDLY: PART ON BYLAW PLAN 64283  
SECTION 34 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 8743

BCGS 92G.015

PLAN EPP



STRATA PLAN NWS3026  
(PLAN 78806)



THE INTENDED PLOT SCALE OF THIS PLAN IS  
432 mm IN WIDTH BY 560 mm IN HEIGHT (C SIZE)  
WHEN PLOTTED AT A SCALE OF 1:300.

INTEGRATED SURVEY AREA No. 18, RICHMOND  
NAD83(CSRS) 4.0.0.BC.1.MVRD

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN  
GEODETIC CONTROL MONUMENTS 77H4968 AND 152 AND ARE  
REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10.

THE UTM COORDINATES AND ESTIMATED ABSOLUTE ACCURACY  
ACHIEVED ARE DERIVED FROM THE MASCOT PUBLISHED COORDINATES  
FOR GEODETIC CONTROL MONUMENTS  
77H4968 AND 152.

THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES, UNLESS  
OTHERWISE SPECIFIED. TO COMPUTE GRID DISTANCES, MULTIPLY  
GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF  
0.99960385 WHICH HAS BEEN DERIVED FROM GEODETIC CONTROL  
MONUMENTS 77H4968 AND 152.

NAD83 (CSRS) 4.0.0.BC.1.MVRD UTM ZONE 10 COORDINATES			
TABLET MARKING	NORTHING	EASTING	ABSOLUTE ACCURACY
77H4968	5447995.923 m	490662.762 m	0.01 m
152	5447997.140 m	490464.810 m	0.01 m

LEGEND

FOUND PLACED

- DENOTES CONTROL MONUMENT
- DENOTES LEAD PLUG
- DENOTES STANDARD IRON POST
- NF DENOTES NOTHING FOUND
- Wt. DENOTES WITNESS
- m<sup>2</sup> DENOTES SQUARE METRES
- ha DENOTES HECTARES
- Bk. DENOTES BLOCK
- Ex. DENOTES EXPLANATORY

NOTE: THIS PLAN SHOWS ONE OR MORE WITNESS POSTS  
WHICH ARE NOT SET ON THE TRUE CORNER(S).

GARDEN CITY ROAD

CAMBIE ROAD

Sec 34

ROAD  
226.1 m<sup>2</sup>

1  
0.253 ha  
(2532.7 m<sup>2</sup>)  
Rem. A  
PLAN 8743

Rem. W 1/2 B  
PLAN 8743

Bk. 5 N.  
Rge 6 W

S 90' A  
PLAN 8743

W 1/2 F  
PLAN 15285

ODLIN ROAD

Rem. 1  
PLAN 11100

THIS PLAN LIES WITHIN THE JURISDICTION OF THE  
APPROVING OFFICER FOR THE CITY OF RICHMOND.

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS  
COMPLETED ON THE xnd DAY OF xxx, 202X  
STEPHEN ANDREWS, BCLS (1027)  
ECR#:

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

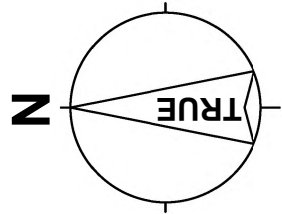
FEBRUARY 16, 2022

BUTLER  
SUNDVICK

4 - 19089 94th Ave  
Surrey, BC V4N 3S4  
www.butlersundvick.ca  
Tel. 604-513-9611

File: 5210  
Dwg: 5210-S1





## KEY PLAN



## LEGEND

- IRON SURVEY POST FOUND
  - MANHOLE
  - CATCH BASIN
  - FIRE HYDRANT
  - POWER POLE
  - TRAFFIC LIGHT
  - TRAFFIC SIGN/ SIGN POST
  - LIGHT STANDARD
  - LIGHT STANDARD (SGL)
  - TELEPHONE PEDESTAL
  - EXISTING CONC. CURBS
  - NEW CONC. CURBS
  - PREFIX (EX) = EXISTING
  - PROPOSED ROAD DEDICATION
  - FUTURE ROADWAY DEMARCATION
- FUP
  - MH
  - CB
  - ⊕ FH
  - PP
  - TL
  - ⊕ TS
  - ⊕ LS
  - ⊕ YL
  - ⊕ TP
  - ⊕ EX

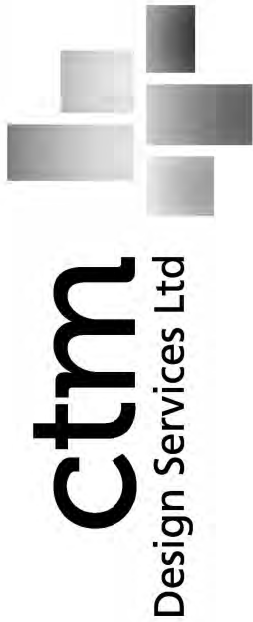
## GENERAL NOTES

- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT CONC. CURB RADI WHICH ARE NOTED IN METERS.
- ALL CONSTRUCTION WITHIN THE PROPERTY LINES IS NEW UNO.
- DRAWING IS NOT TO BE SCALED.
- ALL DIMENSIONS TO BE CHECKED & VERIFIED ON THE SITE BY SURVEY. PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER BEFORE PROCEEDING.
- CONTRACTOR TO ENSURE THAT ALL CONSTRUCTION ON MUNICIPAL PROPERTY IS TO THE LATEST MUNICIPAL STANDARDS.
- SEE ARBORIST REPORT FOR TREES TO BE KEPT OR REMOVED

## UTILITY INFORMATION NOTES:

- ALL LOCATIONS SHOWN OF UNDERGROUND AND OVERHEAD UTILITIES ARE APPROXIMATE.
- STORM SEWER LOCATIONS ARE BASED ON DRAWING LC-151 DATED JULY 2005 PROVIDED BY HUNT & MARTIN CONSULTANTS LTD.
- UNDERGROUND ELECTRICAL UTILITY LOCATIONS ARE BASED ON DRAWING LC-151 DATED JULY 2005 PROVIDED BY HUNT & MARTIN CONSULTANTS LTD.
- NATURAL GAS LOCATIONS ARE BASED ON DRAWING LC-151 DATED FEB. 14, 2019, PROVIDED BY BC ONE CALL AND FORTIS BC.
- TELUS CABLE LOCATIONS ARE BASED ON DRAWING TCKT # 20190705653 DATED FEB. 12, 2019, PROVIDED BY BC ONE CALL AND TELUS.

NO.	DATE	DESCRIPTION OF ISSUE OR REVISION	LG	BY
2021-12-20	RE-ISSUED FOR RE-ZONING SUBMISSION		DL	
2021-09-17	RE-ISSUED FOR REVIEW		DL	
2021-06-29	ISSUED FOR REVIEW		DL	
2021-06-29	ISSUED FOR REVIEW		DL	
2019-11-06	ISSUED FOR CLIENT REVIEW (MIRROR OQR, DOOR CENTERED)		DL	



210, 340 Midpark Way SE, Calgary, Alberta, T2A 1P1

TEL: 403.640.0560 F: 403.250.6506 www.ctmdesign.ca



DRAWINGS ARE OWNED BY PARKLAND AND MAY NOT BE DUPLICATED.

9100 CAMBIE ROAD  
RICHMOND BC

PROPOSED SITE PLAN

FILE: 190668-A1-00-DWG

PROJECT NO: 190668 DATE: 2019-05-20 CHECKED BY: SM

DRAWING NO: 190668 SCALE: 1:150 DRAWN BY: NAS

REV: 00

R05

A1-00

## SITE INFORMATION

### LEGAL DESCRIPTION

LOT 'A' BLOCK 'A' OF SECTION 34, 5° N., 8° W., PLAN 8743

EXCEPT THE S. 91FT & EXCEPT PART SHOWN ON 57403, N.W. 10.

### MUNICIPAL ADDRESS

9100 CAMBIE RD

RICHMOND BC

### ZONING

EXISTING: C62

PROPOSED: RE-ZONING TO ALLOW FOR FOOD SERVICE AND INCREASED C-STORE AREA

### LOT AREA

EXISTING: 2776.86m<sup>2</sup> (0.97 ACRES)

PROPOSED: 2532.7m<sup>2</sup> (0.25 ACRES)

### SITE AREAS:

PROPOSED GROSS FLOOR AREA (GFA):

RETAIL: 186,181m<sup>2</sup> (2,004 SQ. FT.)

RESTAURANT: 117,111m<sup>2</sup> (1,260 SQ. FT.)

C-STORE: 303,250m<sup>2</sup> (3,265 SQ. FT.)

TOTAL: 606,542m<sup>2</sup> (6,529 SQ. FT.)

### LOT COVERAGE

12%

### SETBACKS:

BUILDING SETBACKS:

REAR (EAST PL.): 3.0m (10.0 FT.)

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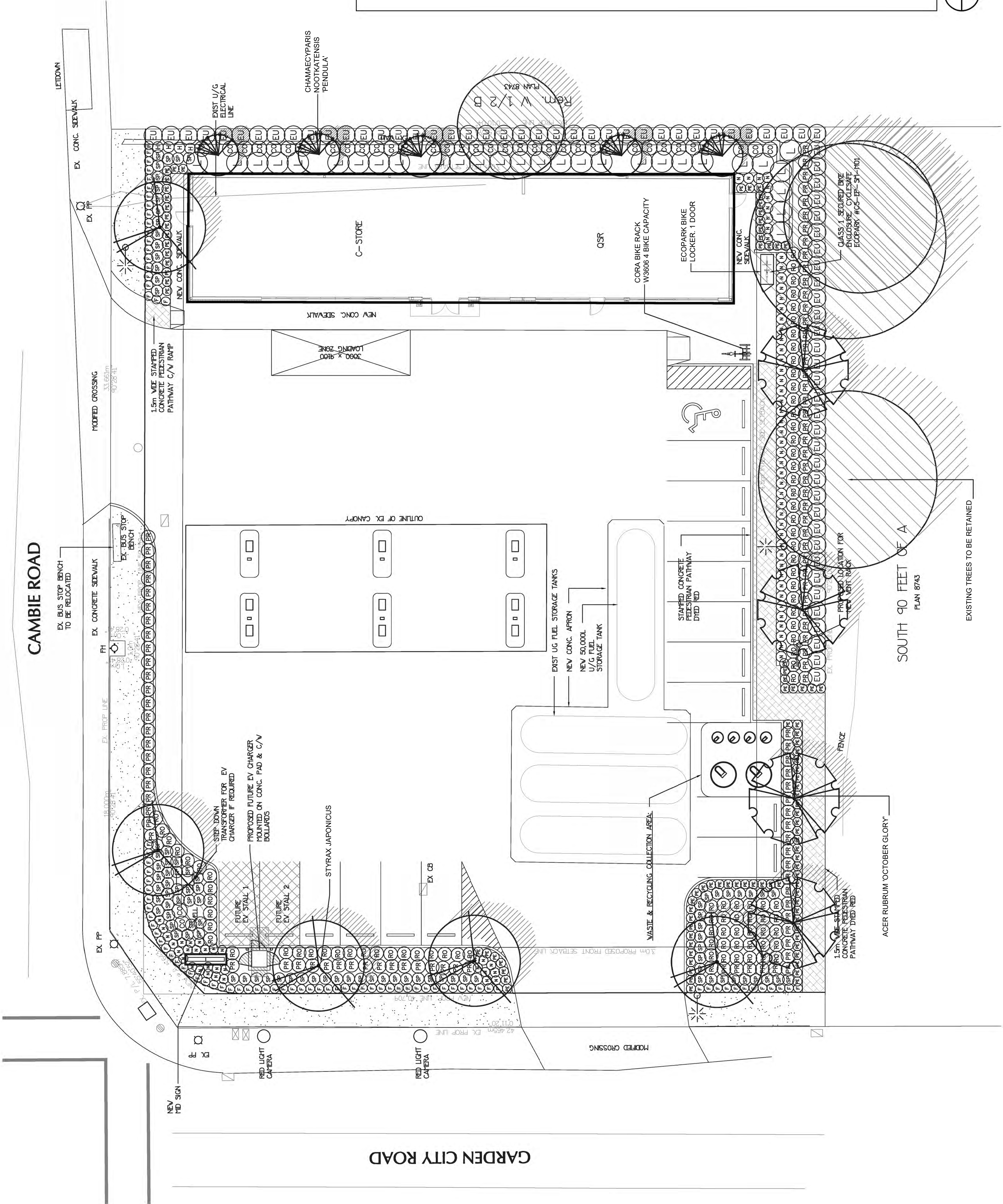
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CAMBIE ROAD

GARDEN CITY ROAD

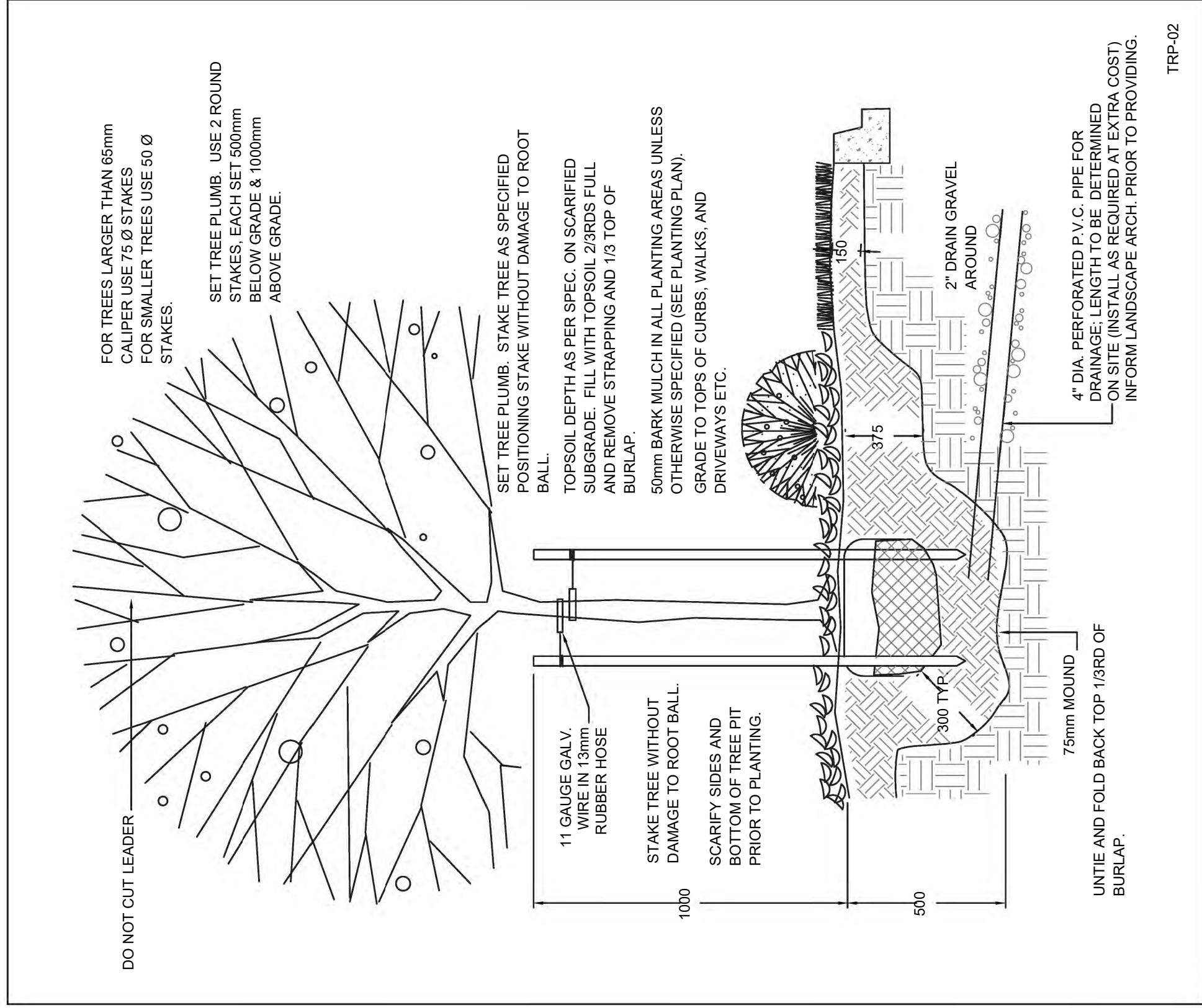
PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
1	4	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY MAPLE	8CM CAL: 2M STD: B&B
2	5	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEeping NOOTKA CYPRESS	4M HT: B&B
3	5	STYRAX JAPONICUS	JAPANESE SNOWBELL	8CM CAL: 1.5M STD: B&B
4	37	CORNUS SERICEA 'KELSEYII'	DWARF REDTWIG DOGWOOD	#2 POT: 40CM
5	72	EUONYMUS ALATA 'COMPACTUS'	COMPACT WINGED BURNING BUSH	#3 POT: 50CM
6	104	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	#7 POT: 1.0M
7	92	ROSA 'MIDLAND RED'	MIDLAND ROSE: RED: 0.8M MATURE HT	#2 POT: 40CM
8	91	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA: PINK	#2 POT: 40CM
9	97	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
10	84	BERGENIA CORDIFOLIA	HEARTLEAF BERGENIA: ROSE PINK	11CM POT
11	4	HELBORUS HYBRIDUS	HELVEN ROSE	15CM POT
12	26	HELMINTHOSIS PSYLLA 'MUNSTEAD'	HELVEN TENDER: COMPACT, VIOLET-BLUE	#1 POT
13	80	NEPETA X JR WALKER	DWARF BLUE CATMINT	15CM POT

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \* REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. \* SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE TO THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. \* UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. \* ALL LANDSCAPE MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. \* BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



ECOPARK BIKE LOCKER- 1 DOOR

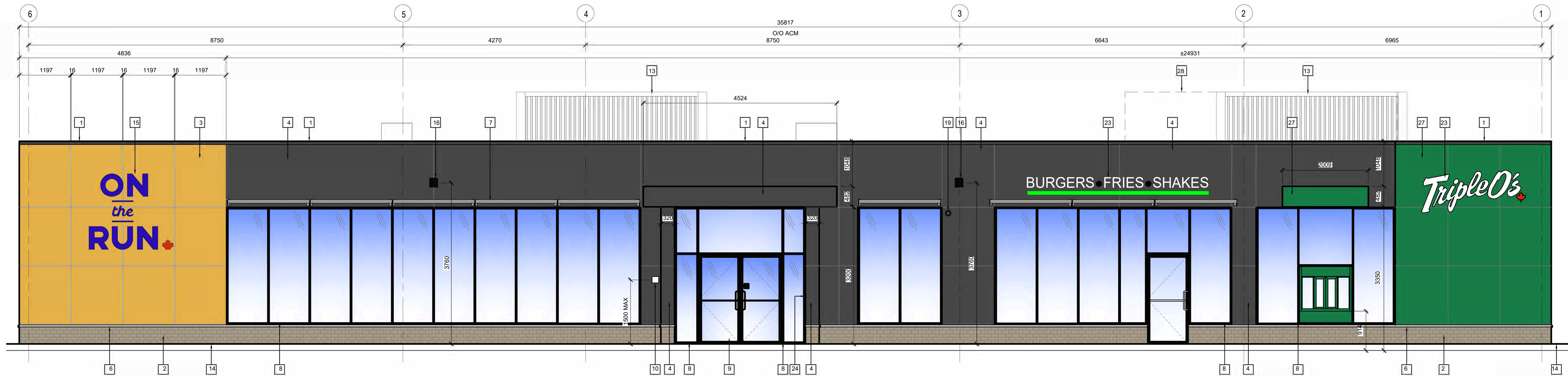


TREE PLANTING DETAIL

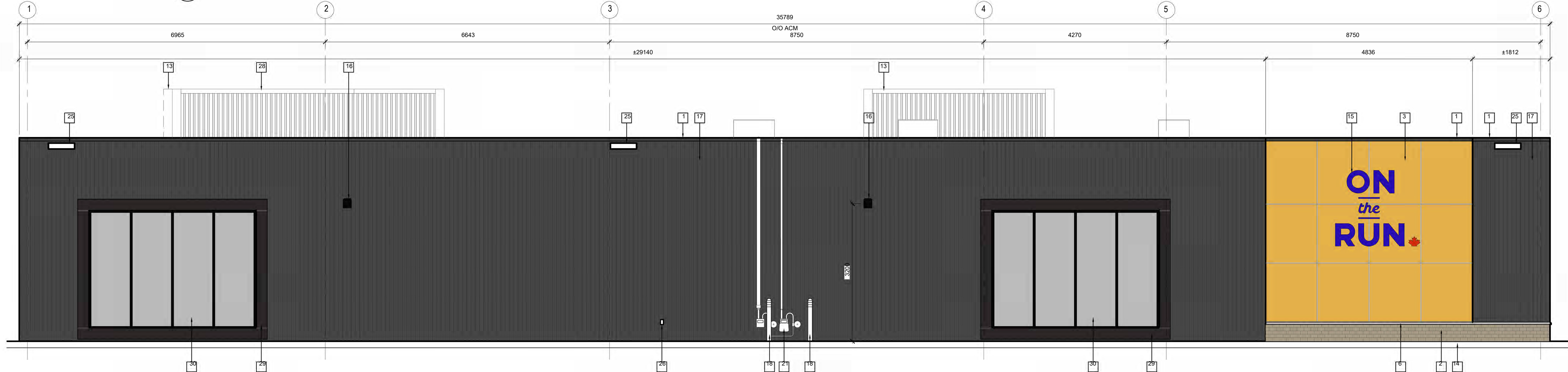


3	22 MAR 15	NEW SITE PLAN	DO
2	24 DEC 15	NEW SITE PLAN	JH
1	23 JUL 09	ADDED TREE MANAGEMENT PLAN	JH

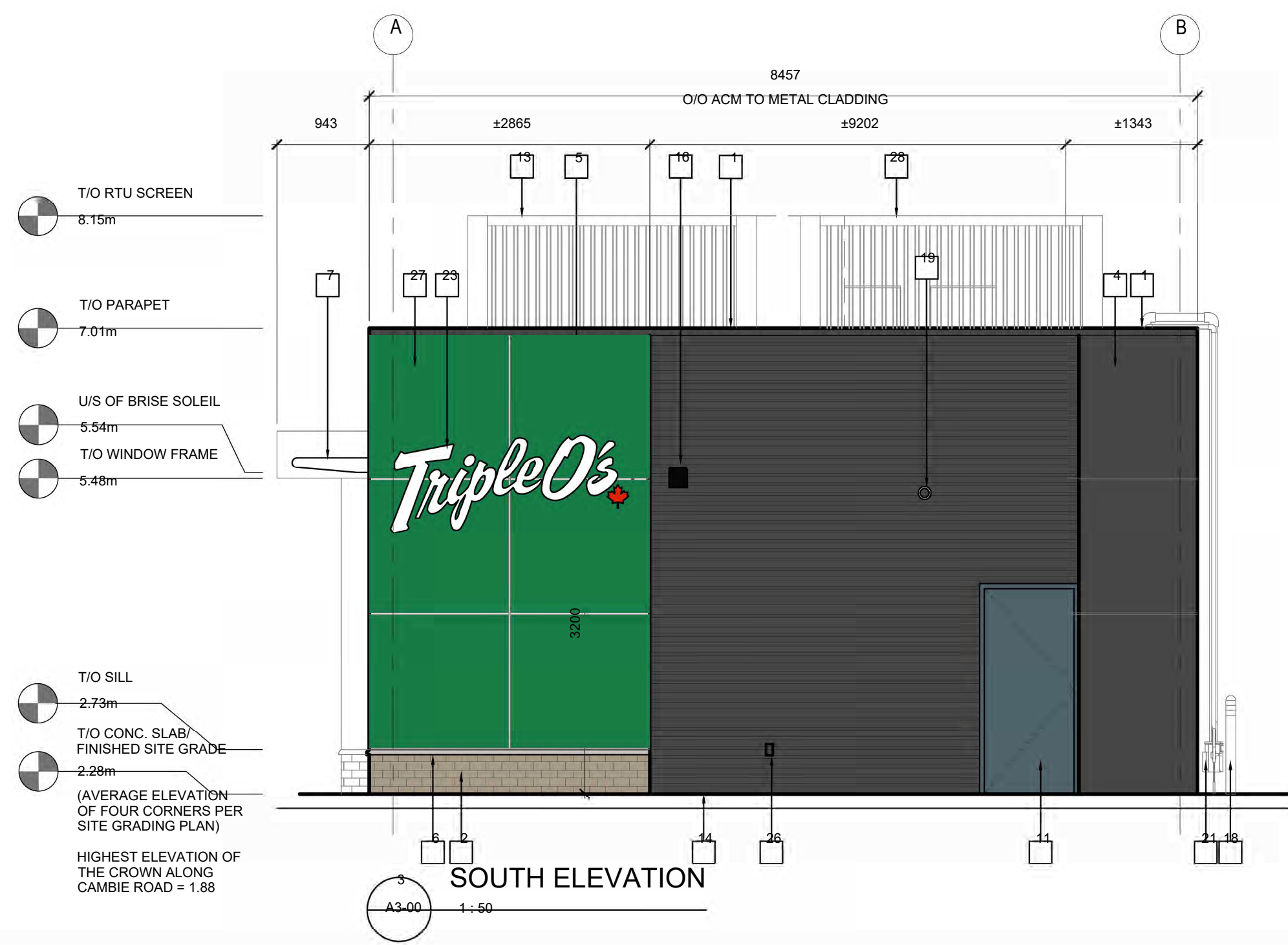




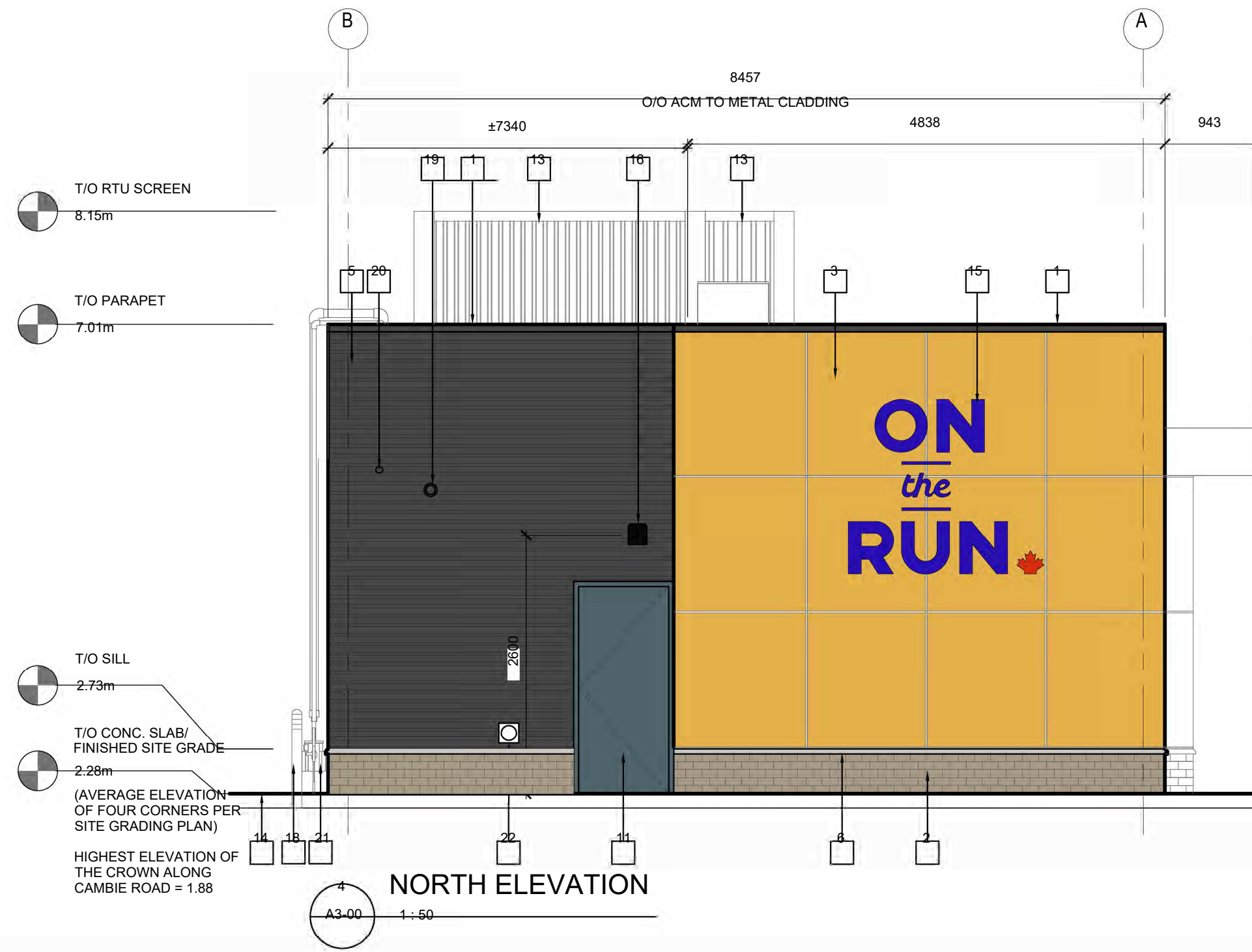
1 WEST ELEVATION  
A3-00 1:50



2 EAST ELEVATION  
A3-00 1:50



3 SOUTH ELEVATION  
A3-00 1:50



4 NORTH ELEVATION  
A3-00 1:50

MATERIAL ITEM LEGEND	
ITEM	DESCRIPTION
1	PRE-FINISHED METAL FLASHING BY VICWEST, COLOUR 'REGENT GREY'
2	12.7mm WIRE CUT BRICK, CORONADO STONE, COLOUR: WOLF GREY OR APPROVED SIMILAR. TO BE APPROVED BY PFC PM/CONSULTANT. GC TO SUPPLY & INSTALL.
3	ACM METAL PANEL BY ALPOLIC, COLOUR: CUSTOM PANTONE P-130C WITH PRISMATIC FINISH COLOUR (YELLOW). PFC SIGNAGE SUPPLIER TO SUPPLY. GC TO COORDINATE PICK-UP & INSTALL.
4	ACM METAL PANEL BY ALPOLIC, COLOUR: MZG MICA GREY. GC TO SUPPLY & INSTALL.
5	22mm (7/8") CORRUGATED STEEL CLADDING (HORIZONTAL), VICWEST, COLOUR: 56082 REGENT GREY. GC TO SUPPLY & INSTALL.
6	PRE-CAST CONCRETE SILL, CULTURED STONE, COLOUR: GRAY, OR APPROVED EQUIVALENT (GC TO SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO ORDERING).
7	'BRISE SOLEIL' AWNING, COLOUR MZG MICA GREY, SUPPLIED BY MAXOUT, INSTALLED BY G.C.
8	WINDOW SYSTEM BLACK COLOUR FRAME
9	STOREFRONT DOOR C/W BLACK COLOUR FRAME
10	EMERGENCY SHUT OFF FOR GAS BAR. GC TO CONFIRM REQUIREMENTS WITH LOCAL BUILDING CODE AND AUTHORITY HAVING JURISDICTION. WIRE FOR FUTURE USE & PROVIDE COVER PLATE IF NOT REQUIRED.
11	METAL DOOR TO BE PRIMED AND PAINTED COLOUR BENJAMIN MOORE NOCTURNAL GREY (2135-30), FRAME TO BE PRIMED AND PAINTED TO MATCH
12	NOT USED
13	SPINNER RTU ROOF SCREEN, COLOUR: GREY GC TO SUPPLY AND INSTALL.
14	CONCRETE SIDEWALK/CURB
15	ON THE RUN SIGN: BACKLIT WITH 3D CHANNEL LETTERS BY SIGN VENDOR. REFER TO DWG A3-19
16	WALL PACK LIGHT. REFER TO ELECTRICAL DRAWINGS
17	STEEL WALL CLADDING (VERTICAL CL6025-R/SR), VICWEST, COLOUR: 56082 REGENT GREY. GC TO SUPPLY & INSTALL.
18	100mm BOLLARD. REFER TO MISC. YARD DETAILS DRAWING
19	SECURITY CAMERA. REFER TO ELECTRICAL SECURITY DWGS
20	PHOTOCELL MOUNT 4000 F.L.U.O. TO BE LOCATED ON NORTH SIDE OF BUILDING. REFER TO ELECTRICAL DRAWINGS.
21	GAS METER
22	HOSE BIB. REFER TO MECH. DWGS.
23	QSR SIGNAGE BY OTHERS. PROVIDE PLYWOOD BACKING, FLASHING, & CONNECTION DETAILS AS REQUIRED
24	BARRIER FREE DOOR OPERATOR. REFER TO GENERAL NOTES
25	OVERFLOW SCUPPER. REFER TO ROOF PLAN
26	GFI RECEPTACLE. REFER TO ELECTRICAL DRAWINGS
27	ACM METAL PANEL BY ALPOLIC, COLOUR TRIPLE O'S GREEN. CONFIRM WITH TENANT FOR SCOPE & SPECIFICATIONS.
28	MUA ROOF SCREEN, COLOUR: GREY. GC TO SUPPLY AND INSTALL.
29	ACM METAL PANEL BY ALPOLIC, COLOUR MRO ANTHRACITE GREY. GC TO SUPPLY & INSTALL.
30	SPANDREL PANEL FAUX WINDOW WITH OPAQUE FILM

GENERAL NOTES:

- DO NOT SCALE DRAWINGS.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
- REFER TO SIGN MANUFACTURER'S DRAWINGS FOR EXACT SIZES, COLOURS, FONTS, POINT STYLE, AND CONNECTION DETAILS OF ALL SIGNAGE. SIGNAGE TO BE SUPPLIED AND INSTALLED BY SIGN MANUFACTURER AND GENERAL CONTRACTOR TO CO-ORDINATE INSTALLATION. PROVIDE PLYWOOD BACKING AS REQUIRED. FINAL INSTALL LOCATION & SIZE OF ALL TENANT SIGNAGE TO BE CONFIRMED WITH TENANT TI DRAWINGS.
- DOOR OPERATOR AND BUTTONS TO BE INSTALLED BY G.C. USING HORTON AUTOMATICS APPROVED INSTALLER. REFER TO ELECTRICAL DRAWINGS FOR LOCATION. BARRIER-FREE DOOR OPERATOR. POWER DOOR OPERATOR SHALL HAVE NO FACE DIMENSIONS LESS THAN 100mm. TO BE MOUNTED NOT LESS THAN 1000mm AND NOT MORE THAN 1200mm A.F.F. AND CONTAIN A SIGN INCORPORATING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY (AS PER OBC SECTION 3.8.3.3.). (CONFIRM WITH LOCAL APPLICABLE BUILDING CODE)
- FINAL INSTALLATION LOCATION OF OTR LETTERS TO BE COORDINATED BETWEEN GC & PFC SIGN VENDOR.
- GC TO COORDINATE EXTERIOR WALL PACK, CAMERA, & PHOTO CELL MOUNTING HEIGHT LOCATIONS W/ VENDOR DRAWINGS AND STRUCTURAL BEAM LOCATIONS.

2021-12-20 RE-ISSUED FOR RE-ZONING SUBMISSION  
NO. DATE DESCRIPTION OF ISSUE OR REVISION OL BY

ctm  
Design Services Ltd

210, 340 Midpark Way SE, Calgary, Alberta, T2X 1P1  
TEL 403.640.0990 Fax 403.259.6506 www.ctmdesign.ca

PARKLAND

DRAWINGS ARE OWNED BY PARKLAND AND MAY NOT BE DUPLICATED.

9100 CAMBIE ROAD  
RICHMOND BC

EXTERIOR ELEVATIONS

FILE: 19068-A3-01.DWG  
PROJECT NO.: 19068 DATE: 2018-11-15 CHECKED BY: AG  
OUTLET NO.: SCALE: 1:50 DRAWN BY:  
REV. NO.  
R00 A3-01





**RZ 19-864731**

**Attachment 3**

Address: 9100 Cambie Road

Applicant: Pacific Land Group

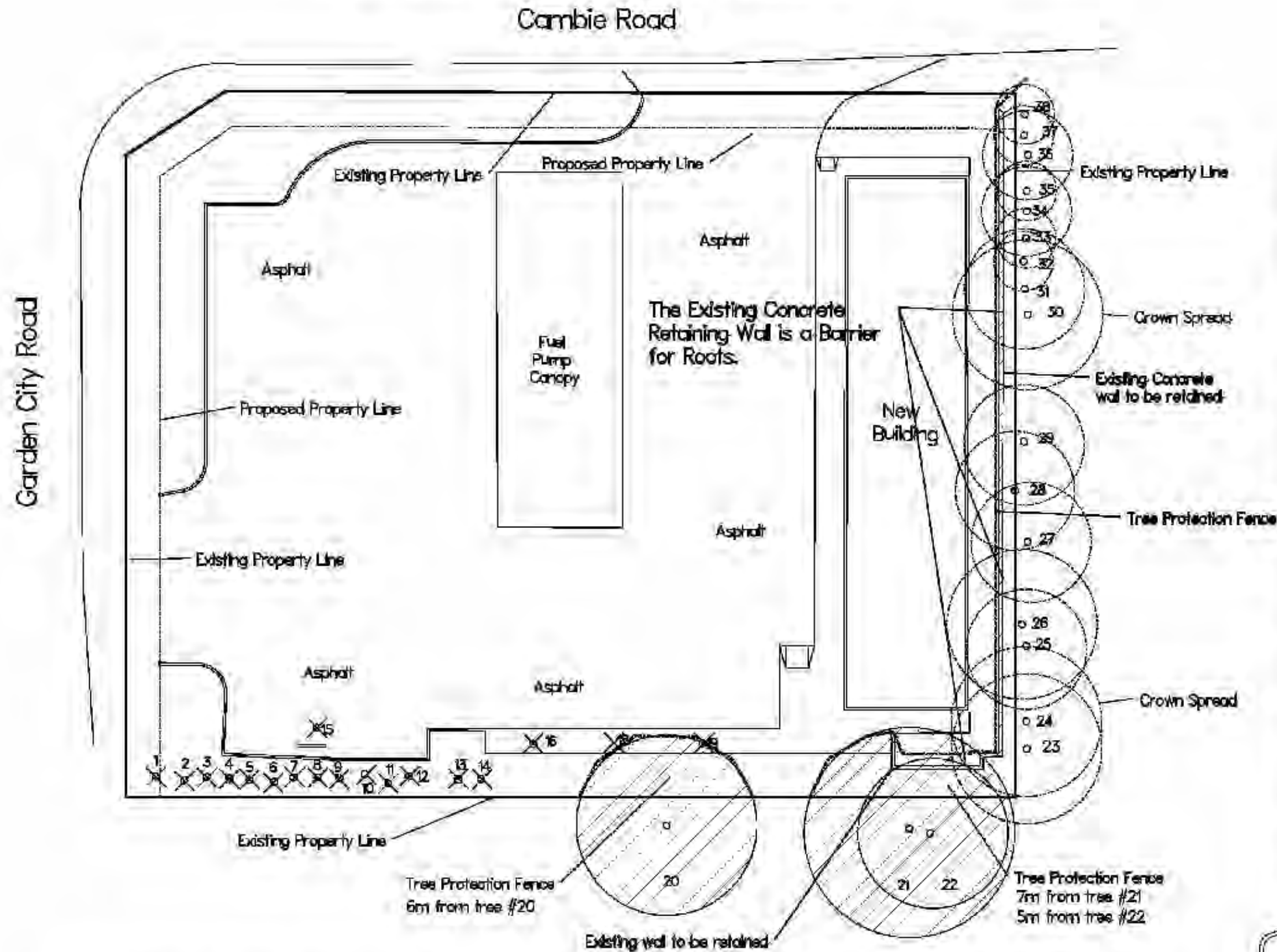
Planning Area(s): West Cambie

	Existing	Proposed
<b>Owner:</b>	Parkland Fuel Corporation	No change
<b>Site Size:</b>	2,758.8 m <sup>2</sup> (29,696 ft <sup>2</sup> )	2,532.7 m <sup>2</sup> (27,262 ft <sup>2</sup> ) Road dedication: 226.1 m <sup>2</sup> (2,434 ft <sup>2</sup> )
<b>Land Uses:</b>	Gas station and convenience retail	Gas station, convenience retail and restaurant
<b>OCP Designation:</b>	Mixed Use (MU)	No change
<b>Area Plan Designation:</b>	Mixed Use Employment – Residential	No change
<b>Zoning:</b>	Gas & Service Stations (CG2)	Gas Station Commercial (ZC50) – West Cambie

	Bylaw Requirement (ZC50)	Proposed	Variance
Floor Area Ratio:	Max. 0.35	0.12	None permitted
Lot Coverage – Buildings:	Max. 35%	12%	None
Lot Size:	N/A	2,532.7 m <sup>2</sup>	None
Setbacks – Front (Garden City Road)	Buildings: Min. 12.0 m Pump Islands: 4.5 m Canopies: 1.5 m	Complies	None
Setbacks – Exterior Side Yard (Cambie Road):	Buildings: Min. 3.0 m Pump Islands: 4.5 m Canopies: 1.5 m	Complies	None
Setbacks – Interior & Rear Yard:	Buildings: Min. 3.0 m Pump Islands: 10.0 m Canopies: 3.0 m	Complies	None
Height:	9.0 m	5.5 m	None
Vehicle Parking Spaces:	Convenience retail: 3 spaces per 100 m <sup>2</sup> = 6 spaces Restaurant: 8 spaces per 100 m <sup>2</sup> = 10 spaces	Convenience retail: 6 spaces Restaurant: 10 spaces Total: 16 spaces	None
Bicycle Parking Spaces – Class 1:	0.27 spaces per 100 m <sup>2</sup> = 1 space	1 space	None
Bicycle Parking Spaces – Class 2:	0.4 spaces per 100 m <sup>2</sup> = 2 spaces	3 spaces	None

# Tree Removal and Protection Plan

## 9100 Cambie Road



### Special Note:

A Certified Arborist must be on-site during excavation north of the Concrete wall and within the crown of trees # 23 - 38 located on the neighbours property.

Table of Trees

Tree #	Species	DBH cm	Crown Spread Radius m
1 - 14	Red Cedar hedge (Thuja plicata)	20 - 45	2 - 5
15	Cherry (Prunus spp.)	28	4
16	Laurel (Prunus spp.)	40	4
18	Cherry (Prunus spp.)	35	5
19	Red Cedar (Thuja plicata)	20	
20	Maple (Acer platanoides)	50	6
21		50	7
22		40	5
23 - 27	Paper Birch (Betula papyrifera)	20-50	4 - 5
28	Maple (Acer platanoides)	25	4
29 - 38	Paper Birch (Betula papyrifera)	20-45	2 - 5

✕ Trees to be removed

□ Tree protection fence  
- 4ft in height  
- 2x4 wood framing  
(vertical posts, top and bottom rails)  
- Plastic mesh screening

CTM Design Services LTD.

client:	date:	drawn by:	checked by:
T = 8'	December 16, 2021	AVH	
drawn by:	checked by:	drawn by:	checked by:
AVH			1 of 1



**Address:** 9100 Cambie Road

**File No.:** RZ 19-864731

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10414, the developer is required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure (MOTI) approval.
2. Provincial Ministry of Environment and Climate Change Strategy (MECCS) Certificate of Compliance or alternative approval to proceed granted from MECCS regarding potential site contamination issues.
3. Road dedication along the entire north and west property lines measuring 2.25 m wide and a 4 m by 4 m corner cut at the northwest corner of the site measured from the new property line, for a total road dedication area of 226.1 m<sup>2</sup>. Submission of sufficient information and/or assurances satisfactory to the City in its sole discretion is required to support the City's acceptance of the land or road to be dedicated to the City, including submission of one or more of the following:
  - a) a contaminated sites legal instrument (i.e., Certificate of Compliance or Final Site Determination) confirming no contamination in the land or road to be dedicated to the City; and/or
  - b) evidence satisfactory to the City, in its sole discretion, that the land or road to be dedicated to the City are in a satisfactory state from an environmental perspective (no contamination).
4. City acceptance of the developer's offer to voluntarily contribute \$16,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
5. 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.
6. 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.
7. Registration of an aircraft noise indemnity covenant on title.
8. Registration of a legal agreement on title for commercial developments within 30 m of any residential use indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
9. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
10. Registration of an Electric Vehicle (EV) Charging Infrastructure covenant on Title, securing the commitment to voluntarily install and maintain two EV spaces equipped with an electric vehicle charging station (ability to charge two vehicles at the same time).
11. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
12. City acceptance of the developer's offer to voluntarily contribute \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to the City's childcare reserve fund.
13. City acceptance of the developer's offer to voluntarily contribute \$0.82/ft. of proposed total floor area (e.g. \$2,677.30) to assist in paying for City beautification works in West Cambie (Park, Pathway & Facility Development).
14. City acceptance of the developer's offer to voluntarily contribute \$0.08/ft. of proposed total floor area (e.g. \$261.20) to assist with paying for community and engineering planning costs within West Cambie.
15. Discharge of the existing covenant registered on Title (Document BV181595), which requires that the sewage holding tank system on-site is pumped out regularly and maintained, at the property owner's cost.

16. Enter into a Servicing Agreement\* for the design and construction of servicing upgrades and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

**Frontage Improvements (Transportation):**

- a) Vehicular access:
- Closure of one driveway on each of Garden City Road and Cambie Road, located closest to the intersection.
  - Maintaining one driveway on each of Garden City Road and Cambie Road, located furthest away from the intersection. Both driveways will accommodate right-in/right-out traffic movements only (i.e., no left-in/left-out movements permitted) with the raised medians along Garden City Road (existing) and Cambie Road (to be constructed as part of this development).
- b) Applicant responsible for the design and construction of the following frontage improvements to accommodate the following road cross-section:
- Cambie Road (from the existing curb/gutter along the north side of Cambie Road to south):
- 9.8m wide driving surface for westbound lanes
  - 1.2m wide raised centre median
  - 6.5m wide driving surface for eastbound lanes
  - 0.15m wide curb/gutter
  - 1.5m wide grassed/treed boulevard
  - 2m wide sidewalk
- Garden City (from the existing landscaped median to east):
- New 0.15m wide curb and gutter along the east edge of the centre median
  - 13.2m wide driving surface for northbound lanes
  - 0.15m wide curb and gutter
  - 1.5m wide grassed/treed boulevard
  - 2m wide asphalt bike path
  - 1.35m wide buffer strip, complete with pedestrian lighting
  - 2m wide sidewalk
- Note: roadwork outside the development frontage will be necessary to transition the road cross-section noted above to existing.
- c) Garden City Road/Cambie Road Intersection upgrades:
- Upgrade of the existing traffic signal to accommodate the road widening noted above. Signal upgrades to include but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s).

**Water Works:**

- a) Using the OCP Model, there is 762 L/s of water available at a 20 psi residual at the Cambie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- b) At Developer's cost, the Developer is required to:
- i) 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.
  - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
  - iii) Installation of a new watermain to replace the existing AC watermain along the east side of Garden City Road (within the Garden City roadway) is required to address impact of required frontage improvements to the existing AC watermain. The replacement may extend to 30 meters south outside the limit of the development frontage (to cover the transition of the frontage improvements to existing edge of asphalt).
  - iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.

- c) At Developer's cost, the City will:
  - i) Cut and cap at main the existing service connection at Cambie Road prior to demolition of onsite buildings.
  - ii) Complete all tie-ins for the proposed works to existing City infrastructure.
  - iii) Provide a new service connection at the Cambie Road frontage.

#### **Storm Sewer Works:**

- a) At Developer's cost, the Developer is required to:
  - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
  - ii) Upgrade the existing 600mm diameter storm sewers a minimum diameter of 1050mm mm diameter approximately 25 meters from manhole STMH2194 to manhole STMH115216. Capacity analyses are required to confirm the 1050mm diameter storm sewer size. These capacity analyses shall be included in the servicing agreement design. The developer to coordinate the design and construction of the upgrade works with Fortis BC to avoid or minimize impact to the existing 323mm diameter gas main along Garden City Road.
- b) At Developer's cost, the City will:
  - i) Cut and cap all existing storm service connections prior to demolition of onsite buildings.
  - ii) Provide a new service connection at the Cambie Road frontage.
  - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

#### **Sanitary Sewer Works:**

There is not enough grade to connect the proposed development to the nearest sanitary manhole at the junction of Dubbert Road and McKim Way in the Odlin West Sanitary catchment. For this reason, it is proposed to connect the proposed development into the Walford Sanitary catchment located north of Cambie Road.

- a) At Developer's cost, the Developer is required to:
  - i) According to the capacity analyses provided by the developer under the existing and OCP scenarios, the existing downstream sanitary sewers and the Walford Sanitary pump station have adequate capacity to service the proposed development. The developer's civil consultant coordinated and confirmed with the City's Engineering Department the sanitary catchment boundary, densities, etc., and the initial alignment of the proposed sanitary sewers along Cambie Road prior to start of the capacity analyses works. The final alignment of the proposed sanitary sewers along Cambie Road shall be reviewed and finalized at the servicing agreement review stage.
  - ii) Provide approximately 320 meters of new sanitary sewers (sized to OCP condition via the capacity analyses) complete with manholes spaced as per City standards along Cambie Road from the northeast corner of the proposed development to existing manhole SMH5702 located at the northeast corner of Cambie Road and Stolberg Street.
- b) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.

#### **Frontage Improvements (Engineering):**

- a) At Developer's cost, the Developer is required to:
  - i) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (3) To underground overhead service lines.
  - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way 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 statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
  - BC Hydro LPT – 3.5 x 3.5 m
  - Street light kiosk – 1.5 x 1.5 m
  - Traffic signal kiosk – 2.0 x 1.5 m
  - Traffic signal UPS – 1.0 x 1.0 m
  - Shaw cable kiosk – 1.0 x 1.0 m
  - Telus FDH cabinet – 1.1 x 1.0 m
- iii) Review street lighting levels along all road and lane frontages, and upgrade as required.
- iv) Complete other frontage improvements as per Transportation requirements.

#### **General Items:**

- a) At Developer's cost, the Developer is required to:
- i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
  - ii) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
  - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
  - iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- i) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of ground water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated ground water to the storm sewer system.
  - ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
  - iii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1<sup>st</sup> submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
    - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
    - (b) Pipe sizes, material and slopes.
    - (c) Location of manholes and fire hydrants.
    - (d) Road grades, high points and low points.
    - (e) Alignment of ultimate and interim curbs.
    - (f) Proposed street lights design.
  - iv) 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 a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (including all hard and soft materials, installation and a 10% contingency).
2. Submission of an Acoustical Report from an acoustical consultant to demonstrate how the proposed building operations, including sound to be generated by exhaust fans, HVAC system and all other mechanical equipment on-site, complies with the maximum permitted levels under the City's Noise Regulation Bylaw 8856.

**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. Submission of the required documents as part of the Building Permit application process (including energy reports and modelling) to assure that the project substantially complies with the City's Energy Step Code requirements.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Payment of Development Cost Charges (City and Metro).
5. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
6. If applicable, payment of charges plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.
7. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
8. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance



of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10414 (RZ 19-864731)  
9100 Cambie Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 22 (Site Specific Commercial Zones), in numerical order:

**"22.50 Gas Station Commercial (ZC50) – West Cambie**

**22.50.1 Purpose**

The **zone** provides for a **gas station** and other compatible **uses**.

**22.50.2 Permitted Uses**

- **gas station**

**22.50.3 Secondary Uses**

- **retail, convenience**
- **restaurant**

**22.50.4 Permitted Density**

1. The maximum **floor area ratio** is 0.35.

**22.50.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 35% for **buildings**.

**22.50.6 Yards & Setbacks**

1. The minimum **front yard** is:
  - a) 12.0 m for **buildings**;
  - b) 4.5 m for pump islands and above-ground storage tanks; and
  - c) 1.5 m for canopies.
2. The minimum **exterior side yard** is:
  - a) 3.0 m for **buildings**;
  - b) 4.5 m for pump islands and above-ground storage tanks; and
  - c) 1.5 m for canopies.
3. The minimum interior side yard and rear yard is:
  - a) 3.0 m for **buildings**;

- b) 10.0 m for pump islands and above-ground storage tanks; and
  - c) 3.0 m for canopies.
4. A drive aisle shall be **setback** 3.0 m from **adjacent** properties.

#### 22.50.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 9.0 m.
- 2. The maximum **height** for **accessory structures** is 12.0 m.

#### 22.50.8 Subdivision Provisions/Minimum Lot Size

- 1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

#### 22.50.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0 or as specified by a Development Permit approved by the **City**.

#### 22.50.10 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.

#### 22.50.11 Other Regulations

- 1. **Retail, convenience** shall be limited to a maximum total **floor area** of 187.0 m<sup>2</sup>.
  - 2. **Restaurant** shall be limited to a maximum total **floor area** of 118.0 m<sup>2</sup>.
  - 3. 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 "**GAS STATION COMMERCIAL (ZC50) – WEST CAMBIE**".

PID 003-570-886

LOT "A" EXCEPT: FIRSTLY: THE SOUTH 90 FEET SECONDLY: PART ON BYLAW PLAN 57403 THIRDLY: PART ON BYLAW PLAN 64283 SECTION 34 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8743

- 3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10414**".

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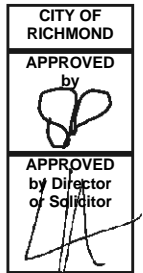
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CORPORATE OFFICER

CORPORATE OFFICER





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

**Date:** September 6, 2022

**File:** RZ 21-931122

**Re:** Application by 0923745 BC Ltd. for Rezoning at 6071 Azure Road from the "Low Density Townhouses (RTL1)" Zone to the "Low to Mid Rise Apartment (ZLR45) – Thompson" Zone

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### Staff Recommendation

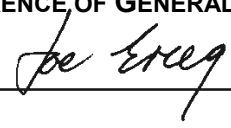
1. That Official Community Plan Bylaw 9000, Amendment Bylaw 10407, to change the designation of 6071 Azure Road from "Neighbourhood Residential" to "Apartment Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading.
2. That Bylaw 10407, 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*.
3. That Bylaw 10407, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the Board of Education of School District No. 38 (Richmond) for comment and response by October 17, 2022.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10406 to create the "Low to Mid Rise Apartment (ZLR45) - Thompson" zone, and to rezone 6071 Azure Road from the "Low Density Townhouses (RTL1)" zone to the "Low to Mid Rise Apartment (ZLR45) - Thompson" zone, be introduced and given first reading.



Wayne Craig  
Director, Development  
(604-247-4625)

WC:sb  
Att. 8

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

## Staff Report

### Origin

0923745 BC Ltd. has applied to the City of Richmond for permission to rezone the site at 6071 Azure Road (Attachment 1) from the “Low Density Townhouses (RTL1)” zone to a new “Low to Mid Rise Apartment (ZLR45) – Thompson” site specific zone to permit the development of a residential rental tenure low-rise and mid-rise development. The subject site is located adjacent to City Centre in the Thompson planning area.

An amendment to the City’s Official Community Plan (OCP) is associated with the rezoning application to change the designation of the subject site from "Neighbourhood Residential" to "Apartment Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map).

The applicant is a company incorporated in BC under the number BC0923745 and is the owner of the subject property. The directors of the company are Yiwei Xuan, Hanping Xuan and Minrong Zhang. The application was submitted by director Yiwei Xuan.

Key components of the proposal (Attachments 2, 3 & 4) include:

- Redevelopment of an existing rental residential site with 330 new residential rental units including 50 Low-End Market Rental (LEMR) units, 110 moderate income rental units and 170 market rental units.
- Two four-storey apartment buildings located at the west and south edges of the subject site and one six-storey apartment building located in the northeast corner of the subject site. All three buildings are located over a single level parking structure.
- A total floor area of approximately 24,355 m<sup>2</sup> (262,156 ft<sup>2</sup>) comprised of:
  - Approximately 4,385 m<sup>2</sup> (47,196 ft<sup>2</sup>) of LEMR housing units clustered together in a single building.
  - Approximately 5,941 m<sup>2</sup> (63,951 ft<sup>2</sup>) of moderate income rental housing units provided over two buildings.
  - Approximately 11,581 m<sup>2</sup> (124,653 ft<sup>2</sup>) of market rental housing units provided over two buildings.
- Additional approximately 606 m<sup>2</sup> (6,518 ft<sup>2</sup>) indoor amenity space provided over the three buildings.

Road and engineering improvement works will be secured through the City’s standard Servicing Agreement processes prior to final adoption of the rezoning bylaw. The works include Westminster Highway widening, Azure Road traffic calming, frontage improvements, sanitary sewer upgrades, and utility connections.

### Findings of Fact

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



### Subject Site Existing Housing Profile

On the subject site, there are currently eight older two-storey, multiple-family buildings, containing a total of 50 existing market rental townhouse units. The site's existing zoning was recently amended by Council to restrict residential use to rental tenure only in keeping with the City's objectives to better protect existing rental properties.

### **Surrounding Development**

To the North: Across Westminster Highway, in the Oval Neighbourhood (City Centre) is the WorkSafe BC complex and a warehousing complex. The WorkSafe BC site is designated in the CCAP for high-rise residential, commercial, mixed-use and institutional development (Urban Core T6 (45m) and Institution). The warehousing is located in an area designated in the CCAP for low-rise residential and limited commercial development (General Urban T4 (15m)).

To the South: Across Azure Road, are single-family dwellings, Brighthouse Neighbourhood School City Park, and further to the south, Samuel Brighthouse Elementary School.

To the East: Across Azure Boulevard, is a three-storey rental apartment complex. The site is designated in the OCP for multi-family apartment development (Apartment Residential).

To the West: Along the west edge of the site, are five adjacent single-family dwellings fronting onto Azure Road and Camsell Crescent.

### **Related Policies & Studies**

#### **Official Community Plan**

The Official Community Plan (OCP) City of Richmond 2041 OCP Land Use Map is proposed to be amended to change the designation of the site from "Neighbourhood Residential" to "Apartment Residential". The OCP rental housing policies support site specific density increases for developments that provide affordable and market rental housing to address community need. The proposal complies with the market rental housing policies as the project is 100% rental housing with rental units supporting three distinct levels of affordability. Further details on the proposed OCP amendment are provided in the analysis section.

#### *Existing Rental Housing Units*

The site currently contains 50 rental townhouse units. The OCP requires existing rental housing development units be replaced at a 1:1 ratio with new affordable housing LEMR units. The proposal complies with the OCP as these existing rental units will be replaced with 50 LEMR units.

### *Tenant Relocation Plan*

In compliance with OCP policy, the developer has provided a tenant relocation plan (Attachment 5), which will be secured through registration of a legal agreement on Title prior to final adoption of the rezoning bylaw to ensure that the proposed tenant relocation plan will be implemented prior to any demolition construction activity occurs on-site. Key components of the tenant relocation plan include:

- Providing tenants with a minimum of four months' notice to end the tenancy.
- Offering tenants the option of renting a replacement LEMR unit.
- Offering tenants who have resided in the existing development longer than one year, the choice of four months' free rent or lump sum equivalent, exceeding the OCP policy requirement of three months' free rent or lump sum equivalent.
- An acknowledgement that some tenants may require additional assistance throughout the relocation process, and a commitment to work with all tenants and their representatives in striving to meet tenant relocation needs.
- There are six units tenanted by clients of Vancouver Coastal Health and six LEMR units will continue to be offered to Vancouver Coastal Health for occupation with their clients when LEMR unit construction is completed.

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

The subject site is located in an area impacted by aircraft noise (Area 3) and registration of an aircraft noise sensitive use legal agreement on Title is required prior to final adoption of the rezoning bylaw. The purpose of the legal agreement is to ensure that the building design satisfies CMHC guidelines for interior noise levels and ASHRAE standards for interior thermal comfort, and potential purchasers are made aware of potential noise conditions.

As part of the required Development Permit application process, the developer will be required to provide confirmation from a qualified acoustic professional that the proposed development is designed in compliance with the ANSD standards.

### 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

Rezoning signage has been installed along all road frontages of the subject property.

Public correspondence received regarding the rezoning application along with a location map is included in (Attachment 6). The correspondence includes 27 items of correspondence (including 22 form letters) from:

- 12 lots/households in the immediate area surrounding the subject site.
- One lot/household outside of the immediate area surrounding the subject site.
- One unknown address.

The public correspondence regarding the subject rezoning application includes the following concerns:

- The provision of pedestrian and cycling connections.

*The proposal will provide bike lane improvements along the site's Westminster Highway, and pedestrian frontage improvements along all three of the site's road frontages.*

- The provision of a varied building height skyline.

*The proposal includes four and six storey buildings, which will introduce a varied roofline on the subject site and in the neighbourhood and provides for building height stepping down to interface with adjacent single-family neighbourhood.*

- The provision of parking and concerns related to existing on-street parking, traffic congestion and safety.

*The development proposal accommodates the needs for on-site resident and visitor parking identified by the consultant transportation engineer in a parking study submitted in support of the development and includes the provision of Transportation Demand Management (TDM) measures to enhance use of transit, bicycle and car-share alternate modes of transportation. Further details on the TDM strategy for the development are provided in the Transportation and Site Access section of this report.*

*Traffic Bylaw 5870 restricts on-street parking to no more than three hours between 8:00 am and 6:00 pm (residents parking in front of their home excluded). Should there be an issue, residents may contact Community Bylaws with concerns for enforcement of the bylaw.*

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.

### OCP Consultation Summary

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10407, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to require further consultation with the Board of Education of School District No. 38 (Richmond), and no other external stakeholders. In response to a preliminary referral, School District staff advised that the School District has no objections to the land use change. Attachment 7 includes a summary of consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

### **Analysis**

The developer has applied to rezone the subject site to permit the construction of a three-building, four to six-storey apartment development comprising 330 rental housing units (including 50 LEMR units (replacement of existing units), 110 moderate income rental units, and 170 market rental units). The proposal is consistent with OCP policy encouraging rental housing development and requires an OCP amendment to accommodate apartment development.

#### 1. Proposed OCP Amendment

As noted above, an amendment to the City of Richmond 2041 OCP Land Use Map is proposed to change the designation of the site from “Neighbourhood Residential” to “Apartment Residential”.

The proposed development includes a density bonus to accommodate rental housing. The OCP allows for consideration of additional density on a site-specific basis for the provision of rental housing that responds to community need. The proposed development responds to this by providing rental units at three distinct levels of affordability with LEMR units, moderate income rental units, and market rental units.

By permitting a higher density form of development in this location, a larger number of rental housing units can be provided at the edge of the City Centre in close proximity to transit and services. The development has been designed to fit within the existing site context with the taller portion of the development located at the intersection of Westminster Highway and Azure Boulevard, Azure Road providing a separation between the proposed development and single-family lots and the neighbourhood park to the south, and the retention of the existing trees along the west edge of the subject site providing a vegetated buffer to the single-family lots to the west. Opportunities for additional landscaping along the West property line will be reviewed through the required Development Permit process. For these reasons staff support the proposed amendment.

## 2. Housing Type and Tenure

a) Dwelling Unit Mix: The OCP encourages multiple residential development to provide at least 40% of units with two or more bedrooms that are suitable for families with children. Staff support the developer's proposed unit mix, which includes 54% family friendly units.

b) LEMR Housing:

The developer proposes to design and construct 50 LEMR units, to a turnkey level of finish, at the developer's sole cost, comprising 4,384.65 m<sup>2</sup> (47,196 ft<sup>2</sup>) of habitable space. In compliance with the City's rental replacement policy, the 50 LEMR units are proposed to replace the existing 50 market rental units located on the subject site, with the same mix of unit types as the existing market rental units (e.g., 4 one-bedroom units, 14 two-bedroom units, 29 three-bedroom units, and 3 four-bedroom units).

Unit Type	Affordable Housing Strategy Requirements (1) (2) (3)			Project Targets (2)	
	Min. Unit Area	Max. Rent Charge	Max. Household Income	Unit Mix	BUH
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811/month	\$34,650 or less	N/A	N/A
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975/month	\$38,250 or less	8% (4 units)	100%
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218/month	\$46,800 or less	28% (14 units)	100%
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480/month	\$58,050 or less	58% (29 units)	100%
<b>In Addition to Affordable Housing Strategy Requirements (2) (3)</b>					
4-Bedroom	111 m <sup>2</sup> (1,200 ft <sup>2</sup> )	\$1,541/month	\$61,650 or less	6% (3 units)	100%
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>100% (50 units) 4,384 m<sup>2</sup> (47,196 ft<sup>2</sup>)</b>	<b>100%</b>

(1) Values adopted by Council on July 24, 2017. May be adjusted in accordance with the Housing Agreement.

(2) The number of units and unit mix will be confirmed to the satisfaction of the City through the DP process, provided that at least 50 LEMR units are provided. .

(3) The proposed unit mix includes 4-bedroom units to replace existing rental units on the subject site. The site specific criteria for 4-bedroom units is based on the methodology applied to other unit types in the City's Affordable Housing Strategy.

The affordable housing units are proposed to be clustered along with some moderate income rental units in the proposed four-storey wood-frame building along the west edge of the subject site. The City's Affordable Housing Strategy supports LEMR units being clustered if the developer has partnered with a non-profit operator for the management of the units. Based on City consultation with non-profit housing providers, they typically prefer clustered units due to the operational efficiencies provided.

The developer is in ongoing discussion with potential non-profit operators and has agreed to secure an agreement with a non-profit housing provider to manage the development's required LEMR units prior to adoption of the rezoning bylaw. More information regarding this arrangement will be provided at Development Permit stage.

In order to promote the development of more family-friendly housing options in Richmond, the Affordable Housing Strategy requires at least 20% of LEMR units to be provided with two or more bedrooms, and encourages that percentage to be increased to 60%. The proposed development exceeds this target, with 92% of LEMR units having two, three and four bedrooms. In proposing to construct 100% of the LEMR units with Basic Universal

Housing features, the proposal also exceeds the target established in the Affordable Housing Strategy of securing 85% of all LEMR units with Basic Universal Housing features.

c) Moderate Income Rental Housing:

The developer proposes to design and construct 110 moderate income rental units, to a turnkey level of finish, at the developer's sole cost, comprising 5,941 m<sup>2</sup> (63,951 ft<sup>2</sup>) of habitable space. The developer intends to manage these units, which will have restrictions to secure rental rates and household income restrictions targeted at the median income levels in the lower mainland, based on BC Housing's Housing Income Limits (HILS).

The moderate income rental units are proposed to be provided in the proposed four-storey wood-frame building along the west edge of the subject site, and in the proposed six-storey wood-frame building along the east edge of the subject site.

Unit Type	Min. Unit Area (3)	Max. Rent Charge (1)	Max. Household Income (1)(2)	Unit Mix (3)
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$1,437/month	\$57,500 or less	22% (24 units)
1-Bedroom	47 m <sup>2</sup> (508 ft <sup>2</sup> )	\$1,437/month	\$57,500 or less	57% (63 units)
2-Bedroom	69 m <sup>2</sup> (745 ft <sup>2</sup> )	\$1,725/month	\$69,000 or less	18% (20 units)
3-Bedroom	90 m <sup>2</sup> (976 ft <sup>2</sup> )	\$2,000/month	\$80,000 or less	3% (3 units)
4-Bedroom	N/A	N/A	N/A	None
<b>Total</b>	<b>N/A</b>	<b>Varies</b>	<b>Varies</b>	<b>100% (110 units) 5,941 m<sup>2</sup> (63,951 ft<sup>2</sup>)</b>

(1) May be adjusted in according with the Moderate Income Housing Agreement.

(2) Based on BC Housing's Housing Income Limits (HILs). The maximum monthly rents may be adjusted in accordance with the Moderate Income Housing Agreement.

(3) Unit area and unit mix in the above table may be adjusted through the Development Permit Process provided that at least 110 moderate income rental units are provided.

d) Market Rental Housing

The developer proposes to design and construct 170 market rental units, to a turnkey level of finish, at the developer's sole cost, comprising 11,581 m<sup>2</sup> (124,653 ft<sup>2</sup>) of habitable space. The developer intends to manage these units, which will have no restriction on tenant incomes and the ability for the units have prevailing market rent charge rates.

The market rental units are proposed to be provided in the proposed six-storey wood-frame building along the east edge of the subject site, and in the proposed four-storey wood-frame building along the south edge of the subject site.

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	36 m <sup>2</sup> (395 ft <sup>2</sup> )	4	2%
1-Bedroom	47 m <sup>2</sup> (508 ft <sup>2</sup> )	56	33%
2-Bedroom	67 m <sup>2</sup> (725 ft <sup>2</sup> )	88	52%
3-Bedroom	78 m <sup>2</sup> (846 ft <sup>2</sup> )	22	13%
4-Bedroom	N/A	N/A	N/A
<b>Total</b>	<b>N/A</b>	<b>170 units</b>	<b>100%</b>

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process.

- e) General Housing Requirements: Prior to final adoption of the rezoning bylaw, registration of Housing Agreements and Market Rental Agreement, and Housing Covenants on Title is required to secure the following in perpetuity for the LEMR units, moderate income rental units, and market rental units:
- LEMR units are required achieve occupancy prior to any other buildings or uses in the proposed development.
  - Residential use is restricted to residential rental tenure.
  - Age-related occupancy restrictions are prohibited.
  - Single ownership of the LEMR units is maintained (within a single airspace parcel or strata lot). This also applies to the moderate income rental units in each building, and the market rental units in each building.
  - Occupants will enjoy full use of all indoor residential amenity spaces, all outdoor residential amenity spaces, parking, bicycle storage, and related features, at no additional charge to the occupants.
- f) Accessibility: Richmond's OCP encourages development to meet the needs of the city's aging population and people facing mobility challenges. Staff support the developer's proposal, which is consistent with City Policy and will include:
- Barrier-free lobbies, common areas, and amenity spaces.
  - Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.).
  - 15% Basic Universal Housing (BUH) units (i.e., 50 of 330 units), including 100% of LEMR units (i.e., 50 units). Opportunities for additional BUH units will be reviewed at the Development Permit application stage.

### 3. Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with OCP Policy (i.e., replacement rental housing and rental housing), the developer has requested that the subject site be rezoned to a new site specific zone, "Low to Mid-Rise Apartment (ZLR45) – Thompson", which includes:

- Maximum density: 2.1 FAR calculated against the net site area. This includes density bonus related to the provision of LEMR units, moderate income rental units, and market rental units. The zone also includes the typical 0.1 FAR density bonus for common indoor amenity space for residents.
- Permitted land uses: townhouse, apartment and related land uses.
- Residential rental tenure restriction relating to the provision of 330 rental units (e.g., 50 LEMR units, 110 moderate income rental units and 170 market rental units).



- Maximum building height: 25 m (82 ft.).
- Maximum lot coverage and minimum setbacks in keeping with other multiple family zones, and site specific parking requirements as discussed in the Transportation and Site Access section of this report.

#### 4. Sustainability

The sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code for the proposed wood-frame residential buildings is step 4, or step 3 with the provision of a low carbon building energy system. The architect has provided a letter confirming the project is being designed to achieve step 3 with the provision of a privately owned low carbon building energy system on the site. More information regarding the developments sustainability initiatives will be provided at Development Permit stage.

#### 5. Transportation and Site Access

The proposed development provides for transportation improvements and related features, all at the developer's sole cost, to be secured through a combination of road dedication and legal agreements registered on Title, to the satisfaction of the Director of Transportation, and the City's standard Servicing Agreement process (secured with Letter of Credit), as applicable, as per the attached Rezoning Considerations (Attachment 8).

Staff support the developer's proposal, which is consistent with City objectives and includes:

- i) Widening and frontage improvements along Westminster Highway to accommodate road, off-street bike path, sidewalk, and related upgrades, together with a bus landing pad. This includes 1.9m of road dedication along Westminster Highway.
- ii) Frontage improvements along Azure Boulevard and Azure Road to accommodate boulevard and sidewalk upgrades.
- iii) The implementation of traffic calming improvements (e.g., curb extensions and a traffic circle) at the Azure Boulevard and Azure Road intersection.
- iv) The implementation of pedestrian safety improvements (e.g., special crosswalk) at the Westminster Highway and Azure Boulevard intersection, subject to detailed technical review as part of the Servicing Agreement process.

The number of site access driveways is limited to one to minimize potential pedestrian and cycling conflicts with vehicles, and it is proposed to connect to Azure Boulevard.

The City's market rental housing policy indicates that the City will consider parking reductions for rental housing projects. The site specific ZLR45 zone includes site specific required resident parking space rates of 0.6 parking spaces per LEMR unit, 0.6 parking spaces per moderate income rental unit, and 0.72 parking spaces per market rental unit, and 0.16 parking spaces per dwelling for visitor parking. These parking rates are consistent with other comparable developments in the Metro Vancouver region and were also validated through a Transportation

Impact Assessment, which was reviewed and accepted by the City and supported by the following required Transportation Demand Management (TDM) measures, which will be further reviewed through the required Development Permit process:

- Transit Pass Program: monthly bus pass (two-zone) will be offered to 100% of the rental housing units (330 units) for a period of one year and secured with a letter of credit in the amount of \$55,000 and registration of a legal agreement on Title prior to final adoption of the rezoning bylaw.
- Providing secure class 1 bicycle spaces at the rate of two spaces for each rental housing unit and e-bike and e-scooter storage.
- Providing a shared bicycle maintenance and repair facility.
- Providing two car-share parking spaces (equipped with quick charge 240V electric vehicle charging stations).
- Accommodating electrical charging for 100% of resident parking spaces and 10% of resident class 1 secure bicycle storage spaces.

#### 6. Servicing and Frontage Improvements

The developer will enter into a standard City Servicing Agreement, secured with a Letter of Credit, for the design and construction of all required off-site works including, but not limited to: road widening, bike path, bus landing pad, pedestrian safety improvements and frontage improvements along Westminster Highway; frontage improvements along Azure Boulevard; traffic calming and frontage improvements along Azure Road; sanitary sewer infrastructure and upgrades; and City utilities connections as set out in the attached Rezoning Considerations (Attachment 8). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program (e.g., part of the required works along Westminster Highway).

#### 7. Tree Retention and Replacement

The developer has submitted a Certified Arborist's Report; which identifies 48 bylaw-sized trees on the subject site, 33 trees on neighbouring properties to the west and 16 trees that are jointly owned with neighbouring properties to the west, assesses tree condition, and provides recommendations on tree retention and removal relative to the proposed development (Attachment 4).

Staff are supportive of the developer's proposal, which includes, among other things:

- i) The protection of all trees on the neighbouring properties to the west is required, including 33 trees located on the neighbouring adjacent properties to the west and 16 trees along the shared property line that are jointly owned with the neighbouring adjacent properties.
- ii) The retention of three existing bylaw-size trees on the subject site along the west property line (secured with \$35,000 tree survival security).

Retention of these trees, together with the protection of the neighbouring and jointly owned trees along the west property line provides a significant buffer to the single-family lots to the west.

- iii) Removal of the 45 existing bylaw-size trees on the subject site. The trees proposed for removal includes one dead tree, three trees in poor condition and six trees in declining condition. Extensive investigation was undertaken to see if the healthy trees, especially those along the perimeter of the site could be retained. Due to the need to accommodate the required parking for the development, it was not possible to retain any additional trees. The planting of 90 replacement trees (2:1 ratio) will be secured through the Development Permit application. Replacement trees should be accommodated on the site, but if some trees are not able to be accommodated on site, a voluntary contribution of \$750 would be required for each replacement tree that is not able to be accommodated onsite. Tree removal is proposed to occur after public hearing to allow for site preloading.

The developer is required to complete the following to ensure protection of trees to be retained:

- Prior to final adoption of the rezoning bylaw, submission of a contract with a Certified Arborist for the supervision of all works conducted in close proximity to trees to be protected, monitoring during construction, any needed tree protection measures and a post construction impact assessment report.
- Prior to commencing any works on-site, installation of tree protection fencing around all trees to be retained, which is to be installed in accordance with Tree Protection Information Bulletin Tree-03 and maintained until construction and landscaping on-site is completed.

#### 8. Built Form and Architectural Character

The developer proposes to construct a low-rise and mid-rise residential rental development fronting Westminster Highway, Azure Boulevard and Azure Road, across the street from Brighthouse Neighbourhood Park (Attachment 1). The proposed development is consistent with City policy for the provision of land dedication to facilitate required transportation improvements. The proposed form of development is four-storey and six-storey apartment buildings over a shared single-level parking structure.

Development Permit approval, to the satisfaction of the Director of Development, is required prior to final adoption of the rezoning bylaw. At DP stage, additional design development is encouraged with respect to the following items:

- a) Public Open Space: Opportunities to contribute towards a pedestrian oriented public realm.
- b) Residential Streetscape: Opportunities to enhance individual building identity, skyline, massing, articulation, and streetscape visual interest through design differentiation between buildings. Opportunities to incorporate colour in building design and to provide an enhanced interface with fronting pedestrian sidewalks.

- c) **Common Amenity Spaces:** The proposal includes 605 m<sup>2</sup> of shared indoor amenity space and 2,427 m<sup>2</sup> of shared outdoor amenity spaces, exceeding the OCP DP Guidelines rates (Attachment 2) by 101% for indoor amenity space (Min. 300 m<sup>2</sup>) and 22% for outdoor amenity space (Min. 1,980 m<sup>2</sup>). More information is required with respect to the programming, design, and landscaping of these spaces to ensure they satisfy City objectives. The conceptual design includes shared use of all indoor amenity areas by all residents and a common central outdoor amenity area.
- d) **Accessibility:** Design and distribution of Basic Universal Housing units and common spaces, and opportunities to provide Basic Universal Housing units in all affordability levels.
- e) **Sustainability:** Opportunities to enhance building performance in coordination with architectural expression.
- f) **Crime Prevention through Environmental Design (CPTED):** Opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- g) **Parking, Loading & Waste Management:** The development proposal is consistent with the Zoning Bylaw and related City requirements. Further design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces.

#### 9. Existing Legal Encumbrances

There are existing City utilities statutory right of way (SRW) along all edges of the subject site.

The existing City utilities statutory right of way (SRW) along the entire east edge of the subject site does not contain City utilities and may be discharged (portion of utilities SRW charge number A13275 regarding plan 26276).

The existing 6m wide City utilities statutory right-of-way (SRW) along the south edge of the subject site contains sanitary sewer connection for the existing development and may be discharged after the sanitary sewer is removed (utilities SRW charge number RD159355 regarding plan 64282).

The existing 6m wide City utilities statutory right-of-way (SRW) along the west edge of the site contains sanitary sewer infrastructure. The northern portion of this sanitary sewer will be abandoned after the required Servicing Agreement works are constructed, and the SRW in this area may be discharged after the sanitary sewer is removed (portion of utilities SRW charge number A13275 regarding plan 26276).

**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**

0923745 BC Ltd. has applied to the City of Richmond to create a new site specific zone, “Low to Mid Rise Apartment (ZLR45) – Thompson” and to rezone the subject site at 6071 Azure Road to the new zone, to permit the development of a residential rental tenure low-rise and mid-rise development containing 330 dwellings (including 50 LEMR units, 110 moderate income rental units, and 170 market rental units). The proposal includes a site specific OCP amendment to change the designation of the subject site from “Neighbourhood Residential” to “Apartment Residential”, to provide affordable and rental housing. Off-site works, including utility upgrades, road widening and frontage improvements, will be subject to the City’s standard Servicing Agreement process (secured with Letter of Credit). An analysis of the developer’s proposal shows it to be considered and consistent with the City’s OCP policy objectives regarding rental replacement and rental housing development.

It is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 10407 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10406, be introduced and given first readings.

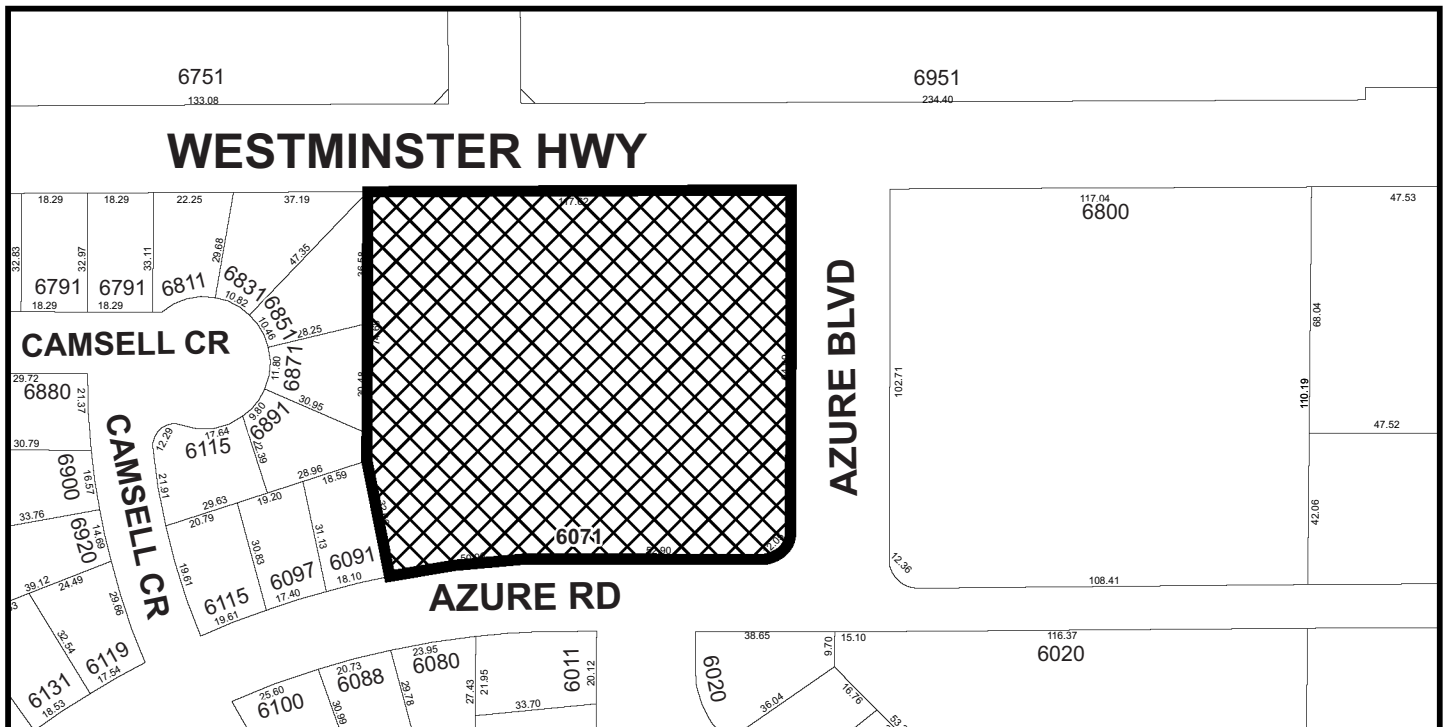
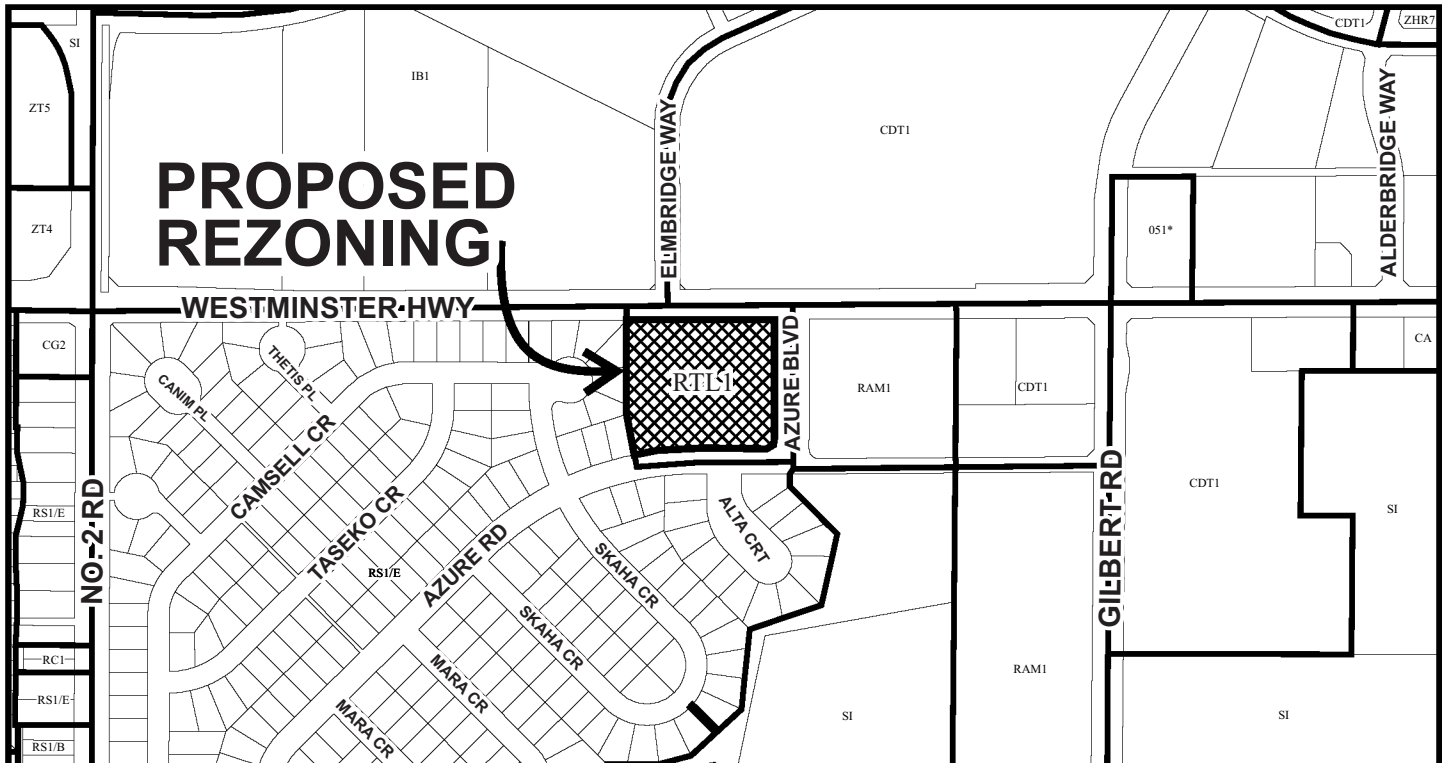


Sara Badyal,  
Planner 3  
(604-276-4282)

SB:js

- Att: 1: Location Map and Aerial Photo  
2: Development Application Data Sheet  
3: Conceptual Development Plans  
4: Tree Management Plan  
5: Tenant Relocation Plan  
6: Public Correspondence  
7: OCP Consultation Policy & Summary of Consultation with Key Stakeholders  
8: Rezoning Considerations

City of  
Richmond



RZ 21-931122

Revision Date:

Note: Dimensions are in METRES





# City of Richmond



RZ 21-931122

Original Date: 06/07/21

Revision Date:

Note: Dimensions are in METRES





RZ 21-931122		Attachment 2	
Address	6071 Azure Road		
Applicant	0923745 BC Ltd.		
Owner	0923745 BC Ltd.		
Planning Area(s)	Thompson		
	Existing		Proposed
Site Area	12, 005 m²	11,772 m²	
Land Uses	Multiple Family Residential	Multiple Family Residential	
OCP Designation	Neighbourhood Residential	Apartment Residential	
Zoning	Low Density Townhouses (RTL1)	Low to Mid Rise Apartment (ZLR45) – Thompson	
Number of Units:	50 market rental units	50 LEMR units 110 moderate income rental units 170 market rental units	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 2.1 (24,721 m²)	2.07 (24,355 m²)	None permitted
Lot Coverage	Max. 90%	50%	None
Setback – Public Road	Min. 4.5 m	4.5 m	None
Setback – Interior Side Yard	Min 4.5 m	4.5 m to 7 m	None
Building Height	Max. 25 m	25 m	None
Lot Size	10,000 m² Width: 80 m Depth: 100 m	11,772 m² Width: 93 m Depth: 117 m	None
Parking Space rates	With TDMs LEMR: 0.6 per dwelling Moderate Income Rental: 0.6 per dwelling Market Rental: 0.72 per dwelling Visitor 0.16 per dwelling, including 2 car-share spaces	With TDMs LEMR: 0.6 per dwelling Moderate Income Rental: 0.6 per dwelling Market Rental: 0.72 per dwelling Visitor 0.16 per dwelling, including 2 car-share spaces	None
Accessible Parking Spaces	Min. 2%	2%	None
Small Car Parking Spaces	Max. 50%	50%	None
Tandem Parking Spaces	Not Permitted	None	None
Loading Spaces	2 medium	2 medium	None
Bicycle Storage	Class 1: 1.25 per dwelling Class 2: 0.2 per dwelling	Class 1: 2.0 per dwelling (TDM) Class 2: 0.2 per dwelling	None
EV (Energized) Car Charging	100% resident parking spaces 100% car share parking spaces	100% resident parking spaces 100% car share parking spaces	None
Amenity Space – Indoor	Min. 300 m²	605 m² To be confirmed through DP	None
Amenity Space – Outdoor	Min. 1,980 m²	2,427 m²	None



## RESIDENTIAL PROJECT

# 6071 AZURE ROAD

## REZONING/IOCP AMENDMENT APPLICATION

### PROJECT SITE INFORMATION

**CIVIC ADDRESS**  
6071 AZURE ROAD, RICHMOND, BC, V7C 2P3

**LEGAL DESCRIPTION**  
LOT 582 SEC 7 BLK 4N 6W PL NWP28611 LOT 582, BLOCK 4N, PLAN NWP25611, SECTION 7, RANGE 6W, NEW WESTMINSTER LAND DISTRICT

**SITE AREA**  
12,005 SQ.M

**LAND USE**  
MULTI-FAMILY RESIDENTIAL

**CURRENT ZONING**  
RTL1 - LOW DENSITY TOWNHOUSES

### DRAWING LIST

#### ARCHITECTURAL

- A1.0 COVER PAGE
- A1.1 PROJECT STATISTICS
- A1.2 POLICY RATIONALE
- A2.1 EXISTING SITE PLAN
- A2.2 EXISTING STREETScape
- A2.3 BUILDING DESIGNATION
- A3.1 PROPOSED SITE PLAN
- A3.2 PARKING LEVEL PLAN
- A3.3 MAIN FLOOR PLAN
- A3.4 2ND FLOOR PLAN
- A3.5 3RD FLOOR PLAN
- A3.6 4TH FLOOR PLAN
- A3.7 5TH FLOOR PLAN
- A3.8 6TH FLOOR PLAN
- A3.9 ROOF PLAN
- A4.1 ELEVATIONS
- A4.2 ELEVATIONS
- A4.3 SECTIONS
- A4.4 SECTIONS
- A5.1 3D VIEWS
- A5.2 3D VIEWS

#### LANDSCAPE TO FOLLOW

**OWNER**  
DURANTE KREUK, FCSLA, LMBCSLA  
#163 - 11782 HAMMERSMITH WAY  
RICHMOND, BC V7A 5E2

**CONTACT:**  
ANDY XUAN  
ANDY.XUAN@DKT.CA

### PROJECT TEAM

**ARCHITECT**  
HNPA ARCHITECTURE AND PLANNING INC  
2983 W 41ST AVENUE  
VANCOUVER BC CANADA V6N 3C8

**CONTACT:**  
JUN NAN, ARCHITECT AIBC  
PRINCIPAL  
TEL: 604-726-1338  
EMAIL: OFFICE@HNPADESIGN.COM

**LANDSCAPE ARCHITECT**  
DURANTE KREUK LTD.  
102-1637 WEST 5TH AVENUE,  
VANCOUVER BC, V6J 1N5

**CONTACT:**  
PETER KREUK, FCSLA, LMBCSLA  
PRINCIPAL  
TEL: 604-684-4611  
EMAIL: PETER@DKL.BC.CA

AUG 02, 2022  
ISSUED FOR: REZONING



Conceptual Only  
Design Development  
required through separate  
required Development  
Permit application

FAR	
AREA CALCULATIONS	
GROSS SITE AREA	12,005 m <sup>2</sup> (129,221 sqft)
DEDICATION	
NET SITE AREA	11,773 m <sup>2</sup> (126,724 sqft)
FAR	2.07
SITE COVERAGE	48.97%
AVERAGE FINISHED GRADE	1.23M

[illegible]

	Total Floor Area	FSR
Rental Type		
LEMR Units	47,196	0.37
HLS Units	63,951	0.50
Market Rental	124,653	0.98
Common Area	26,356	0.21
<b>Total</b>	<b>262,156</b>	<b>2.07</b>

	LEMUR		HMLS	Market Rental	TOTAL
Total Unit	50		110	170	330
1 BEDROOM	0	0%	24	4	28
2 BEDROOM	4	8%	63	56	123
3 BEDROOM	14	28%	20	88	122
4 BEDROOM	29	58%	3	22	54
	3	6%	0	0	3
BUH Unit	50	100%	110	170	100%

RESIDENTIAL UNIT CALCULATION

	BUILDING A	BUILDING B	BUILDING C
LEVEL			
PARKING			
LEVEL 1	15	26	21
LEVEL 2	15	34	25
LEVEL 3	15	34	25
LEVEL 4	15	34	25
LEVEL 5	*	23	*
LEVEL 6	*	23	*
SUBTOTAL	60	174	96
NET TOTAL		330	

		AREA REQUIRED (Sq. ft.)	AREA PROVIDED (Sq. ft.)
INDOOR	21.5 sq. ft. per Unit	7,695	6,519
OUTDOOR	6 sqm/64 sq. ft. per Unit	21,120	26,132

PARKING PROVISION					
	BYLAWS	TOTAL UNIT	PARKING REQUIRED	PARKING PROVIDED	NOTE
MARKET RENTAL	0.72 PER UNIT	170	123		
HILLS UNITS	0.6 PER UNIT	110	66	219	
LEWIS UNITS	0.6 PER UNIT	50	30		
VISITOR	0.16 PER UNIT		53	53	
TOTAL		330		272	
					( 2% ACCESSIBLE STALLS)
				61% PARKING	(50% SMALL CAR STALLS)
					136 SMALL CAR STALLS

	BYLAWS	TOTAL UNIT	PARKING REQUIRED	TOTAL PROVIDED
CLASS 1	2 PER UNIT	330	660	663
CLASS2	0.2 PER UNIT	330	66	{216/VERTICAL= 32.5%}

REQUIREMENT	1
PROVIDED	2

BUILDING A - LEMR+HILLS						
	Studio	1BR	2BR	3BR	4BR	Total
Level 1	2	6	2	5	0	15
Level 2	1	0	5	8	1	15
Level 3	1	0	5	8	1	15
Level 4	1	0	5	8	1	15
Total	5	6	17	29	3	60
Percentage	8%	10%	28%	48%	5%	100%

	Studio	1BR	2BR	3BR	4BR	Total
Level 1	2	12	6	6	0	26
Level 2	5	13	13	3	0	34
Level 3	5	13	13	3	0	34
Level 4	5	13	13	3	0	34
Level 5	3	11	6	3	0	23
Level 6	3	11	6	3	0	23
Total	23	73	57	21	0	174
Percentage	13%	42%	33%	12%	0%	100%

	Studio	1BR	2BR	3BR	4BR	Total
Level 1	0	11	9	1	0	21
Level 2	0	11	13	1	0	25
Level 3	0	11	13	1	0	25
Level 4	0	11	13	1	0	25
Total	0	44	48	4	0	96
Percentage	0%	46%	50%	4%	0%	100%

[illegible]

REQUIREMENT	1
PROVIDED	2

FAR	
AREA CALCULATIONS	
GROSS SITE AREA	12,005 m <sup>2</sup> (129,221 sqft)
DEDICATION	
NET SITE AREA	11,773 m <sup>2</sup> (126,724 sqft)
FAR	2.07
SITE COVERAGE	48.97%
AVERAGE FINISHED GRADE	1.23M



PROGRAM TITLE	DATE	TIME	LOCATION	STATUS

JOB NO.	
DRAWN	KN
DATE	
SCALE	
CHECKED	JN
FORWARD NO.	

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[illegible]

PROJECT  
6071 AZURE ROAD  
RICHMOND, BC

DRAWING TITLE

## EXISTING STREETSCAPE

OBJ NO.	
RAWIN	KN
DATE	
SCALE	
CHECKED	J N
RAWING NO.	

## A2.2

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WESTMINSTER HWY

CNCL - 84

AZURE ROAD

1 SITE PLAN  
SCALE 1"=20'-0"





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604-558-8566

11	JAN 17, 2022	REZONING SUBMIT APPLICATION
10	MAY 11, 2022	REZONING SUBMIT APPLICATION
9	APRIL 2022	REZONING SUBMIT APPLICATION
8	MAY 17, 2022	REZONING SUBMIT APPLICATION
7	MAY 17, 2022	REZONING SUBMIT APPLICATION
6	OCT 23, 2021	REZONING SUBMIT APPLICATION
5	MAY 11, 2021	REZONING SUBMIT APPLICATION
4	OCT 26, 2021	DRAWING REVISION
3	JAN 11, 2021	DRAWING REVISION
2	MAY 18, 2019	DRAWING REVISION
1	JAN 10, 2019	DRAWING REVISION
REVISION		
PROJECT		
6071 AZURE ROAD RICHMOND, BC		
SHEET TITLE		
SITE PLAN		
DR NO.	KN	
DATE	JN	
SCALE	JN	
PROJECT	JN	
DRAWING NO.		

A3.1

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11	JULY 07, 2022	REZONING RESUBMIT APPLICATION
10	MAY 18, 2022	REZONING RESUBMIT APPLICATION
9	APRIL 20, 2022	REZONING RESUBMIT APPLICATION
8	APR 09, 2022	REZONING RESUBMIT APPLICATION
7	MARCH 23, 2022	REZONING RESUBMIT APPLICATION
6	OCT 23, 2021	REZONING APPLICATION
5	MAY 18, 2021	DEVELOPMENT
4	OCT 20, 2021	POWELL RESUBMISSION
3	JAN 18, 2020	
2	MAY 08, 2019	
1	JULY 05, 2018	
REVIEWS		
PROJECT		

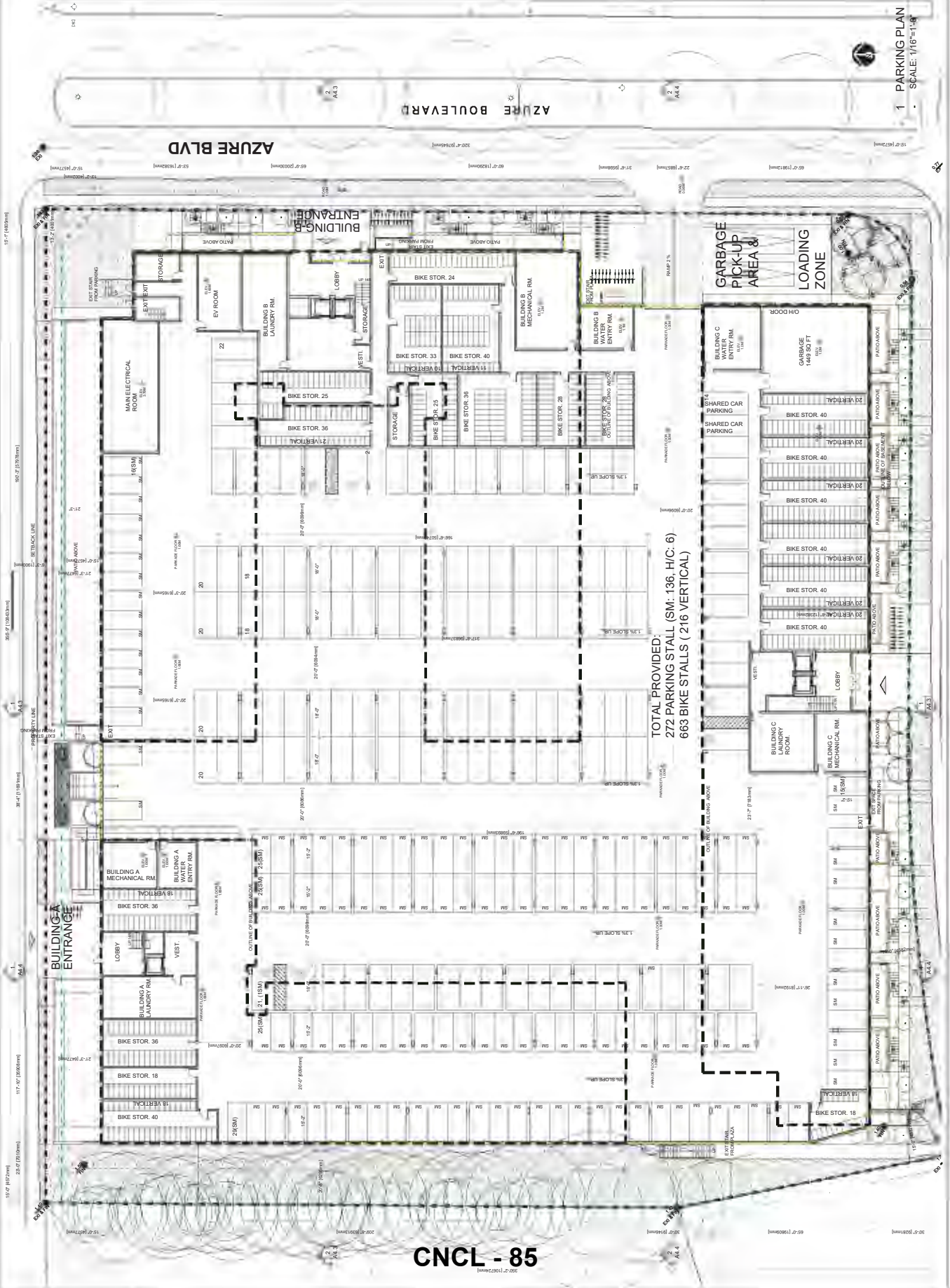
6071 AZURE ROAD  
RICHMOND, BC

100

JOB NO.	
DRAWN	KN
DATE	
SCALE	
CHECKED	JN
DRAWING NO.	

## A3.2

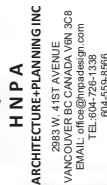
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# CNCL - 85

1 PARKING PLAN  
SCALE: 1/16"=1'-0"





STUDIO  
1 BEDROOM  
2 BEDROOM  
3 BEDROOM  
4 BEDROOM

LEMR UNITS AREA  
HILS UNITS AREA  
MARKET RENTAL

[illegible]

5071 AZURE ROAD  
RICHMOND, BC

100

## MAIN/PLAZA FLOOR PLAN

### A3.3

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## LEGEND

1 BEDROOM  
2 BEDROOM  
3 BEDROOM  
4 BEDROOM

[illegible]

6071 AZURE ROAD  
RICHMOND, BC

DRAWING TITLE:

## 2ND FLOOR PLAN

100

## EXAMPLE

CASE

1000

UN CHINA

### A3.4

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1 2ND-4TH FLOOR PLAN  
SCALE: 1/16"=1'-0"



# CNCL - 87



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604-559-8566

LEGEND

STUDIO

1 BEDROOM

2 BEDROOM

3 BEDROOM

4 BEDROOM

11	JULY 2022	REDESIGN RESUBMIT APPLICATION
10	MAY 1 2022	REDESIGN RESUBMIT APPLICATION
9	APRIL 2022	REDESIGN RESUBMIT APPLICATION
8	APRIL 2022	REDESIGN RESUBMIT APPLICATION
7	MAR 2 2022	REDESIGN RESUBMIT APPLICATION
6	DEC 23 2021	REDESIGN APPLICATION
5	NOV 1 2021	DESIGN REVIEW
4	OCT 28 2021	ORANING REVIEW
3	JANU 2020	
2	NOV 28 2019	
1	JULY 2019	
REVISION#		
PROJECT		

6071 AZURE ROAD  
RICHMOND, BC

### FRAMING TITLE

### 3RD FLOOR PLAN

### A3.5

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1 - 2ND-4TH FLOOR PLAN SCALE: 1/16"=1'-0"



## CNCL - 88







LEGEND

STUDIO

1 BEDROOM

2 BEDROOM

3 BEDROOM

4 BEDROOM

[illegible]

6071 AZURE ROAD  
RICHMOND, BC

### DRAWING TITLE

4TH FLOOR PLAN

098

KI  
REAVIR

SCALE

2

ON CHINESE

## A3.6

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1 - 2ND-4TH FLOOR PLAN SCALE: 1/16"=1'-0"



## CNCL - 89





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LEGEND

STUDIO
1 BEDROOM
2 BEDROOM
3 BEDROOM
4 BEDROOM

11	JAN 17, 2022	REZONING SUBMIT APPLICATION
10	MAY 11, 2021	REZONING SUBMIT APPLICATION
9	JAN 15, 2021	REZONING SUBMIT APPLICATION
8	MAY 11, 2020	REZONING SUBMIT APPLICATION
7	MAY 11, 2020	REZONING SUBMIT APPLICATION
6	OCT 23, 2019	REZONING SUBMIT APPLICATION
5	NOV 11, 2019	DESIGN REVIEW
4	OCT 16, 2019	DESIGN REVIEW
3	JAN 11, 2019	DESIGN REVIEW
2	MAY 18, 2018	DESIGN REVIEW
1	JAN 15, 2018	DESIGN REVIEW

6071 AZURE ROAD  
RICHMOND, BC

5TH FLOOR PLAN

5TH FLOOR PLAN

DATE: 10/10/2021  
DRAWN: KN  
SCALE: 1/16"=1'-0"  
SHEET: JN  
SHEET: JN

A3.7

1 5TH PLAN  
SCALE: 1/16"=1'-0"



TOTAL BUILDING  
A+B+C = 23 UNITS  
LEMUR : 0  
HILLS : 6  
MR : 7

BUILDING B  
LEMUR : 0  
HILLS : 6  
MR : 7

STUDIO : 3  
1BR : 11  
2BR : 6  
3BR : 3  
4BR : 0

CNCL - 90



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TEL: 604-558-8566

LEGEND  
STUDIO  
1 BEDROOM  
2 BEDROOM  
3 BEDROOM  
4 BEDROOM

11	JAN 17, 2022	REZONING SUBMIT APPLICATION
10	MAY 11, 2022	REZONING SUBMIT APPLICATION
9	JAN 15, 2022	REZONING SUBMIT APPLICATION
8	MAY 11, 2022	REZONING SUBMIT APPLICATION
7	MAY 11, 2022	REZONING SUBMIT APPLICATION
6	OCT 23, 2021	REZONING SUBMIT APPLICATION
5	NOV 11, 2021	DESIGN REVIEW
4	OCT 16, 2021	DESIGN REVIEW
3	JAN 11, 2021	DESIGN REVIEW
2	MAY 18, 2019	DESIGN REVIEW
1	JAN 15, 2019	DESIGN REVIEW

6071 AZURE ROAD  
RICHMOND, BC

6TH FLOOR PLAN

DR NO.	KN
DATE	KN
SCALE	KN
PROJECT	J N
DESIGNER	KN

A3.8

1 6TH PLAN  
SCALE: 1/16"=1'-0"





[illegible]

EXTERIOR FINISH

[illegible]

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PROJECT	
---------	--

6071 AZURE ROAD  
RICHMOND, BC

DRAWING TITLE

EAST-WEST ELEV.

JOB NO.	
DRAWN	KN
DATE	
SCALE	
CHECKED	JN

FORMING NO.	
-------------	--

## A4.1

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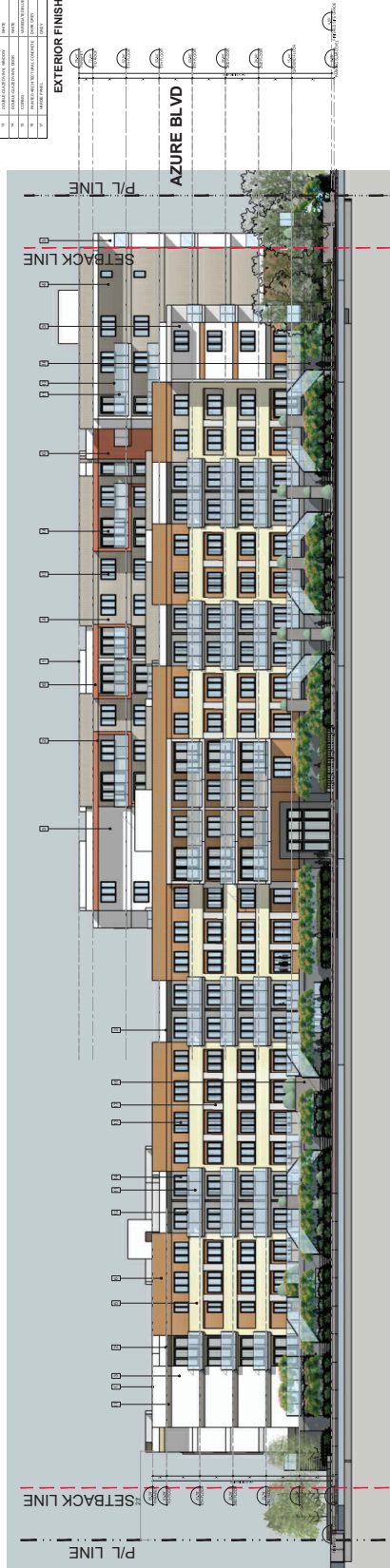
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TEL: 604-726-1338  
604-558-8566



1 NORTH ELEVATION  
SCALE: 1/16"=1'-0"

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	1.000 2D EXTERIOR FINISH	2021	KN
2	1.000 2D EXTERIOR FINISH	2021	KN
3	1.000 2D EXTERIOR FINISH	2021	KN
4	1.000 2D EXTERIOR FINISH	2021	KN
5	1.000 2D EXTERIOR FINISH	2021	KN
6	1.000 2D EXTERIOR FINISH	2021	KN
7	1.000 2D EXTERIOR FINISH	2021	KN
8	1.000 2D EXTERIOR FINISH	2021	KN
9	1.000 2D EXTERIOR FINISH	2021	KN
10	1.000 2D EXTERIOR FINISH	2021	KN
11	1.000 2D EXTERIOR FINISH	2021	KN

EXTERIOR FINISH



2 SOUTH ELEVATION  
SCALE: 1/16"=1'-0"

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	1.000 2D EXTERIOR FINISH	2021	KN
2	1.000 2D EXTERIOR FINISH	2021	KN
3	1.000 2D EXTERIOR FINISH	2021	KN
4	1.000 2D EXTERIOR FINISH	2021	KN
5	1.000 2D EXTERIOR FINISH	2021	KN
6	1.000 2D EXTERIOR FINISH	2021	KN
7	1.000 2D EXTERIOR FINISH	2021	KN
8	1.000 2D EXTERIOR FINISH	2021	KN
9	1.000 2D EXTERIOR FINISH	2021	KN
10	1.000 2D EXTERIOR FINISH	2021	KN
11	1.000 2D EXTERIOR FINISH	2021	KN

PROJECT  
6074 AZURE ROAD  
RICHMOND, BC

CONTRACT TITLE  
NORTH-SOUTH ELEV.

NORTH-SOUTH ELEV.

JOB NO.	
DRAWN	KN
DATE	
SCALE	
CHECKED	JN
DATE	

CONTRACT NO.

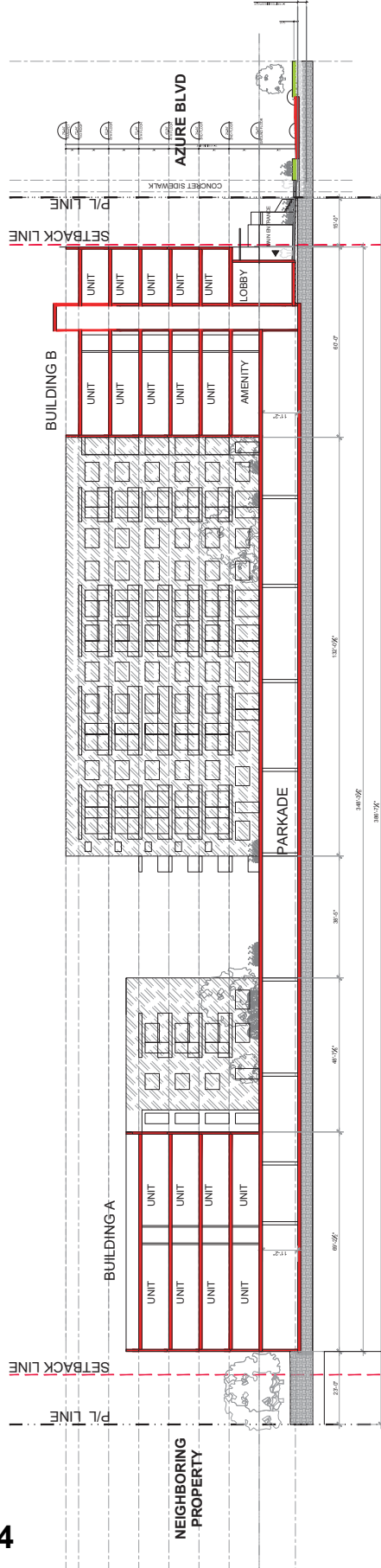
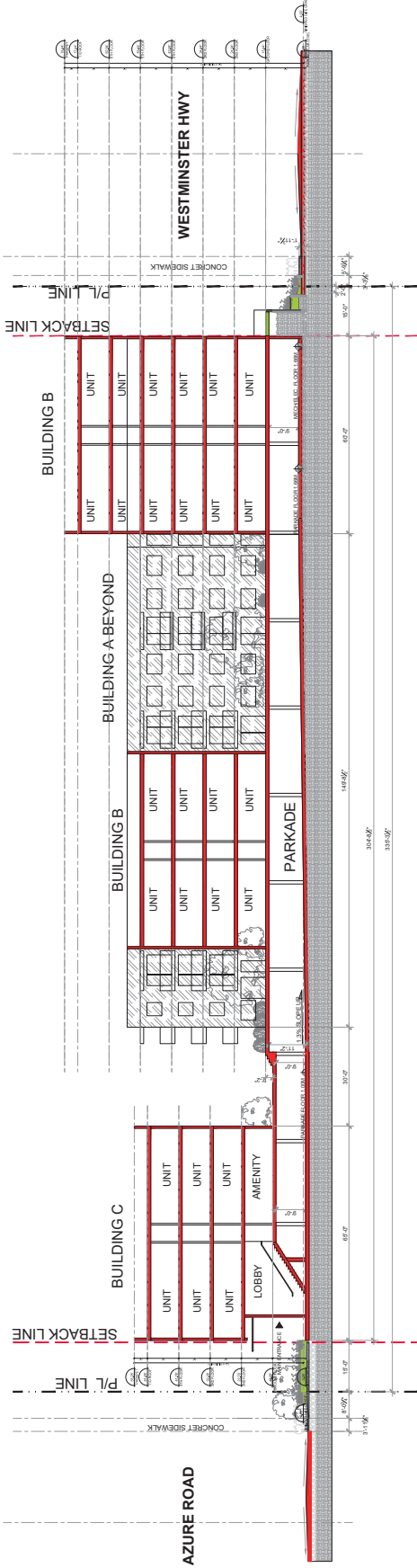
A4.2

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604-558-8568

CNCL - 94



11	JAN 17, 2022	REVISION: REVISION 11
10	JAN 11, 2022	REVISION: REVISION 10
9	JAN 11, 2022	REVISION: REVISION 9
8	JAN 11, 2022	REVISION: REVISION 8
7	JAN 11, 2022	REVISION: REVISION 7
6	JAN 11, 2022	REVISION: REVISION 6
5	JAN 11, 2022	REVISION: REVISION 5
4	JAN 11, 2022	REVISION: REVISION 4
3	JAN 11, 2022	REVISION: REVISION 3
2	JAN 11, 2022	REVISION: REVISION 2
1	JAN 11, 2022	REVISION: REVISION 1

**6071 AZURE ROAD**  
**RICHMOND, BC**

**SITE SECTIONS**

DATE	KN
DATE	KN
DATE	KN
DATE	KN
DATE	KN

**A4.3**

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[illegible]

REVIEWS

PROJECT

6071 AZURE ROAD  
RICHMOND, BC

### TRAINING TITLE

### 3D VIEWS

on 100

## REFERENCES

DATE \_\_\_\_\_

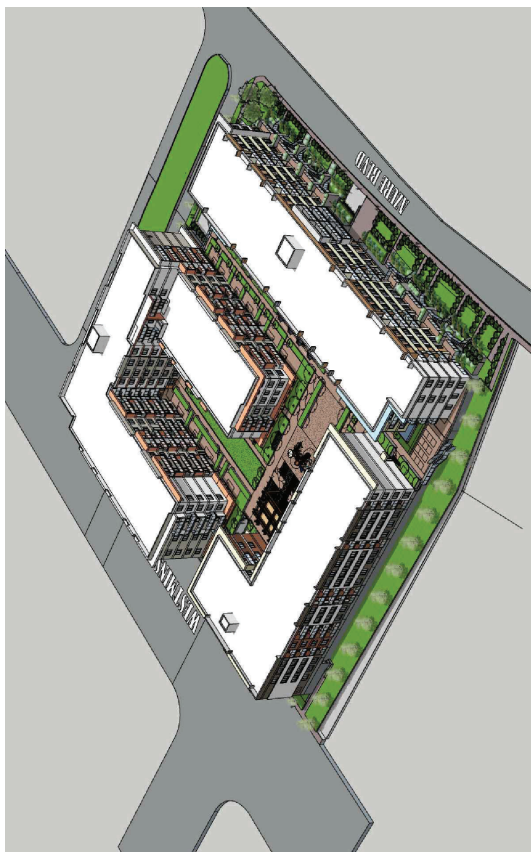
CASE

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## CONCLUSIONS

## A5.1

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1	10/10/2018
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PROJECT

6071 AZURE ROAD  
RICHMOND, BC

	DRAWING TITLE
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### 3D VIEWS

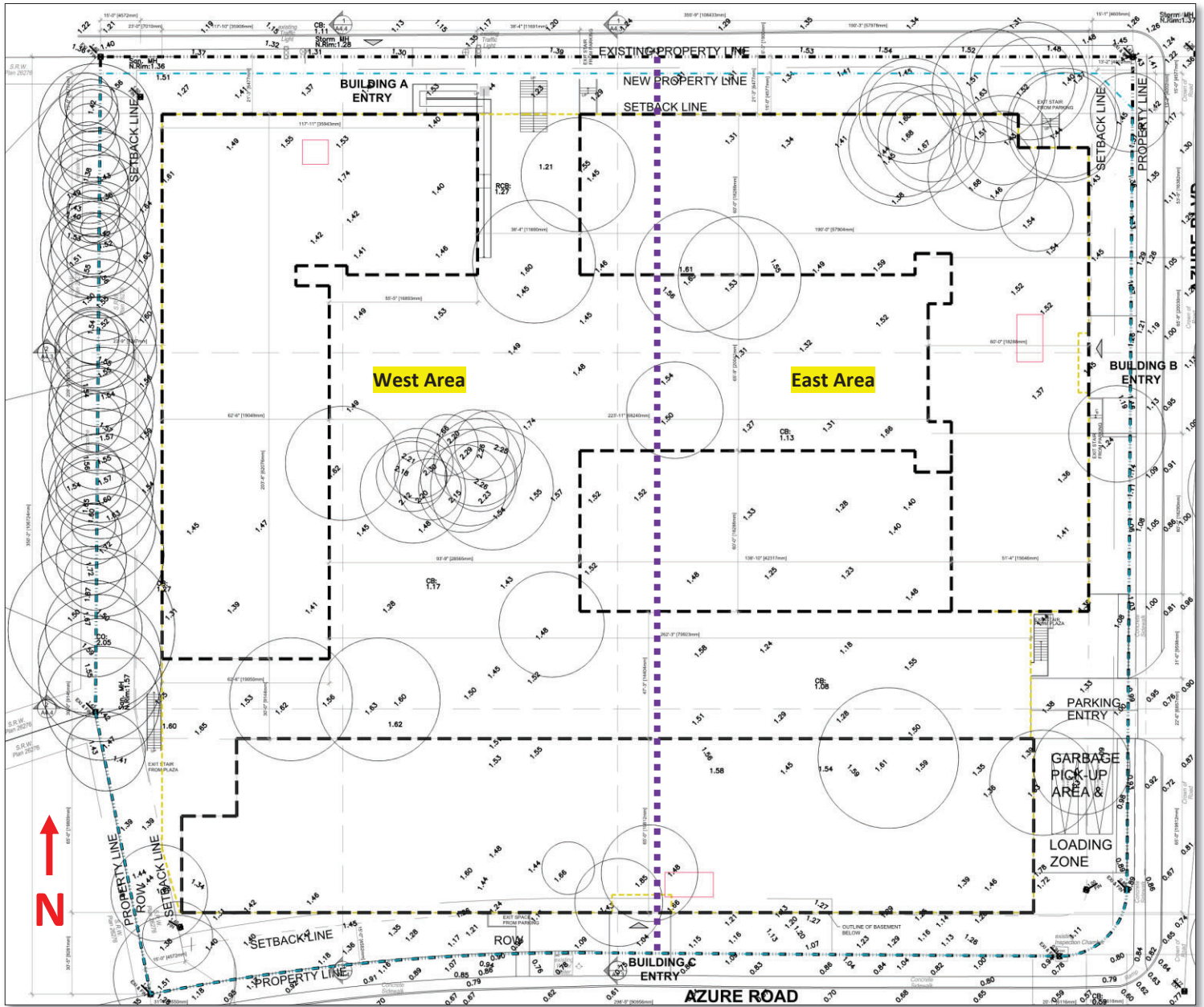
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CRASH	KN
DATE	
SCALE	
CHECKED	JN
TRAINING NO.	

UNCLASSIFIED

## A5.2

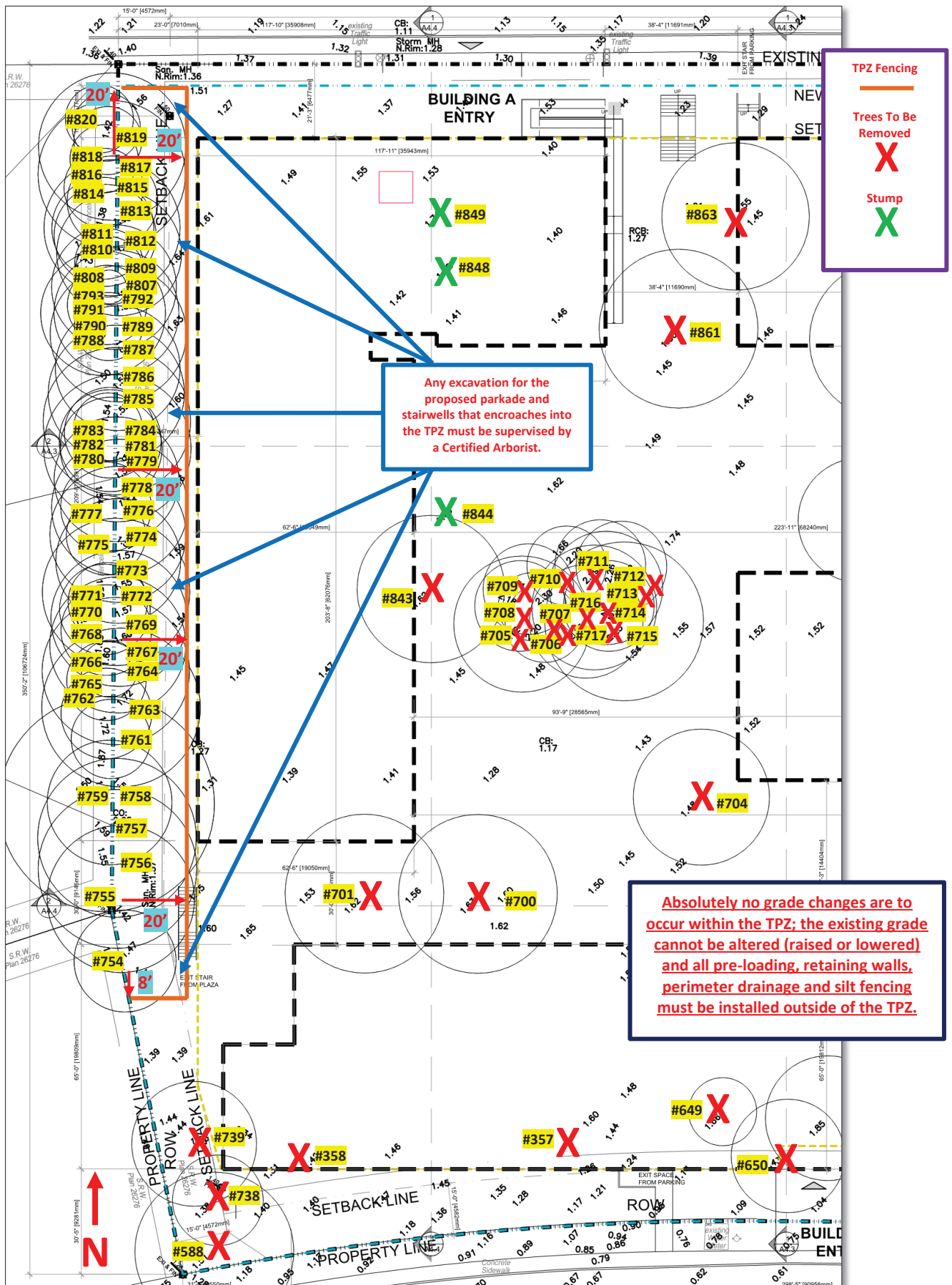
Copyright Reserved. This plan and design are, and at all times remain the exclusive property of H&P Architects Inc. and cannot be used or reproduced without the Architect's written consent.





Site Plan – Not to Scale





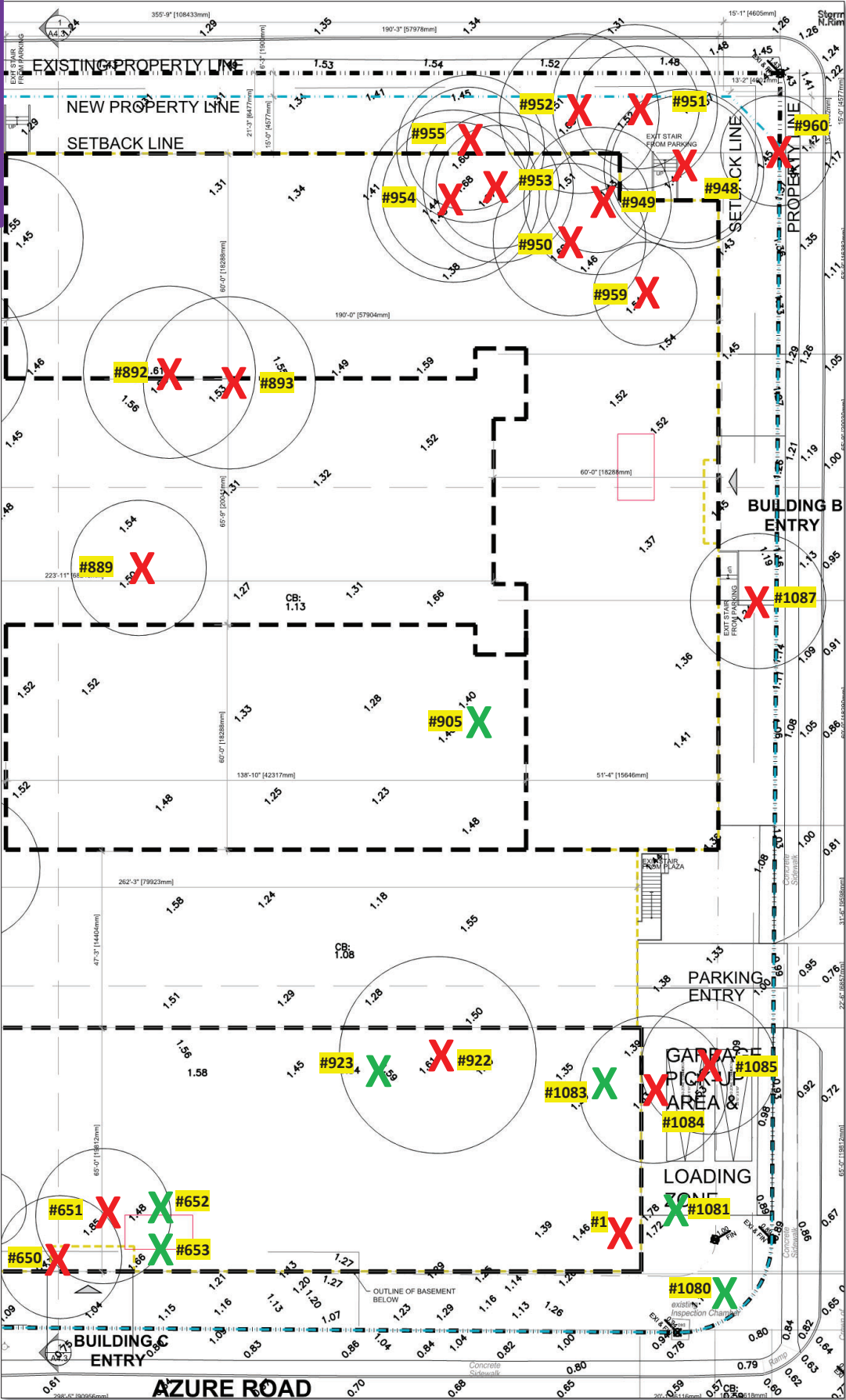
TPZ Fencing

Trees To Be Removed

X

Stump

X



East Area Tree Retention & Removal Plan, Scale 1" = 40'


CNCL - 100

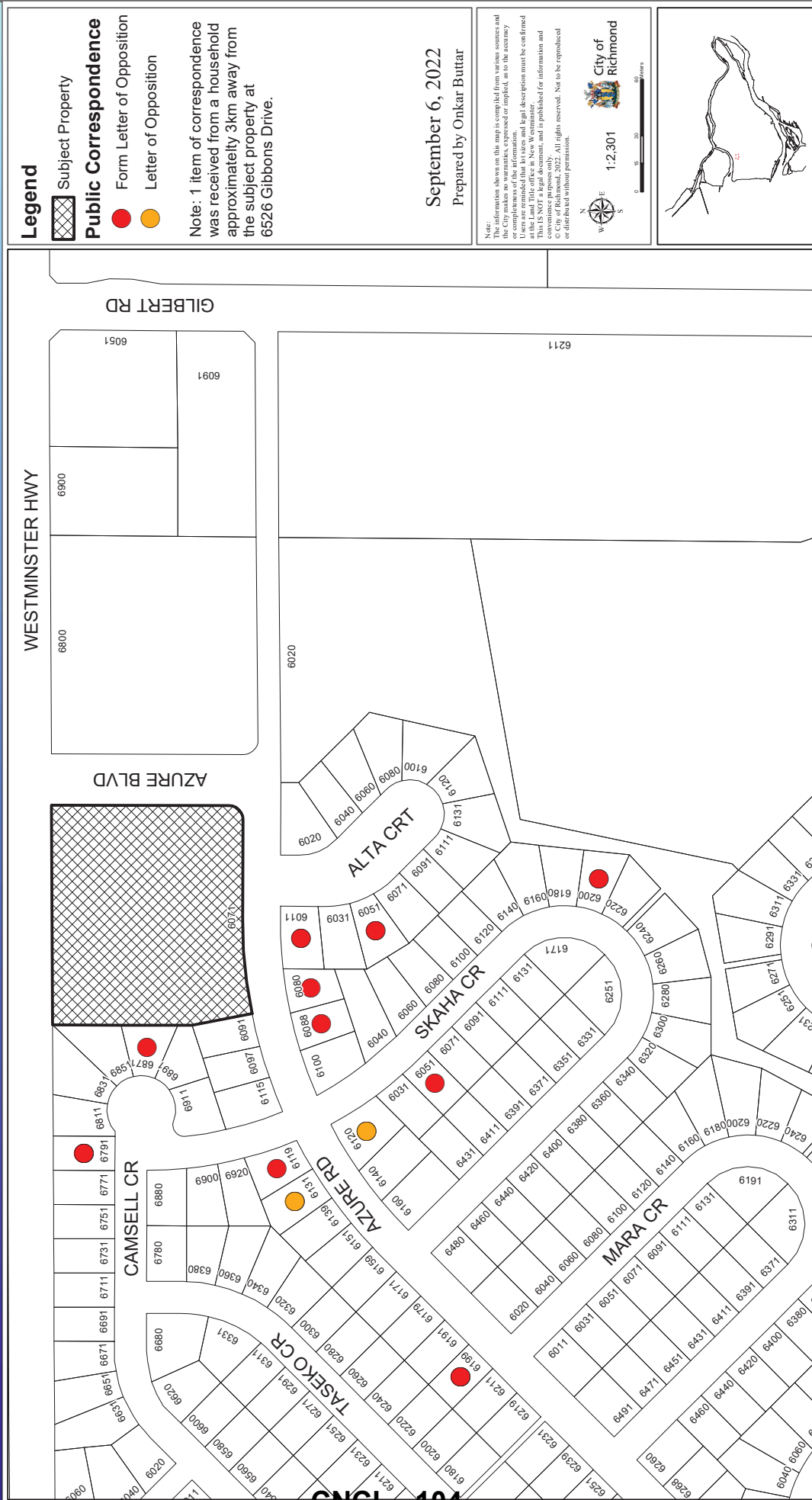
## (D) Tenant Relocation Plan

	For Applicant to Complete	For City Staff to complete
<b>Tenant Relocation Plan Requirements</b>	<p align="center"><b>Tenant Relocation Plan</b></p> <p align="center"><i>(To be completed by the applicant with development application submission)</i></p>	<b>Assessment of Completeness</b>
	<p><b>Date:</b> July 20, 2022</p>	
<p><b>Notification:</b></p> <ul style="list-style-type: none"> <li>A minimum 4 months' notice to end tenancy</li> </ul>	<ul style="list-style-type: none"> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) understands the requirement that tenants will receive an end-of-tenancy notice that provides a four-month period for tenants to vacate their units.</li> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will follow the requirements of the provincial Residential Tenancies Act relating to notification and will provide an end-of-tenancy notification to all tenants through using the completed #RTB-29 form issued by the Government of B.C., which includes all four pages and a printed copy of the City of Richmond's Tenant Protection and Relocation Assistance due to Redevelopment bulletin.</li> <li>In addition to the delivery of printed and completed #RTB-29 forms to each tenant, 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will post the notices with the property manager or tenant relocation coordinator's contact information in the common areas notifying current tenants that the end-of-tenancy notices will have been delivered.</li> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) anticipates the end-of-tenancy notices will be provided to current tenants after receiving Richmond City Council approval of Development Permit issuance.</li> <li>In addition to providing end-of-tenancy notification, 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will communicate with all tenants and their representatives on an ongoing basis and provide updated information as the redevelopment application progresses, through use of mailed letters, notices posted in common areas, and through organizing group meetings with tenants.</li> </ul>	<p>Has the applicant demonstrated sufficient planning for the Tenant Relocation Plan requirement?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p><b>Right of First Refusal:</b></p> <ul style="list-style-type: none"> <li>Offer to return to the building, with rent rates set at low-end market rental (LEMR) rates</li> </ul>	<ul style="list-style-type: none"> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) confirms that all current tenants will receive written offers to return to the new replacement rental units at rates established by the City of Richmond's Low End Market Rental program, and that tenants will receive offers to return to units with the same number of bedrooms as their current units.</li> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will follow-up with all tenants and their representatives by phone and in writing regarding the written offer previously made to return to the replacement units. 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), Mary Zhang (Property Manager) will provide City of Richmond staff with a copy of the written offer made to tenants to return to replacement units and will update City of Richmond staff on the number of offers that have been accepted and declined.</li> <li>The 0923745 BC Ltd. will set up a website to show each type of unit's lay out. The website will collect potential tenants' information. Around 6 to 8 months before the new building occupied, the existing tenants will get notice by email or phone, so they have first right to return to the building</li> </ul>	<p>Has the applicant demonstrated sufficient planning for the Tenant Relocation Plan requirement?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>

	<p>with rent rates set at low-end market rental (LEMR), then others will choose after them.</p> <ul style="list-style-type: none"> <li>0923745 BC Ltd. agrees to provide an equivalent amount of replacement rental housing for Vancouver Coastal Health clients on a right-of-first-refusal basis, and will work with Vancouver Coastal Health representatives and their clients throughout the tenant relocation process.</li> </ul>	
<p><b>Compensation:</b> (Only required for tenants with tenancy of 1+ years)</p> <ul style="list-style-type: none"> <li>3 months' free rent or lump sum equivalent</li> </ul>	<ul style="list-style-type: none"> <li>At the time tenants are provided with notices of end-of-tenancy 0923745 BC Ltd. will provide cash compensation to displaced tenants who have resided at 6071 Azure Rd, Richmond, for more than one year, and who choose to receive lump sum four months equivalent of their rent payments before they are moving out or pay nothing for four months.</li> </ul>	<p>Has the applicant demonstrated sufficient planning for the Tenant Relocation Plan requirement?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p><b>Relocation Assistance:</b> (Only required for tenants with tenancy of 1+ years)</p> <ul style="list-style-type: none"> <li>Accommodation must meet the tenant's needs</li> <li>Accommodation should be located in Richmond or in another location at the tenant's discretion</li> <li>Rents at the new location should not exceed average area rents for Richmond</li> </ul> <p>Relocation assistance may range from providing the tenant with a list of suitable housing options to hiring someone to assist the tenant with finding an appropriate housing option. The level of relocation assistance required will vary depending on the tenant's needs, resources and abilities. Some tenants may face additional barriers to relocation (e.g. language, digital access/literacy, challenges with navigating the transition) and may require additional assistance.</p>	<ul style="list-style-type: none"> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will be responsible for providing all displaced tenants with relocation assistance, including: <ul style="list-style-type: none"> <li>working with current tenants and their representatives to assess their relocation needs and striving to meet them;</li> <li>identifying vacant rental units renting for no more than median rent levels in Richmond or other locations specified by tenants, which have the same number of bedrooms as the current tenants' existing rental units, or less, if preferred by the tenant;</li> <li>arranging viewings for current tenants; and</li> <li>following up with current tenants who have not secured accommodation as the tenant relocation process progresses.</li> </ul> </li> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will be responsible for having multiple one on one conversations with all tenants and/or their representatives about what kind of assistance they require for relocation. 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) are committed to establishing an ongoing working relationship with all tenants and their representatives for the purposes of providing relocation assistance. These conversations are anticipated to commence within one week of receiving Richmond City Council approval of Development Permit issuance, or earlier if requested by current tenant.</li> <li>0923745 BC Ltd. understands that some tenants, including seniors and individuals with disabilities, may require more relocation assistance than others, and will strive to meet the relocation needs of all current tenants. 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator) and Mary Zhang (Property Manager) will work with tenants and their representatives to assist with relocation.</li> <li>0923745 BC Ltd. will provide moving assistance for seniors and individuals with disabilities. 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator) and Mary Zhang (Property Manager) will help them to arranging a moving company.</li> <li>0923745 BC Ltd. has agreement with REMI Realty Inc., which manage over 300 units in Richmond, that the tenants at 6071 Azure Rd, Richmond have the priority to be relocated to REMI's vacancy units.</li> </ul>	<p>Has the applicant demonstrated sufficient planning for the Tenant Relocation Plan requirement?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>



<p><b>Communication with Tenants:</b></p> <ul style="list-style-type: none"> <li>Have you communicated with tenants regarding the development application?</li> <li>How will you be communicating with tenants throughout the development application process?</li> <li>What methods will be used to communicate with tenants who may face barriers to accessing this information to information regarding your development permit application (e.g. digital access/ literacy, language)?</li> </ul> <p>Please ensure all correspondence with current tenants are included as <i>Appendix B</i>.</p>	<ul style="list-style-type: none"> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will communicate with all tenants and their representatives on an ongoing basis and provide updated information as the redevelopment application progresses, through use of mailed letters, notices posted in common areas, and group meetings with tenants, in addition to any electronic notifications provided, such as through e-mail. 0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will provide City of Richmond staff with copies of the informational notices at the same time they are provided to tenants.</li> <li>0923745 BC Ltd, Wayne Cau (Tenant relocation coordinator), and Mary Zhang (Property Manager) will provide tenants with individual written notices, and post written notices in common areas as the redevelopment progresses, including at the following development stages:             <ol style="list-style-type: none"> <li>When the rezoning application is submitted to the city</li> <li>When the rezoning application is being considered at Public Hearing</li> <li>When the development permit application is submitted to the city</li> <li>When the development permit application is being considered by the Development Permit Panel</li> </ol> </li> </ul>	<p>Has the applicant demonstrated sufficient planning for the Tenant Relocation Plan requirement?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p><b>Reporting</b></p> <p>The City of Richmond requires that the applicant report on progress made implementing the Tenant Relocation Plan.</p>	<ul style="list-style-type: none"> <li>0923745 BC Ltd. will provide City of Richmond staff with a progress update via e-mail one month into the four-month notice-to-vacate period, or earlier if appropriate, that summarizes progress made to date on relocation, including the number of tenants assisted, and any challenges encountered in the implementation of the Tenant Relocation Plan and efforts made to mitigate challenges.</li> <li>0923745 BC Ltd. will provide City of Richmond staff with a final update via e-mail once the Tenant Relocation Plan has been fully implemented that summarizes the implementation of the Tenant Relocation Plan and its results.</li> </ul>	<p>Has the applicant demonstrated sufficient planning for the Tenant Relocation Plan requirement?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p><b>Applicant Signature and Date</b></p>	  <p>July 20, 2022</p>	



**From:** Paul Dylla <[pkdylla@telus.net](mailto:pkdylla@telus.net)> **Sent:** February 17, 2022 4:27 PM

To whom it may concern,

Please consider how to open the land covered by this application to pedestrian and cycling traffic.

Two areas that can be improved in the planning process in Richmond are:

1. Ensuring that developments don't impede pedestrian and cycling traffic. Many large developments in the city act like barriers, blocking off any means to quickly walk from one point to another through the development. Try to walk from Best Buy in Lansdowne Mall to the BC Liquor store on Ackroyd. There is no way to do that other than going down Cooney Rd or No. 3 Rd. The City of Surrey years ago implemented a policy to break up large blocks during rezoning to introduce additional streets and walkways. Portland, Oregon, has 75m blocks, whereas downtown Richmond clocks in at 200m. It is no wonder that Portland is so much more pedestrian friendly than our predominantly car-centric city.
2. This may not be a concern for this development, but Richmond has no skyline. Looking south from the Arthur Laing bridge, all you see what appears to be a jumble of equal height recent development buildings. As Richmond is flat, we don't benefit from trees breaking up the skyline as in Vancouver.

We can do better in developing our city and making it attractive and liveable.

Regards,

Paul Dylla  
6526 Gibbons Dr  
Richmond  
604 275 8160

**From:** David Wang <[davidwang5148@hotmail.com](mailto:davidwang5148@hotmail.com)>  
**Sent:** March 28, 2022 1:44 PM  
**To:** DevApps <[DevApps@richmond.ca](mailto:DevApps@richmond.ca)>  
**Subject:** Opposition to Rezoning Application #21-931122

Yong Le Wang  
6120 Azure Road  
Richmond, BC  
V7C 2P1

March 28, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

To Whom It May Concern:

**Re: Opposition to Rezoning Application #21-931122**

I am writing to express my strong opposition to rezoning application #21-931122 to rezone 6071 Azure Road from RTL 1 Low Density Town Houses to a Site Specific zone to permit the construction of 274 affordable and market rental units in two four (4) storey buildings.

All single family home owners and residents in the 6000 blocks of Azure Road, Alta Court, Camsell Crescent, and Skaha Crescent neighborhoods are completely opposed to this rezoning application.

There are already traffic problems and safety issues with hundreds of cars parked along 6000 blocks of Azure Road, Alta Court, Camsell Crescent, and Skaha Crescent every day during weekdays. In addition, many current townhome residents at and visitors to 6071 Azure Road park their cars along above mentioned streets and then walk back to the townhomes.

As shown in the attached photos, the 6000 blocks of Azure Road, Alta Court, Camsell Crescent, and Skaha Crescent have become a parking lot. At any given time of workdays, there are three cars parked right in front of my front lawn and two cars parked on the left side of my house. My house is literally surrounded by cars parked here all day! This is totally unacceptable!

With the proposed 274 units in two 4-storey buildings, the traffic and parking problems will get even worse. The increased density will have tremendous negative impact on these surrounding neighbourhoods. The proposed rezoning will further jeopardize the quiet enjoyments of the single family home owners and residents in the affected areas.

Single house property values will go down significantly without any doubt if the proposed rezoning application is approved and the 4-storey buildings and 274 units are built. This rezoning application is inequitable to the surrounding single family home owners. The current landlord of 6071 Azure Road will benefit from increased rental incomes at the expense of the decreased home values of these surrounding single family homes!

I urge you to disapprove the proposed rezoning, and from recent meetings and discussions with my neighbors, I know my opinions are shared by many of the owners in the affected neighbourhoods. A public hearing shall be arranged so the neighbourhood single family home owners and residents can speak out their apposition to this rezoning application.

Thank you for your continued service and support of our communities.

Best regards,  
Yong Le Wang





**From:** KONGLING MEN <[konglingmen@gmail.com](mailto:konglingmen@gmail.com)>  
**Sent:** March 28, 2022 12:58 PM  
**To:** DevApps <[DevApps@richmond.ca](mailto:DevApps@richmond.ca)>  
**Subject:** Opposition to Rezoning Application #21-931122

KONGLING MEN  
6120 Azure Road  
Richmond, BC  
V7C 2P1

March 28, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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Thank you for your continued service and support of our communities.



Best regards,  
Kongling Men



Fenghui Wang  
6120 Azure Road  
Richmond, BC  
V7C 2P1

March 28, 2022

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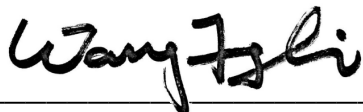


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Thank you for your continued service and support of our communities.

Best regards,

A handwritten signature in black ink, appearing to read 'Wang Fenghui', written in a cursive style.

---

Fenghui Wang



Sam Wang  
6120 Azure Road  
Richmond, BC  
V7C 2P1

March 28, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
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Thank you for your continued service and support of our communities.

Best regards,



---

Sam Wang, MBA, CPA, CGA





Jialing Fan  
6131 Azure Road  
Richmond, BC  
V7C 2N8

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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Thank you for your continued service and support of our communities.

Best regards,

Anne

Jan Xu  
6131 Azure Road  
Richmond, BC  
V7C 2N8

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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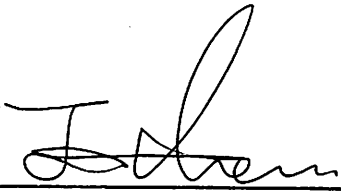


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Thank you for your continued service and support of our communities.

Best regards,



A handwritten signature, likely "John", is written in black ink. The signature is stylized with a large, looped 'J' and a cursive 'ohn'. It is positioned above a horizontal line that serves as a baseline for the signature.

**From:** Xu Jonathan <[xujun0102@hotmail.com](mailto:xujun0102@hotmail.com)>  
**Sent:** March 29, 2022 8:15 PM  
**To:** DevApps <[DevApps@richmond.ca](mailto:DevApps@richmond.ca)>  
**Subject:** Opposition Letter for Rezoning Application #21-931122

Hello Officer,

Here is the opposition letters from 6131 Azure Road, Richmond. Since the whole community is being worse after the homeless apartment came out near us. We don't want to make it worse anymore.

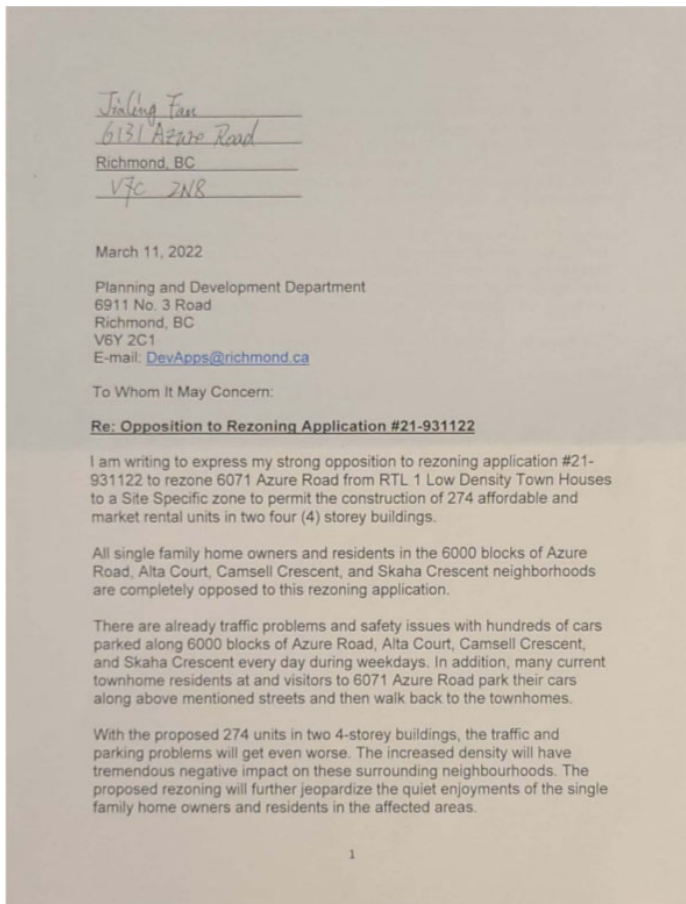
We are living in here for couple years. We met the drug user naked and lied down in front of our house. I tried to called 911. The RCMP said he did not attack me and then transfered me to ambulance center. And the ambulance center asked me to come out from my house to ask the person if he want to suicide or any uncomfortable. It was really ridiculous that they just ask people to approach a potential danger without safety.

If the city cannot do anything to improve these issues, the only way we can do is to prevent those potential out of our community.

We do not want our kids living under any danger. That is why I have to say no for this Rezoning Application.

Thanks for understanding. Have a good day.

Regards,  
Jun Xu and Jialing Fan



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Thank you for your continued service and support of our communities.

Best regards,

Anne

Jin Xu  
6131 Azure Road  
Richmond, BC  
V7C 2N8

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

To Whom It May Concern:

**Re: Opposition to Rezoning Application #21-931122**

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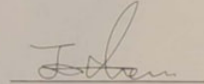
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Thank you for your continued service and support of our communities.

Best regards,

A handwritten signature in cursive script, appearing to read "John", is written over a horizontal line.



**From:** Xu Jonathan <xujun0102@hotmail.com>  
**Sent:** April 4, 2022 3:28 PM  
**To:** Badyal,Sara <SBadyal@richmond.ca>  
**Subject:** RE: 6071 Azure - Rezoning application RZ 21-931122

Hello Sara,

I totally understand the demand of affordable renting spaces in Richmond. Why not choose some other place that comes with lower property value and additional cost? Which it will also decrease the operating cost, and have a more affordable price. Moreover, for this project's location, there is a primary school just across the street. How to make sure the safety of those kids in the school?

I never argue about the street parking space always full during the weekday daytime. I do not think it is a problem for people from Hospital to use the free street parking instead of the pay parking. What I only care is the security in this community. I was supporting the homeless apartment. I think it is a good way to decrease the crimes in Richmond. However, what do we received after? If the city cannot control it, please do not do it.

Please have a serious concern about the issue that I talked about. Just do something to make it better.

Have a nice day.

Regards,  
Jun

发件人:  
发送时间: 2022年3月31日  
收件人:  
主题: 6071 Azure - Rezoning application RZ 21-931122

Badyal, Sara  
17:24  
'xujun0102@hotmail.com'

Hello Jun Xu and Jialing Fan,

Thank you for your correspondence and attached letters, which I also received in the mail today. Public input is encouraged and may be provided to the City through the application review process by letter, email, the City's website. Your correspondence will be included in the development application file and will be included in the future rezoning staff report.

0923745 BC LTD applied to the City of Richmond to rezone 6071 Azure Road from RTL1 Low Density Town Houses to a Site Specific zone and amend the Official Community Plan is also required to permit apartment housing. The proposal contains 100% rental housing.

The status of the application is that technical details of the application are currently being reviewed by staff and the applicant.

Staff anticipate that the proposed rental development would fit into the neighbourhood similar to any other multi-family development. There is a need for development to replace the existing rental housing on the site. There is also need for more rental housing in Richmond for individuals and families with a variety of income levels.

Regarding your email below, statistics suggest that homelessness is increasing in Richmond. Accordingly, City staff continue to work in partnership to monitor the potential impacts of

homelessness on neighbourhoods and to work with senior levels of government to plan for new initiatives that can address homelessness in the community.

If you continue to have concerns about trespassing or other incidents in your neighbourhood, please contact the Richmond RCMP at 911 for emergency situations or 604-278-1212 for non-emergency incidents.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP

*Planner 3*

**Development Applications Department**

City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1

P (604) 276-4282 | W [www.richmond.ca](http://www.richmond.ca) | E [sbadyal@richmond.ca](mailto:sbadyal@richmond.ca)

People | Excellence | Leadership | Team | Innovation

JENNIFER & MARTIN YUEN  
6871 CAMSELL CRESCENT

Richmond, BC

V7C 2M9

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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Best regards,

Green Wards



6199 Azure

Richmond, BC

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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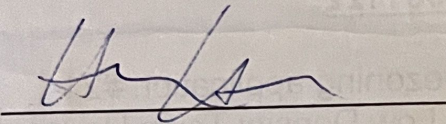


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Thank you for your continued service and support of our communities.

Best regards,

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6199 Azure

Richmond, BC

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

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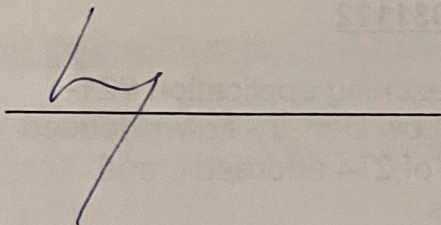


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Thank you for your continued service and support of our communities.

Best regards,

A handwritten signature in black ink, consisting of a stylized 'L' shape with a horizontal line extending to the right and a vertical line extending downwards from the bottom of the 'L'.



6088 AZURE RD

HILLI MA

Richmond, BC

V7C 2P4

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

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Thank you for your continued service and support of our communities.

Best regards,

Hui MA

6011 ALTA COURT

Richmond, BC

V7C 4A2

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

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Best regards,

Qiaoling Wang



6011 ALTA COURT

Richmond, BC

V7C 4A2

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

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Best regards,

Ryan Liu

~~Shao~~ Shuo yi zhu  
6080 Azure Rd.  
Richmond, BC  
V7C 2P4

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
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Best regards,

*Zhu Shuo Yi*



**From:** yimao li  
**Sent:** April 9, 2022 11:31 AM  
**To:** DevApps  
**Subject:** Objection

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

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Best regards,

Chuanjiu / de



**From:** yimao li  
**Sent:** April 9, 2022 11:35 AM  
**To:** DevApps  
**Subject:** Neighbours objection

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

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Best regards,

Xin Yi Xi



APR 13 2022

6051 ALTA COURT  
Richmond, BC  
V7C4A2

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
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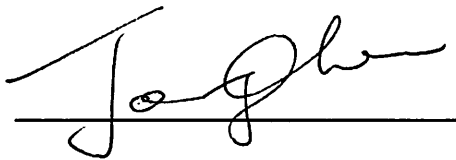
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Best regards,

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APR 13 2022

BEATRICE YEUNG  
6119 AZURE RD  
Richmond, BC V7C 2N8

---

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
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Best regards,

S. B. B. Yeung



APR 13 2022

6051 Alta Court  
Richmond  
Richmond, BC  
V7C 4A2

March 11, 2022

Planning and Development Department  
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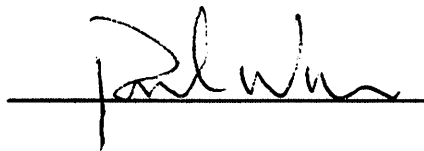
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Thank you for your continued service and support of our communities.

Best regards,

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[FROM 6200 SKAHA CRES]

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

APR 19 2022

March 11, 2022

Planning and Development Department

6911 No. 3 Road

Richmond, BC

V6Y 2C1

E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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Best regards,

Chunmaji Ide



APR 19 2022

6199 AZURE Rd.

Richmond, BC

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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APR 19 2022

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Richmond, BC

March 11, 2022

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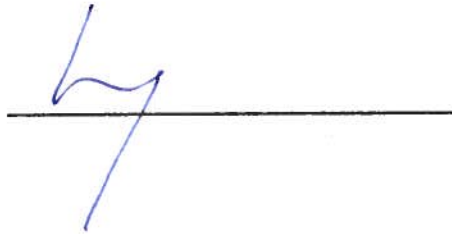
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Best regards,





[FROM 6200 SKAHA CRES]

Planning and Development Department  
6911 NO. 3 Road  
Richmond BC  
V6Y 2C1

APR 19 2022

March 11, 2022

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Richmond, BC  
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Best regards,

Xin Yi Xi

\_\_\_\_\_  
\_\_\_\_\_  
Richmond, BC  
\_\_\_\_\_

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
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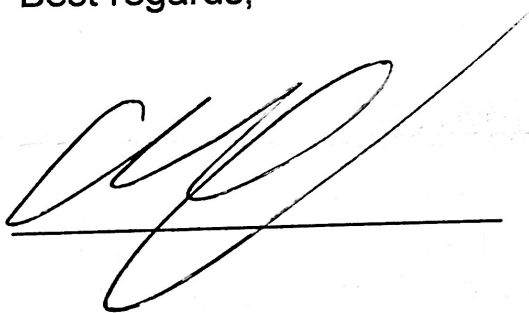
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Best regards,

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Owner



6791-CAMSELL.CRS

Richmond, BC

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1  
E-mail: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

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Best regards,

  
\_\_\_\_\_

60791 Camsell cres

Richmond, BC

V7C 2M9

March 11, 2022

Planning and Development Department

6911 No. 3 Road

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V6Y 2C1

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6791 Camsell

Cres

Richmond, BC

V7C 2M9

March 11, 2022

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6791 CAMSELL  
CREST

Richmond, BC

V7C 2M9

March 11, 2022

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POSTMARKED  
MAY 13, 2022

May Wai  
6051 - SKAHA Cres  
Richmond, BC

March 11, 2022

Planning and Development Department  
6911 No. 3 Road  
Richmond, BC  
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Best regards,

May Wai  
Steven Lee

Amy Lee

Peter Lee

## Rezoning Application

### Application No. RZ 21-931122

#### 6071 Azure Road

The City of Richmond has received an application to rezone 6071 Azure road to a site-specific zone to permit the construction to 274 affordable and market rental units in three four (4) storey buildings with access from Azure Road.

**Applicant:** HNPA Architecture and Planning Inc.  
**Contact:** 604-726-1338

[richmond.ca](http://richmond.ca)



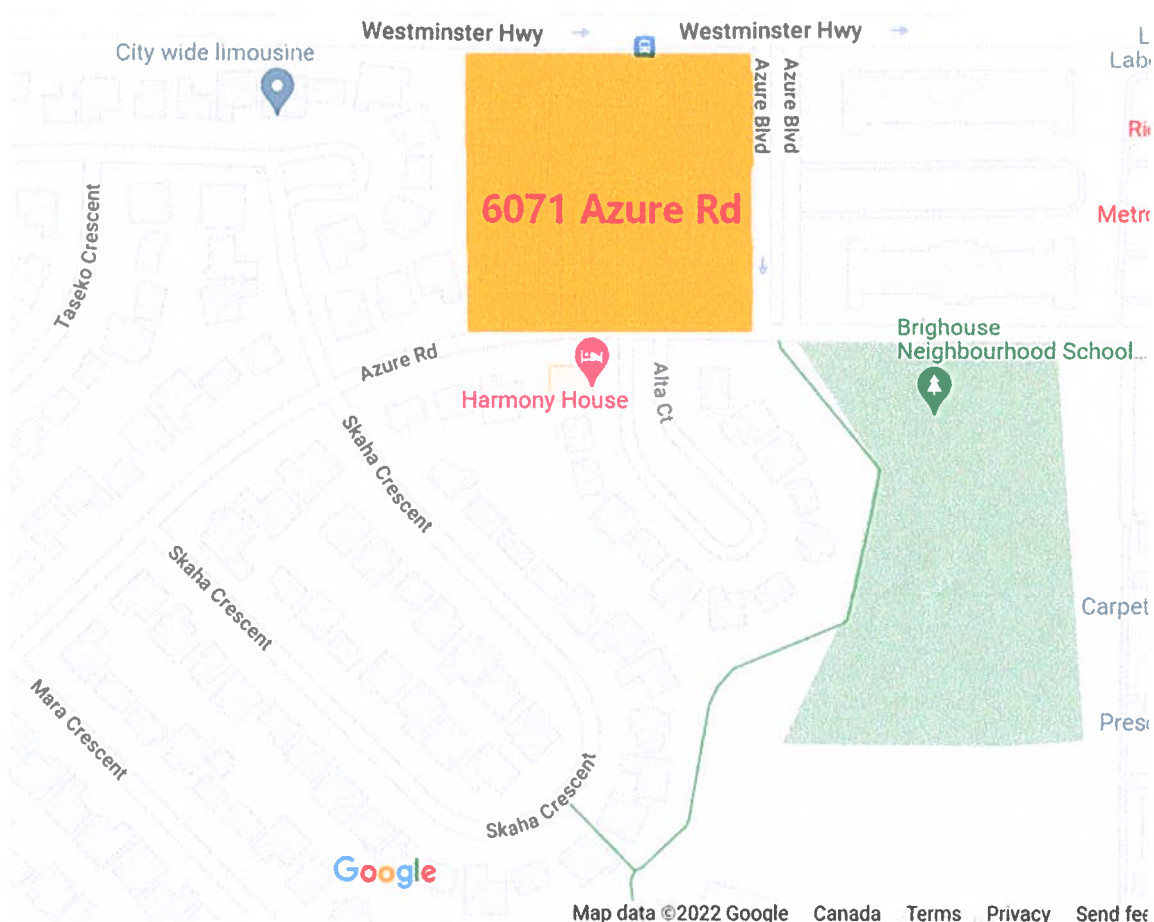


**Public Input:**  
 Input on the application may be received throughout the process up to and including the Public Hearing.

**Project milestones**

Application Received: August 3, 2021	Full Year
Staff Review	
Public Hearing: TBD	Full Year

**For more information please contact:**  
 Planning and Development Department  
 Richmond City Hall  
 8911 No. 3 Road  
 604-276-4395  
[DevApps@richmond.ca](mailto:DevApps@richmond.ca)



## OCP Consultation Summary

Staff have reviewed the proposed OCP amendment, with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy 5043 requirements and determined that OCP Amendment Bylaw 10407 should be referred to the Board of Education of School District No. 38 (Richmond) for comment and response by October 17, 2022. A copy of this staff report, noting the aforesaid changes in the proposed number of multiple-family housing units, will be included in the correspondence to the School District.

Stakeholder	Referral Comment
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSND) Policy.
Agricultural Land Commission (ALC)	No referral necessary because the Agricultural Land Reserve is not affected.
Board of Education of School District No. 38 (Richmond)	<p>Referral necessary because the proposed amendment results in more than 150 additional multiple-family housing units.</p> <p>In response to the referral, School District staff advised that the School District has no objections to the proposed land use change.</p> <p>When this application was originally referred to the School District, staff indicated that there were 327 multiple-family housing units. Since that time and during the process of the rezoning review, the proposed number of residential units has changed and is currently 330 multiple-family housing units.</p> <p>In order to ensure that the School District is provided with the opportunity to provide any additional comments, referral is recommended for comment and response by October 17, 2022. A copy of this staff report, noting the aforesaid changes in the proposed number of multiple-family housing units, will be included in the correspondence to the School District.</p>
Vancouver Coastal Health Authority	<p>No referral necessary because Vancouver Coastal Health Authority (VCH) facilities are not affected.</p> <p>Staff have been in discussions with VCH staff regarding the application and its impacts on clients supported by VCH.</p> <p>Staff will continue to coordinate with VCH staff regarding the Tenant Relocation Plan process.</p>
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.





**Address:** 6071 Azure Road

**File No.:** RZ 21-931122

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10406, the developer is required to complete the following:**

1. (OCP Amendment Bylaw) Final Adoption of OCP Amendment Bylaw 10407.
2. (Road Dedication) Land dedication to accommodate required road cross-section, including a bus landing pad and transition works, and visibility at corners. Subject to applicant providing a road functional plan and detailed design drawings to the satisfaction of the Director of Transportation, it is estimated that the following land dedication is required:
  - a) Westminster Highway: Approximately 1.9m wide strip of land along entire frontage, widening to 2.4 m wide for the 9m long bus landing pad location, and minimum 5:1 tapered transition on both sides.
  - b) Corner Cuts: 4m x 4m corner cuts (if necessary) at:
    - i) Westminster Highway and Azure Boulevard intersection, measured from new property lines.
    - j) Azure Road and Azure Boulevard intersection, measured from existing property lines.
3. (Tree Protection Fencing) 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.
4. (Arborist Contract) 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.
5. (Tree Survival Security) Enter into a legal agreement and submission of a Tree Survival Security to the City in the amount of \$35,000 for the 3 existing trees (tag #754, 755 and 763) to be retained along the west property line. The security is to be released 90% upon project completion inspection confirming tree survival and 10% after one year maintenance period inspection confirming tree survival.
6. (Floodplain) Registration of a flood indemnity covenant on title.
7. (Aircraft Noise) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
  - a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
  - b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
8. (Large Loading Truck Restriction) Registration of a restrictive covenant on title, securing the owner's commitment to ensure that the maximum truck size for any truck servicing the site is a medium size truck (e.g. SU9). (Note: No WB-17 size trucks are permitted.)
9. (Parking Reduction Strategy) Registration of legal agreement on title securing the developer's offer to voluntarily contribute, at the owner's cost, towards various transportation-related improvements and secure parking for various uses in compliance with Zoning Bylaw requirements and transportation demand management (TDM) parking reductions, to the satisfaction of the Director of Transportation, including, but not limited to, the following:
  - a) All residential parking spaces are unassigned and assignment is managed by the property manager.

- b) Enhanced Bicycle Facilities: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit\*:
- i) “Class 1” bicycle storage: provided at an increased rate of 2.0 spaces per dwelling unit,
  - ii) Bicycle maintenance and repair facility: one facility for the shared use of all the residents of all the buildings, including bicycle repair stand (with tools); foot pump, and faucet, hose and drain for bicycle washing. A note is required on the Development Permit\* and Building Permit\*. Appropriate signage is required.
  - iii) E-bike and e-scooter storage: provision of a shared e-bike and e-scooter parking corral on the site.
  - iv) “No development” shall be permitted, restricting Development Permit\* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
  - v) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City’s requirements.
  - vi) “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit inspection granting occupancy.
- c) Transit Pass Program: Execution and completion of a transit pass program, including the following method of administration and terms:
- i) Provide one year of two-zone monthly transit passes for 100% of the dwelling units (330 units).
  - ii) Enter into a security agreement and submission of a Letter of Credit in the amount of \$55,000. The Letter of Credit will be released at the time of 100% subscription of the transit pass program, i.e. all 330 units have utilized the one year 2-zone pass.
  - iii) The owner or property manager is to provide documentation on an annual basis for the subscription of the transit passes until such time that they have been exhausted. The owner is not responsible for the monitoring of use of transit passes but only noting number of “subscribed” users to the program, until full unit count is exhausted over a period of one year;
  - iv) If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation demand management measures at the City’s discretion.
  - v) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy agreements and any rental materials.
- d) Car Share Parking: Registration of a restrictive covenant and Statutory Right-of-Way(s) on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to provide a car share facility and car share equipment to a car share operator or the City, at no cost to the car share operator or the City, both as the case may be, the terms of which shall be generally as follows:
- i) a minimum of two (2) car share parking spaces within the development, along with pedestrian and vehicular access, designed, constructed, equipped and maintained by the owner, at the owner’s cost, to be:
    - (1) co-located and located on the ground level of the parkade;
    - (2) provided with satisfactory pedestrian access;
    - (3) designed to be safe, convenient and universally-accessible;
    - (4) provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit\* and Servicing Agreement\* processes;
    - (5) each provided with one EV quick-charge (240 volt) charging station for it’s exclusive use;
    - (6) accessible to all intended users (e.g. general public, car share operator personnel and car share operator members) at no added cost;

- (7) accessible to all intended users as follows:
    - general public – 365 days a year for a time period equalling the lengthiest combination of standard business hours and the standard operating hours of local rapid transit; and
    - car share operator personnel and members – 365 days a year for a 24 hours per day (e.g. code entry);
  - (8) identify the car share stalls in the Development Permit plans;
  - (9) identify the car share stalls in the Building Permit plans; and
  - (10) prior to building inspection permitting occupancy , provide wayfinding and stall identification signage for the car share stalls, to the satisfaction of the Director of Transportation;
  - ii) terms of agreement between the owner and the car share operator which shall include:
    - (1) a minimum contractual period for the provision of car share services of three years from the first date of building occupancy; and
    - (2) additional provisions as negotiated by the owner and car share operator (e.g. maintenance, repair and replacement by car share vehicles by the car share operator), or as required by the City, subject to the approval of the Director of Transportation;
  - iii) supporting submissions provided to the City (Transportation Department) as follows:
    - (1) prior to the Public Hearing, a copy of the letter of intent addressed to the owner from the car share operator outlining the terms of the provision of car sharing services;
    - (2) prior to Development Permit issuance, a copy of the draft contract between the owner and the car share operator describing the terms of the provision of car sharing services;
    - (3) prior to building inspection permitting occupancy , a copy of the executed contract between the owner and the car share operator describing the terms of the provision of car sharing services;
  - iv) granting of a Public Right of Passage Statutory Right of Way, in favour of the City, to secure the car share spaces and the vehicular and pedestrian accesses, subject to the final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
  - v) 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), transfer control of the car-share facilities, to the City, at no cost to the City, with the understanding that the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.
10. (Tenant Relocation Plan) Registration of a legal agreement(s) regarding the developer's commitment to implement the proposed Tenant Relocation Plan. Language should be included in the legal document to confirm adherence to the Tenant Relocation Plan prior to any demolition construction activity on site.
11. (Low-End Market Rental Housing) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish, 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 on title to secure the affordable housing units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director, Community Social Development. The terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.
- a) The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of at least 4,384 m<sup>2</sup> (47,196 ft<sup>2</sup>), excluding standard Floor Area Ratio (FAR) exemptions, for the provision of 50 affordable housing units to replace the 50 existing rental units on the subject site.
  - b) All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).
  - c) The imposition of any place age-based restrictions on occupants of any affordable housing unit is prohibited.

d) The developer shall, as generally indicated in the table below:

- i) 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 (LEMR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
- ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit\*.

Unit Type	Affordable Housing Strategy Requirements (1) (2) (3)			Project Targets (2)	
	Min. Unit Area	Max. Rent Charge	Max. Household Income	Unit Mix	BUH
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811/month	\$34,650 or less	N/A	N/A
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975/month	\$38,250 or less	8% (4 units)	100%
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218/month	\$46,800 or less	28% (14 units)	100%
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480/month	\$58,050 or less	58% (29 units)	100%
<b>In Addition to Affordable Housing Strategy Requirements (2) (3)</b>					
4-Bedroom	111 m <sup>2</sup> (1,200 ft <sup>2</sup> )	\$1,541/month	\$61,650 or less	6% (3 units)	100%
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>100% (50 units) 4,384 m<sup>2</sup> (47,196 ft<sup>2</sup>)</b>	<b>100%</b>

(1) Values adopted by Council on July 24, 2017. May be adjusted periodically, as provided for under City policy.

(2) Project Targets may be revised through an approved Development Permit\* process provided that at least 50 LEMR units are provided.

(3) The proposed unit mix includes 4-Bedroom units to replace existing rental units on the subject site. The site specific criteria for 4-bedroom units is based on the methodology used for the criteria of other unit types in the City's Affordable Housing Strategy.

e) Single ownership is required for the affordable housing units (single owner for all affordable housing units).

The affordable housing unit locations are to be as determined to the satisfaction of the Director of Development and Director, Community Social Development through an approved Development Permit\*. Dispersed or clustered unit configurations may be considered; however, dispersed units are generally encouraged unless a non-profit operator (that requires a clustered unit arrangement) is involved with a development.

**NOTE:** The applicant has indicated to the City that it plans to pursue an agreement with a non-profit organization to manage the development's required LEMR units. To support this partnership, the City is willing to accept clustering of the required units and, in light of this, recommends clustering of other building features intended for the exclusive use of the affordable housing tenants (e.g., parking and Class 1 bike storage). Prior to Development Permit\* approval, the applicant is requested to submit, for consideration by the City, a memorandum of understanding with a non-profit operator(s) demonstrating, among other things, support for the developer's proposed clustered affordable housing unit arrangement

- f) Occupants of the affordable housing units 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 amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- g) On-site 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 approved Development Permit\* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive 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.
- h) 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 Director, Community Social Development.
- i) "No development" shall be permitted, restricting Development Permit\* issuance for any building in whole or in part, until the developer, to the City's satisfaction:



- i) Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
- ii) If applicable, 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
- iii) As required, registers additional legal agreements on title to the lots 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.
- j) No Building Permit\* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- k) “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until 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.

12. (Moderate Income Rental Housing) The City’s acceptance of the developer’s offer to voluntarily contribute moderate income rental housing, in the form of moderate income rental units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of a Housing Affordability Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Affordability Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development. The terms of the Housing Affordability Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- a) The required minimum floor area of the moderate income rental units shall be equal to a combined habitable floor area of at least 5,941 m<sup>2</sup> (63,951 ft<sup>2</sup>), excluding standard Floor Area Ratio (FAR) exemptions, for the provision of 110 moderate income rental units.
- b) All moderate income rental units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development) on a building-by-building basis.
- c) The imposition of any place age-based restrictions on occupants of any moderate income rental unit is prohibited.
- d) The developer shall, as generally indicated in the table below:
  - i) Ensure that the rental rates, and occupant income restrictions for the moderate income rental units are in accordance with the Housing Income Limits (HILs) rates and guidelines, unless otherwise agreed to by the Director of Development; and
  - ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*.

Unit Type	Max. Rent Charge(1)	Max. Household Income (1)(2)	Unit Mix (3)
Studio	\$1,437/month	\$57,500 or less	22% (24 units)
1-Bedroom	\$1,437/month	\$57,500 or less	57% (63 units)
2-Bedroom	\$1,725/month	\$69,000 or less	18% (20 units)
3-Bedroom	\$2,000/month	\$80,000 or less	3% (3 units)
4-Bedroom	N/A	N/A	None
<b>Total</b>	<b>Varies</b>	<b>Varies</b>	<b>100% (110 units) 5,941 m<sup>2</sup> (63,951 ft<sup>2</sup>)</b>

- (1) May be adjusted periodically subject to the Housing Affordability Agreement and compliance with the *Residential Tenancy Act*.
- (2) Maximum household income as per BC Housing 2021 Housing Income Limits (HILs) values and may be adjusted periodically subject to the Housing Affordability Agreement.
- (3) Unit mix in the above table may be adjusted through the Development Permit Process provided that at least 110 moderate income rental units are provided.

- e) Occupants of the moderate income rental units 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 amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements, at no additional charge to the moderate income rental unit tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
  - f) On-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of moderate income rental units as per the OCP, Zoning Bylaw, and approved Development Permit\* at no additional charge to the moderate income rental unit tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive 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.
  - g) The moderate income rental 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 Director of Development.
  - h) “No development” shall be permitted, restricting Development Permit\* issuance for any building in whole or in part, until the developer, to the City’s satisfaction:
    - i) Designs the lot to provide for the moderate income rental units and ancillary spaces and uses;
    - ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the moderate income rental units and ancillary spaces and uses as per the approved Development Permit\*; and
    - iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design and/or construction of the moderate income rental units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit\* review and approval processes.
  - i) No Building Permit\* shall be issued for any building, in whole or in part, until the developer provides for the required moderate income rental units and ancillary spaces and uses to the satisfaction of the City.
  - j) “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required moderate income rental units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit inspection granting occupancy.
13. (Market Rental Housing) Entering into the City’s standard Market Rental Agreement and registration of a Covenant to secure the provision of market rental housing, to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:
- a) All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development) on a building-by-building basis.
  - b) The imposition of any place age-based restrictions on occupants of any market rental housing unit is prohibited.
  - c) Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):
    - i) All indoor amenity spaces and outdoor amenity spaces provided for residents of the building as per OCP, City Centre Area Plan, and Development Permit\* requirements.
    - ii) All parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit\*.

- d) The terms of the market rental agreement shall indicate that they apply in perpetuity, that no more than prevailing market rent will be charged, and provide for the following Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*.

Unit Type	Number of Units (1)	% of Units (1)
Studio	4	2%
1-Bedroom	56	33%
2-Bedroom	88	52%
3-Bedroom	22	13%
4-Bedroom	N/A	N/A
<b>Total</b>	<b>170 units</b>	<b>100%</b>

(1) Unit mix in the above table may be adjusted through the Development Permit Process.

- e) “No development” shall be permitted, restricting Development Permit\* issuance for a building, in whole or in part, until the developer:
- Designs the lot to provide for the market rental housing units and ancillary spaces;
  - If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit\*.
- f) No Building Permit\* shall be issued for a building, in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.
- g) “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit inspection granting occupancy.
14. Discharge of the portion of existing utilities statutory right of way (SRW) along the entire east property line of the subject site (portion of utilities SRW charge number A13275 regarding plan 26276 located along entire east property line).
15. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
16. Enter into a Servicing Agreement\* for the design and construction of road network and servicing improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

#### **A. Transportation Works:**

Applicant will be required to complete the following frontage improvements:

a) Frontage works:

- i) Along the Westminster Highway frontage, provide the following cross-section (from north to south):

- Maintain the existing yellow dividing lane for westbound traffic
- 6.5m wide driving surface for two eastbound lanes
- 0.15m wide curb/gutter
- 1.5m wide boulevard
- 2m wide off-road bicycle path
- 1m wide buffer complete with pedestrian lighting
- 2m wide sidewalk

Minimum 20 to 1 taper is to be used to transition of the above cross-section to existing outside the development frontage.

Note: At the existing bus stop location, south of the proposed curb/gutter, provide a 3m x 9m bus landing pad, followed by a 2m wide off-road pathway and a 2m wide sidewalk.

- ii) Along the Azure Boulevard frontage, provide the following x-section (from east to west):

- Maintain existing 0.15m wide curb/gutter
- 1.5m wide boulevard

- 2m wide sidewalk
- iii) Along the Azure Road frontage, provide the following x-section (from south to north):
  - Maintain existing 0.15m wide curb/gutter
  - 1.5m wide boulevard
  - 2m wide sidewalk
- iv) Intersection improvements:
  - Azure Boulevard/Azure Road- provide curb extensions on the west side of the intersection and a traffic circle. Exact configuration to be confirmed through the SA process.
  - Azure Boulevard/Westminster Highway- City's expectation is that a special crosswalk with downward lighting and associated equipment will be required, subject to staff's review of the warrant analysis to be provided by the owner's transportation engineer.

**B. Water Works:**

- a) Using the OCP Model, there is 444.0 L/s of water available at a 20 psi residual at the Azure Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Install a new water service connection at the south side of the property, complete with water meter and meter box as per standard City specifications
  - ii) 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.
  - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
  - iv) If required due to boulevard space constraints, provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Right-of-way dimensions to be finalized during the servicing agreement process.
- c) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.

**C. Storm Sewer Works:**

- j) At Developer's cost, the Developer is required to:
  - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
  - ii) Locate and decommission the existing storm sewer service connection(s).
  - iii) Install a new storm sewer service connection complete with IC along the Azure Boulevard frontage of the lot.
- k) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.

**D. Sanitary Sewer Works:**

- a) At Developer's cost, the Developer is required to:
  - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
  - ii) Install new sanitary sewers and manholes along Westminster Highway to convey sewage from SMH23 to the existing sanitary sewer at the intersection of Westminster Highway and Elmbridge Way. The size of the sanitary sewers are to be confirmed through the servicing agreement design.
  - iii) Remove, cut and cap approximately 62m of the existing sanitary sewer along the west property line of the site between SMH23 and SIC6263. This section of sanitary sewer is contained within an existing City utilities SRW and may be discharged after removal of the sanitary sewer.
  - iv) Maintain a 3.0m by 3.0m wide SRW at SMH23.



- v) Install a new sanitary sewer service connection complete with IC on the Westminster Highway frontage of the site.
- vi) Maintain the existing SRW between SIC6263 and SMH27.
- vii) Decommission the existing sanitary sewer service connection near the west property line of the site.
- viii) Replace the existing sanitary sewer along the west property line of the site, between SMH25 and SMH27, with a 200mm PVC sanitary sewer.
- ix) Remove the existing sanitary sewer, manhole and service connection along the south property line of the site between SMH26 and SMH27. This section of sanitary sewer is contained within an existing City utilities SRW and may be discharged after removal of the sanitary sewer.
- x) Maintain a 3.0m by 3.0m wide SRW at SMH27.
- xi) Remove the existing sanitary sewer, manhole and service connection along the north property line of the site between SMH23 and SMH22. This section of sanitary sewer is contained within an existing City utilities SRW and may be discharged after removal of the sanitary sewer.
- b) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.
- c) At the City's cost, the Developer will:
  - i) Subject to funding approval, re-line the sanitary sewer crossing Azure Road between SMH27 and SMH42. The proposed methodology for re-lining the sewer will be reviewed through the Servicing Agreement design.

#### **E. Street Lighting:**

- a) At Developer's cost, the Developer is required to:
  - ii) Review street lighting levels along all site frontages, and upgrade as required.

#### **F. General Items:**

- a) At Developer's cost, the Developer is required to:
  - i) Complete other frontage improvement as per Transportation requirements.
  - ii) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (3) To underground overhead service lines.
  - iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way 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 statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
    - BC Hydro PMT – 4.0 x 5.0 m
    - BC Hydro LPT – 3.5 x 3.5 m
    - Street light kiosk – 1.5 x 1.5 m
    - Traffic signal kiosk – 2.0 x 1.5 m
    - Traffic signal UPS – 1.0 x 1.0 m
    - Shaw cable kiosk – 1.0 x 1.0 m
    - Telus FDH cabinet – 1.1 x 1.0 m
  - iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil

preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.

- v) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- vi) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- vii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- viii) If required, submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- ix) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- x) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1<sup>st</sup> submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
  - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
  - (b) Pipe sizes, material and slopes.
  - (c) Location of manholes and fire hydrants.
  - (d) Road grades, high points and low points.
  - (e) Alignment of ultimate and interim curbs.
  - (f) Proposed street lights design.
- xi) 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.
- xii) The existing SRW along the east property line of the site may be discharged.
- xiii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- xiv) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the service connection and watercourse crossing design processes.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. (Replacement Trees) Incorporation of 90 replacement trees in the Development Permit\* plans to replace the removal of 45 trees under 0.78cm DBH, or a combination of the provision of replacement trees onsite and City's acceptance of the developer's offer to voluntarily contribute to the City's Tree Compensation Fund for each replacement tree not able to be accommodated onsite.
2. (Aircraft Noise) Complete acoustical and thermal reports and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. 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 the dwelling units must achieve CMHC standards follows:

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

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

1. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy onfile]

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Signed

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Date





**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 10407 (RZ 21-931122)  
6071 Azure Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it “Apartment Residential”.

P.I.D. 002-379-953

Lot 592 Section 7 Block 4 North Range 6 West New Westminster District Plan 25611

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10407**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by SB
APPROVED by Manager or Solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

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



---

**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10406 (RZ 21-931122)  
6071 Azure Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

**“18.45 Low to Mid Rise Apartment (ZLR45) – Thompson**

**18.45.1 Purpose**

The **zone** accommodates low and mid rise **residential rental tenure apartment housing** and compatible **secondary uses**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to **affordable housing units, moderate income rental units, and market rental units**.

**18.45.2 Permitted Uses**

- **housing, apartment**
- **housing, town**

**18.45.3 Secondary Uses**

- **boarding and lodging**
- **community care facility, minor**
- **home business**

**18.45.4 Permitted Density**

1. The maximum **floor area ratio** is 0.6 together with an additional:
  - a) 0.1 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.

2. Notwithstanding Section 18.45.4.1, the reference to “0.6” is increased to a higher **floor area ratio** of “2.1”, provided that:
  - a) the **owner** provides no less than 50 **affordable housing units** on the **site**, having a combined **floor area** of at least 4,384 m<sup>2</sup>, excluding the **building** area of **moderate income rental units** and **market rental units**;
  - b) the **owner** 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;
  - c) the **owner** provides no less than 110 **moderate income rental units** on the **site**, having a combined **floor area** of at least 5,941 m<sup>2</sup>, excluding the **building** area of **affordable housing units** and **market rental units**;
  - d) the **owner** enters into a **moderate income rental housing agreement** with respect to the **moderate income rental units** and registers the **moderate income rental housing agreement** against title to the **lot** and files a notice in the Land Title Office;
  - e) the **owner** provides 170 **market rental units** on the **site**, excluding the **building** area of **affordable housing units** and **moderate income rental units**;
  - f) the **owner** enters into a **market rental agreement** with respect to the **market rental units** and registers the **market rental agreement** against title to the **lot** and files a notice in the Land Title Office;

#### **18.45.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 90% for **buildings**.

#### **18.45.6 Permitted Yards & Setbacks**

1. The minimum **setback** from a **road** is 6.0 m, but may be reduced to 4.5 m where a proper interface is provided as specified in a Development Permit approved by the **City**.
2. The minimum **interior side yard** is 4.5 m.

#### **18.45.7 Permitted Heights**

1. The maximum **height** for **buildings** is 25.0 m.

**18.45.8 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot width** is 80.0 m.
2. The minimum **lot depth** is 100.0 m.
3. The minimum **lot area** requirement is 10,000.0 m<sup>2</sup>.

**18.45.9 Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

**18.45.10 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) the minimum number of **parking spaces** required by this bylaw may be reduced to be calculated as follows:
    - i) for **affordable housing unit** residents: 0.6 **parking spaces** per **dwelling unit**;
    - ii) for **moderate income rental unit** residents: 0.6 **parking spaces** per **dwelling unit**;
    - iii) for **market rental unit** residents: 0.72 **parking spaces** per **dwelling unit**;
    - iv) for visitor **parking**: 0.16 **parking spaces** per **dwelling unit**.

**18.45.11 Residential Rental Tenure**

1. For the purposes of this zone, the following definitions apply:
  - a) **moderate income rental unit** means a **dwelling unit** that is subject to a **housing affordability agreement**.
  - b) **moderate income rental housing agreement** means an agreement in a form satisfactory to the **City** that limits the occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for moderate income housing based on their **household** income level under the terms of the agreement, that restricts the occupancy of the **dwelling unit** to **residential rental tenure**, and that prescribes a maximum rental rate and rate of increase of rental rate for the **dwelling unit**.
2. All **dwelling units** in this **zone** are restricted to **residential rental tenure** only.



**18.45.12 Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply,”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LOW TO MID RISE APARTMENT (ZLR45) – THOMPSON”**.  
  
P.I.D. 002-379-953  
  
Lot 592 Section 7 Block 4 North Range 6 West New Westminster District Plan 25611
3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10406”**.

FIRST READING

PUBLIC HEARING


SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

CITY OF RICHMOND
APPROVED by SB
APPROVED by Director or Solicitor 



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Kim Somerville  
Director, Community Social Development  
**Re:** **City of Richmond Seniors Strategy 2022–2032**

**Date:** July 25, 2022  
**File:** 08-4057-04/2022-Vol 01

### Staff Recommendation

That the City of Richmond Seniors Strategy 2022–2032 as outlined in the report titled, “City of Richmond Seniors Strategy 2022–2032,” dated July 25, 2022 from the Director, Community Social Development, be adopted.

Kim Somerville  
Director, Community Social Development  
(604-247-4671)

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Communications	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation & Sport Services	<input checked="" type="checkbox"/>	
Community Safety Administration	<input checked="" type="checkbox"/>	
Emergency Programs	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

On March 28, 2022, City Council approved the following items with respect to the draft City of Richmond Seniors Strategy 2022–2032:

1. *That the draft Seniors Strategy 2022–2032, as outlined in the staff report titled “Draft Seniors Strategy 2022–2032,” dated January 27, 2022 from the Director, Community Social Development, be approved;*
2. *That staff be authorized to seek public feedback on the draft Seniors Strategy for the purposes of finalizing the strategy; and*
3. *That staff report back to City Council with the final Seniors Strategy, including a summary of the public feedback received.*

The purpose of this report is to provide a summary of the public feedback received in April 2022 on the draft strategy and to seek City Council’s adoption of the Seniors Strategy 2022–2032.

This report supports Council’s Strategic Plan 2018–2022 Strategy #6 Strategic and Well-Planned Growth:

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

This report supports Council’s Strategic Plan 2018–2022 Strategy #8 An Engaged and Informed Community:

*Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.*

This report also supports the following action outlined in the Social Development Strategy 2013–2022:

*Action 7 – Implement, monitor and update the Older Adults Service Plan*

### Analysis

Seniors are the fastest-growing age demographic in Richmond (and globally) and are living longer and experiencing better health than previous generations. Currently, 32% of Richmond's population are 55 years or older; this percentage is projected to increase to 39% by 2036.<sup>1</sup> The average life expectancy of seniors living in Richmond continues to be the highest in both BC and Canada at 85.7 years (compared to the provincial average life expectancy of 82.6 years and the national average of 81.1 years). While a positive trend in health and life expectancy in Richmond is encouraging, it also highlights the need to ensure proper planning and supports are in place to meet the evolving needs of a growing senior population.

---

<sup>1</sup> Statistics Canada. Semi-custom order. 2016 Census.

### Project Process

The City of Richmond has a long history of investing in the health and well-being of residents, including seniors. The Seniors Strategy 2022–2032 (Attachment 1) builds upon previous plans and strategies that have guided the work of the City and community partners related to supporting seniors, and provides a vision and strategic directions for the next 10 years to continue this work and prepare for the future.

The Seniors Strategy was developed based on extensive consultation and research, including:

- Consultation with the Seniors Strategy Advisory Committee, consisting of representatives from organizations that support seniors in Richmond.
- A needs analysis that included a review of the progress made on previous seniors-related plans and strategies, analysis of current trends and demographic research, a literature review and consultation with key stakeholders including seniors.
- A variety of public engagement activities completed in April 2022, including a survey offered online, by phone and as hard copies available in-person at drop-in information sessions.

The Seniors Strategy represents a variety of perspectives on the priority needs of seniors in Richmond and was informed by best practices and research, and reaffirmed by public feedback.

### Vision Statement and Strategic Directions

The Seniors Strategy is an action-oriented and collaborative framework intended to guide City and stakeholder involvement in priority initiatives to enhance the lives of seniors in Richmond. The Seniors Strategy outlines the vision that, “seniors living in Richmond are safe, respected, healthy and engaged in their communities.”

In order to achieve this vision, the Seniors Strategy identifies five strategic directions:

1. Age-friendly neighbourhoods that support seniors to age in place;
2. Diverse, accessible and inclusive programs and services for seniors at all stages;
3. Communication and awareness of programs and services available for seniors;
4. Education and understanding about healthy aging; and
5. Planning for a growing population of seniors.

Each strategic direction includes several actions for the City, in collaboration with other levels of government and key community stakeholders, to embark on to achieve the desired outcomes. Each action identifies who will be involved, what the City’s role is and the anticipated timeline for implementation, classified as: short-term (0-3 years), medium-term (4-6 years), longer-term (7-10 years), or ongoing.



### Engagement Input and Strategy Revisions

Public engagement was an important component of finalizing the Seniors Strategy to ensure the proposed vision, strategy directions and identified outcomes and actions resonated with the community. The public engagement process took place in April 2022 and included the following:

- An online survey hosted on the City's Let's Talk Richmond website;
- Drop-in Seniors Strategy information sessions at community facilities and seniors-serving organization locations which included paper-based versions of the survey and translation support; and
- Phone surveys conducted in English, Cantonese and Mandarin.

In total, community members aged 55 years and older, family members and caregivers of seniors, and representatives from community organizations that support seniors in Richmond completed and submitted 501 surveys.

Overall, public input indicated a high level of support for the vision, strategic directions and actions outlined in the Seniors Strategy with 96% of respondents indicating they 'agreed' or 'strongly agreed' with the overall vision of the strategy. There were no major revisions to the Seniors Strategy, however language was strengthened to further highlight themes that emerged from the public engagement activities:

- An opportunity to apply a social equity lens to how the City defines and delivers programs and services to seniors.
- A continued focus on researching best practices and engaging with seniors to ensure programs and services are meeting the diverse needs and interests of the population, including exploring needs based vs age-based programming.
- Increased emphasis on the accessibility of City communication methods and platforms to improve connection and support potentially isolated seniors who experience barriers with current communication channels.
- A broader focus on a community-wide system of seniors-related program and services delivery to reduce gaps, identify opportunities and ensure the most effective use of community resources.

In addition, survey respondents indicated a desire to better understand how specific initiatives will be developed, evaluated and funded in order to achieve the actions and outcomes identified in the strategy. Many respondents expressed appreciation for the development of the new Seniors Strategy and the priority focus placed on supporting seniors in Richmond.

A summary of the public feedback received on the Seniors Strategy is provided in Attachment 2.

### Actions and Implementation

While all 29 actions identified in the Seniors Strategy are important in addressing the needs of seniors in Richmond, plans to implement short-term and ongoing actions will begin following the strategy's adoption. Examples of these actions include:

- Create a working group to support the implementation, monitoring and evaluation of the Seniors Strategy.
- Research and explore best practices, and further engage with participants to better understand and serve the diverse needs and interests of the large seniors age group (e.g. the definition and use of the word “senior” and using a needs-based vs. age-based approach to programming).
- Analyze the community-wide delivery system of seniors-related programs and services in Richmond to reduce gaps, identify opportunities and ensure the best use of community resources.
- Explore and implement new, accessible and barrier-free communication and promotional vehicles about programs and services available to seniors of all ages, stages and abilities (e.g. 55+ Citywide Program Guide).
- Identify, remove and prevent barriers for seniors to enable them to participate fully in programs and services that support healthy aging.
- Expand on the development of age-friendly neighbourhoods (e.g. outdoor areas and public buildings, transportation, housing) in Richmond by implementing the framework created from the 2019 Engaging Seniors in Age-Friendly Planning project in all neighbourhoods.

These actions and others outlined in the Seniors Strategy will continue to guide City planning in collaboration with community partners. While many of the actions will be accomplished using existing resources, some may require additional funding. Financial considerations for these initiatives will be submitted in future City budget cycles.

### Communications

Following adoption by City Council, the Corporate Communications and Marketing team will develop and implement a communications strategy to build community awareness. Copies of the strategy will be distributed to key stakeholders, local Members of Parliament, and Members of the Legislative Assembly. An update on the Seniors Strategy outlining the progress made towards achieving the strategic directions and actions will be provided to Council and shared with the public every two years.

### **Financial Impact**

None.

## **Conclusion**

The Seniors Strategy 2022–2032 demonstrates the City of Richmond’s commitment in creating a safe, respectful, healthy and engaged community for seniors. Seniors in Richmond are diverse, vibrant and provide meaningful contributions through their unique experiences and perspectives. Building on past plans and strategies, and the robust social infrastructure in Richmond, the new Seniors Strategy will guide the work of the City and its key stakeholders over the next decade. It will ensure seniors are supported to live long healthy lives with increased social connection, access to needed supports and services, and experience high levels of overall well-being.



Claire Adamson  
Manager, Community Social Development  
(604-247-4482)

- Att. 1: City of Richmond Seniors Strategy 2022–2032  
2: Seniors Strategy 2022–2032: Public Engagement Overview



City of Richmond

# Seniors Strategy 2022–2032

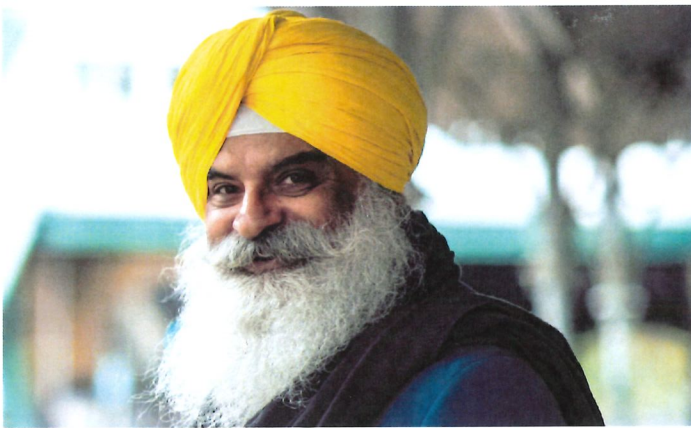






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## Glossary of Terms

**Age-Friendly:** Describes environments that promote access to services, programs and opportunities for people as they age, and promote the inclusion and participation of seniors in all aspects of life.<sup>1</sup>

**Age in Place:** To live safely and independently in one's home or community for as long as one wishes and is able.<sup>2</sup>

**Ageism:** Stereotyping, prejudice and discrimination directed toward others or oneself based on age.<sup>3</sup>

**Diversity:** The representation, recognition and celebration of individuals who possess a combination of visible and invisible differences and lived experiences that shape their view of the world, perspective and approach.

1. Age-friendly Communities, Public Health Agency of Canada, 2016  
2. Employment and Social Development, Government of Canada, 2016  
3. Global Report on Ageism, World Health Organization, 2021

**Healthy Aging:** The process of developing and maintaining functional abilities that support well-being in older age. Functional ability is about having the capabilities that enable all people to be and do what they value.<sup>4</sup>

**Home and Community-Based Services:** Supportive services designed to help older people live independently in their own homes. Examples are seniors centres, transportation, delivered meals or congregate meal sites, visiting nurses or care aides.<sup>5</sup>

**LGBTQ2S+:** An acronym used to refer to Lesbian, Gay, Bisexual, Transgender, Queer or Questioning, Two-Spirit (2S) and additional (+) sexual orientations and gender identities.

**Low-Income Measure After Tax (LIM-AT):** A comparative measure of low income that is defined by a household's earnings after tax being below 50% of the median income of comparably sized household in the same geographic region.

**Racialized Communities:** The term 'racialized communities' encompasses all people that are non-Caucasian in race or non-white in colour and is considered preferable to the term 'visible minorities'.<sup>6</sup>

**Senior:** In terms of chronological age, seniors living in Richmond are defined as those aged 55 years and older.

**Social Infrastructure:** Physical spaces, services and structures that bring people together and help enhance relational networks, community resilience and social well-being.

**Social Prescribing:** A structured way of referring people who access Primary Health Care, generally delivered by family physicians and general medical practitioners, to non-medical/clinical community-based programs and services.

**Vulnerable Housing:** Housing that is considered unsuitable due to size, condition or affordability.<sup>7</sup>

**Vulnerable Seniors:** Seniors who experience challenges accessing programs, services or amenities due to a variety of determinants such as physical, cognitive or mental health issues, isolation, discrimination, financial, transportation or language barriers.

4. Healthy aging and functional ability, World Health Organization, 2021  
5. Glossary of industry terms, International Council on Active Ageing, 2021  
6. Racialized communities, Canadian Observatory on Homelessness, 2021  
7. Core Housing Need, Statistics Canada, 2017



## Executive Summary

Seniors are the fastest growing demographic globally, and are living longer and experiencing better health than previous generations. It is projected that close to 40% of the population in Richmond will be 55+ years by 2036, emphasizing the importance of creating a 10-year strategy to address the needs of seniors. The *City of Richmond Seniors Strategy 2022–2032 (Seniors Strategy)* represents the City's ongoing commitment to addressing the needs of the seniors population in Richmond. The *Seniors Strategy* is an action-oriented framework intended to guide the City and stakeholders in supporting seniors in Richmond over the next decade. The vision for this collaborative strategy is "that seniors living in Richmond are safe, respected, healthy and engaged in their communities."

Supporting seniors to age well requires the collaboration and commitment of the City and many organizations and groups, including Community Associations and Societies, community service organizations, health agencies and the private sector. A solid foundation of supports and structures are already in place in Richmond to enable seniors to remain healthy and active in their communities. This is achieved through innovative, accessible and inclusive program and service delivery, collaborative partnerships and shared accountability. The *Seniors Strategy* builds upon the achievements of previous City plans, strategies and initiatives, and guides the City's planning and policy development, while continuing to take a collaborative approach to program and service delivery for seniors in Richmond.

### The *Seniors Strategy* outlines five strategic directions:

1. Age-friendly neighbourhoods that support seniors to age in place;
2. Diverse, accessible and inclusive programs and services for seniors at all stages;
3. Communication and awareness of programs and services available for seniors;
4. Education and understanding about healthy aging; and
5. Planning for a growing population of seniors.

The *Seniors Strategy* will guide annual work planning for those serving seniors in Richmond and, with the support of a dedicated working group, will be implemented and evaluated for effectiveness in achieving its strategic directions.





## Introduction

The *City of Richmond Seniors Strategy 2022-2032 (Seniors Strategy)* outlines the City's priority strategic actions related to seniors over the next 10 years. Seniors are the fastest growing demographic in Richmond and are living longer, healthier lives than ever in history. By 2036, almost 40% of Richmond's population is expected to be 55 years or older. The *Seniors Strategy* is a collaborative and action-oriented framework intended to guide the City and stakeholders in supporting seniors in Richmond to age well. The strategy is the result of a solid foundation of structures, supports and ongoing commitment provided by the many seniors-serving stakeholders in Richmond.

The *Seniors Strategy* builds on the success and learnings of previous strategies and plans, and information gathered through an analysis of trends and needs in the community. Through extensive community consultation and the guidance of a Seniors Strategy Stakeholder Advisory Committee, the *Seniors Strategy* aims to achieve the vision that "seniors living in Richmond are safe, respected, healthy and engaged in their communities."

### Background

The City of Richmond is committed to addressing the needs of the growing population of seniors by building upon a solid foundation of structures and supports that enable and empower seniors to be healthy, active and connected to their communities. This includes continuing to focus on a variety of innovative, accessible and inclusive program and service delivery options available to seniors in Richmond through collaborative partnerships and shared responsibility for creating a community that enables residents to age well. The City has successfully adopted and implemented several plans and strategies to support seniors in Richmond. A brief history of strategic planning for seniors is described below and presented in Figure 1.

Figure 1: History of Strategic Planning for Seniors in Richmond

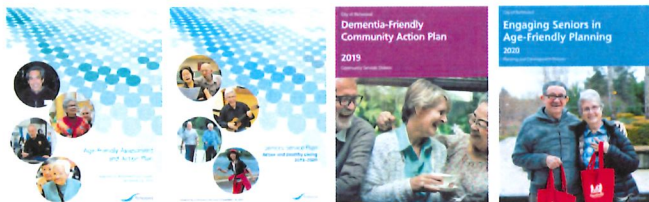




In 2008, City Council adopted the *2008–2012 Older Adults Service Plan* to address the service needs of those aged 55+, an important and growing demographic. The *Service Plan* aimed to ensure that effective, meaningful and appropriate programs, services and opportunities were provided for seniors in Richmond. The development of the *Service Plan* provided an important framework to meet the needs of seniors in Richmond.

In 2015, Council adopted an updated *2015–2020 Seniors Service Plan* that built upon the achievements and learnings of the previous *Service Plan* with new research, a review of emerging practices and extensive community consultation. The vision of the updated *Service Plan* was, “for the City of Richmond to be a nurturing, connected community that promotes healthy and active aging.” In the same year, the *2015–2020 Age-Friendly Assessment and Action Plan for Richmond* was adopted by City Council with a vision, “for Richmond to be the best place to age, at all stages, for all residents.” The intent of the *Action Plan* was to complement the *Service Plan* and guide the City’s efforts to further develop age-friendly policies and programs in Richmond. Age-friendly policies focus on the social and physical environments within the community that promote healthy aging by adapting services and structures to ensure accessibility and inclusion for all residents. The City received Age-Friendly BC Recognition in 2015 from the B.C. Ministry of Health for fulfilling the actions outlined in the *Action Plan* and for its ongoing commitment to make Richmond age-friendly. Other age-friendly initiatives include the creation of the *2019 Dementia-Friendly Community Action Plan*, which is ongoing and the *Engaging Seniors in Age-Friendly Planning* project, completed in 2020.

The previous plans have been integral in guiding the City’s work and in building a solid foundation for seniors to remain healthy, active and connected to the community. The *Seniors Strategy* builds upon the achievements and learnings of previous plans and applies a broader focus to guide City and community stakeholder planning, policy development and program and service provision using a collaborative, systems-based approach to best support seniors in Richmond over the next 10 years.



### Stakeholder Roles and Responsibilities

The City is not able to achieve the aims of the *Seniors Strategy* alone; collective action among stakeholders is essential. The *Seniors Strategy* outlines a collaborative and action-oriented approach for the City and local community-based organizations to align in achieving the desired outcomes for seniors in Richmond. There are a number of formal and informal structures already in place to support this work. The roles of the City, senior levels of government, and community-based stakeholders are summarized below.

#### The Government of Canada

The Government of Canada plays a role in providing a number of supports to ensure seniors stay healthy and well. Services for seniors that fall under the jurisdiction of the federal government include: elder abuse prevention, financial supports and benefits, health care funding, safety, financial literacy, Veteran programs and services, and fraud prevention. The federal government also facilitates funding programs including the New Horizons for Seniors Program that organizations can access to deliver local programs and services for seniors in the community. In 2019, a Minister of Seniors was appointed to help the federal government better understand and make informed decisions to support the needs of Canadian seniors. The Minister of Seniors also supports other government ministries with federal initiatives that impact and provide Canadian seniors greater security and a better quality of life.



#### The Province of B.C.

The provincial government supports seniors and their families to plan and live healthy and active lives as they age through the provision of programs and resources on topics including: health and safety, caregiving, financial and legal matters, transportation, housing, and home and community care. The provincial Office of the Seniors Advocate monitors services and issues in B.C. and makes recommendations to the Province to address systemic issues for seniors related to: health care, housing, income supports, personal supports and transportation.

#### City of Richmond

Local governments are uniquely positioned to support the needs specific to seniors living within the city's boundaries. The City of Richmond works in partnership with senior levels of government and community-based organizations to ensure that programs and services support seniors to stay healthy and active in the community. The City also allocates resources to support work that addresses the specific needs in the community by:

- Developing, monitoring and evaluating the implementation of strategies and plans to align Richmond's priorities related to supporting seniors;
- Creating and updating policies that address the needs of seniors in Richmond;

- Researching and analyzing data to determine trends, needs and potential gaps in services;
- Providing City-owned community facilities that provide programs and services for seniors, including a dedicated Seniors Centre at Minoru Centre for Active Living;
- Providing dedicated staff resources to support seniors initiatives;
- Leading initiatives that support seniors and their families;
- Representing Richmond at community tables and on regional committees relating to the needs and issues of seniors;
- Securing grants and funding from senior levels of government to further initiatives and projects that benefit seniors in Richmond; and
- Designing and delivering programs and services for the 55+ population in areas such as aquatics and the arts.

#### Community Associations and Societies

The City works with Community Associations and Societies to design and deliver recreation, sport, skating, arts, cultural and heritage programs, services and events that best meet the community's needs. The following eight Community Associations and Societies employ Seniors Coordinators or other designated staff dedicated to the delivery of programs and services for seniors:

- City Centre Community Association
- East Richmond Community Association
- Hamilton Community Association
- Minoru Seniors Society
- South Arm Community Association
- Steveston Community Society
- Thompson Community Association
- West Richmond Community Association

### Community Service Organizations

Not-for-profit community service organizations provide valuable services to seniors living in Richmond and are well positioned to identify barriers to participation, participate in joint planning initiatives and advocate on behalf of seniors in Richmond. These organizations deliver services that support the diverse needs of seniors. Examples include the following:

- Advocacy and outreach
- Caregiver support
- Crisis counselling
- Dementia support services
- Friendly visiting
- Grocery shopping and meal delivery
- Information and referral
- New immigrant support services
- Peer counselling
- Prescription pick up
- Support groups
- Technology programs
- Translation and interpretation
- Transportation

### Vancouver Coastal Health

Vancouver Coastal Health (VCH) provides health care services through a network of hospitals, primary care clinics, community health centres and residential care homes. In Richmond, VCH delivers programs and services for seniors through Home and Community Care, Primary Health Care and Community Mental Health. VCH provides a range of support options designed to help seniors with ongoing health conditions to remain in their homes and to be as independent as possible. Home and Community Care programs and services available to seniors include:

- Adult day care
- Assisted living and long-term care
- Caregiver support
- Dietitian
- Home care and support
- Home medical equipment
- Mental health
- Nutrition
- Palliative care

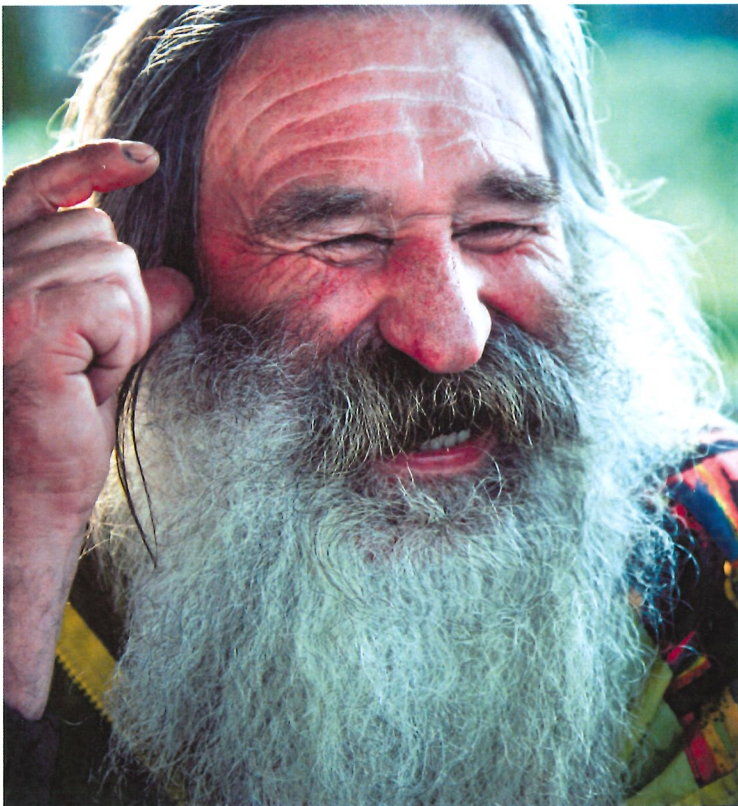
### Alignment with other City Strategies

Richmond City Council has adopted a number of strategies and plans that have one or more strategic actions or outcomes that are specifically focused on supporting the aging population in Richmond. The strategic directions and actions outlined in the *Seniors Strategy* build upon and align with currently adopted strategies and do not duplicate the focus or actions contained within these strategies. The City strategies and plans listed below further support seniors in Richmond and are summarized in Appendix A:

- Official Community Plan: 2041 OCP - Moving Towards Sustainability;
- 2022 Parks and Open Space Strategy;
- Social Development Strategy 2013–2022;
- Affordable Housing Strategy 2017–2027;
- Community Wellness Strategy 2018–2023;
- Volunteer Management Strategy 2018–2021;
- ArtWorks Richmond Arts Strategy 2019–2024;
- Recreation and Sport Strategy 2019–2024;
- Cultural Harmony Plan 2019–2029; and
- 2021–2031 Collaborative Action Plan to Reduce and Prevent Poverty in Richmond.







## Developing the Strategy

### Seniors Strategy Stakeholder Advisory Committee

The *Seniors Strategy* was developed through extensive consultation and research. A Seniors Strategy Stakeholder Advisory Committee was created to provide advice and guide the development of the *Seniors Strategy*. The Committee helped to establish the vision and a set of guiding principles to focus decisions and inform the overall strategy development.

#### Vision

The vision for the *Seniors Strategy* is that:

***Seniors living in Richmond are safe, respected, healthy and engaged in their communities.***

#### Guiding Principles

Five guiding principles were developed by the Seniors Strategy Stakeholder Advisory Committee and approved by City Council to help shape the development of the *Seniors Strategy* and to guide implementation and evaluation.

#### Principles include:

- Complement City and seniors-serving organizations' strategies, plans, and practices that address the needs of the 55+ years population to keep seniors active, healthy, feeling safe, and connected to their communities.
- Develop actions that are culturally appropriate, promote accessibility and inclusion, and reflect the unique diversity of seniors aged 55+ years.
- Promote and facilitate active engagement of a diverse cross-section of seniors aged 55+ years and seniors-serving organizations in the design, implementation and evaluation of the *Seniors Strategy*, allowing for ongoing and accessible opportunities for feedback.
- Ensure ongoing, collaborative cross-sector partnerships in the creation, implementation, evaluation, and accountability of the *Seniors Strategy*.
- Develop actions that are based on research and best practices, realistic and achievable, and measurable in the context of available resources and are responsive to current and future needs and demographic trends.



### Committee Membership

Committee members included representatives from the following organizations and groups:

- City of Richmond
- Richmond Addiction Services Society
- Richmond Cares, Richmond Gives
- Richmond Centre for Disability
- Richmond Multicultural Community Services
- Richmond Public Library
- Richmond Seniors Advisory Committee
- S.U.C.C.E.S.S
- Vancouver Coastal Health

### Needs Analysis

A needs analysis was conducted to inform the development of the strategic directions and actions outlined in the *Seniors Strategy*. Information was gathered from multiple sources including:

- Progress made on previous seniors plans;
- Analysis of trends and demographics related to seniors in Richmond;
- A literature and best practices review;
- Key stakeholder consultation; and
- Focus groups with seniors in the community.

### Progress made on Previous Seniors Plans

An evaluation of the progress and achievements towards the *2015–2020 Seniors Service Plan* and the *2015–2020 Age-Friendly Assessment and Action Plan* was conducted to determine the initiatives that were most effective and where there were any gaps or areas of improvement. These initiatives were identified as strengths to build on and areas of improvement for the *Seniors Strategy*. Progress reports on each of the previous plans were prepared regularly and are published on the City website at [www.richmond.ca/seniors](http://www.richmond.ca/seniors).



### Analysis of Trends and Demographics Related to Seniors

Demographic data was gathered from a number of sources including Statistics Canada, the VCH My Health, My Community report and the BC Community Health Profile. The demographic profile provides information on trends regarding the seniors population and the neighbourhoods within the city that seniors reside in. This analysis also provides trends and information on income and living status, language and ethnicity, health status and behaviours and vulnerability of seniors.

### Literature and Best Practices Review

A review and thematic analysis of literature published after 2012 related to seniors, age-friendly communities, and evaluation of services was conducted to identify considerations for topic areas and strategic design of the *Seniors Strategy*. In addition, a best practices review was conducted to better understand different practices and approaches related to the development, implementation, and evaluation of plans and strategies related to seniors. This review included an analysis of 23 relevant seniors-focused strategies endorsed by municipal governments, provincial governments and international jurisdictions. A thematic analysis of the outcomes, strategic directions and actions within these strategies was also conducted.

To gather more detailed information about the lessons learned from developing and implementing seniors strategies, telephone interviews were conducted with representatives from the following seven municipal governments and community organizations within the Lower Mainland. Questions focused on success factors, challenges and areas for improvement.

- City of Coquitlam
- City of North Vancouver
- City of Surrey
- City of Vancouver
- District of West Vancouver
- Lionsview Seniors Planning Society, North Vancouver
- Silver Harbour Centre, North Vancouver

### Key Stakeholder Consultation

Extensive consultation was conducted with key stakeholders representing a variety of organizations and with individual seniors in the community.

#### The consultation consisted of:

- Telephone interviews with 33 individuals representing community and health service organizations including seniors;
- Six focus groups with community members aged 45 and older;
- One meeting with Community Associations and Society board presidents; and
- One meeting with members of the Richmond Intercultural Advisory Committee.

Several stakeholder groups participated in City-led discussions and also hosted telephone interviews with their program participants using a telephone interview guide, created to gather information on the delivery of programs and services in Richmond. A total of 57 online and paper-based surveys with seniors were completed.

#### Questions focused on:

- Strengths and potential gaps related to seniors services and programs in Richmond;
- Potential strategic directions and outcomes to include in the *Seniors Strategy*; and
- Resources and partnerships necessary for implementation, sustainability and evaluation of the *Seniors Strategy*.

#### Stakeholders included representatives from:

- Alzheimer Society of British Columbia
- BC Housing
- Chimo Community Services
- City Centre Community Association
- City of Richmond
- East Richmond Community Association
- Family Services of Greater Vancouver
- Hamilton Community Association
- Metro Vancouver Housing Services
- Minoru Seniors Society
- Richmond Addiction Services Society
- Richmond Age-Friendly Neighbourhood Group
- Richmond Cares, Richmond Gives
- Richmond Centre for Disability
- Richmond Chinese Community Society
- Richmond Division of Family Practice
- Richmond Food Bank Society

- Richmond Intercultural Advisory Committee
- Richmond Multicultural Community Services
- Richmond Public Library
- Richmond RCMP
- Richmond Seniors Advisory Committee
- South Arm Community Association
- Steveston Community Society
- Thompson Community Association
- Vancouver Coastal Health
- West Richmond Community Association

### Draft Strategy Public Engagement

A draft of the *Seniors Strategy* was approved by City Council on March 28, 2022 with a plan to engage the public and gather feedback on the strategy's vision, strategic directions and actions. During the subsequent public engagement process, the public was asked to comment on their level of agreement that the *Seniors Strategy* will support and address the needs of seniors living in Richmond over the next decade. The public engagement process included the following activities:

- An online survey was hosted on the Let's Talk Richmond website from April 4 to 24, 2022 with phone support in English, Cantonese and Mandarin. Translated materials in Traditional Chinese were provided to those that faced barriers to completing the online survey.
- Seven drop-in sessions were hosted at community centres, community organizations and the Richmond Public Library (Brighouse Branch) in conjunction with ongoing seniors activities and programs. Sessions promoted the online survey, provided paper versions of the survey and offered opportunities for dialogue. Multilingual volunteer interpreters were available to assist with completing the survey and to facilitate dialogue at all drop-in sessions.

The public engagement process was widely promoted through a variety of methods, including online, in print and across various community organizations that provide programs and services for seniors including:

- A City of Richmond news release and an advertisement in the Richmond News;
- City of Richmond social media channels and websites, including the Let's Talk Richmond platform where the *Seniors Strategy* survey was hosted;
- Postcards and posters with information about public engagement opportunities and a link to the *Seniors Strategy* survey; and
- Through community organizations' email blasts, newsletters and social media accounts, as well as existing seniors programs and groups.

In total, 169 people attended the drop-in sessions and 501 surveys were received. Findings from the survey were used to refine and prioritize the strategic directions and actions outlined in the *Seniors Strategy* with the Seniors Strategy Stakeholder Advisory Committee contributing their expertise and recommending minor adjustments based on the public engagement results.



## Key Findings and Themes

The needs analysis highlighted a number of key findings about demographics and trends related to Richmond seniors and focused on the strengths and potential gaps in the delivery of seniors-related services. The findings created the foundation for development of the *Seniors Strategy* strategic directions and actions.

### Demographics and Trends of Seniors in Richmond

#### Demographic Profile

Seniors are the fastest growing age demographic globally and are living longer and experiencing better health than previous generations. Currently, 32% (63,630) of Richmond's population are seniors and by 2036, this number is projected to increase to 39% (106,295) (Table 1). Of the current seniors population, 54% are female and 46% are male (Figure 2). The life expectancy of seniors living in Richmond is 85.7 years, which is 3.6% longer than the average life expectancy of 82.6 years for BC and more than four years longer than the national average of 81.1 years.<sup>8</sup>

In terms of chronological age, almost half (47%) of seniors in Richmond, or 29,985 individuals, are aged 55 to 64 years, followed by 31% or 19,580 in the 65 to 74 age category; 16% or 10,000 in the 75 to 84 age category and 6% or 4,065 are 85 years or older (Figure 3). This finding demonstrates the broad age range of seniors living in Richmond.<sup>9</sup>

Among the planning areas in Richmond that vary in size and population, the greatest percentage of seniors live in the City Centre neighbourhood (27%), followed by Steveston (14%), Broadmoor (12%) and Blundell (10%).<sup>10</sup> As highlighted in Figure 4, the remaining planning areas each house less than 10% of the overall senior's population in Richmond.

**Table 1: Current and projected population in Richmond aged 55+**

Year	Number of Seniors	% of population
Current (2016)	63,630	32%
Projected (2036)	106,295	39%

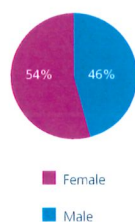
Source: Statistics Canada Semi-custom order, 2016 Census

8. B.C. Community Health Data: B.C. Centre for Disease Control, 2019. Semi-custom order Corvus. Statistics Canada, 2016.

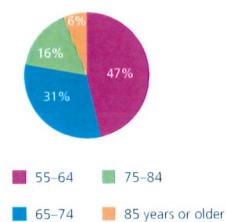
9. Semi-custom order Corvus. Statistics Canada, 2016. Seniors Vulnerability Report. City of Richmond, 2020.

10. Semi-custom order Corvus. Statistics Canada, 2016. Seniors Vulnerability Report. City of Richmond, 2020.

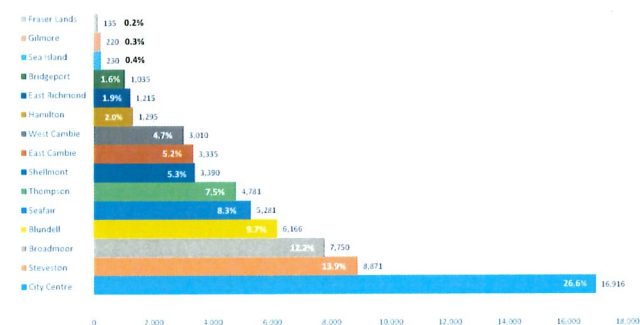


**Figure 2: Seniors living in Richmond by sex, 2016 (n = 63,630)**

Source: BCCDC, BC Community Health Data, 2019

**Figure 3: Seniors living in Richmond by age, 2016 (n = 63,630)**

Source: Statistics Canada Semi-custom order, 2016 Census/City of Richmond Seniors Vulnerability Report, 2020

**Figure 4: Seniors living in Richmond by planning area (n = 63,630)**

Source: Statistics Canada Semi-custom order, 2016 Census/City of Richmond Seniors Vulnerability Report, 2020 (percentages rounded to one decimal point)

### Income and Living Status

When looking at the income status of the seniors' population, it is important to note the wide range of economic diversity and employment stages of those living within such a broad, 50-year age span (i.e. 55-105+ years). At the younger end of the age span individuals may be employed and earning income, and may have accumulated wealth and assets while others may have retired and are on fixed incomes. Individual circumstances differ and some seniors who have fixed incomes may find it difficult to meet the rising costs of living.

The 2018 BC Seniors Poverty Report Card indicates that 20.3% of Richmond seniors are living in poverty,<sup>11</sup> which is comparable to other age demographics in Richmond. This information is based on tax-filer data from 2015 and represents the number of seniors (65+) living in Richmond who filed taxes in 2015 and reported household income below the Low-Income Measure after Tax (LIM-AT). The LIM-AT is limited in how it can be used to assess the overall level of poverty amongst seniors in Richmond, as it does not include total net worth (i.e. assets and savings) in its measurement. Community-based measures help to understand financial need based on information about access to services. One community-based measure of need is participation in meal and food bank programs. In 2020, 352 more seniors (aged 65+) accessed the Richmond Food Bank than in 2019, with use increasing from 570 seniors (in 2019) to 922 seniors (in 2020). In 2020, seniors aged 65+ accounted for 17.3% of all individuals supported through the Richmond Food Bank.

One factor that increases seniors' risk of poverty, is living alone. Seniors living alone are four times more likely to be at risk of poverty,<sup>12</sup> typically have smaller social networks, are more vulnerable to social isolation and lack emotional well-being due to potentially limited interpersonal interactions.<sup>13</sup> Of the seniors reported to be living in poverty according to LIM-AT data, 26.8% live alone.

The City's Recreation Fee Subsidy program (RFSP) helps people of all ages living in Richmond, who are experiencing financial hardship participate in many registered and drop-in parks, recreation and cultural programs offered by the City and Community Associations and Societies. Between September 1, 2019 and August 31, 2020, 371 seniors participated in the RFSP (see Table 2).

**Table 2: City of Richmond Recreation Fee Subsidy Program participation**

September 1, 2019 – August 31, 2020

Child (0-12)	Youth (13-18)	Adult (19-54)	Senior (55+)	Total
312	100	458	371	1,241

<sup>11</sup> B.C. Seniors Poverty Report Card: United Way, Lower Mainland & SFARC B.C., 2018.<sup>12</sup> A closer look at poverty and poverty among seniors - Canadian Centre for Policy Alternatives, 2017.<sup>13</sup> Semi-custom order Census - Statistics Canada, 2016 - Seniors Vulnerability Report - City of Richmond, 2020.



### Language and Ethnicity

Language barriers can have implications on access to and participation in programs and services. Nineteen percent of seniors living in Richmond experience language barriers, meaning they do not have basic knowledge of English.<sup>14</sup> In terms of ethnicity, approximately two-thirds (65%) of seniors living in Richmond are from racialized communities and 3% are recent immigrants who moved to Canada in the past five years. The City of Richmond has the highest percentage of immigrants in Canada. Just under 1% of the Richmond senior's population describe themselves as Indigenous.<sup>15</sup>

### Health Status and Behaviours

The My Health, My Community Survey conducted in 2015, highlights key findings related to the health of seniors over the age of 65 years living in Richmond. This information is useful as it informs program development and focus. Of the seniors surveyed, three-quarters (75%) reported a strong sense of community belonging and 44% indicated they have four or more people to confide in. A third (33%) of seniors surveyed reported their health as 'excellent' or 'very good' and 48% of seniors reported their mental health as 'excellent' or 'very good.' These are strong indicators of community belonging and also indicate an opportunity to strengthen and support overall reports of health and mental health.

Over half (55%) of seniors surveyed report engaging in two or more hours of screen time daily and under half (42%) engage in the recommended 150 minutes or more of moderate to vigorous physical activity per week. Many seniors remain healthy and independent in the community as they age, with 81% living with no chronic health conditions and just 4% living in long-term care facilities.<sup>16</sup> Even with low rates of chronic health conditions and many seniors living independently or supported by families and caregivers in the community, there is an opportunity to increase physical activity participation rates and continue to promote healthy, active aging.

### Vulnerability of Seniors

According to the Seniors Vulnerability Report published by the United Way of Lower Mainland in 2020, there are multiple factors that are associated with socio-economic vulnerabilities in seniors. The indicators of vulnerability in the seniors population include:

- Low income;
- Women aged 85+;
- Living alone;
- Low levels of education;

- Language barriers;
- Recent immigrants; and
- Living in vulnerable housing.

The City Centre area is identified as the neighbourhood in Richmond with the highest number of vulnerability indicators among seniors; 27% of Richmond's seniors live in this neighbourhood.<sup>17</sup>

### Emerging Themes

The needs analysis revealed seven themes that were highlighted in the demographic profile, literature review and stakeholder engagement. These themes informed the development of the strategic directions and actions outlined in the strategy framework. Overall, findings consistently indicated that the City of Richmond is seen as a leader in the delivery of services for seniors and there are many current practices that remain relevant and important to focus on over the next 10 years. One of the most significant strengths is the robust social infrastructure in place in the community to support service delivery in collaboration with a strong network of stakeholders who are committed and passionate about meeting the needs of seniors. In addition, it is clear that seniors living in Richmond value and care deeply about their community. While the findings from the needs analysis revealed many strengths related to the delivery of seniors-related programs and services, it also highlighted some gaps that impact seniors living in Richmond and potential opportunities to address them. The following themes emerged from the needs analysis and are discussed below in relation to the strengths, gaps and opportunities that were noted through the various components of this analysis:

1. Meeting the needs of a diverse population of seniors;
2. Reducing barriers to participation by seniors;
3. Supporting seniors to successfully age in place;
4. Age-friendly design and built environments;
5. Infrastructure and resources for a growing seniors population;
6. Addressing existing stereotypes and ageism;
7. Awareness of programs and services available to seniors.

14. SeniorsCustom order Corus, Statistics Canada, 2016. Seniors Vulnerability Report, City of Richmond, 2020.

15. SeniorsCustom order Corus, Statistics Canada, 2016. Seniors Vulnerability Report, City of Richmond, 2020.

16. My Health, My Community Survey, Vancouver Coastal Health, 2015.

17. Seniors Vulnerability Report, United Way of Lower Mainland, 2020.

### Meeting the Needs of a Diverse Population of Seniors

It is important to highlight that while seniors are often referred to as a homogeneous population group, they are not. In reality, the seniors population is incredibly diverse and heterogeneous. In Richmond, the term seniors is used to describe adults aged 55 years and older, which encompasses several life stages and ages. Aging is a lifelong process and is only partially associated with chronological age. Some seniors remain independent and physically and mentally engaged throughout their lifespan while others do not, due to chronic health conditions or physical or cognitive challenges which increases the complexity of an individual's needs as they age. While the term diversity is typically associated with diversity of culture and ethnicity, it is also important to note that diversity extends beyond this and encompasses many characteristics. This includes diversity of income, physical and cognitive ability and gender, as examples that need to be considered to ensure programming is inclusive and accessible to all seniors.

Diversity in the context of the *Seniors Strategy*, refers to the representation, recognition and celebration of individuals who possess a combination of visible and invisible differences, and lived experiences that shape their view of the world, perspective and approach. Each individual may possess a number of different attributes that intersect and overlap to create a unique lived experience, leading to a diversity of thought within a given group. Such differences include, but are not limited to the following:

- (Dis)ability
- Age
- Educational background
- Ethnicity
- Gender
- Physical appearance
- Religious beliefs
- Sexual orientation
- Socio-economic position

### Strengths

Many stakeholders highlighted the varied and innovative services offered through City facilities and community organizations as a strength of the city. Services are viewed as accessible, welcoming, affordable, inclusive, culturally appropriate and provide an opportunity for people to connect with others. Service providers work hard to offer a variety of services that address the needs of diverse groups of seniors including those with varying physical and cognitive abilities and those from diverse social, economic, ethnic and cultural backgrounds, LGBTQ2S+ communities and those who are new to Canada. As noted in the demographic profile, Richmond has

the highest percentage of immigrants in Canada, with two-thirds of seniors from racialized communities, which adds to the vibrancy and richness within its residents. As a result, a wide variety of cultural traditions of residents including music, food and holidays are celebrated and incorporated into programming throughout the year.

The City's *Cultural Harmony Plan* aims to identify innovative and collaborative approaches to strengthen intercultural connections among Richmond residents, remove barriers to participation and provide City programs and services that address the needs of the city's diverse population. The City also hosts an annual Diversity Symposium for professionals, volunteers and community members interested in learning, sharing and advancing equity, diversity, and inclusion in their communities. Those who work and volunteer with seniors can attend education sessions, training opportunities and conferences that cover many seniors-related topics and educate them of any current trends and research impacting the seniors population.

### Gaps and Challenges

Although the City and stakeholders are working hard to meet the needs of seniors, there remains a challenge in meeting the needs of a large diverse group spanning over 50 years of age, from 55 to 105+ years, who are at varying stages in their lives physically, mentally and socially.

Stakeholder engagement revealed that many individuals aged 55 to 65 years did not identify themselves with the term "senior." These individuals indicated a preference for participating in programs and services offered through the City and Community Associations and Societies that are developed and promoted for "adults," a term generally referring to individuals aged 18 to 54 years. As a result, there is an opportunity to do further investigation to understand the needs of this age cohort and how to best serve their needs.

The philosophy, which is integrated into program and service delivery, of planning with seniors and not for them was highlighted in the literature. Implementation of this philosophy has been a challenge for many. There is a wealth of experience, skills and knowledge amongst the seniors population that should not be overlooked. While this is common practice for many organizations, opportunities to expand on this are noted as an area to further explore. Stakeholders also commented that diversity in language and culture is an important consideration, but many times overlooked, as seniors living in Richmond reflect a myriad of cultures and speak a variety of languages.

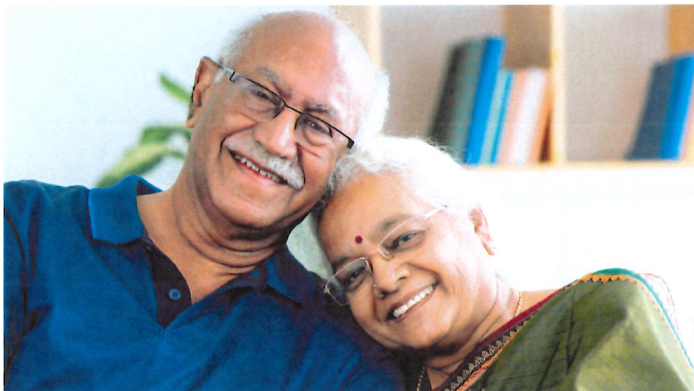
It is important to note that at the time the *Seniors Strategy* is being developed, the COVID-19 pandemic is actively impacting the community. The pandemic has had a significant impact on the delivery of programs and services. The full extent and

duration of the impact on seniors in the community is not yet known. In response to the pandemic, stakeholders experienced an increased need for virtual and phone-in programs due to public health restrictions on gathering. This highlighted challenges with isolated seniors, gaps in access and knowledge related to technology, and varying levels of concern around participation with restrictions.

#### Opportunities

The diversity within the seniors population presents opportunities for enhanced community vibrancy and engagement through increased sharing of perspectives from a variety of seniors with long life experiences. There is an opportunity to engage and connect with seniors and use their wealth of experience, skills and knowledge in the design, implementation and evaluation of services for seniors. Examples include participation in intergenerational programs, on various advisory committees and through paid and volunteer positions that benefit the community.

There is an opportunity to evaluate the terms and labels used to describe programs and services developed for the 55+ population. Meeting diverse needs can also be achieved by reaching out to seniors who are not engaged or connected in the community. It is important to ensure communication is culturally relevant, translated where appropriate, and programs, services and amenities are culturally appropriate, safe and inclusive.



#### Reducing Barriers to Participation by Seniors

Along with addressing the diversity of the seniors population, it is important to address the numerous barriers that exist that may prevent some seniors from participating and engaging fully with their communities. Seniors, like any other group of people, have different lived experiences based on a number of factors such as socio-economic status, language, culture, health, social relationships, access to resources and supports, and other life events that may influence their ability to participate in services. As seniors age, these barriers can be more pronounced and build on one another making participation in services difficult. Understanding these influences and experiences ensures that services meet the needs of seniors.

#### Strengths

A strength identified in the needs analysis was the existing partnerships and collaboration between service providers to help support seniors facing barriers, especially those with low income, physical mobility challenges and cognitive limitations. Service providers work together to refer seniors to other organizations or provide on-site one-on-one virtual and in-person support to access a variety of services such as financial benefits, legal and dental clinics, free blood pressure checks at city-wide wellness clinics and affordable housing navigation.

Stakeholders noted that programs in Richmond are developed intentionally to remove barriers that often prevent seniors from participating, including specialized outreach programs offered across the city, communication methods offered in other languages and enhancing accessibility for those with limited mobility or cognitive challenges. The creation of the City Council adopted *Dementia-Friendly Community Action Plan* is also an example of a strength that meets the needs of those experiencing cognitive decline through the implementation of a number of actions to ensure seniors with dementia are included, supported, valued and continue to be active and engaged with their community.

#### Gaps and Challenges

The needs of vulnerable and potentially isolated seniors are highlighted even more now than in the past. It is important to continue to reach and connect seniors through targeted outreach and collaborative initiatives, particularly with VCH and other community health organizations. Stakeholders acknowledged that accessing and connecting with isolated seniors is a challenge in Richmond and is seen as a gap in both the delivery and design of services, programs and amenities.



### Opportunities

In order to successfully meet the needs of an aging population, identifying, addressing and removing barriers that may impact the ability of seniors to fully participate and engage in their communities is of the utmost importance.

Stakeholders identified the need to consider regularly removing the barriers when delivering services and programs for seniors especially when implementing the actions outlined in the *Seniors Strategy*. One example of a potential initiative, suggested during stakeholder engagement, is to develop a standard process or checklist to ensure needs and barriers to participation are addressed when developing seniors programs and other initiatives. These program elements may vary depending on resources, the neighbourhood in which the program is delivered, and other unique needs of the seniors participating.

### Supporting Seniors to Successfully Age in Place

Remaining at home in the community for as long as possible and avoiding an unnecessary move into long-term care facilities remains the number one choice for many seniors. The impacts of the COVID-19 pandemic on those living in long-term care, including the number of deaths reported and the high rate of spread of the virus, has strengthened this desire to remain in their own homes. There are many benefits to aging in place for seniors in addition to having the ability to remain healthy, active and independent in the community. Those who remain at home may feel a greater level of control over their personal lives which can lead to higher levels of happiness, fulfillment and personal satisfaction. Seniors who age in place also enjoy improved quality of life and sense of well-being, familiarity and comfort, and the avoidance of unnecessary or undesired change and stressors.<sup>19</sup>

### Strengths

Richmond has many strengths in supporting seniors to remain in their homes for as long as possible. City Council adopted an *Affordable Housing Strategy*, addressing the affordable housing needs of Richmond residents and focusing on supporting vulnerable populations through increased development of supportive housing, non-market rental housing, and low-end market rental units. The strategy identifies low- and moderate-income seniors as one of five priority groups for City involvement in affordable housing.

Many informal partnerships exist between service providers and housing providers representing buildings with high concentrations of seniors in Richmond. Provision and dissemination of information is shared among these partners about programs, services and resources available to support seniors to remain healthy, independent and safe in their homes. Examples of information provided include health supports,

<sup>19</sup> Age-Friendly Communities, Government of Canada, 2021

flu and vaccine clinics, low-income supports, including free dental care clinics and information on how to deliver programs and workshops on-site in their own buildings.

Community service organizations and the City work closely together to develop, provide and disseminate information on services and resources available. Examples include educational workshops, assistance with navigation of housing databases and health services, and completion of seniors-related forms and applications. The City and Community Associations and Societies host monthly Wellness Clinics at eight locations in Richmond, providing opportunities for seniors to learn about programs and services, access free and low cost health services and connect with their peers socially.

### Gaps and Challenges

Despite a number of impactful projects and policies developed to support seniors to age in place, gaps and challenges remain. The aging population has increased the demand for affordable housing options for seniors, especially affordable rental units for low-income seniors. In September 2021, almost half (522) of the 1,085 Richmond households waiting for affordable housing units managed by BC Housing, were seniors.<sup>19</sup> Shelter Aid for Elderly Renters (SAFER) supplied 1,057 seniors in the private market a rent supplement in September 2021.

Although many options exist, seniors are challenged with understanding and accessing all of the options and supports available that may allow them to age in place longer. For example, those who may need home support or home care options in order to remain at home may find it overwhelming to navigate or access this information. Another concern identified was that, while many seniors do not want to leave their homes, they are challenged with being able to manage the ongoing maintenance, repairs or renovations needed to allow them to continue to live safely in their homes as they age. Challenges also noted by seniors and stakeholders included both affordability and knowledge of suitable and credible service providers.

Extreme weather events have also highlighted the need to support vulnerable and at-risk seniors living in the community. Those at-risk include seniors with underlying chronic conditions and who are socially isolated, residing in poor living conditions or are homebound. If not adequately supported, seniors are at great risk of adverse effects due to extreme weather events.

<sup>19</sup> Rental Market Trend, BC Housing, 2021



### Opportunities

Many opportunities exist to support seniors to successfully age in place through increased social connections in neighbourhoods, resilience building and emergency preparedness initiatives that address extreme health and weather events. The City has existing relationships and collaborations with many multi-unit residential buildings with high concentrations of seniors. These relationships could be leveraged to pilot successful and emerging practices including Building Resilient Streets/Neighbourhoods and Hey Neighbour Collective initiatives. Building Resilient Streets/Neighbourhood's *Connect and Prepare* program, for example, is a successful approach to building preparedness by strengthening social connections between neighbours through facilitated presentations, interactive games, and friendly discussions that allow neighbours to get to know each other, learn about acute emergencies and chronic stresses, identify assets and priorities, and implement shared preparedness projects.<sup>20</sup> Hey Neighbour is a resident-led initiative aimed at increasing social connectedness, neighbourliness, and resilience in multi-unit buildings through design improvements and social programming. Other goals of the Hey Neighbour initiatives include increasing a sense of community amongst residents within their buildings and decreasing frequency and intensity of loneliness among residents.<sup>21</sup>

Opportunities also exist in the community to help seniors access the necessary information about programs and services that allow them to transition through the continuum of housing or to remain at home with home care and support services and/or referrals to reputable and affordable housing maintenance, repair or renovation businesses. There are also opportunities to build upon and expand successful programs and services already offered in the community, such as monthly Wellness Clinics delivered by the Community Associations and Societies.

### Age-Friendly Design and Built Environments

Age-friendly cities consider the needs of seniors with regard to outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, civic participation and employment, communication and information, community support and health services. Age-friendly infrastructure impacts life satisfaction and overall health of seniors and the entire community. Transportation for seniors needs to be available, affordable, safe and comfortable in order to connect them to their destinations. The importance of the design and availability of transit stops, walkability, spots for parking and transportation education was also highlighted.

<sup>20</sup> The Connect and Prepare Program: Building Resilient Neighbourhoods, 2021

<sup>21</sup> Hey Neighbour: City of Vancouver, 2020



### Strengths

There is a growing awareness among all levels of government and service providers about the importance of age-friendly environments and the positive impact this environment has on the health of its residents. Richmond received Age-Friendly BC Recognition in 2015 by the Province of B.C. for the completion of the 2015–2020 *Age-Friendly Assessment and Action Plan* and an ongoing commitment to make Richmond age-friendly. Many initiatives were completed from the *Action Plan* and the City continues to work with stakeholders to address age-friendly needs particularly in the areas of transportation, housing and outdoor spaces.

The City also created a framework through a UBCM funded project, *Engaging Seniors in Age-Friendly Planning*, to guide the engagement of seniors in future planning in Richmond to support seniors to age in place. Through participation in a series of specifically tailored meetings with a group of diverse seniors, the framework gives seniors the tools to identify age-friendly barriers and supports in their neighbourhoods. Participation in this project increased opportunities for social connections among seniors and their neighbours and engagement between the City and seniors in Richmond.

The Richmond Seniors Advisory Committee (RSAC) provides advice to City Council on issues that impact seniors. The RSAC includes a transportation sub-committee that has successfully advocated for many age-friendly changes to existing transportation

services to support seniors in Richmond including improvements to and accessibility of bus stops, crosswalks, signage and parking. The sub-committee also relays suggestions from seniors in the community to TransLink and HandyDART services.

The City's Enhanced Accessibility Design Guidelines and Accessible Events Checklist are initiatives that help to support an age-friendly city through furthering accessible and barrier-free design in City buildings and at City events. The guidelines assist City staff with incorporating accessibility features in City-owned or City-leased facilities that go beyond the requirements of the B.C. Building Code and enhance barrier-free access for all members of the community. The Accessible Events Checklist supports the development of City events that are accessible, welcoming and inclusive for all community members.

#### Gaps and Challenges

While the City has many policies and practices in place that utilize an age-friendly lens, there are opportunities to expand efforts to make Richmond more age-friendly.

Many of Richmond's seniors remain healthy and independent in the community as they age with 81% living with no chronic health conditions and only 4% living in long-term care facilities. In an effort to preserve community wellness benefits and prevent the need for costly long-term care housing options for seniors, there remains a priority to support seniors independence in the community for as long as possible.

The impacts of COVID-19 also reinforce the need to address social isolation, loneliness and the mental health of seniors as a key priority in impacting seniors health and well-being. As City facilities and other community organizations temporarily suspended their in-person activities, the need for outdoor public spaces that facilitate informal social connections became even more prevalent.

Awareness of housing and transportation options in Richmond were identified in the literature and by stakeholders as a priority in supporting seniors to remain independent and healthy in the community for as long as possible. Appropriate and affordable housing remains a significant area of focus for seniors. Access to information and resources regarding supports for specific needs and transitions was highlighted in particular.

#### Opportunities

Together, outdoor spaces could be increasingly activated and social infrastructure put in place to provide additional opportunities for residents to connect safely with their neighbourhoods.

There is an opportunity to identify and centralize information related to housing options and supports available in Richmond. As seniors age, access to housing information will support independence and healthy and safe aging. This information includes resources for seniors who live in a single family home and are interested in learning more about options for supported care such as in-home health supports and levels of long-term care. Additional resources can include information on both market and non-market rental housing options and help with housing maintenance issues.

Expanding the learnings from the *Engaging Seniors in Age-Friendly Planning* project completed in the Seafair neighbourhood to other planning areas in Richmond would help to address challenges and opportunities in the areas of transportation, safety, housing options, and programs and services for seniors. When implemented, the framework would support seniors to age in place successfully through increased empowerment and confidence, by creating age-friendly ambassadors, social connections between seniors and their neighbours, and ongoing community engagement and dialogue between the City and seniors in Richmond.

#### Infrastructure and Resources for a Growing Seniors Population

Seniors currently represent 32% of the total population in Richmond with 63,630 people aged 55+ years.<sup>22</sup> By 2036, 39% of the total population of Richmond, or 106,295 individuals, are projected to be 55 years or older. Life expectancy in Richmond continues to be the highest in Canada at 85.7 years compared to the national average of 81.1 years. As the population of seniors continues to grow and seniors are continuing to live independently in the community longer, it becomes even more important for resources and infrastructure to be in place to adequately support them. Dedicated infrastructure and supportive leadership in addition to human, material and financial resources are essential to adequately meet the needs of a growing seniors population.

#### Strengths

The needs analysis highlighted that a significant strength in Richmond is the existing foundation that supports the delivery of programs and services to seniors. Specifically, dedicated city-wide staff positions in seniors planning and wellness exist in Richmond that are just beginning to be established in other municipalities in B.C. and across Canada. Richmond is seen as a leader in B.C. with respect to its seniors-related initiatives and in developing plans and strategies to support seniors. In addition, there is strong leadership for seniors-related initiatives from the City, Community Associations and Societies, community service organizations and VCH.

<sup>22</sup> *Seniors-at-a-glance* Census: Statistics Canada, 2016



Richmond has eight active community centres across Richmond, as well as the Richmond Public Library, Richmond Cultural Centre, Minoru Centre for Active Living, Watermania, Minoru Arenas, Richmond Ice Centre and Richmond Pitch & Putt Golf Course. A broad range of programs and services are offered for seniors at all of these facilities. Dedicated staff for seniors ensures programming is tailored to the specific needs in each community and builds trusting relationships between staff and patrons.

A group consisting of senior-serving staff from the City, Community Associations and Societies and the Richmond Public Library, meet regularly to streamline program and service delivery, identify gaps and collaborate. There are also many community-based seniors serving organizations in Richmond delivering a variety of programs, services and initiatives individually and in partnership with the City and Community Associations and Societies with a goal to help keep seniors healthy and active in the community.

The Seniors Centre at Minoru Centre for Active Living, which opened in 2019, represents a significant investment in the expansion of seniors services and sport and recreation services for the community and is designed to meet the needs of Richmond's growing seniors population. The Minoru Seniors Society, a senior-led non-profit organization works with the City to develop and deliver programs and services at this state of the art Seniors Centre. The City's Richmond Seniors Advisory Committee is also a resource for seniors living in Richmond and an ongoing conduit for seniors to provide feedback to the City on issues and opportunities related to seniors.

### Gaps and Challenges

While a strong foundation to support seniors exists in Richmond, many stakeholders voiced their concern that current services and infrastructure in Richmond may not be able to support the increasingly significant and growing number of diverse seniors in the future. While there are a variety of designated seniors spaces and dedicated staff positions in the community to support seniors, many organizations have limited resources. In addition, expanding appropriate spaces to accommodate seniors who attend programs and services would help support their participation and engagement in community activities.

### Opportunities

There are many opportunities to build and expand on the strengths noted above in order to meet the needs of a growing population of seniors in Richmond. The need for dedicated resources to strategically plan for the growing population of seniors is timely and necessary. This includes leading and ensuring progress is made on priority outcomes that impact seniors, securing resources and grants to execute actions, and continuing to build on other successful initiatives. Participation in seniors-related external groups and committees is also important to strengthen collaboration and share information, research, trends and best practices from other municipalities and regions. There is an opportunity to further focus on professional development and training regarding the diverse needs of seniors for staff and volunteers with the City and in the community that work with seniors.

Additionally, there is an opportunity to further align the sharing of information and approaches to supporting seniors among the current network of seniors service providers. Increased sharing within this network of each organization's roles and responsibilities and where there are specialized areas of expertise that can be drawn on by the network will increase efficiencies and reduce the potential for duplication of efforts and resources.

### Addressing Existing Stereotypes and Ageism

A lack of knowledge and understanding of the positive impacts of healthy aging can often lead to stereotypes, myths and misconceptions about the seniors population. When the community understands the benefits of healthy aging and the positive contributions seniors make, negative perceptions and stereotypes shift, increasing the respect and support for seniors in the community. The community is also encouraged and more willing to be engaged in initiatives and activities that support seniors. Providing seniors with ongoing accessible opportunities to provide feedback and contribute to their communities builds trust and ensures initiatives for seniors are developed in collaboration.



### Strengths

The City, along with Community Associations and Societies, continue to host the City's Annual Positive Aging Campaign on National Seniors Day (October 1); a yearly event showcasing positive images and messages of seniors in Richmond with a goal of reducing ageism and existing stereotypes. Many intergenerational activities and programs are offered that bring together seniors with others of all ages to help foster relationships between the generations and reduce misconceptions about aging. These programs build on the strengths that different generations have to offer, nurture understanding and mutual respect, and challenge ageism.

Another strength is the number of existing meaningful opportunities for seniors to contribute their knowledge, skills and experiences to the community through volunteer and paid opportunities in programming, boards and committees, special events and other initiatives. This active participation ensures seniors' voices are heard and influence decisions that impact seniors and the broader community.

### Gaps and Challenges

Despite the work aimed to dispel stereotypes and misconceptions around the aging population, ageism remains prevalent. Training and educational opportunities are often directed to those who already work with and care for seniors, most of whom are knowledgeable about the population and hold positive perceptions. A gap in the engagement of the broader community, who could benefit from better knowledge and more positive perceptions of the aging population, was noted in stakeholder engagement. A lack of accessible training and educational opportunities for all ages is a gap that can be addressed to help reduce myths and stereotypes about seniors and aging.

### Opportunities

There are opportunities to learn from best practices from countries that have a large seniors population. Japan, which has the world's oldest population, started to consciously and formally revise the perception of the image of seniors about 20 years ago, when the elderly population reached 22 million (18% of the population). According to 2018 data released by the government of Japan, there are 35.9 million citizens aged 65 or older in the country. The Japanese government is focusing on reforming national consciousness, working toward making a proactive and positive shift in how the elderly are perceived. The seniors population went from being viewed as a group of people whose abilities were declining, to a class of people who are active, healthy and financially secure like any other age group. Japan now has a *Respect for the Aged Day*.<sup>23</sup>

<sup>23</sup> "Eradicating ageism: How an ageing society is facing its elders." *Maifumoto, Akiko*. 2021.

There are opportunities to raise the awareness of healthy aging through training, public education campaigns and the use of positive images of seniors in marketing materials that promote events for all ages. Another opportunity is to build upon and expand existing activities that aim to combat ageism to reach all ages in the community. The City's annual Positive Aging Campaign, for example, could expand to become a year-round initiative with a goal to raise awareness of the negative impact of ageism to a larger audience.

Building on existing networks to provide additional, accessible and ongoing methods for seniors to provide feedback and contribute meaningfully to the community was noted as an opportunity to demonstrate increased respect for seniors voices. Also identified, was the opportunity for intergenerational programs and collaboration to help increase knowledge and awareness of healthy aging and allow for ongoing dialogue and engagement between seniors and other generations.

### Awareness of Programs and Services Available to Seniors

Having the right information when it is needed helps everyone to stay informed and connected. It is important that seniors are informed of programs and services that will help them to remain active, healthy, safe and independent in the community. Awareness of social opportunities and ways to connect with others supports seniors to avoid isolation and a premature move to long-term care. For many, knowledge, navigation of, and access to the many programs and services that are available to seniors in Richmond may be a challenge. In addition, the diversity of the seniors population may add another layer of complexity impacting an individual's awareness of programs and services available.

### Strengths

Service providers work hard to reach seniors and their families to relay information about available services through multiple communication channels including print materials, newspaper advertisements, social media, websites and newsletters. Stakeholders mentioned the availability of one-on-one communication channels such as phone calls, email messages, in-person and virtual meetings, and dialogue during program participation, between seniors and seniors-serving staff as a current strength.

Another strength in Richmond is the collaborative partnerships that exist between organizations and seniors-focused residential buildings and retirement residences to share information about available programs and services. Communication methods are tailored to the specific needs and interests of the community or neighbourhood. In addition to sharing information directly with seniors, intentional connections are made with other populations that may interact with seniors including family members, caregivers, and other organizations and businesses who serve seniors.



### Gaps and Challenges

Despite efforts, there remains a lack of awareness among some seniors about available supports and services in the community. Seniors, their families and caregivers, and those who provide services to seniors are not always aware of the wide variety of programs, services and supports available in Richmond. Seniors living in Richmond reflect many cultures and languages and it can be challenging to ensure communication is culturally relevant and clearly understood. Lack of awareness may also be due to a variety of other factors including lack of community connections, limited mobility, lack of transportation, and cognitive and physical decline. For those unable to utilize technology, the need to visit multiple locations to find the information they are searching for becomes frustrating and not possible for many with physical and financial limitations.

Health-related services and programs were identified as a priority in terms of types of services, programs and amenities offered in Richmond. While there are a wide range and variety of health-related programs and services available in Richmond, many seniors may not be aware of them or are challenged in navigating and accessing them.

The COVID-19 pandemic and recent extreme weather events have highlighted communication and awareness challenges that further emphasize the need to explore innovative methods for seniors to stay connected and informed of what is available to them. While many seniors are utilizing technology, many still do not have access to cell phones, tablets or computers due to a lack of knowledge of

how to use them, physical or cognitive limitations, or a lack of ability to obtain the technology due to financial barriers. This presents a challenge for many seniors as information is often relayed online or through technology.<sup>24</sup>

### Opportunities

Coordination of communication efforts among service providers, utilizing existing connections with seniors, their families and caregivers, and the public would be beneficial to increase awareness of seniors-related services. Many social prescribing programs use existing connections between vulnerable seniors and primary care providers to refer seniors to available community programs and services to increase physical activities and foster social connections. These programs have demonstrated positive impacts on participants including improvements to their mental health, decreased loneliness and a greater sense of connectedness and belonging. People are healthier when connected to social and community supports, and when they are empowered to play a meaningful role in their own health and well-being.<sup>25</sup>

There is an opportunity to explore different methods of communication to reach seniors, their families and caregivers to increase connections to supports and services that are available. Existing information databases that connect Richmond residents to various City programs and services, could be utilized to increase connection with seniors during extreme health and weather events. There are also opportunities to provide greater technological support and access for seniors and their families to more easily navigate the range of health services available in Richmond. Additional opportunities to increase awareness of seniors-related services noted by stakeholders include the development of creative ways to consolidate and centralize information and resources for seniors and utilizing a variety of low barrier communication methods such as radio and newspaper advertisements.

### From Themes to Actions

The demographic profile of seniors in Richmond, considered alongside the literature review and input received through community engagement provides a rich understanding of the current context of seniors in the community and the priority areas of focus. The *Seniors Strategy* aims to guide Richmond's continued leadership in planning for and providing programs and services for a growing seniors population over the next 10 years. The seven themes above informed the development of the five strategic directions and actions outlined in the following section.



24. United Way Healthy Aging connects B.C. seniors through the Digital Learning Pilot Project. United Way B.C., 2021.  
25. Re-Community Health, Corp., 2018.



## Strategic Directions and Actions

The *Seniors Strategy* consists of five strategic directions and 29 recommended actions to be completed over a 10-year time frame. The strategic directions and accompanying actions were created in response to themes identified through an analysis of community needs, best practices and various stakeholder engagement activities. The strategic directions clarify areas of focus and include actions that build on previous and ongoing work to achieve the described outcomes. Specific targeted activities and initiatives will be established through annual work plans to best support the achievement of the actions outlined in the strategy. The five strategic directions are:

1. Age-friendly neighbourhoods that support seniors to age in place;
2. Diverse, accessible and inclusive programs and services for seniors at all stages;
3. Communication and awareness of programs and services available for seniors;
4. Education and understanding about healthy aging; and
5. Planning for a growing population of seniors.

The *Seniors Strategy* is intended to be delivered in partnership and collaboration with community stakeholders in Richmond that share the vision of keeping Richmond seniors active, healthy and connected to their community. Each action includes:

- **Who's involved:** Those who have an interest and/or the expertise necessary to achieve the action including the City, Community Associations and Societies, community organizations, health agencies and the private sector.
- **City's Role:** Supporting healthy aging is shared with senior levels of government and seniors-serving organizations. The City's role in each action is outlined as follows:
  - Lead:** The City is responsible for defining and delivering the short, medium, long-term and ongoing direction.
  - Collaborate:** The City plays a role as a facilitator, convener and/or partner, and will contribute knowledge, leadership, staff time and relevant resources as an active participant on a team or table.
  - Support:** The City contributes knowledge, staff time and relevant resources to support implementation of the direction that is led by others.
- **Timeline/Implementation Period:** The anticipated timeline for delivering on the actions are classified as short-term (0-3 years), medium-term (4-6 years), long-term (7-10 years) or ongoing.

## 1 Age-Friendly Neighbourhoods that Support Seniors to Age in Place



Age-friendly communities play an important role in building community, keeping people healthy, well connected, resilient and able to participate fully in their neighbourhoods. In practical terms, an age-friendly community adapts its structures and services to be accessible to and inclusive of seniors with varying needs and capacities. In addition to the necessary physical infrastructure, a community's social infrastructure must also ensure accessibility, inclusivity and safety for seniors with varying needs. Age-friendly neighbourhoods reduce social isolation and loneliness, and ensure all seniors regardless of abilities, live in environments that enable them to actively enjoy a high quality of life.

### Key Outcomes

- Seniors have opportunities to connect socially in their neighbourhoods.
- Seniors feel safe and supported.
- Seniors are able to remain active in the neighbourhoods of their choice for as long as possible.
- Seniors utilize the amenities and outdoor spaces in Richmond.
- Seniors have access to affordable, safe and accessible transportation services and housing options.
- Seniors living with dementia, their families and caregivers are supported to be active and engaged in their community.

No.	Action	Who's involved	City's Role	Timeline
1.1	Expand on the development of age-friendly neighbourhoods (e.g. outdoor areas and public buildings, transportation, housing) in Richmond by implementing the framework created from the 2019 <i>Engaging Seniors in Age-Friendly Planning</i> project in all neighbourhoods.	City of Richmond; Community Associations and Societies; Community Organizations; Private Sector; Vancouver Coastal Health	Collaborate	Ongoing
1.2	Identify, remove and prevent barriers for seniors to access open spaces, parks, trails and streets (e.g. crosswalks, benches, lighting, accessible, safe gathering places).	City of Richmond	Lead	Short-term
1.3	Build upon current practices (formal and informal) to activate public spaces in a manner that fosters social connections between seniors and others in their neighbourhoods.	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Private Sector	Lead	Medium-term

No.	Action	Who's involved	City's Role	Timeline
1.4	Identify ways to support seniors when transitioning through the continuum of housing available in Richmond (e.g. education and awareness, housing repair, one-on-one support, database listing).	City of Richmond; Community Organizations; Housing Providers; Vancouver Coastal Health	Support	Short-term
1.5	Build upon existing best practices that reduce social isolation and loneliness, and facilitate opportunities to strengthen social connections, resilience and mutual support between seniors and their neighbours (e.g. Hey Neighbour, Resilient Streets/Neighbourhoods programs).	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Housing Providers; Vancouver Coastal Health	Collaborate	Ongoing
1.6	Evaluate the implementation of the 2019–2023 <i>Dementia-Friendly Community Action Plan</i> and develop initiatives to further support for all Richmond residents living with dementia, their families and caregivers following <i>Action Plan</i> completion.	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Vancouver Coastal Health	Lead	Medium-term



## 2 Diverse, Accessible and Inclusive Programs and Services for Seniors at all Stages



Programs and services for seniors in Richmond are offered through many providers including the City, Community Associations and Societies, community organizations and the private sector. Participation in diverse, high quality programs and services offered in the community can foster social connections and enhance overall health, well-being and quality of life for seniors. Removing barriers and ensuring programs and services are designed to be welcoming and accessible ensures all seniors living in Richmond are able to fully participate regardless of their age, previous experience, physical fitness level and stage in their aging journey. Ensuring a variety of opportunities are available for meaningful and purposeful engagement, celebration, learning, and personal growth and development allows seniors to stay socially engaged, physically and mentally active, and healthier in the community for as long as possible.

### Key Outcomes

- Seniors feel welcomed, encouraged and supported to participate in programs and services.
- Programs and services for seniors are accessible by those facing barriers to participation.
- Seniors are supported at all stages in their aging journey to be physically, mentally and socially active.
- Seniors have opportunities available to them that are interesting, engaging and facilitate learning and enhanced skill development.

No.	Action	Who's involved	City's Role	Timeline
2.1	Expand upon activities and events that celebrate the cultural diversity of seniors in Richmond and provide opportunities to learn about and connect with others of varying backgrounds and ethnic origins (e.g. City Arts, Cultural and Heritage programs, Highway to Heaven Bus Tour, holiday celebrations).	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Richmond Tourism, Private Sector	Collaborate	Short-term
2.2	Research and explore best practices, and further engage with participants to better understand and serve the diverse needs and interests of the large seniors age group (e.g. the definition and use of the word "senior" and using a needs-based vs. age-based approach to programming).	City of Richmond; Community Associations and Societies; Richmond Olympic Oval; Community Organizations; Private Sector	Collaborate	Ongoing

No.	Action	Who's involved	City's Role	Timeline
2.3	Identify, remove and prevent barriers for seniors to enable them to participate fully in programs and services that support healthy aging (e.g. physical and cognitive limitations, income, transportation, language, culture, technology access and use).	City of Richmond; Richmond Public Library; Community Organizations	Collaborate	Ongoing
2.4	Explore new approaches to program design to engage seniors participation at all levels (e.g. introductory/beginner, intermediate and advanced/competitive/mastery).	City of Richmond; Community Associations and Societies; Richmond Olympic Oval; Community Organizations; Private Sector	Collaborate	Medium-term
2.5	Promote meaningful volunteer and paid opportunities for seniors to share their experiential wisdom and skills through community-based programs and services that facilitate personal growth and development (e.g. intergenerational opportunities, instructor-led groups, tour guides, project facilitators, etc.).	City of Richmond; Richmond Seniors Advisory Committee; Community Associations and Societies; Richmond Public Library; Community Organizations	Support	Ongoing
2.6	Support seniors as they move through various life stages through the creation of educational opportunities that address a range of healthy aging topics (e.g. loss of driver's license, retirement, caregiving).	City of Richmond; Richmond Public Library; Community Organizations; Vancouver Coastal Health, Private Sector	Collaborate	Medium-term



### 3 Communication and Awareness of Programs and Services Available for Seniors



Seniors, their families and caregivers, and those who provide services to seniors are not always aware of the wide variety of programs, services and supports available in Richmond. Having access to the right information at the right time helps everyone stay informed and better navigate the supports seniors require to remain healthy and safe at home. Utilizing existing connections and networks between seniors and service providers to increase the understanding of the benefits of social participation and ensure seniors have access and the skills to stay connected in an increasingly digital world are critical components to aging well and remaining socially connected and engaged.

#### Key Outcomes

- Seniors and the broader community are aware of the variety of programs and services offered in Richmond to support healthy aging and are able to make referrals to those in need as appropriate.
- Seniors and their families and caregivers report an increased awareness of how to find information about available programs and services to support healthy aging.
- Seniors report that their physical, social and mental needs are met.
- Seniors are socially connected, engaged and informed through accessible and appropriate technology.

No.	Action	Who's involved	City's Role	Timeline
3.1	Explore and implement new, accessible and barrier-free communication methods to promote programs and services available to seniors of all ages, stages and abilities (e.g. 55+ Citywide Program Guide).	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Vancouver Coastal Health	Lead	Short-term
3.2	Identify new opportunities for seniors to access a comprehensive listing of programs, services and supports available to seniors in Richmond in one location.	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Vancouver Coastal Health; Private Sector	Support	Long-term
3.3	Increase awareness in the community about the range and continuum of health-related programs and services available in Richmond to support healthy aging in place for seniors (e.g. mental health, falls prevention, wellness, Adult Day Care).	City of Richmond; Community Associations and Societies; Community Organizations; Vancouver Coastal Health	Collaborate	Medium-term

No.	Action	Who's involved	City's Role	Timeline
3.4	Utilize existing connections between seniors, health professionals and community organizations to raise awareness of the benefits of participation of seniors in programs and services in the community (e.g. social prescribing programs).	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Vancouver Coastal Health; Richmond Division of Family Practice	Support	Medium-term
3.5	Increase seniors access to technology through accessible initiatives and opportunities to ensure they are informed and aware of online information and resources to support them as they age (e.g. technology lending programs, one-on-one tech support).	City of Richmond; Richmond Public Library; Community Organizations	Support	Short-term
3.6	Evaluate the accessibility of City communication methods and platforms to improve ways to connect with and support potentially isolated seniors, their families and caregivers during public health or weather emergencies (e.g. pandemics, extreme weather events).	City of Richmond; Richmond Public Library; Community Organizations; Vancouver Coastal Health; Richmond Division of Family Practice	Lead	Long-term

## 4 Education and Understanding about Healthy Aging



Awareness and information sharing initiatives about healthy aging can potentially change how a community thinks, feels, and acts towards the seniors population and helps to dispel any negative myths and stereotypes. By broadening a community's understanding of aging and the issues that impact seniors, seniors are treated in a more respectful manner and better supported to fully participate as contributing members of society. All of which positively impacts the health and well-being of seniors. Additionally, providing ongoing, accessible opportunities for seniors to provide feedback on strategies and initiatives that impact them builds trust and ensures programs and services are developed in collaboration with seniors.

### Key Outcomes

- Richmond residents of all ages understand the positive impacts of healthy aging and are engaged in supporting initiatives that foster the skills and abilities of seniors in the community.
- Seniors have an increased sense of purpose and feel their voices are heard.
- There are increased opportunities for seniors to contribute their skills, abilities and experiences to the community.
- Seniors are respected, feel welcomed and valued and are included in the community.

No.	Action	Who's involved	City's Role	Timeline
4.1	Create a series of educational campaigns and activities on a wide variety of topics to inform the public, staff and volunteers about healthy aging.	City of Richmond; Richmond Public Library; Community Organizations; Vancouver Coastal Health	Collaborate	Medium-term
4.2	Expand on creative initiatives to reduce ageism and negative stereotypes around aging (e.g. City's annual Positive Aging Campaign).	City of Richmond; Community Associations and Societies; Community Organizations; Vancouver Coastal Health	Collaborate	Short-term
4.3	Facilitate ongoing dialogue and engagement opportunities with seniors through accessible platforms and communication methods to seek feedback on issues and opportunities related to healthy aging.	City of Richmond; Community Associations and Societies; Richmond Seniors Advisory Committee	Lead	Ongoing

No.	Action	Who's involved	City's Role	Timeline
4.4	Develop training for staff and volunteers working with seniors on trends and best practices related to supporting healthy aging.	City of Richmond; Community Associations and Societies; Community Organizations	Lead	Medium-term
4.5	Explore a variety of opportunities to develop and maintain meaningful connections and increase knowledge exchange between seniors and younger populations (e.g. City Centre's Intergen Youth Leadership Team, Youth/Seniors Week collaborations).	City of Richmond; Community Associations and Societies; Community Organizations	Collaborate	Ongoing

## 5 Planning for a Growing Population of Seniors



Successfully implementing actions outlined in the *Seniors Strategy* and other seniors-related initiatives is reliant on continuing relationships and collaboration with community partners, ensuring there are dedicated and appropriate resources available, and ongoing information sharing to stay current on issues that impact seniors in the community. There is a particular need to be aware of trends and best practices to successfully serve, support and plan for the growing and wide demographic of seniors that spans over 50 years from age 55 years to 105+ years. The City is committed to reporting out on the progress and achievements made on the *Seniors Strategy's* actions and identifying new opportunities to better support active, healthy and connected seniors in Richmond.

### Key Outcomes

- Staff and volunteers in seniors-related roles are aware of current trends, research and best practices related to healthy aging to inform seniors-related initiatives in Richmond.
- The City is aware of the latest trends and best practices that address the impacts of a growing population of seniors on City planning and service provision from other levels of government.
- Supports and resources are in place and efficiently utilized to adequately meet the current and future needs of the growing population of seniors in Richmond.
- A working group is in place to support implementation, monitoring and evaluation of the *Seniors Strategy*.
- The public is informed on the progress of the *Seniors Strategy* and other seniors-related initiatives in Richmond.

No.	Action	Who's Involved	City's Role	Timeline
5.1	Research, monitor and evaluate municipal, provincial, federal and global trends and best practices related to addressing the impacts and opportunities of a growing demographic of seniors in order to plan and act accordingly.	City of Richmond	Lead	Ongoing
5.2	Create a working group to support the implementation, monitoring and evaluation of the <i>Seniors Strategy</i> .	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations	Lead	Short-term

No.	Action	Who's Involved	City's Role	Timeline
5.3	Collaborate with other Lower Mainland municipalities and provincial groups to keep up to date on research, trends and best practices related to supporting healthy aging in Richmond.	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations	Lead	Ongoing
5.4	Analyze the community-wide delivery system of seniors-related programs and services in Richmond to reduce gaps, identify opportunities and ensure the best use of community resources.	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Vancouver Coastal Health	Collaborate	Short-term
5.5	Dedicate appropriate staff resources to adequately plan for and meet the needs of an increasingly growing population of seniors in Richmond.	City of Richmond	Lead	Ongoing
5.6	Report out every two years on the progress and achievements related to the <i>Seniors Strategy</i> to City Council, stakeholders and the public.	City of Richmond; Community Associations and Societies; Richmond Public Library; Community Organizations; Vancouver Coastal Health	Lead	Ongoing





## Next Steps: Implementation, Monitoring and Evaluation

The *Seniors Strategy* will be used to guide annual work planning for the City and those serving seniors in Richmond. As the strategy relies on collaborative implementation, a working group will be formed to support the implementation of the actions outlined in the strategy. This working group, comprised of representatives from the City, Community Associations and Societies, the Richmond Public Library, and other community organizations, will determine the specific targeted initiatives that will best accomplish the actions outlined in the strategy each year based on priority needs and opportunities. This group will also monitor and evaluate progress towards achieving the strategic directions and actions, and suggest adjustments as needed. As the *Seniors Strategy* covers a 10-year period, progress on some actions may require adaptation to respond to changing needs and/or opportunities as they arise. Ongoing communication with seniors about emerging trends and priorities will also be critical to further the *Seniors Strategy's* vision and desired outcomes. A formal progress report on the *Seniors Strategy's* implementation will be shared with Council and the public every two years.

## Conclusion

The City of Richmond's *Seniors Strategy* represents the City and community stakeholder's ongoing commitment to addressing the unique needs of the fastest growing demographic in Richmond, its seniors population. This strategy builds upon previous achievements and will guide City and stakeholder work in planning, policy development and services provision while continuing to take a collaborative approach to resource sharing and program and service delivery for seniors in Richmond. The *Seniors Strategy* includes five strategic directions and related actions intended to guide City and stakeholder work in supporting seniors in Richmond to age healthy and well over the next 10 years. Ongoing collaboration and commitment of many stakeholders and a solid foundation of structures and supports in place will help to ensure seniors living in Richmond are safe, respected, healthy and engaged in their communities.



## Appendix A: Aligned Strategies

City Council has endorsed a range of strategies and plans that support the aging population in Richmond. The strategic directions and associated actions in these strategies and plans, were considered in the development of the *Seniors Strategy*, in an effort to ensure alignment and leverage opportunities where possible. The following City strategies and plans have strategic actions or focus areas that address seniors.

### Richmond 2041 Official Community Plan

*Richmond's 2041 Official Community Plan (OCP)* includes the aging of the population in the list of key issues to address when planning for the future. Specifically the OCP notes the increase in seniors population will bring a growing demand for accessible, supportive and specialized services such as housing forms that support aging in place. The following actions most relate to the *Seniors Strategy*:

#### Connected Neighbourhoods with Special Places

- Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents.
- Meet the existing need and future demand for accessible housing for the increasing population that experiences limitations in their activities of daily living.

#### Vibrant Cities

- Ensure that recreation and wellness services, programs, spaces and places meet diverse community needs.
- Provide opportunities to connect with neighbours, feel a sense of belonging, and engage in lifelong learning.
- Encourage people to make healthy, active lifestyle choices throughout their lives.

#### Mobility and Access

- Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g. pedestrians, people who use mobility devices, cyclists).
- Enhance the appeal of transit service with supporting amenities.
- Expand and improve walking and rolling connections to Neighbourhood Centres.

### Open Spaces and Public Realm

- Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, roll, exercise, play, socialize and engage in healthy, active lifestyles.
- Strengthen pedestrian, rolling (e.g. wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

### Social Equity and Inclusion

- Facilitate the establishment of an equitable, inclusive community, whereby City plans, policies, services and practices respect the diverse needs of all segments of the population.
- Encourage and facilitate the active engagement of all segments of the Richmond population in community affairs.

### Parks and Open Space Strategy 2022

The parks and open space system in Richmond has evolved over the course of over 100 years to serve the needs of the community and encompasses the landscapes and special places that make Richmond unique. The *City of Richmond 2022 Parks and Open Space Strategy* traces the evolution of the system from the first playground to the current interconnected system of parks, trails and greenways, natural areas, waterfronts and the urban realm. It outlines the trends and challenges affecting the delivery of parks and open space services and it defines the desired outcomes and the priorities for sustaining and expanding the system over the next decade.

- Parks and public open spaces help to build community by providing space for social interaction and providing activities and events that bring people of all ages and backgrounds together.
- With an ageing population, use of parks and public open spaces is changing, and the physical abilities of the elderly must be met with innovative and targeted park and open space design.

### Social Development Strategy 2013–2022

The *Social Development Strategy* envisions the City of Richmond as an inclusive, engaged, and caring community that considers the needs of the present and future generations, values and builds on its diversity, nurtures its social capital, and treats its citizens with fairness and respect. The actions that align with the *Seniors Strategy* are noted below:

- Support opportunities for people to remain in their neighbourhoods as they age, or personal circumstances or family status changes.
- Continue to play a leadership role with respect to physical accessibility, consulting with people with disabilities and other partners.

- Implement, monitor and update the *Seniors Service Plan*.
- Support aging in place initiatives and the ongoing development of Richmond as an age-friendly community.
- Strengthen the City's already strong collaborative relationship with Vancouver Coastal Health, consulting on emerging health care issues facing the community, advocating for needed services, partnering on priority community and social development initiatives, and soliciting input on the health implications of key City planning matters.

#### Affordable Housing Strategy 2017–2027

The *Affordable Housing Strategy* guides the City's involvement in addressing the affordable housing needs of Richmond residents. The strategy focuses on supporting vulnerable populations through the development of increased transitional and supportive housing, non-market rental housing, and low-end market rental units. The strategy cites low and moderate income seniors as a priority group most in need of affordable housing. The following policies outlined in the *Affordable Housing Strategy* that are most related to the *Seniors Strategy* include:

- Incorporate Basic Universal Housing (accessible and affordable units for persons with mobility challenges).
- Non-Profit Housing Development.
- Co-Location of Non-Profit and Community Facilities.
- Encourage Accessible Housing.

#### Volunteer Management Strategy 2018–2021

The *Volunteer Management Strategy 2018–2021: Engaging and Supporting Volunteers for a Vibrant, Connected City (VMS 2018–2021)* is an update to the *2007–2012 Volunteer Management Strategy: Building the Volunteer Spirit! (2007–2012 VMS)* and focuses on engaging volunteers and enabling them to reach their goals. The Strategy also focuses on providing the supports for City, partner, and affiliate staff who work closely with volunteers.

- Offer volunteer development opportunities for a wide range of ages, skill levels, and interest areas.

#### Richmond Arts Strategy 2019–2024

The *Richmond Arts Strategy* acts as a guide for residents, the City and its stakeholders to develop stronger connections in order to advance the policies, programs and services needed for the arts to thrive in Richmond.

- Increase the scope of arts education programs and services available to all age ranges and levels from entry to pre-professional.
- Provide a range of participatory programming for all age groups and inter-age groups at the community or neighbourhood scale.

#### Recreation and Sport Strategy 2019–2024

The aim of the *Recreation and Sport Strategy* is to build on the strong and successful foundation already present in the City to address the new and diverse interests of stakeholders and to encourage all citizens of every age to enjoy the benefits of an active and involved lifestyle. The growing seniors population is cited in the strategy as a trend that needs to be considered when designing and developing recreation and sport programs and services. The following actions related to the *Seniors Strategy* are as follows:

- Continue to integrate fundamental movement skills into all community recreation programs, addressing all ages from early childhood to older adults.
- Develop and implement initiatives targeting older adults/seniors participation in sport for life.
- Apply *Richmond's Age-Friendly Assessment and Action Plan 2015* guidelines in planning all recreation and sport programs, services and amenities.
- Expand the City-wide intergenerational "mentoring program" where seniors and youth exchange skills and experiences, and support each other in participating in recreation and sport opportunities.
- Increase opportunities for Richmond residents of all ages to sample recreation and sport activities

#### Community Wellness Strategy 2018–2023

The vision of the *Wellness Strategy* is for Richmond to be an active, caring, connected, healthy and thriving community. The strategy provides a framework to support the City and stakeholders in an effort to identify innovative and collaborative approaches to most effectively impact wellness outcomes for Richmond residents, increase the awareness of the benefits of active community engagement and healthy lifestyles for residents in all Richmond neighbourhoods. Three focus areas that most relate to seniors include:

- Foster healthy, active and involved lifestyles for all Richmond residents with an emphasis on physical activity, healthy eating and mental wellness.
- Enhance physical and social connectedness within and among neighbourhoods and communities.
- Enhance equitable access to amenities, services and programs within and among neighbourhoods.

### Cultural Harmony Plan 2019–2029

The *Cultural Harmony Plan* guides the City's approach in enhancing cultural harmony among Richmond's diverse population and works to support increased inclusion in the community and increased opportunities for newcomers to engage in all areas of community life. The actions most related to the *Seniors Strategy* are as follows:

- Continue to recognize and celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events.
- Develop and implement City and Community Associations and Societies programs and services that enhance positive social and intercultural connections, as appropriate, within and among Richmond's diverse cultural, ethnic and religious populations.

### 2021-2031 Collaborative Action Plan to Reduce and Prevent Poverty in Richmond

The *Collaborative Action Plan to Reduce and Prevent Poverty in Richmond* (the Collaborative Action Plan) is intended to guide the City of Richmond's work, in collaboration with stakeholder organizations, to reduce and prevent poverty in Richmond over the next 10 years. The purpose of the *Collaborative Action Plan* is to gain a deeper and shared understanding of the experiences and circumstances of individuals and families at risk of or living in poverty in Richmond in an effort to identify actions to better meet their needs. This includes improved access to services and supports as well as the development and implementation of initiatives designed to promote a greater sense of belonging and inclusion in the community.

- Explore the development of a community resource centre for residents at risk of or living in poverty.
- Provide accessible community wellness opportunities for residents at risk of or living in poverty (e.g. dental clinics, mental wellness based programming).
- Explore ways to improve community connections and health impacts for residents at risk of or living in poverty.





## City of Richmond

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# Seniors Strategy 2022–2032: Public Engagement Overview

## Background

Richmond's seniors demographic is growing and it is projected that close to 40 per cent of the population will be 55 years and over by 2036. With the growing number of seniors in the community, it is important that the City and key stakeholders continue with strategic planning and provision of programs and services. The City of Richmond *Seniors Strategy 2022–2032* (*Seniors Strategy*) outlines the City's priority strategic actions related to seniors over the next 10 years. The *Seniors Strategy* is a collaborative and action-oriented framework intended to guide the City and stakeholders in supporting seniors in Richmond to age well. The *Seniors Strategy* builds on the success and learnings of previous strategic documents as well as information gathered through an analysis of trends and needs in the community.

The *Seniors Strategy* identifies five strategic directions to achieve this vision:

1. Age-Friendly neighbourhoods that support seniors to age in place;
2. Diverse, accessible and inclusive programs and services for seniors at all stages;
3. Communication and awareness of programs and services available for seniors;
4. Education and understanding about healthy aging; and
5. Planning for a growing population of seniors.

Each strategic direction includes actions that work to address the gaps and challenges identified in the strategy.

## Public Engagement Process

On March 28, 2022, City Council approved the draft *Seniors Strategy* for the purposes of gathering public input on the vision, strategic directions and actions to ensure the strategy addresses the priority needs of seniors living in Richmond over the next decade. The public engagement process took place from April 4 to 24, 2022, and included a combination of an online survey and in-person drop-in sessions where the public could discuss the *Seniors Strategy* and complete a paper-based survey. The public engagement process was promoted online, in print and through various community organizations that provide programs and services for seniors, including:

- A City of Richmond news release and ad in the Richmond News;
- City of Richmond social media channels and websites, including the Let's Talk Richmond platform where the *Seniors Strategy* survey was hosted;
- Postcards and posters with information about public engagement opportunities and a link to the *Seniors Strategy* survey;
- Existing programs and groups for seniors; and
- Through community organizations' email blasts, newsletters and social media accounts.

Seven facilitated, in-person drop-in sessions were hosted at the following locations: Hamilton Community Centre, East Richmond Community Hall, City Centre Community Centre, the Seniors Centre at Minoru Centre for Active Living, Richmond Multicultural Community Services, the Japanese-Canadian Cultural Centre and the Richmond Public Library – Brighthouse Branch. The sessions promoted the online survey, provided paper-based surveys and offered opportunities for dialogue with staff and volunteers. Multilingual volunteer interpreters were available to support survey translation and facilitate dialogue. Let's Talk Richmond survey support was also available for individuals who faced accessibility barriers to completing the survey, including phone support in English, Cantonese and Mandarin and access to translated materials in Traditional Chinese. In total, 169 people attended the drop-in sessions and 501 survey responses were received, 372 in English and 129 in Traditional Chinese.

The following provides an overview of the public feedback received from the *Seniors Strategy* survey.

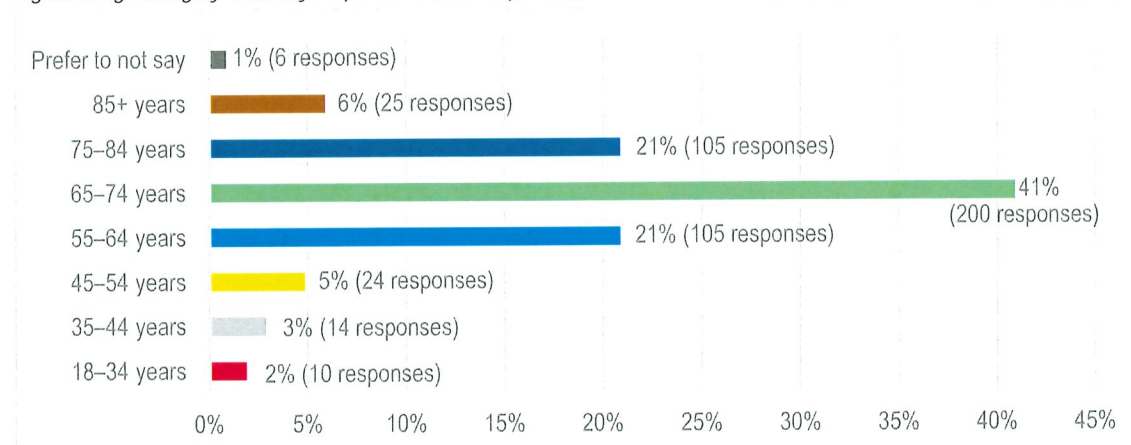
## Findings

The survey was comprised of both qualitative and quantitative questions that asked about the demographics of respondents and the level of agreement with the *Seniors Strategy's* vision, strategic directions and actions. An opportunity to share comments and perspectives related to the strategy was also provided. As not all respondents answered every question, the number of identified responses to each individual question is variable.

### Survey Demographics

Individuals of all ages participated in the survey with the highest proportion of survey respondents (41 per cent) between the ages of 65–74 years. The distribution of survey respondents by age for those that provided this information is in Figure 1 (below).

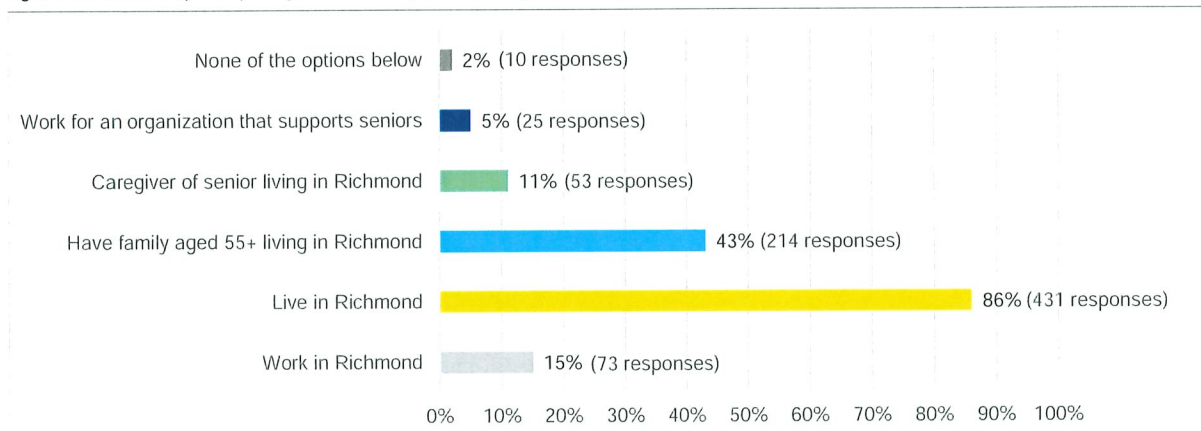
Figure 1: Age category of survey respondents (490 responses)



Eighty-six per cent of survey respondents indicated they were Richmond residents and 43 per cent of respondents indicated they have a family member aged 55+ living in Richmond. Identified interest in participating in the *Seniors Strategy* survey is summarized in Figure 2 (below). Multiple responses were permitted, resulting in 806 responses from 501 surveys.



Figure 2: Interest in participating in the survey (501 surveys, 806 responses)



### How respondents heard about the public engagement opportunities

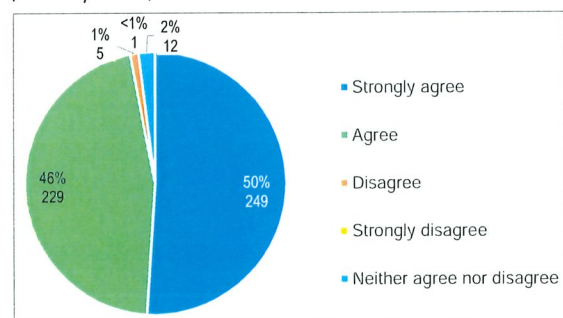
Just under half (45 per cent) of survey respondents heard about the public engagement opportunity through an email sent via Let's Talk Richmond. Twenty-two per cent of survey respondents heard about the opportunity through word of mouth; 20 per cent through an 'other' source, which included community centres, community organizations, places of worship, work and family/friends; nine per cent through the City of Richmond website; seven per cent through the newspaper; five per cent through Facebook, while two per cent of survey respondents heard about the public engagement opportunity through Twitter.

### Level of agreement with the *Seniors Strategy's* vision, strategic directions and actions

Survey respondents were asked to indicate how strongly they agreed or disagreed with the *Seniors Strategy's* vision, strategic directions and actions, and how well they support and address the needs of seniors in Richmond over the next decade. For each item, survey respondents were asked to indicate their level of agreement from five choices (Strongly Agree, Agree, Disagree, Strongly Disagree, or Neither Agree nor Disagree). A high level of support was received for the strategy's vision, strategic directions and actions. An overview of public input is below.

#### Vision

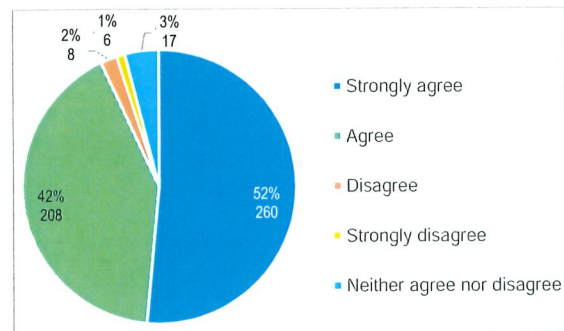
- 96 per cent of respondents indicated they either *strongly agreed* (249 responses) or *agreed* (229 responses) that the *Seniors Strategy* vision "that seniors living in Richmond are safe, respected, healthy and engaged in their communities" will support and address the needs of seniors in Richmond over the next decade (Figure 3);

Figure 3: Level of agreement with *Seniors Strategy's* vision (496 responses)

## Strategic Directions

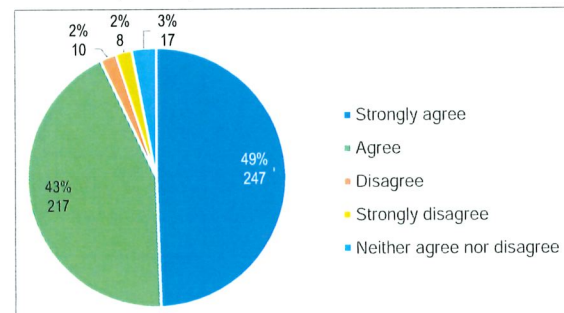
- 94 per cent of respondents either *strongly agreed* (260 responses) or *agreed* (208 responses) that "*Strategic Direction 1: Age-Friendly neighbourhoods that support seniors to age in place*" will support and address the needs of seniors over the next decade (Figure 4);

Figure 4: Level of agreement with Seniors Strategy's Strategic Direction 1 (499 responses)



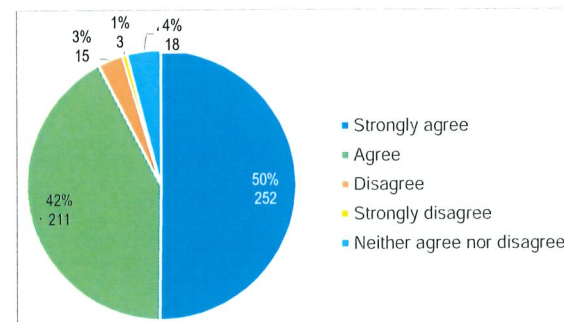
- 92 per cent of respondents either *strongly agreed* (247 responses) or *agreed* (217 responses) that "*Strategic Direction 2: Diverse, accessible and inclusive programs and services for seniors at all stages*" will support and address the needs of seniors over the next decade (Figure 5);

Figure 5: Level of agreement with Seniors Strategy's Strategic Direction 2 (499 responses)



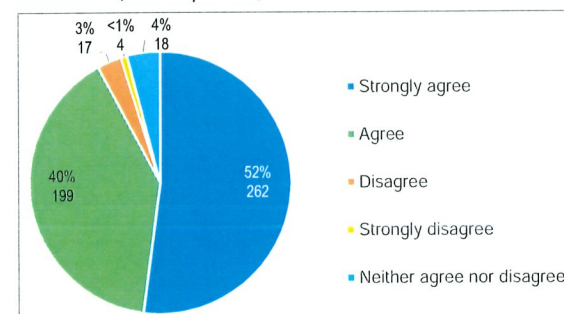
- 92 per cent of survey respondents either *strongly agreed* (252 responses) or *agreed* (211 responses) that "*Strategic Direction 3: Communication and awareness of programs and services available for seniors*" will support and address the needs of seniors over the next decade (Figure 6);

Figure 6: Level of agreement with Seniors Strategy's Strategic Direction 3 (499 responses)



- 92 per cent of survey respondents either *strongly agreed* (262 responses) or *agreed* (199 responses) that "*Strategic Direction 4: Education and understanding about healthy aging*" will work to support and address the needs of seniors over the next decade (Figure 7);

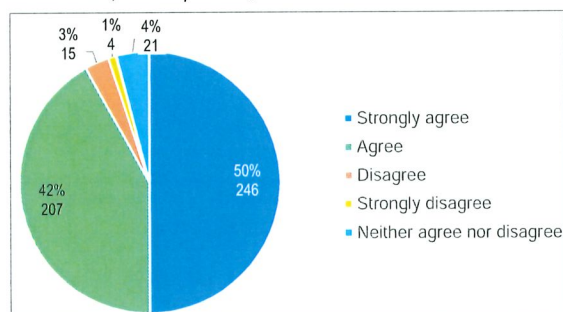
Figure 7: Level of agreement with Seniors Strategy's Strategic Direction 4 (500 responses)





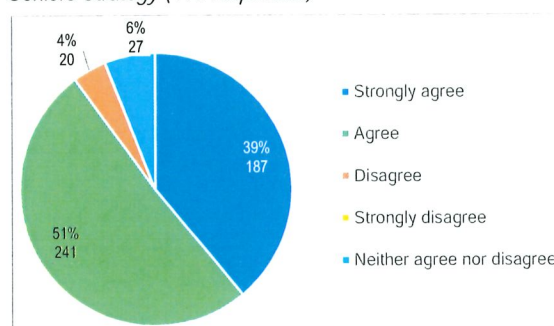
- 92 per cent of survey respondents either *strongly agreed* (246 responses) or *agreed* (207 responses) that "Strategic Direction 5: Planning for a growing population of seniors" will support and address the needs of seniors over the next decade (Figure 8); and

Figure 8: Level of agreement with Seniors Strategy's Strategic Direction 5 (493 responses)



- 90 per cent of survey respondents either *strongly agreed* (187 responses) or *agreed* (241 responses) that the actions outlined in the strategy would support and address the needs of seniors in Richmond over the next decade (Figure 9).

Figure 9: Level of agreement with actions outlined in the Seniors Strategy (475 responses)



Survey respondents were also asked to provide any additional comments they would like to share about the *Seniors Strategy*. The additional comments reflected a high level of support for the *Seniors Strategy's* vision, strategic directions and actions, and are summarized below.

## Comments about the *Seniors Strategy*

Comments related to the *Seniors Strategy* provided by survey respondents were analyzed and grouped into five themes:

1. The current age definition of a senior;
2. Wanting a better understanding of how the strategy will be implemented;
3. Appreciation for the *Seniors Strategy*;
4. The need for multi-faceted communication; and
5. Provision of resources to implement the *Seniors Strategy*.

### Theme 1: The current age definition of a senior

The current age definition of a senior in Richmond is 55+ years. Though the seniors' age range in Richmond was not intended to be a focus of the public engagement process, the topic emerged during engagement and many survey respondents provided a variety of opinions about this theme. Some survey respondents were supportive of the current definition of seniors in Richmond and commented that they would like the age range to remain as it is. Others, particularly those between the ages of 50–70 years, felt the age range should be increased to 60+ or 65+ years; commenting that although they meet the criteria by chronological age, they do not view themselves as 'stereotypical' seniors or seniors at all. Many

survey respondents also noted that, consistent with the *Seniors Strategy*, seniors are often considered a homogeneous group, when in fact the population is heterogeneous and has a broad range of lived experiences based on life circumstances (e.g. work-life, physical and cognitive abilities).

### Theme 2: Wanting a better understanding of how the strategy will be implemented

While survey responses indicated strong agreement with the strategic directions and actions contained in the *Seniors Strategy*, several comments indicated a desire to better understand how the strategy will be implemented, including details about forthcoming initiatives to support the actions, timelines and how initiatives will be monitored and evaluated to best meet the desired outcomes. The following quote by one of the survey respondents exemplifies this theme, *"The above are well written goals and strategies but how to implement with timeline and monitoring mechanisms is also equally important."*

### Theme 3: Appreciation for the *Seniors Strategy*

Many of the respondents expressed appreciation that the *Seniors Strategy* was created and commented that the strategic directions and actions present a well-rounded view. One respondent stated, *"As a senior, thank you for all the work you do regarding this."* Another respondent commented, *"I feel the Richmond Seniors Strategy for 2022–2032 is excellent. It will ensure all seniors in Richmond have access and help to give their lives meaning and importance as they age-in-place, which is very important."*

### Theme 4: The need for multi-faceted communication

Comments from survey respondents emphasized the need for multi-faceted communication to seniors. Many respondents highlighted the importance of both electronic and traditional forms of communication (e.g. printed program guides and pamphlets) as not all seniors have access to or understand how to use various forms of technology. As one respondent stated, *"The strategy must also address communication methods as currently a number of seniors may not have access (or want to access) electronic methods of communication. In future years, more and more 'younger' seniors will understand and use electronic/technology and receive communications in this manner."*

### Theme 5: Provision of resources to implement the *Seniors Strategy*

Several respondents commented that it is important to allocate sufficient resources to implement the actions contained within the strategy. The following comment from one of the survey respondents echoes this sentiment, *"[I] hope that these well intended ideas are implemented with enough funding and as early as possible."*

## Additional Comments

In addition to the themes identified above, respondents also identified specific actions in the strategy they felt were important to highlight in order to support and address the needs of seniors in Richmond over the next decade. These included:

- Accessibility to and support for seniors to use technology;
- Cultural inclusion and support for those whose first language is not English;
- Multi-generational programs and activities;

- Personal safety of seniors;
- Employment and volunteer opportunities; and
- Age-friendly neighbourhoods that support walkability and access to services.

Other priority areas identified include the need for accessible and affordable housing and public transportation for seniors, and supportive healthcare. Many respondents who commented on these issues indicated awareness that they fall largely outside the scope of the *Seniors Strategy* and/or jurisdiction of the City. Comments received from the *Seniors Strategy* survey have been forwarded to the appropriate departments within the City.

Feedback from the public engagement process ensures the *Seniors Strategy* vision, strategic directions and actions meet the needs of seniors living in Richmond over the next decade.

## Conclusion

Public engagement on the *Seniors Strategy*'s vision, strategic directions and actions indicated strong support from the public with regard to the *Seniors Strategy*'s ability to address the needs of seniors living in Richmond over the next decade. The finalized *Seniors Strategy*, which incorporates public feedback, will guide the City and community stakeholder work to ensure seniors living in Richmond are safe, respected, healthy and engaged in their communities.



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<b>To:</b>	Planning Committee	<b>Date:</b>	August 29, 2022
<b>From:</b>	Claudia Jesson Director, City Clerk's Office	<b>File:</b>	01-0105-06-01/2019- Vol 01
<b>Re:</b>	<b>Implementation of Increased Development Notification Radius and Early Notification Process</b>		

---

**Staff Recommendation**



1. That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842, to increase the notification area for a public hearing from 50 to 100 metres from the proposed development, be introduced and given first reading;
2. That the following bylaws be introduced and given first, second and third readings:
  - a. Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 9843, to increase the notification area from 50 to 100 metres from the proposed development permit or development variance permit;
  - b. Board of Variance Bylaw No. 9259, Amendment Bylaw No. 10080, to add a fee requirement for Board of Variance Notifications, as specified in Consolidated Fees Bylaw No. 8636, and to increase the notification area from 50 to 100 metres from the proposed variance;
  - c. Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10083, to add fee requirements for public hearing notifications and early notifications for development applications, as specified in Consolidated Fees Bylaw No. 8636;
  - d. Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10084, to add new early notification fees for zoning amendments, official community plan amendments, development applications, heritage alteration permits, and heritage revitalization agreements, and to add new notification fees for public hearings, Development Permit Panel meetings, and Board of Variance meetings; and
  - e. Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 10236, to add notification requirements for heritage revitalization agreement applications.
3. That the proposed Council Policy titled "Early Public Notification – Development Applications", which provides additional early opportunities for public input on various applications, be approved with an effective date corresponding with the date of adoption of



Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842, and that the policy be applicable only to new applications received after its effective date.



Claudia Jesson  
Director, City Clerk's Office  
(604-276-4006)  
Att. 4

REPORT CONCURRENCE		
<b>ROUTED TO:</b> Law Development Applications Policy Planning	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b>

## Staff Report

### Origin

At the May 13, 2019 Regular Council meeting, Council directed staff to implement an increase to the notification area for development notices from 50 to 100 metres from the subject property. Council further directed that an additional early notification process be established in order to improve awareness among residents and land owners of upcoming development applications in a neighbourhood. The implementation of these changes requires amendments to several bylaws and the adoption of a new Council policy, which is the subject of this report.

This report supports Council's Strategic Plan 2018-2022 Strategy #8, An Engaged and Informed Citizenry:

- 8.1 *Increased opportunities for public engagement; and*
- 8.2 *Ensure citizens are well-informed with timely, accurate and easily accessible communication using a variety of methods and tools.*

### Analysis

In order to implement the change in notification radius from 50 to 100 metres from a subject property, amendments are required to the Zoning Bylaw, the Development Permit Procedure Bylaw, the Board of Variance Bylaw, and the Heritage Procedures Bylaw. In addition, in order to establish an early public notice for development, a new Council Policy is proposed (Attachment 1). The early notification will be completed prior to the issuance of a regular notice for a Public Hearing or Development Permit Panel meeting, or Planning Committee meeting, in the case of a Heritage Alteration Permit that cannot be delegated to the Director of Development and has no associated Development Permit, or . The date of the early notification will be determined by the City Clerk.

Finally, in order to establish that fees for the notices will be covered through development based on actual costs, and on a per application basis, amendments are required to the Development Application Fees Bylaw and the Consolidated Fees Bylaw to add the new notification fees.

In line with the bylaw and policy changes, in March 2020 Council approved a new, more user-friendly postcard format for the notices as well as improving the format for the newspaper advertisements. Staff have also recently included development notices with the City's email notification system – members of the public can now individually subscribe to receive notices within a given Planning area.

Should Council grant first reading to proposed Zoning Amendment Bylaw No. 9842 it would proceed to the next available Public Hearing for consideration, followed by third reading and adoption at a subsequent Council meeting. The associated bylaws would also be brought forward for adoption at this time.

In accordance with Recommendation #3, the draft Early Public Notification Policy would be implemented in conjunction with the adoption of the bylaws. The proposed policy is consistent

with several other Lower Mainland municipalities where early notification is currently provided. For clarity, the policy would apply only to new applications received after its effective date.

The format of early notifications would be consistent with standard notices currently being issued, although the wording would speak only to receipt of the application, rather than consideration at an upcoming meeting. Samples of early notifications are attached to this report.

The proposed early notification framework does not include Temporary Use Permits or Board of Variance Applications, as City bylaws defer to the *Local Government Act* where applicable, with separate processes for these applications.

Where applicable, the associated bylaws have also been updated with current legislative references to the appropriate sections in the *Local Government Act*.

### **Financial Impact**

As outlined in a previous report on this subject to the Planning Committee in April, 2019, costs associated with an expanded notification process would be covered through development as a direct charge to the developer on a cost-recovery basis. The protocol for fee collection will be established by the Legislative Services and Finance Departments.

### **Conclusion**

Together these notification improvements support Council's strategic goals to develop an engaged and informed citizenry. Specifically, this initiative brings efficiency to the administrative process and provides expanded opportunities for the public to be informed and aware of potential changes in the community.



Matt O'Halloran  
Manager, Legislative Services  
(604-276-4098)

CJ: mo

Att. 1: Proposed Council Policy: Early Public Notification – Development Applications

Att. 2: Sample Early Notification – Rezoning Application

Att. 3: Sample Early Notification – Development Permit Application

Att. 4: Sample Early Notification – Heritage Alteration / Heritage Revitalization

**POLICY XXXX:**

It is Council policy that:

**1. PURPOSE**

To provide enhanced, early opportunities for public input on various development applications in addition to statutory obligations for notification under the *Local Government Act* and City of Richmond Bylaws. Specifically, this policy provides direction on early notification opportunities for Zoning Amendments, Official Community Plan (OCP) Amendments, Development Permits, Development Variance Permits, Heritage Alteration Permits, and Heritage Revitalization Agreements.

**2. CONSULTATION CONSIDERATIONS**

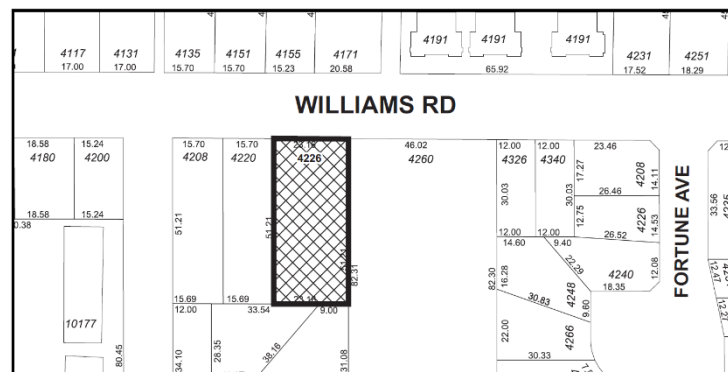
It is Council policy that, where a complete application has been submitted to the City for a Zoning Amendment, OCP Amendment, Development Permit, Development Variance Permit, Heritage Alteration Permit that cannot be delegated to the Director of Development for issuance, or Heritage Revitalization Agreement the City Clerk must mail or otherwise deliver written early notification of the application to residents and property owners within 100 metres of the subject site. The notice must include confirmation that an application has been made, a general description, including the property address and City file number of the application, and details on how members of the public may obtain additional information. The early notification will be completed prior to the issuance of a regular notice for a Public Hearing, Development Permit Panel meeting, or Planning Committee meeting in the case of a Heritage Alteration Permit that cannot be delegated to the Director of Development for issuance and has no associated Development Permit, and in the case of a Heritage Revitalization Agreement that does not require a Public Hearing. The date of the early notification will be determined by the City Clerk in consultation with Planning and Development staff.



FRONT

## NOTICE OF REZONING APPLICATION

Location: [Property Address]



**Applicant:** [Applicant name]

**File:** [File number]

**City Contact:** [Staff contact]

As a resident of the neighbourhood, you are receiving this notice to advise that "x" has applied to the City of Richmond for permission to rezone the subject property from [general summary of application].

[richmond.ca](http://richmond.ca)

To receive future notices by email, subscribe here:

[richmond.ca/subscribe](http://richmond.ca/subscribe)



City of  
Richmond

BACK

## NOTICE OF REZONING APPLICATION

### For more information please contact:

Planning and Development Division  
Richmond City Hall, 6911 No. 3 Road  
Phone: 604-276-4395  
Email: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

**NOTE:** Further notification regarding the date of the Public Hearing will follow as the application progresses.

THIS IS AN IMPORTANT NOTICE. PLEASE  
HAVE SOMEONE TRANSLATE IT FOR YOU.

INFORMATION IMPORTANTE:  
TRADUISEZ S'IL VOUS PLAÎT.

這通告很重要，請找人為您翻譯解說。  
这通告很重要，请找人為您翻譯解說。

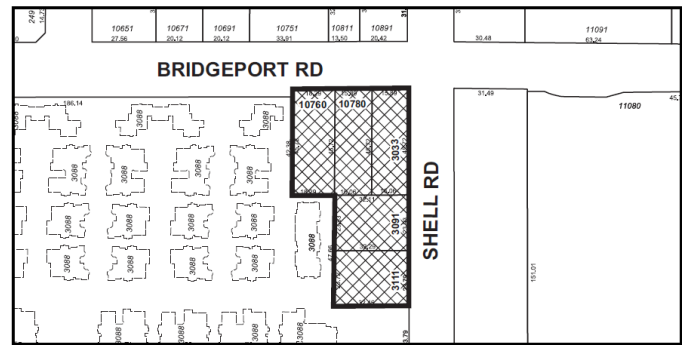
ਇਹ ਇਕ ਜ਼ਰੂਰੀ ਸੂਚਨਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ  
ਤੋਂ ਇਸ ਦਾ ਆਪਣੇ ਲਈ ਅਨੁਵਾਦ ਕਰਵਾਉ।

[Addressee Information.]

FRONT

# NOTICE OF DEVELOPMENT PERMIT APPLICATION

Location: [Property Address]



**Applicant:** [Applicant name]

**File:** [File number]

**City Contact:** [Staff contact]

As a resident of the neighbourhood, you are receiving this notice to advise that "x" has applied to the City of Richmond for a Development Permit to [general summary of application].

[richmond.ca](http://richmond.ca)

To receive future notices by email, subscribe here:

[richmond.ca/subscribe](http://richmond.ca/subscribe)



City of  
Richmond

BACK

## NOTICE OF DEVELOPMENT PERMIT

### For more information please contact:

Planning and Development Division  
Richmond City Hall, 6911 No. 3 Road  
Phone: 604-276-4395  
Email: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

**NOTE:** Further notification regarding the date of the Development Permit Panel Meeting will follow as the application progresses.

[Addressee Information]

THIS IS AN IMPORTANT NOTICE. PLEASE  
HAVE SOMEONE TRANSLATE IT FOR YOU.

INFORMATION IMPORTANTE:  
TRADUISEZ S'IL VOUS PLAÎT.

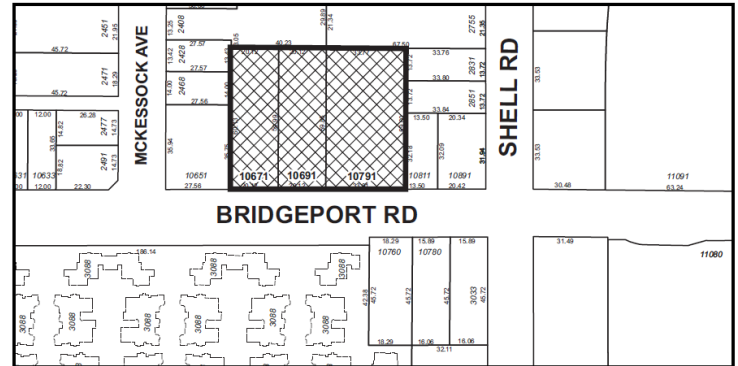
這通告很重要，請找人為您翻譯解說。  
这通告很重要，请找人為您翻譯解說。

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ਤੋਂ ਇਸ ਦਾ ਆਪਣੇ ਲਈ ਅਨੁਵਾਦ ਕਰਵਾਉ।

FRONT

# NOTICE OF HERITAGE ALTERATION PERMIT APPLICATION / HERITAGE REVITALIZATION AGREEMENT APPLICATION

*Location: [Property Address]*



**Applicant:** *[Applicant name]*

**File:** *[File number]*

**City Contact:** *[Staff contact]*

As a resident of the neighbourhood, you are receiving this notice to advise that "x" has applied to the City of Richmond for a *[Heritage Alteration Permit / Heritage Revitalization Agreement]* to *[general summary of application]*.

[richmond.ca](http://richmond.ca)

To receive future notices by email, subscribe here:

[richmond.ca/subscribe](http://richmond.ca/subscribe)



**City of  
Richmond**



BACK

## NOTICE OF HERITAGE ALTERATION PERMIT APPLICATION / HERITAGE REVITALIZATION AGREEMENT APPLICATION

### For more information please contact:

Planning and Development Division  
Richmond City Hall, 6911 No. 3 Road  
Phone: 604-276-4395  
Email: [DevApps@richmond.ca](mailto:DevApps@richmond.ca)

THIS IS AN IMPORTANT NOTICE. PLEASE  
HAVE SOMEONE TRANSLATE IT FOR YOU.

INFORMATION IMPORTANTE:  
TRADUISEZ S'IL VOUS PLAÎT.

這通告很重要，請找人為您翻譯解說。  
这通告很重要，请找人为您翻译解说。

ਇਹ ਇਕ ਜ਼ਰੂਰੀ ਸੂਚਨਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ  
ਤੋਂ ਇਸ ਦਾ ਆਪਣੇ ਲਈ ਅਨੁਵਾਦ ਕਰਵਾਉ।

*[Addressee Information]*



**Richmond Zoning Bylaw 8500  
Amendment Bylaw No. 9842**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 2.6 by amending Sections 2.6.3 and 2.6.4 by deleting all references to “50.0 m” and replacing them with “100.0 m”.
2. This Bylaw is cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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CITY OF RICHMOND
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APPROVED for legality by Solicitor <i>JA</i>

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MAYOR

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CORPORATE OFFICER





**Richmond Development Permit, Development Variance Permit and  
Temporary Commercial and Industrial Use Development Permit  
Procedure Bylaw No. 7273, Amendment Bylaw No. 9843**

The Council of the City of Richmond enacts as follows:

1. Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Development Permit Procedure Bylaw No. 7273, as amended, is further amended at Section 3.1.1 (b)(ii) by deleting the reference to “50 metres” and replacing it with “100 metres”.
2. This Bylaw is cited as “**Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 9843**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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

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



**Board of Variance Bylaw No. 9259, Amendment Bylaw No.10080**

The Council of the City of Richmond enacts as follows:

1. Board of Variance Bylaw No. 9259, as amended, is further amended as follows:
  - a) In Section 3.1 Completion of Application by inserting a new subsection 3.1.6 as follows:

“3.1.6 The person or owner making an **application** shall submit:

    - (a) the applicable fee for the Board of Variance meeting notifications, as specified in the *Consolidated Fees Bylaw No. 8636*, which fee is non-refundable except in accordance with Section 3.2.2 of this Bylaw.”;
  - b) In Section 3.1.1 by deleting the reference “section 901” and replacing it with “section 540”, deleting “section 901.1” and replacing it with “section 543”, and deleting “section 902” and replacing it with “section 544”;
  - c) In Section 3.1.5 by deleting “section 914.2” and replacing it with “section 548”;
  - d) In Section 4.1.2(c) by deleting the reference to “50 metres” and replacing it with “100 metres”; and
  - e) In Section 5.1 by deleting “RSBC 1996, c. 323” from the definition of *Local Government Act* and replacing it with “RSBC 2015, c.1”.
2. This Bylaw is cited as “**Board of Variance Bylaw No. 9259, Amendment Bylaw No. 10080**”.

FIRST READING

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CITY OF RICHMOND
APPROVED for content by originating dept. <i>UO</i>
APPROVED for legality by Solicitor <i>DA</i>

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MAYOR

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CORPORATE OFFICER



**Development Application Fees Bylaw No. 8951,  
Amendment Bylaw No. 10083**

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 8951, as amended, is further amended in Part One – Establishment of Fees as follows:

- a) After sub-section 1.2.5, by inserting new sub-sections 1.2.6 and 1.2.7 as follows:

“1.2.6 In addition to the fees required pursuant to the other subsections of Section 1.2 (Zoning Amendments), every **applicant** for an amendment under Section 1.2 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.2.7 In addition to the fees required pursuant to the other subsections of Section 1.2 (Zoning Amendments), every **applicant** for an amendment under Section 1.2 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed **public hearing** notices.”;

- b) After sub-section 1.3.3, by inserting new sub-sections 1.3.4 and 1.3.5 as follows:

“1.3.4 In addition to the fees required pursuant to the other subsections of Section 1.3 (Official Community Plan Amendments), every **applicant** for an amendment under Section 1.3 must submit the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.3.5 In addition to the fees required pursuant to the other subsections of Section 1.3 (Official Community Plan Amendments), every **applicant** for an amendment under Section 1.3 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed **public hearing** notices.”;

- c) After sub-section 1.4.5, by inserting new sub-sections 1.4.6 and 1.4.7 as follows:

“1.4.6 In addition to the fees required pursuant to the other subsections of Section 1.4 (Development Permits), every **applicant** for a Development Permit under Section 1.4 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.



1.4.7 In addition to the fees required pursuant to the other subsections of Section 1.4 (Development Permits), every **applicant** for a Development Permit under Section 1.4 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed Development Permit Panel meeting notices.”;

d) After sub-section 1.5.1, by inserting new sub-sections 1.5.2 and 1.5.3 as follows:

“1.5.2 In addition to the fees required pursuant to the other subsections of Section 1.5 (Development Variance Permits), every **applicant** for a Development Variance Permit under Section 1.5 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.5.3 In addition to the fees required pursuant to the other subsections of Section 1.5 (Development Variance Permits), every **applicant** for a Development Variance Permit under Section 1.5 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed Development Permit Panel meeting notices.”;

e) After sub-section 1.15.2, by inserting new sub-sections 1.15.3 and 1.15.4 as follows:

“1.15.3 In addition to the fees required pursuant to the other subsections of Section 1.15 (Heritage Alteration Permits and Heritage Revitalization Agreements), every **applicant** for a Heritage Alteration Permit that cannot be delegated to the Director of Development for issuance and has no associated Development Permit, or a Heritage Revitalization Agreement, under Section 1.15 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.15.4 In addition to the fees required pursuant to the other subsections of Section 1.15 (Heritage Alteration Permits and Heritage Revitalization Agreements), every **applicant** for a Heritage Revitalization Agreement under Section 1.15 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed **public hearing** notices.”;

2. This Bylaw is cited as “**Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10083**”.

FIRST READING

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APPROVED for legality by Solicitor 

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MAYOR

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CORPORATE OFFICER



## Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10084

The Council of the City of Richmond enacts as follows:

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended as follows:
  - a) In the schedule titled “SCHEDULE – DEVELOPMENT APPLICATION FEES”, under the heading “**Zoning Amendments No. 8951**”, after Section 1.2.5, by inserting new Sections 1.2.6 and 1.2.7 as follows:

Section	Application Type	Base Fee	Incremental Fee
Section 1.2.6	Early Public Notices – Zoning Amendments	\$1.52 per address identified	Not Applicable
Section 1.2.7	Public Hearing Notices – Zoning Amendments	\$1.52 per address identified	Not Applicable

- b) In the schedule titled “SCHEDULE – DEVELOPMENT APPLICATION FEES”, under the heading “**Official Community Plan Amendments No. 8951**”, after Section 1.3.2, by inserting new Sections 1.3.3 and 1.3.4 as follows:

Section	Application Type	Base Fee	Incremental Fee
Section 1.3.3	Early Public Notices – Official Community Plan Amendments	\$1.52 per address identified	Not Applicable
Section 1.3.4	Public Hearing Notices – Official Community Plan Amendments	\$1.52 per address identified	Not Applicable

- c) In the schedule titled “SCHEDULE – DEVELOPMENT APPLICATION FEES”, under the heading “**Development Permits No. 8951**”, after Section 1.4.5, by inserting new Sections 1.4.6 and 1.4.7 as follows:

Section	Application Type	Base Fee	Incremental Fee
Section 1.4.6	Early Public Notices – Development Permits	\$1.52 per address identified	Not Applicable

Section 1.4.7	Development Permit Panel Meeting Notices – Development Permits	\$1.52 per address identified	Not Applicable
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- d) In the schedule titled “SCHEDULE – DEVELOPMENT APPLICATION FEES”, under the heading “**Development Variance Permits No. 8951**”, after Section 1.5.1, by inserting new Sections 1.5.2 and 1.5.3 as follows:

Section	Application Type	Base Fee	Incremental Fee
Section 1.5.2	Early Public Notices – Development Variance Permits	\$1.52 per address identified	Not Applicable
Section 1.5.3	Development Permit Panel Meeting Notices – Development Variance Permits	\$1.52 per address identified	Not Applicable

- e) In the schedule titled “SCHEDULE – DEVELOPMENT APPLICATION FEES”, under the heading “**Heritage Applications No. 8951**”, by deleting Sections 1.15.1 (a), (b), and (c), and replacing with the following:

Section	Description	Base Fee	Incremental Fee
Section 1.15.1	Heritage Alteration Permit - No Development Permit or Rezoning Application	\$265.00	Not Applicable
	Heritage Alteration Permit - With Development Permit or Rezoning Application	20% of the total applicable Development Permit or Rezoning fee, whichever is greater	Not Applicable
Section 1.15.2	Heritage Alteration Agreement – For patios to be considered by the Director of Development with the City of Richmond Patio Permit Application	No Fee	Not Applicable
Section 1.15.3	Heritage Revitalization Agreement - No Development Permit or Rezoning Application	\$265.00	Not Applicable
	Heritage Revitalization Agreement - With Development Permit or Rezoning Application	20% of the total applicable development permit or	Not Applicable



		rezoning fee, whichever is greater	
Section 1.15.4	Early Public Notices – Heritage Alteration Permit that cannot be delegated to the Director of Development for issuance and has no associated Development Permit, or Heritage Revitalization Agreement	\$1.52 per address identified	Not Applicable
Section 1.15.5	Public Hearing Notices – Heritage Revitalization Agreement (where use or density is varied)	\$1.52 per address identified	Not Applicable

f) In the schedule titled “SCHEDULE – BOARD OF VARIANCE”, after the last entry, insert new fees as follows:

Description	Fee
Board of Variance Meeting Notices- Board of Variance Applications (Section 3.1.6(a))	\$1.52 per address identified

2. This Bylaw is cited as “**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10084**”.

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MAYOR

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CORPORATE OFFICER



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**Heritage Procedures Bylaw No. 8400  
Amendment Bylaw No. 10236**

The Council of the City of Richmond enacts as follows:

**1. Heritage Procedures Bylaw No. 8400**, as amended, is further amended:

- a. by inserting after Section 8.4 the following new heading and new Section 8.5:

**“Notification of Public Hearing for a Heritage Revitalization Agreement**

- 8.5 Where a Public Hearing is required for a Heritage Revitalization Agreement that would vary use or density of use, the application for the Heritage Revitalization Agreement is subject to the Public Hearing and Notification requirements required by the City for a zoning bylaw amendment in the City’s Zoning Bylaw 8500.”
- b. at Section 3.1 by deleting the reference “Section 972” and replacing it with “Section 617”, deleting the reference “Section 954” and replacing it with “Section 598”, deleting the reference “Section 966” and replacing it with “Section 610”;
- c. at subsection 4.1.3 deleting the reference “Section 967” and replacing it with “Section 611”;
- d. at subsection 4.1.4 deleting the reference “Section 964” and replacing it with “Section 608”;
- e. at subsection 5.1.1 deleting the reference “Section 956” and replacing it with “Section 600”;
- f. at subsection 5.1.2 deleting the reference “Section 958” and replacing it with “Section 602”;
- g. at Section 5.2 deleting the reference to “Section 972(4)” and replacing it with “Section 617(4)”, and deleting the reference “Section 972” and replacing it with “Section 617”;
- h. at Section 5.3 deleting the reference “Section 973(2)(c)” and replacing it with “Section 618(2)(c)”;
- i. at Section 9.1 deleting the reference “Section 967” and replacing it with “Section 611”; and

- j. at Schedule A deleting the reference "Section 972" and replacing it with "Section 617", deleting the reference "Section 967" and replacing it with "Section 611", deleting the reference "Section 965" and replacing it with "Section 609", deleting the reference "Section 971" and replacing it with "Section 615", and the reference "Richmond Zoning and Development Bylaw No. 5300" is replaced with "Richmond Zoning Bylaw 8500".

2. This Bylaw is cited as **"Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 10236"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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MAYOR

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CORPORATE OFFICER

CITY OF RICHMOND
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APPROVED for legality by Solicitor <i>JA</i>



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** September 6, 2022

**From:** Lloyd Bie, P.Eng.  
Director, Transportation

**File:** 10-6450-09-01/2022-  
Vol 01

**Re:** Kittiwake Drive – Traffic Calming Update

### Staff Recommendation

That Option 3 to implement a pilot project for the temporary installation of two speed cushions on Kittiwake Drive for a trial period of six months, as described in the staff report titled “Kittiwake Drive – Traffic Calming Update” dated September 6, 2022 from the Director, Transportation, be endorsed.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att.1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
RCMP	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Fire-Rescue	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 



## Staff Report

### Origin

In October 2002, Council adopted Policy 7018 titled “Traffic Calming Related Measures- Approval Process for the Implementation of.” The Policy indicated that the Director of Transportation may implement traffic calming measures, without reference to Council, if the measures have the support of the majority of affected residents and the measures are on a local street or laneway. If any of the conditions are not met, Council approval for the implementation of traffic calming measures must be obtained.

In June 2021, staff received a petition from residents of Kittiwake Drive requesting traffic calming measures to address perceived concerns of speeding motorists. This report provides the outcome of staff’s review of the request and engagement with the neighbourhood.

This report supports Council’s Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

*Enhance and protect the safety and well-being of Richmond.*

*1.4 Foster a safe, caring and resilient environment.*

### Analysis

#### Review of Traffic Calming Request

Kittiwake Drive is a local street within a neighbourhood subdivision located south of Steveston Highway that connects No. 2 Road to Kingfisher Drive (Figure 1). There is a 50 km/h speed limit and parking is permitted on both sides of the street.



Figure 1: Kittiwake Drive

In June 2021, the City received a signed petition from 12 residents on Kittiwake Drive requesting the implementation of speed humps as a traffic calming measure to address residents' concerns regarding speeding motorists and pedestrian safety.

Staff responded to the request by collecting current traffic data, and reviewing other traffic-related and road geometry information to assess the actual conditions and quantify any concerns including:

- *Traffic Speed Study*: A traffic speed survey was conducted over a seven-day period, from September 15<sup>th</sup> to September 22<sup>nd</sup>, 2021, and the results indicated there is a speeding issue on Kittiwake Drive. Specifically, the 85<sup>th</sup> percentile speed for westbound motorists was 67 km/h while that of eastbound motorists was 55 km/h. The 85<sup>th</sup> percentile speed indicates the highest speed that 85% of the vehicles are travelling at or below. This measurement is an industry standard for determining speed limits and assessing the level of action required to address speeding issues.
- *Crash History*: Within the last five years (2016-2020), a total of 11 crashes were recorded on Kittiwake Drive with seven of these located at the intersection with No. 2 Road. The remaining four crashes that occurred on Kittiwake Drive were not speed related and there were no pedestrian or cyclists crashes.

### Engagement with Neighbourhood

#### *Online Stakeholder Meetings*

Staff held two online meetings in November 2021 and March 2022 with the neighbourhood to present staff's technical assessment and then achieve consensus on options for a neighbourhood survey (Table 1).

*Table 1: Summary of Online Stakeholder Meetings*

Date	Purpose	Feedback/Outcome
November 25, 2021	<ul style="list-style-type: none"> <li>• Present staff's technical assessment</li> <li>• Discuss need for traffic calming measures</li> </ul>	<ul style="list-style-type: none"> <li>• Advise that speed humps are not supported due to negative impact on response times for emergency services</li> <li>• Consensus to investigate traffic circles as an alternative traffic calming measure</li> </ul>
March 1, 2022	<ul style="list-style-type: none"> <li>• Present revised traffic calming measures based on feedback from first meeting</li> </ul>	<ul style="list-style-type: none"> <li>• Consensus achieved on content of neighbourhood survey comprising the following options:               <ol style="list-style-type: none"> <li>(1) Do nothing option</li> <li>(2) Traffic calming option with traffic circles to be installed at Kittiwake Drive-Pintail Drive and Kittiwake Drive-Pelican Court</li> </ol> </li> </ul>

#### *Neighbourhood Survey*

During March-April 2022, residents were surveyed to determine the level of support for and obtain comments on the proposed traffic circles determined through the engagement phase. A total of 21 surveys were mailed out to each discrete address abutting Kittiwake Drive; 13 responses were received for a 62% response rate.

The results did not find a majority support for the proposed traffic circles (33% in favour). During this period, residents of 19 addresses on adjacent roadways outside the survey area also provided their feedback: 18 were not in favour of the traffic circles and one was in favour. As the proposed traffic circles did not have the majority support, the Director, Transportation does not have the authority to implement traffic circles as per Policy 7018.

### Traffic Calming Options

While there is no majority support of the proposed traffic circles, there is a demonstrated desire from the majority (12 of 21 registered addresses, or 57%) of the residents on Kittiwake Drive for traffic calming measures. Additionally, the results of the traffic speed study confirmed speeding issues along Kittiwake Drive. Based on these combined factors, staff have identified three possible traffic calming options for consideration.

#### *Option 1: Status Quo (Not Recommended)*

With the majority of the residents on Kittiwake Drive requesting traffic calming measures, as well as the high vehicle speed recorded on Kittiwake Drive, staff do not recommend a do nothing option.

#### *Option 2: Traffic Circles (Not Recommended)*

This option would install traffic circles on Kittiwake Drive, one at Pintail Drive and the other at Pelican Court/Plover Drive. While this option is supported by the majority of those that attended the online stakeholder meetings and is anticipated to be effective in reducing vehicle speeds, it was not supported by the majority of the residents along Kittiwake Drive. Therefore, staff do not recommend this option at this time.

#### *Option 3: Trial Installation of Speed Cushions (Recommended)*

This option would install speed cushions (Figure 2) at two locations on Kittiwake Drive, one at Pintail Drive and the other at Pelican Court/Plover Drive (Attachment 1). Speed cushions are similar to speed humps that are effective in slowing down vehicles, but with cut-outs designed to not impede nor slow down emergency response vehicles (ERV's). Specifically, ERV's have a wider wheel track which permits them to cross the centre line and straddle the cushion. The gaps in speed cushions also permits the unimpeded passages of cyclists without impacting existing street drainage.



Figure 2. Speed Cushion Example

As these speed cushions would be the first to be introduced on a local roadway in Richmond, staff recommend that the cushions be installed on a trial basis for six months. Upon completion of the trial period, staff will conduct an additional traffic speed study to assess the effectiveness of the measure and report back to Council prior to the permanent installation of the speed cushions.



### **Financial Impact**

The cost to implement the trial speed cushions is \$16,000, which can be funded by the approved 2022 Traffic Calming Program.

### **Conclusion**

A speeding issue has been identified on Kittiwake Drive. The City engaged with residents of Kittiwake Drive to develop a traffic calming plan, however it did not receive majority support based on the survey results. Staff instead propose a pilot project to install two speed cushions on Kittiwake Drive at Pintail Drive and Pelican Court/Plover Drive, for a period six months. Afterwards, staff will assess their effectiveness in reducing vehicle speeds and report back to Council.



Fred Lin, P.Eng., PTOE  
Senior Transportation Engineer  
(604-247-4627)



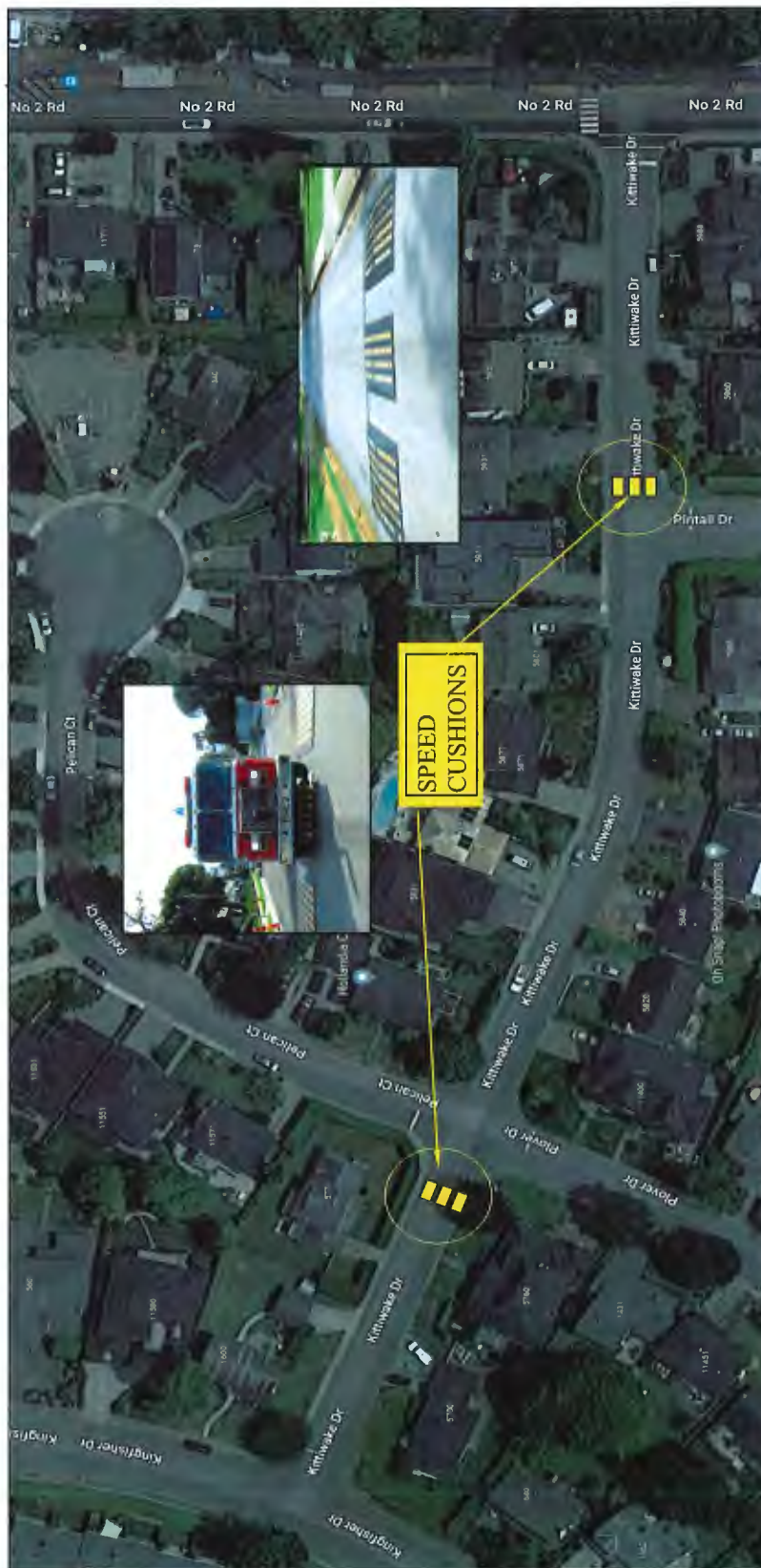
Bill Dhaliwal  
Supervisor, Traffic Operations  
(604-276-4210)

FL:fl

Att. 1: Proposed Temporary Speed Cushions on Kittiwake Drive



Proposed Temporary Speed Cushions on Kittiwake Drive





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee  
**From:** Lloyd Bie, P.Eng.  
Director, Transportation  
**Date:** September 6, 2022  
**File:** 10-6460-01/2022-Vol  
01  
**Re:** Removal of Channelized Right-Turn Islands to Improve Road Safety

### Staff Recommendation

That the City request the Ministry of Transportation and Infrastructure and Vancouver Airport Authority review channelized right-turn island locations in Richmond that are within their jurisdictions to improve road safety at these intersections.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

In 2019, Council endorsed the report titled “Review of Collision Prone Intersections,” which identified and recommended improvements to address the top 20 most collision-prone intersections in the City. The study identified that a high percentage of the right-turn collisions and conflicts at these locations were a result of channelized right-turn lanes that allow motorists to maintain high rates of speed and create both vehicle and pedestrian safety issues during right turn movements. Improvements to mitigate these collisions involving right-turn vehicles and pedestrians were identified and are being implemented at intersections within the City’s jurisdiction as part of the annual Capital Program.

To further improve safety outside of the top 20 locations, all intersections in the City with channelized right-turn islands were identified for analysis to determine which locations can and should be modified to improve intersection safety. As some intersections are within the jurisdiction of the Ministry of Transportation and Infrastructure (the Ministry) or the Vancouver Airport Authority (YVR), this report recommends that the City request the Ministry and YVR to review those intersections to improve road safety.

This report supports Council’s Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

*Enhance and protect the safety and well-being of Richmond.*

*1.2 Future-proof and maintain City infrastructure to keep the community safe.*

This report supports Council’s Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

*6.3 Build on transportation and active mobility networks.*

### Overview

#### Channelized Right-Turn Islands

A channelized right turn is an intersection configuration that provides a dedicated, separated lane for right turn movements that typically has a gentle, long-radius curve (Figure 1). At the end of the curve, the turn lane either enters its own dedicated free-flow lane, or meets a merge point with the adjacent through lane. This allows motorists to maintain a relatively high speed when making this movement as long as the receiving lane is clear. To accommodate this geometry while still allowing pedestrian crossing, an island is typically placed in between the right turn lane and the crosswalk to provide pedestrian refuge and reinforce the geometry of the lane.



### Safety Concerns

The channelized right turn intersection geometry creates a number of safety concerns arising out of the following conflicts:

- High rates of speed – The channelized right-turn does not encourage motorists to slow down to the same degree as a typical 90-degree intersection. This limits the amount of time available to examine whether there is adequate spacing for the motorist to enter the adjacent lane, as well as scan for other conflicts.
- Sightlines at entry angle – The wide angle at which motorists performing a right-turn approach the adjacent lane makes an effective shoulder-check difficult. The motorist must look nearly completely behind themselves, diverting attention from their direction of travel and creating further hazards to themselves and others.
- Pedestrian conflicts – Channelized right-turns create a range of concerns for pedestrians. The crossing point is typically at or near the apex of the curve, where motorists typically still hold a high rate of speed. The focus of motorists is generally on the traffic in the upcoming adjacent lane which holds attention to their left and behind them, away from any pedestrians joining from the shoulder. Right-turn islands are often small and some pedestrians will feel there is not enough refuge area (Figure 1). This creates a hostile environment for pedestrians and a challenge for those with mobility issues. The configuration creates an additional crossing for the pedestrian and therefore an additional potential conflict.
- Cyclist conflicts – Cyclists travelling in on-street bike lanes are also put in additional danger. Motorists must cross these lanes twice, with the same speed and sightline concerns as listed above putting cyclists at risk.



*Figure 1: Existing Channelized Right-Turn Island  
– Eastbound Westminster Hwy @ Cooney Rd*

### Proposed Mitigation

Removing and replacing channelized right-turns is feasible in most locations. This is particularly desirable in an urban setting with high pedestrian crossing activities and high right-turn volumes. The large footprint typically affords ample room for a “Standard Intersection” as described below, which can be accommodated within the existing road dedication.

Standard Intersection – A standard intersection without a separated right-turn channel (Figure 2) is the preferred intersection geometry and has a number of advantages in urban settings including:



- Reduced vehicle speeds – Drivers must come to a complete stop and are naturally slowed down on approach;
- Increased pedestrian/cyclist safety – Only one crossing point is required and drivers focus remains on the crossing in front of them; and
- Large refuge area – The footprint of the turn is greatly reduced and allows for additional sidewalk, bike facilities and landscaping.



*Figure 2: Southbound Garden City Rd @ Lansdowne Rd  
Before: Channelized Right-Turn Island / After: Standard Intersection with Separated Cycling Facilities*

## Analysis

### Review of City Channelized Right-Turn Inventory

A total of 45 intersections with channelized right-turns within the city were identified through staff review. Locations were reviewed on the following criteria:

- Right-turn vehicle volumes
- Pedestrian and cyclists volumes
- Collision data / observed conflicts
- Size of the channelized island for pedestrian refuge
- Intersection geometry
- Public feedback
- Jurisdictional Authority (City of Richmond, the Ministry, Vancouver Airport Authority)

### *Locations within City of Richmond Jurisdiction*

Of the 45 total locations (Attachment 1), 20 are within the City's jurisdictional authority. These locations were reviewed to determine if they are good candidates for upgrade. The locations fell into the following categories (Attachment 2):

- Upgrade to Standard Intersections- 11 of the 20 locations are good candidates for upgrades. Upgrades have already been completed at three locations, with the remaining eight locations to be improved via capital projects, with future projects to be presented to Council for consideration as part of the annual capital program process.
- Not Warranted for Upgrade (status quo)- Six of the 20 locations have been identified to remain, i.e., no upgrade, due to several factors. These included low pedestrian and cycling traffic, limited collisions per number of traffic movements and a lack of immediate merge points.
- Future Study- Existing channelized islands at three locations are to be further assessed in the future, including the Garden City Road/Granville Avenue intersections and Coppersmith Place and No. 5 Road intersections along Steveston Highway.

#### *Locations within External Jurisdictions*

The remaining 25 of the channelized right-turn island locations in the City are either partially or fully inside the jurisdictional authority of another governmental organization (Attachment 3). The majority of these intersections (19) are within the Ministry's jurisdiction, with remaining (6) falling within YVR's.

Staff recognize that these organizations have qualified technical staff who assess road safety, including right-turn channelized islands; notwithstanding, they may benefit from staffs observations from the rest of the City. Accordingly, staff recommend that the City send a letter to the Ministry and YVR requesting their reviews of these right-turn channelized islands to improve road safety as necessary.

#### **Financial Impact**

None at this time. Financial impacts will be identified through future capital programs.

The removal of a channelized right-turn island and replacement with a standard intersection typically cost in the range of \$200,000 to \$400,000. The improvement is expected to reduce approximately 47% right-turn and rear-end collisions attributed to channelized islands, and is equivalent to an average annual collision savings of approximately \$110,000 per location. Upgrading to standard intersections will contribute to improving road safety in the City. As the collision savings are largely realized by the insurance company, the City will continue to pursue road safety funding from the insurance company to help offset costs incurred by the City.

#### **Conclusion**

The City's review revealed a total of 45 intersections with channelized right-turn island locations in Richmond. Of these locations, 19 fall within the Ministry of Transportation and Infrastructure's jurisdiction, and 6 are in the Vancouver Airport Authority's.

Over the years, the growth and urbanization of the city and the associated increase in traffic, pedestrian and cyclist volumes have lead to public safety concerns at many of these locations. While the City continues to proactively pursue improvements at these locations, 25 of the locations are not within the City's jurisdiction. Therefore, staff recommend that a letter be sent

September 6, 2022

- 6 -

to the Ministry requesting their review of channelized right turn island locations within Richmond that are within its jurisdiction to improve road safety at these cross-jurisdictional locations.

A blue ink signature of Fred Lin, consisting of stylized cursive letters.

Fred Lin, P. Eng., PTOE  
Senior Transportation Engineer  
(604-247-4627)

A blue ink signature of Kevin Whitmarsh, consisting of stylized cursive letters.

Kevin Whitmarsh  
Transportation Project Lead  
(604-204-8703)

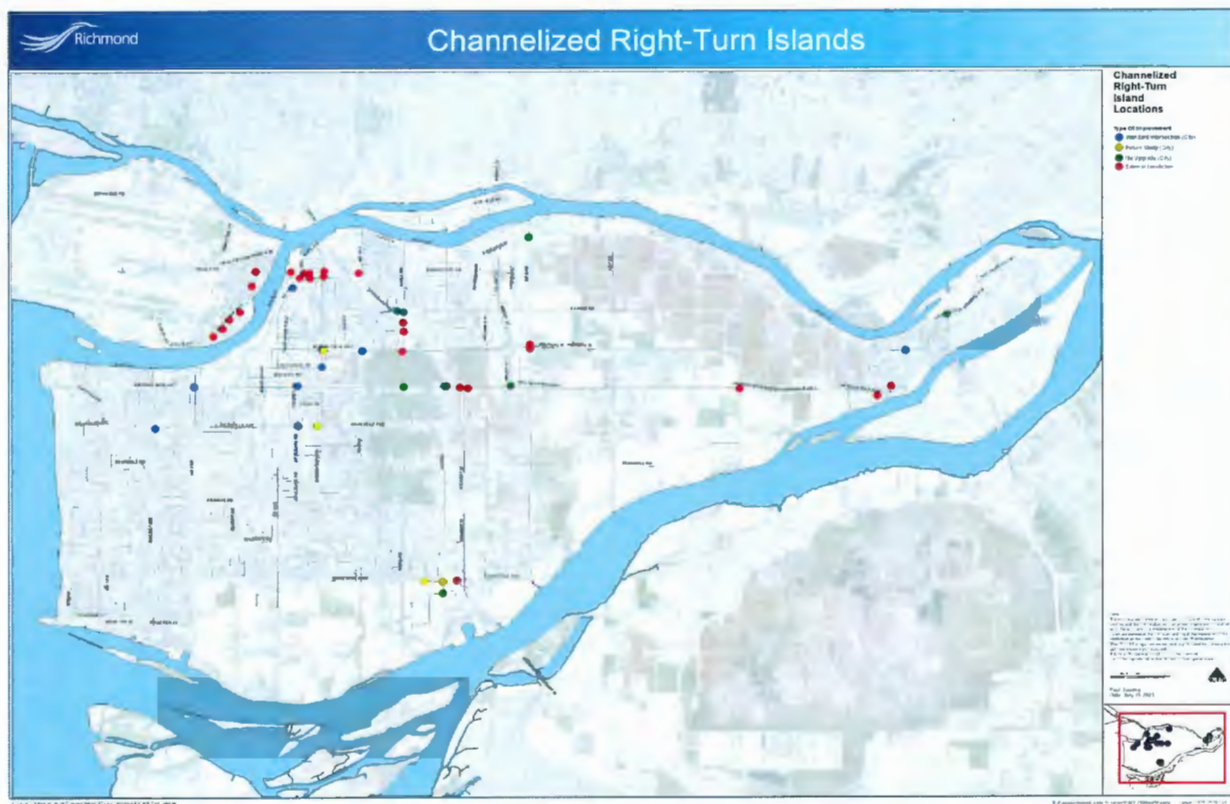
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Att. 1: Location of Channelized Right-Turn Islands

Att. 2: Channelized Right-Turn Islands Within City Jurisdiction

Att. 3: Channelized Right-Turn Islands Outside or Partially Outside City Jurisdiction

Location of Channelized Right-Turn Islands



6942248



**Channelized Right-Turn Islands  
Within City Jurisdiction**

N-S ROAD	E-W ROAD	Type of Improvement	Status
GARDEN CITY ROAD	LANSDOWNE ROAD	Standard Intersection	Completed
NO 3 ROAD	CAPSTAN WAY	Standard Intersection	Completed
WESTMINSTER HWY	GILLEY ROAD	Standard Intersection	Completed
COONEY ROAD	WESTMINSTER HWY	Standard Intersection	Committed Capital Project
ST ALBANS ROAD/ COONEY ROAD	GRANVILLE AVE	Standard Intersection	Committed Capital Project
NO 4 ROAD	ALDERBRIDGE WAY	Standard Intersection	Committed Capital Project
NO 2 ROAD	WESTMINSTER HWY	Standard Intersection	Committed Capital Project
RAILWAY AVE	GRANVILLE AVE	Standard Intersection	Future Capital Project
ST EDWARDS DRIVE	CAMBIE ROAD	Standard Intersection	Future Capital Project
GARDEN CITY ROAD	ALDERBRIDGE WAY	West side- Standard Intersection East side- TBD	West side- Committed Capital Project East side- TBD
NO 5 ROAD	WESTMINSTER HWY	West side- Standard Intersection East side- Status Quo	West side- committed East side- N/A
KNIGHT STREET	WESTMINSTER HWY	Status Quo	N/A
NO 5 ROAD	HORSESHOE/RIVERSIDE WAY	Status Quo	N/A
NO 6 ROAD	VULCAN WAY	Status Quo	N/A
SHELL ROAD	CAMBIE ROAD	Status Quo	N/A
SHELL ROAD	WESTMINSTER HWY	Status Quo	N/A
BOUNDARY ROAD	WESTMINSTER HWY	Status Quo	N/A
COPPERSMITH PLACE	STEVESTON HWY	Future Study	N/A
NO 5 RD	STEVESTON HWY	Future Study	N/A
GARDEN CITY ROAD	GRANVILLE AVENUE	Future Study	N/A

### Channelized Right-Turn Islands Outside or Partially Outside City Jurisdiction

N-S ROAD	E-W ROAD	Jurisdictional Authority
GREAT CANADIAN WAY	BRIDGEPORT ROAD	MoTI
NO 3 ROAD	SEA ISLAND WAY	MoTI
SEXMSITH ROAD	SEA ISLAND WAY	MoTI
SEXSMITH ROAD	BRIDGEPORT ROAD	MoTI
CORVETTE RD	SEA ISLAND WAY	MoTI
NO 3 ROAD	BRIDGEPORT ROAD	MoTI
HWY 99 OFF-RAMP	BRIDGEPORT ROAD	MoTI
SHELL ROAD	HWY 99 ON-RAMP	MoTI
SHELL ROAD	HWY 99 OFF-RAMP	MoTI
HWY 99 OFF-RAMP	WESTMINSTER HWY	MoTI
HWY 99 ON-RAMP	WESTMINSTER HWY	MoTI
HWY 99 (multiple)	STEVESTON HWY	MoTI
HWY 91 OFF-RAMP	NO 6 RD	MoTI
HWY 91 ON-RAMP	NO 6 RD	MoTI
HWY 91 OFF-RAMP	WESTMINSTER HWY (WB)	MoTI
WESTMINSTER HWY (EB)	HWY 91 OFF/ON-RAMPS	MoTI
NELSON ROAD	WESTMINSTER HWY	MoTI
GARDEN CITY ROAD	SEA ISLAND WAY	MoTI
SHELL ROAD	ALDERBRIDGE WAY	MoTI
RUSS BAKER WAY	HUDSON AVE	YVR
RUSS BAKER WAY	MILLER RD	YVR
RUSS BAKER WAY	AIRPORT RD	YVR
RUSS BAKER WAY	GILBERT RD	YVR
RUSS BAKER WAY	INGLES RD	YVR
RUSS BAKER WAY	BCIT EXIT	YVR



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee **Date:** August 11, 2022  
**From:** Suzanne Bycraft **File:** 10-6370-01/2022-Vol  
Director, Public Works Operations 01  
**Re:** **Award of Contract: 8058P – Garbage and Cardboard Containers and  
Collection Services at City Facilities**

### Staff Recommendation

1. That Contract 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities be awarded for a three-year term, commencing November 1, 2022 to Super Save Group of Companies at an estimated total contract value of \$383,672.74, as described in the report titled “Award of Contract: 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities”, dated August 11, 2022, from the Director, Public Works Operations; and
2. That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$665,714.80, as described in the report titled “Award of Contract: 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities”, dated August 11, 2022, from the Director, Public Works Operations.

Suzanne Bycraft  
Director, Public Works Operations  
(604-233-3338)

REPORT CONCURRENCE		
<b>ROUTED TO:</b> Finance Department Purchasing	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The City contracts services for front-end garbage and cardboard containers and collection for various City Facilities throughout Richmond. This service includes the provisioning of containers, transportation, disposal of waste materials and collection and recycling of cardboard. The previous five-year contract (three-year term, plus two one-year renewals) was awarded on September 1, 2017 to Maple Leaf Disposal Ltd. and will continue pending award of the new contract.

To engage a qualified service provider, a procurement process was undertaken via a Request for Proposals (RFP) 8058P Garbage and Cardboard Containers and Collection Services at City Facilities.

This report presents the results of this RFP and recommends the award of a contract to Super Save Group of Companies ("Super Save").

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

*Accountable, transparent, and responsible financial management that supports the needs of the community into the future.*

*5.3 Decision-making focuses on sustainability and considers circular economic principles.*

### Analysis

#### Request for Proposals 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities

The above referenced RFP was posted on Bids & Tenders on April 28, 2022 and closed on May 26, 2022.

The RFP requested proponents submit financial proposals for the supply, hauling and servicing of containers, and the disposal and processing of materials collected.

Costs include container rental fees, labour, transportation, processing or disposal, and all equipment and materials required for completion of the work.

Seven proposals were received by the closing date from the following proponents:

- Super Save Group of Companies
- Waste Connections
- Maple Leaf Disposal Ltd.
- GFL Environmental
- Waste Management of Canada
- Hankins Environmental Consulting
- Waste Control Services



### Review Process

Staff undertook independent reviews of the proposal responses. Proposals were scored and evaluated against pre-determined criteria that included:

- Corporate profile and capacity
- Demonstrated experience and references
- Project understanding, approach, methodology and work plan
- Circular economy and sustainability opportunities
- Financial performance

The evaluation results of the RFP are summarized in Table 1.

Table 1: Evaluation Results

<b>Ranking</b>	<b>Proponent</b>	<b>Evaluation Score</b>	<b>Proponent's Pricing based on 5-Year Contract Term</b>
<b>1</b>	<b>Super Save Group of Companies</b>	<b>98.00%</b>	<b>\$532,571.84</b>
2	Maple Leaf Disposal Ltd.	87.76%	\$672,515.52
3	GFL Environmental	72.83%	\$898,375.36
4	Waste Management of Canada	68.34%	\$769,397.65
5	Waste Control Services	65.68%	\$881,695.30
6	Hankins Environmental Consulting	61.29%	\$728,745.47
7	Waste Connections	52.25%	\$1,370,300.17

Based on staff's evaluation of the proposals received, the proposal submitted by Super Save received the highest overall score and therefore was ranked first (shown in Table 1). Staff determined Super Save to have the greatest ability to meet the scope and nature of the work and provide best value to the City due to favourable pricing, experience and capacity in addition to the value-add services. The value-add services include an optional annual "Shred-a-thon" for residents at a time and location agreed between the City and Super Save. Additionally, they have offered preferred pricing on fence and toilet rentals as opposed to the standard rates normally offered. A quote would be provided based on requirements.

### Contract Terms

The key terms of the service contract will include:

1. *Collection Services:* The provision of front-end containers, collection, transportation and delivery of collected materials to disposal or processing facilities.
2. *Disposal or Processing Services:* The proponent will ensure proper disposal, processing, sale or trade at fair market value, with recyclable materials being sold or traded with the purpose of being recycled into new products.
3. *Term:* The contract will have an initial term of three (3) years commencing on November 1, 2022. The agreement may be renewed under the same terms and conditions for a maximum of two (2) additional one (1) year terms.

4. *Escalation*: Annual CPI increase based on the Transportation Index for British Columbia for the previous 12 months, applicable on the anniversary date of the contract.
5. *Processing and Disposal Cost Variation*: Processing and/or disposal costs are determined by the market rate (posted tipping fees and processing rates provided by the recycling facility). These costs will be adjusted annually based on posted rates provided by the facility. A contingency amount is included for any potential market pricing variations.
6. *Invoicing*: Contractor to provide monthly invoices detailing charges separated by type and facility.

### Financial Impact

The total value of this contract over the recommended three-year term is estimated at \$383,672.74 as summarized in Table 2.

Table 2: Total 3-Year Term Contract

<b>Contract Year</b>	<b>Super Save Group of Companies</b>
2022/2023	\$98,327.20
2023/2024	\$102,260.29
2024/2025	\$106,350.70
Processing and Disposal Cost Variation	\$30,693.82
Contingency	\$46,040.73
<b>Total (3 years)</b>	<b>\$383,672.74</b>

The City has the option to extend the initial three-year contract for two additional one-year terms, for a total added value of \$282,042.06. The estimated costs associated with this extension are summarized in Table 3.

Table 3: Total 5-Year Term Contract

<b>Contract Year</b>	<b>Super Save Group of Companies</b>
2025/2026	\$110,604.73
2026/2027	\$115,028.92
Processing and Disposal Cost Variation	\$22,563.36
Contingency	\$33,845.05
<b>Total (2 years)</b>	<b>\$282,042.06</b>
<b>Total (3 years)</b>	<b>\$383,672.74</b>
<b>Maximum 5-year term</b>	<b>\$665,714.80</b>

The total amount for the maximum five-year term is \$665,714.80. The decision to extend the contract by an additional two years would be based on the company's individual performance over the initial term. A contingency has been added to cover the costs of additional service requests, temporary bins for City events or the addition of bins not specified in this contract. Required funding amounts for the services under this contract are included in the operating budget for each City Facility.

## **Conclusion**

This report presents the results of a competitive procurement under 8058P – Garbage and Cardboard Containers and Collection Services at City Facilities. It is recommended that the contract be awarded to Super Save for the initial three-year term, at the total amount of \$383,672.74, and that the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to extend the initial three-year term, up to a maximum total term of five years for the total amount of \$665,714.80, with anticipated commencement on November 1, 2022 based on the key terms as outlined.



Laurie Ackerman  
Waste Reduction and Recycling Coordinator  
(604-233-3356)

LA:kn



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10282 (RZ 20-910360)  
10726/10728 River Drive**

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

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

P.I.D. 030-001-846

Strata Lot 1 Section 23 Block 5 North Range 6 West New Westminster District Strata Plan EPS3601 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form V

P.I.D. 030-001-854

Strata Lot 2 Section 23 Block 5 North Range 6 West New Westminster District Strata Plan EPS3601 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form V

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10282”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUL 26 2021

SEP 07 2021

SEP 07 2021

SEP 07 2021

SEP 20 2022



MAYOR

CORPORATE OFFICER







**Development Permit Panel  
Wednesday, September 14, 2022**

Time: 3:30 p.m.  
Place: Remote (Zoom) Meeting  
Present: Joe Erceg, General Manager, Planning and Development, Chair  
Cecilia Achiam, General Manager, Community Safety  
John Irving, General Manager, Engineering and Public Works

The meeting was called to order at 3:30 p.m.

**MINUTES**

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on July 27, 2022, be adopted.*

**CARRIED**

**1. DEVELOPMENT PERMIT 21-942090  
(REDMS No. 6940858)**

APPLICANT: Sian Group Investments Inc.

PROPERTY LOCATION: 7100 and 7120 Ash Street

**INTENT OF PERMIT:**

1. Permit the construction of 17 townhouse units at 7100 and 7120 Ash Street on a site zoned “Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)”.
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) reduce the minimum setback to Ash Street from 6.0 m to 1.2 m for two refuse storage buildings less than 10 m<sup>2</sup> in area.
  - (b) reduce the minimum setback to Sills Avenue/Armstrong Street from 6.0 m to 2.5 m for a portion of Building D in the southeast corner of the subject site.

1.

## Development Permit Panel

### Wednesday, September 14, 2022

---

#### Applicant's Comments

Eric Law, Eric Law Architect, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, including its site context, site layout, and architectural design, highlighting the following:

- the proposed two-storey townhouse development is broken down into triplex and duplex buildings in consideration of the low-density residential character of the neighbourhood;
- the architectural design of the townhouse buildings, including the variation of roof pitches and gables, reflects the residential character of the subject site's surrounding context;
- vehicle access is proposed from Ash Street and an east-west drive aisle is located in the middle of the site between two rows of buildings;
- a publicly accessible pedestrian walkway is proposed along the south property line of the subject site;
- a small road dedication is required at the southeast corner of the site to accommodate the Sills Avenue/Armstrong Street intersection to the east of the subject site;
- two refuse storage buildings are proposed to be located within the front yard along Ash Street to allow for an efficient pickup of garbage and recycling;
- the refuse storage buildings have been designed and landscaped to provide visual interest and screening; and
- two setback variances are proposed as a result of the location of the two refuse storage buildings along Ash Street and the road dedication at the southeast corner of the subject site.

Denitsa Dimitrova, PMG Landscape Architects, briefed the Panel on the main landscaping features of the project, noting that (i) the retention of existing on-site trees along the north property line and existing off-site trees adjacent to the south property line were primary considerations in the proposed landscape design for the project, (ii) a low transparent fence is proposed along the Ash Street and public walkway frontages, (iii) perimeter fencing is proposed along the north and east property lines to provide privacy, (iv) a play equipment that will provide different play opportunities for children will be installed in the common outdoor amenity area, and (v) permeable pavers are proposed on visitor parking stalls and portions of the internal drive aisle.

## **Development Permit Panel**

### **Wednesday, September 14, 2022**

---

#### **Panel Discussion**

In reply to queries from the Panel, the applicant acknowledged that (i) there is a pedestrian pathway off the Sills Avenue/Armstrong Street intersection at the southeast corner of the site, (ii) the proposed location of air source heat pumps in the front yards of townhouse units would allow easy access for maintenance, (iii) an acoustical consultant will advise the applicant on the type of air source heat pumps that will be installed and noise mitigation strategies, and (iv) wall-mounted downward focused lighting will be installed in the exterior of the buildings and bollard lighting will be installed along the publicly-accessible walkway and at the pedestrian entrance on the southeast corner of the site.

In reply to a query from the Panel, Wayne Craig, Director, Development, confirmed that the publicly-accessible walkway will be designed as part of the Servicing Agreement associated with the project which includes installation of pedestrian scale lighting.

#### **Staff Comments**

Mr. Craig noted that (i) the Servicing Agreement associated with the project includes site servicing, road improvements to Sills Avenue and Ash Street, construction of public walkway along the south property line of the subject site, and lighting associated with the walkway, (ii) the two proposed setback variances associated with the project were identified at the rezoning stage and are consistent with Council's consideration on the rezoning, and (iii) the project has been designed to achieve Step Code 3 of the BC Energy Step Code with the provision of air source heat pumps.

#### **Correspondence**

Ava Cheung (no address provided) (Schedule 2)

Mr. Craig noted that Ms. Cheung expressed concerns including land use for the subject property and construction-related disturbances to the neighbourhood. In reply to Ms. Cheung's concerns, Mr. Craig noted that (i) land use is outside of the Panel's mandate, and (ii) the applicant is required to provide a Construction Parking and Traffic Management Plan as a condition for Building Permit issuance in order to mitigate potential impacts to the neighbourhood during construction.

#### **Gallery Comments**

None.

#### **Panel Discussion**

Discussion ensued regarding the proposed location of the air source heat pumps in the front yards of townhouse units and their potential noise impacts to future residents of the proposed development, residents of neighbouring properties to the north and pedestrians using the publicly-accessible walkway.



**Development Permit Panel**  
**Wednesday, September 14, 2022**

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As a result of the discussion, staff were directed to work with the applicant prior to the application moving forward for Council consideration in order to review the proposed location of the air source heat pumps and consider alternate locations such as in between the buildings or on the rooftops of buildings to mitigate the noise impacts.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of 17 townhouse units at 7100 and 7120 Ash Street on a site zoned "Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)".*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *reduce the minimum setback to Ash Street from 6.0 m to 1.2 m for two refuse storage buildings less than 10 m<sup>2</sup> in area.*
  - (b) *reduce the minimum setback to Sills Avenue/Armstrong Street from 6.0 m to 2.5 m for a portion of Building D in the southeast corner of the subject site.*

**CARRIED**

**2. DEVELOPMENT PERMIT 22-015483**  
**HERITAGE ALTERATION PERMIT 22-015471**  
(REDMS No. 6946046)

APPLICANT: Studio Senbel Architecture & Design Inc.

PROPERTY LOCATION: 3960 Chatham Street

INTENT OF PERMIT:

1. Permit the replacement of the existing wood siding with non-combustible siding (i.e. HardiPlank) at 3960 Chatham Street on a site zoned "Steveston Commercial (CS2)"; and
2. Issue a Heritage Alteration Permit for 3960 Chatham Street in accordance with the Development Permit.

**Applicant's Comments**

Sharif Senbel, Studio Senbel Architecture and Design, Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 3), provided background information on the subject applications, highlighting the following:

- the existing two-storey building was built in the late 1970s and was recently purchased by the new owner;

## Development Permit Panel

### Wednesday, September 14, 2022

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- the new owner noted that the existing cedar siding on the building is rotting and determined that all existing wood siding should be replaced by the more durable HardiPlank siding;
- the colour of the new siding will match the colour of the building;
- the existing signs for Coast Capital Savings on the building do not meet the current signage guidelines in the Steveston Area Plan and will be removed and replaced with new signs consistent with the existing signage guidelines;
- the new signs for Coast Capital Savings will require a separate Heritage Alteration Permit application;
- the existing signs for True Conditioning on the upper level of the building meet the current signage guidelines and will be removed during the installation of the new siding but will be reinstalled; and
- a painted pedestrian pathway will be provided to improve on-site pedestrian circulation and provide better connection between the building and the City sidewalk.

#### Staff Comments

Mr. Craig noted that the subject Development Permit and Heritage Alteration Permit applications were reviewed and supported by the Richmond Heritage Commission.

#### Correspondence

None.

#### Gallery Comments

None.

#### Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would permit replacement of the existing wood siding with non-combustible siding (i.e. HardiPlank) at 3960 Chatham Street on a site zoned "Steveston Commercial (CS2)"; and*
2. *That a Heritage Alteration Permit be issued for 3960 Chatham Street in accordance with the Development Permit.*

**CARRIED**

**Development Permit Panel**  
**Wednesday, September 14, 2022**

---

**3. New Business**

It was moved and seconded

*That the Development Permit Panel meeting tentatively scheduled on Wednesday, September 28, 2022 be cancelled.*

**CARRIED**

**4. Date of Next Meeting:   October 13, 2022**

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:01 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, September 14, 2022.

---

Joe Erceg  
Chair

---

Rustico Agawin  
Committee Clerk

NEIGHBOUR TOWNHOUSE

SITE

NEIGHBOUR SINGLE FAMILY HOUSES



SITE VIEW FROM ASH STREET



ASH STREET TOWNHOUSES



ASH STREET SINGLE FAMILY HOUSES



AERIAL CONTEXT VIEW



SITE VIEW FROM SILS AVENUE



SILS AVENUE NEIGHBOUR SINGLE FAMILY HOUSES

**ERIC LAW ARCHITECT**

2100-7120 ASH STREET  
RICHMOND BC V6X 2A1  
TEL: (604) 595-2999

ERIC LAW ARCHITECT is a registered architect in the Province of British Columbia. He is a member of the British Columbia Association of Architects (BCAA) and the Canadian Institute of Architects (CIA). He has been practicing architecture since 1998 and has completed numerous residential and commercial projects. He is currently working on the development of the site at 2100-7120 Ash Street, Richmond, BC.

1.	2100-7120 ASH STREET
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3.	2100-7120 ASH STREET
4.	2100-7120 ASH STREET
5.	2100-7120 ASH STREET
6.	2100-7120 ASH STREET

CNCL - 282

1.	2100-7120 ASH STREET
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3.	2100-7120 ASH STREET
4.	2100-7120 ASH STREET
5.	2100-7120 ASH STREET
6.	2100-7120 ASH STREET

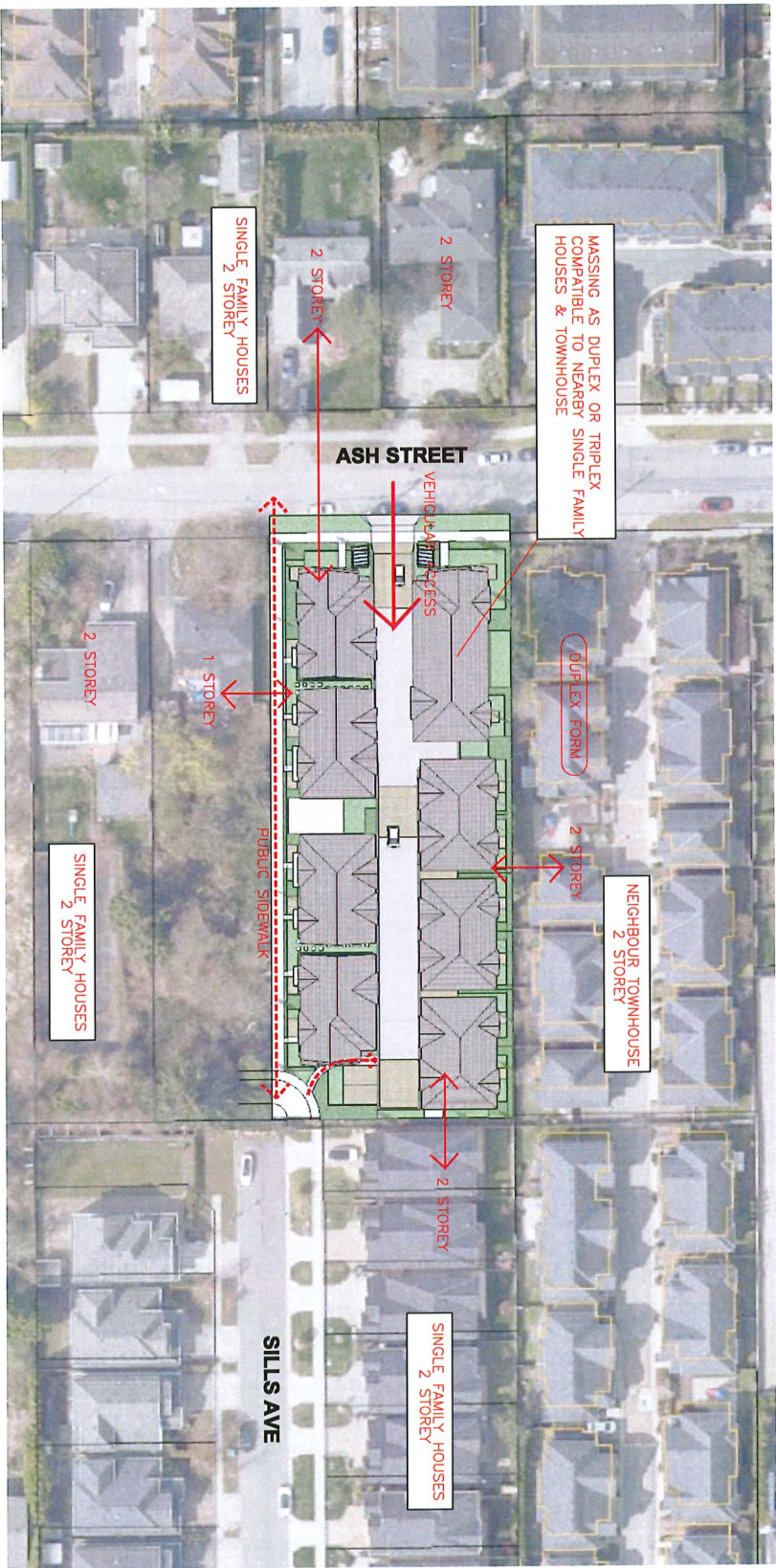
PROJECT NUMBER	21-03
ISSUED	9/13/2022
DRAWN BY	EL
CHECKED BY	EL
FILENAME	21-03_SAC_220314-DPP-282.DWG

**CONTEXT**

DEVELOPMENT PERMIT

DP 21-942090





DP 21-942090

**ERIC LAW  
ARCHITECT**

1000 West 10th Avenue  
Vancouver, BC V6H 1A1  
TEL: (604) 268-2000

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NO.	REVISION
1.	1. INITIAL DESIGN DEVELOPMENT
2.	2. PRELIMINARY DESIGN DEVELOPMENT
3.	3. PRELIMINARY DESIGN DEVELOPMENT
4.	4. PRELIMINARY DESIGN DEVELOPMENT
5.	5. PRELIMINARY DESIGN DEVELOPMENT
6.	6. PRELIMINARY DESIGN DEVELOPMENT

CNCL - 283

**TOWNHOUSE AT  
7100 - 7120 ASH STREET  
RICHMOND BC**

**MASSING**

PROJECT NUMBER: 21-03  
ISSUED: 9/12/2022  
DRAWN BY: EL  
CHECKED BY: EL  
FILENAME: 21-03\_S&L\_202114-03P-PROVISION

**MASSING**

DEVELOPMENT PERMIT





ASH STREET AERIAL VIEW



SOUTH AERIAL VIEW

DP 21-942090

ERIC LAW  
ARCHITECT

ERIC LAW ARCHITECT  
1111 WEST 10TH AVENUE, SUITE 200  
VANCOUVER, BC V6H 2B6  
TEL: (604) 255-2099

CONCEPT, DESIGN, AND CONSTRUCTION OF THE TOWNHOUSE DEVELOPMENT AT 7100-7120 ASH STREET, RICHMOND, BC. THE PROJECT WAS COMPLETED IN 2021. THE TOWNHOUSE DEVELOPMENT IS A 10-UNIT TOWNHOUSE DEVELOPMENT. THE PROJECT WAS COMPLETED IN 2021. THE TOWNHOUSE DEVELOPMENT IS A 10-UNIT TOWNHOUSE DEVELOPMENT.

1.	21.09.21 PER OF APPLICATION
2.	22.04.22 PER OF REVIEW
3.	22.04.22 PER OF REVIEW
4.	22.04.22 PER OF REVIEW
5.	22.04.22 PER OF REVIEW
6.	22.04.22 PER OF REVIEW

CNCL - 284

TOWNHOUSE AT  
7100 - 7120 ASH STREET  
RICHMOND BC

IMAGES

PROJECT NUMBER: 21-03
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 21-03_SAC_202014-017-PROJ-001

IMAGE-1  
DEVELOPMENT PERMIT





ASH STREET VIEW



SIDE WALK VIEW

**ERIC LAW  
ARCHITECT**

1110 10TH STREET, RICHMOND BC  
TEL: (604) 273-3299

CONCEPT, DESIGN, AND PERMITTING AND CONSTRUCTION ADMINISTRATION FOR THE TOWNHOUSE AT 7100-7120 ASH STREET, RICHMOND BC. PROJECT NO. 21-03-SUB-220914-007-PROCESSED

NO.	REVISION
1.	11.28.21 FOR APPROVAL
2.	22.03.21 FOR CITY OF RICHMOND
3.	22.03.21 FOR CITY OF RICHMOND
4.	22.03.21 FOR CITY OF RICHMOND
5.	22.03.21 FOR CITY OF RICHMOND
6.	22.03.21 FOR CITY OF RICHMOND

CNCL - 285

NO.	REVISION
1.	11.28.21 FOR APPROVAL
2.	22.03.21 FOR CITY OF RICHMOND
3.	22.03.21 FOR CITY OF RICHMOND
4.	22.03.21 FOR CITY OF RICHMOND
5.	22.03.21 FOR CITY OF RICHMOND
6.	22.03.21 FOR CITY OF RICHMOND

TOWNHOUSE AT  
7100 - 7120 ASH STREET  
RICHMOND BC

IMAGES

PROJECT NUMBER: 21-03
DRAWN BY: E
CHECKED BY: EL
FILE NAME: 21-03-SUB-220914-007-PROCESSED

IMAGE-2

DP 21-942090

DEVELOPMENT PERMIT





DP 21-942090

NORTH SIDE AERIAL VIEW

SOUTH (SIDEWALK) AERIAL VIEW

ERIC LAW

ARCHITECT

1000 West Broadway  
 Suite 200  
 Vancouver, BC V6H 1G5  
 TEL: (604) 255-2099  
 FAX: (604) 255-2098  
 WWW.ERICLAWARCHITECT.COM

1.	TOWNHOUSE AT 7100-7120 ASH STREET
2.	222,222 SQ. FT. OF DEVELOPMENT
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CNCL - 286

1.	TOWNHOUSE AT 7100-7120 ASH STREET
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TOWNHOUSE AT

7100 - 7120 ASH STREET

RICHMOND BC

PROJECT NUMBER: 21-03  
 ISSUED: 9/12/2022  
 DRAWN BY: EL  
 CHECKED BY: EL  
 FILENAME: 21-03\_S&M\_220914-001-PROVISION

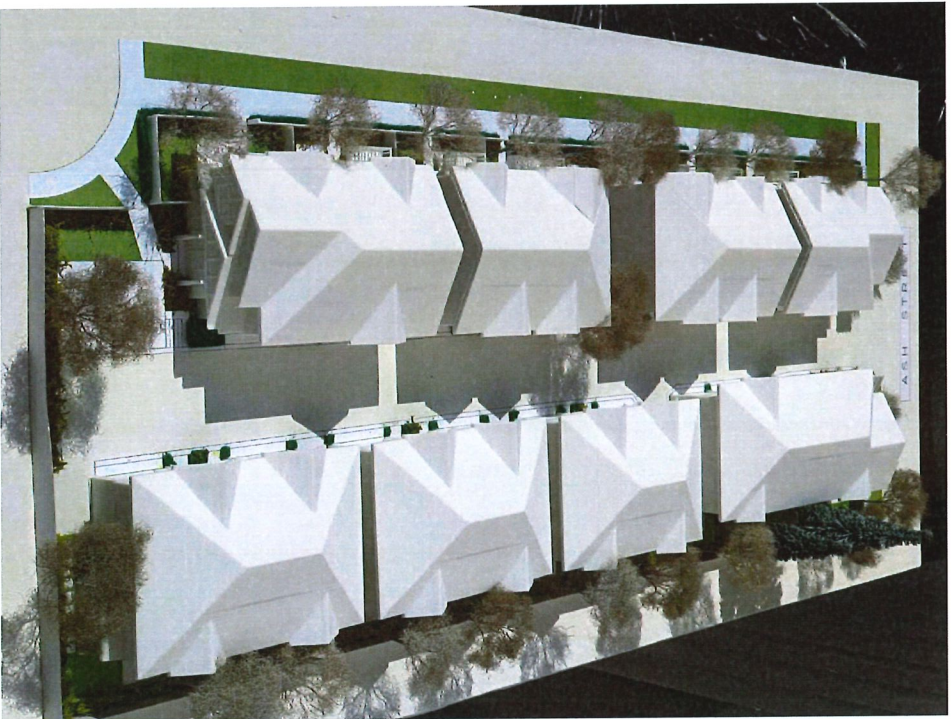
MODEL-1

DEVELOPMENT PERMIT





ASH STREET AERIAL VIEW



SILAS AVENUE AERIAL VIEW

DP 21-942090

ERIC LAW

ARCHITECT

1111 11th Avenue  
 11th Floor  
 Richmond, BC V6V 1A1  
 TEL: (604) 273-2000  
 FAX: (604) 273-2001  
 WWW.ERICLAWARCHITECT.COM

NO.	DESCRIPTION
1.	1. 1111 11th Avenue
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CNCL - 287

NO.	DESCRIPTION
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PROJECT NUMBER: 21-942090

ISSUED: 9/12/2022

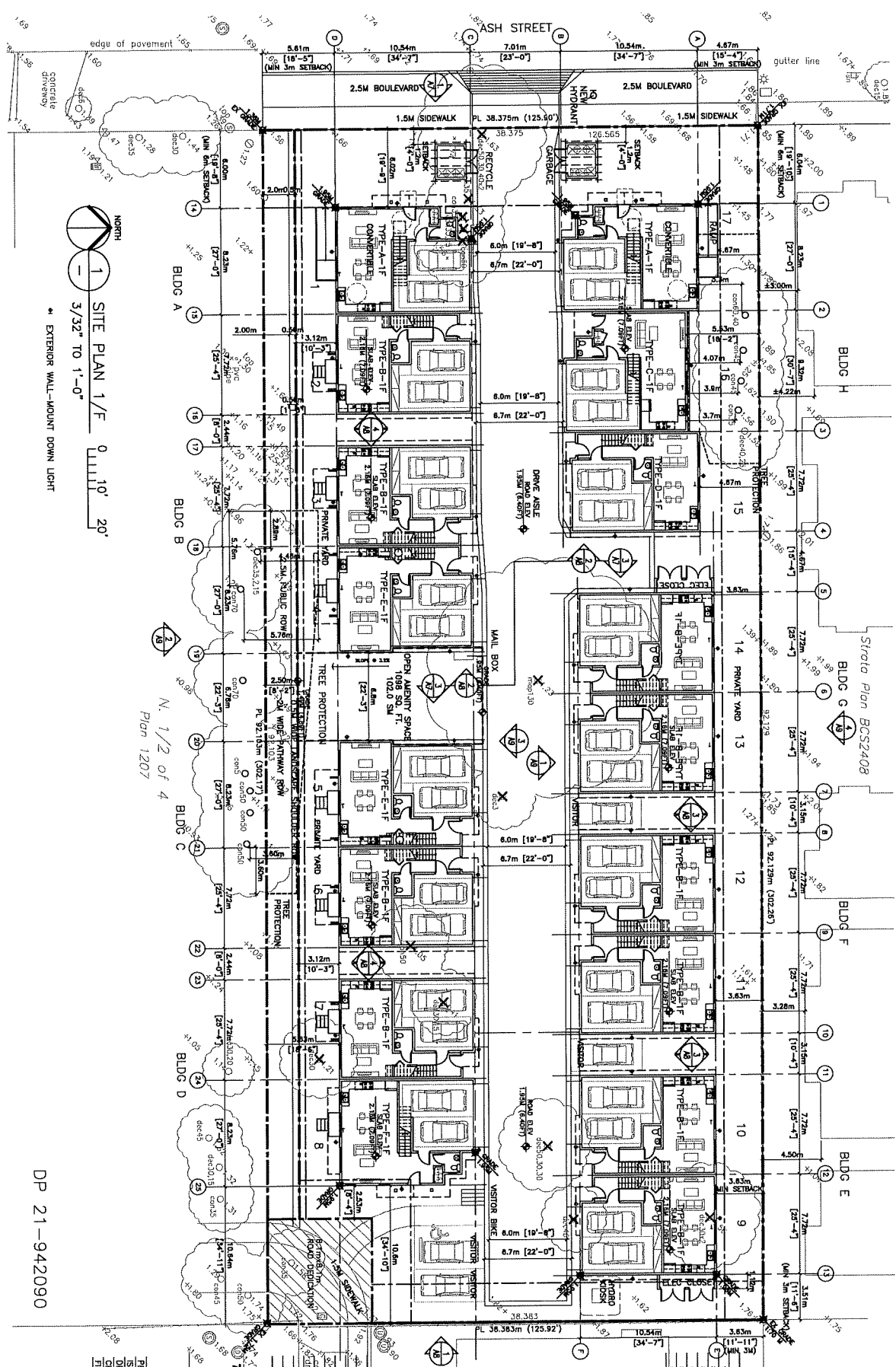
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FILENAME: 21-942090-01-APP-PROVISION

MODEL-2

DEVELOPMENT PERMIT



DP 21-942090

A2

PROJECT NUMBER: 21-03  
 ISSUED: 9/12/2022  
 DRAWN BY: EL  
 CHECKED BY: EL  
 FILENAME: 21-03\_202111-01-AM-2022

SITE PLAN 1/F

TOWNHOUSE AT  
 7100-7120 ASH STREET  
 RICHMOND BC

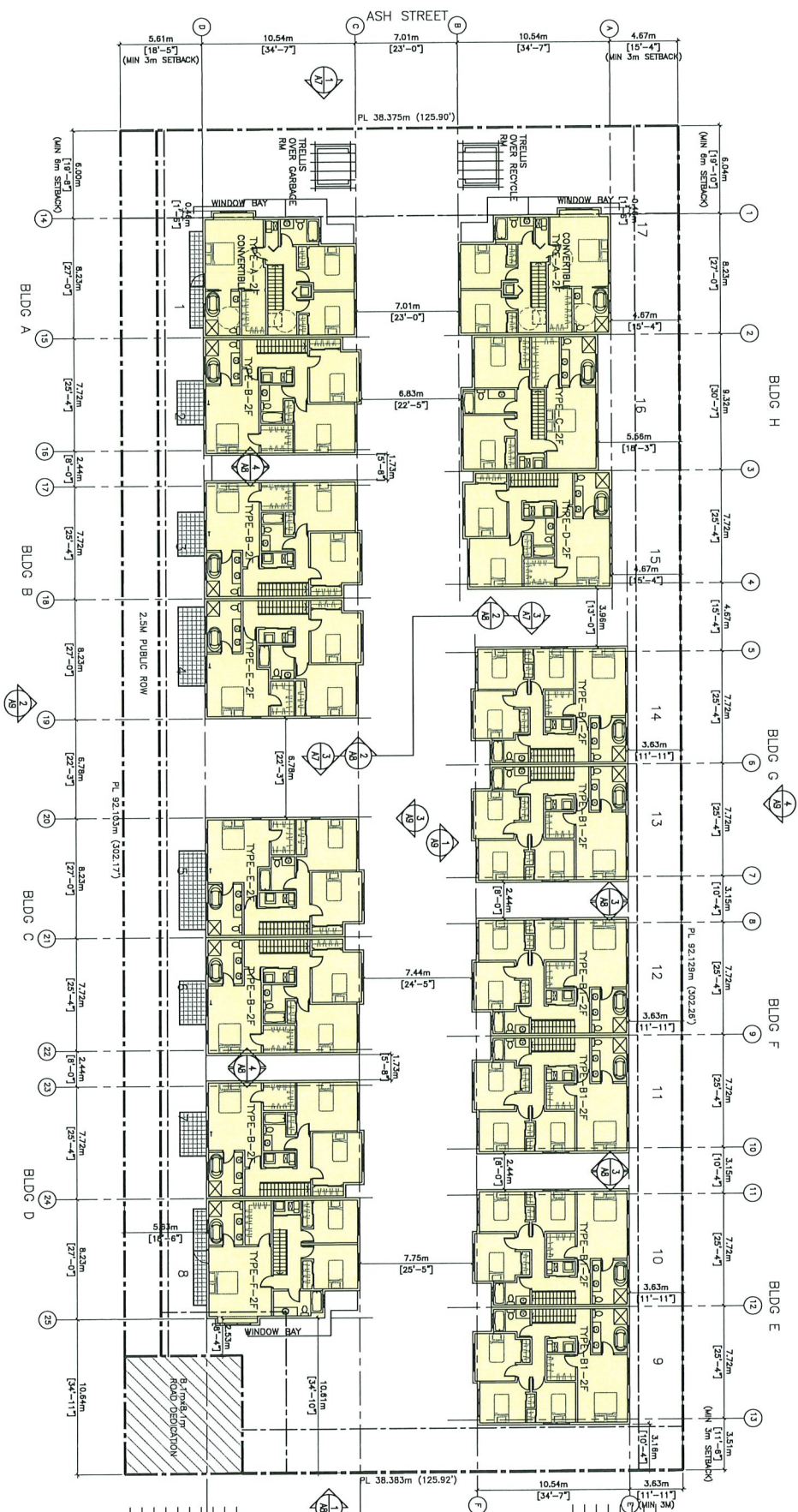
CNCL - 288

ERIC LAW  
 ARCHITECT

NOTES:  
 1. SEE ALL NOTES ON PREVIOUS SHEETS.  
 2. SEE ALL NOTES ON PREVIOUS SHEETS.  
 3. SEE ALL NOTES ON PREVIOUS SHEETS.  
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DP 21-942090



A3

DEVELOPMENT PERMIT

PROJECT NUMBER:21-03
ISSUED: 9/12/2022
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 21-03_S&S_220814-DPP-PRESENT

## SITE PLAN 2/F

**TOWNHOUSE AT  
7100 - 7120 ASH STREET  
RICHMOND BC**

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| 2. | 22A.17 REVIDI PER OTT PR COMUNITAS  |
| 1. | 22A.22 REVIDI PER OTT PR COMUNITAS  |
|    | REVISION                            |

**ERIC LAW  
ARCHITECT**

215 W. 14TH STREET, SUITE 200  
NEW YORK, NY 10011  
TEL: (212) 312-2099

DESIGNER OF RECORD FOR THE JPMORGAN CHASE AND CO. HEADQUARTERS, 270 PARK AVENUE, NEW YORK, NY. PROJECT VALUE: \$100 MILLION. PROJECT STATUS: UNDER CONSTRUCTION.

1. EXISTING LOT LINES
2. EXISTING LOT AREA
3. EXISTING LOT PERIMETER
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TOWNHOUSE AT  
7100 - 7120 ASH STREET  
RICHMOND BC

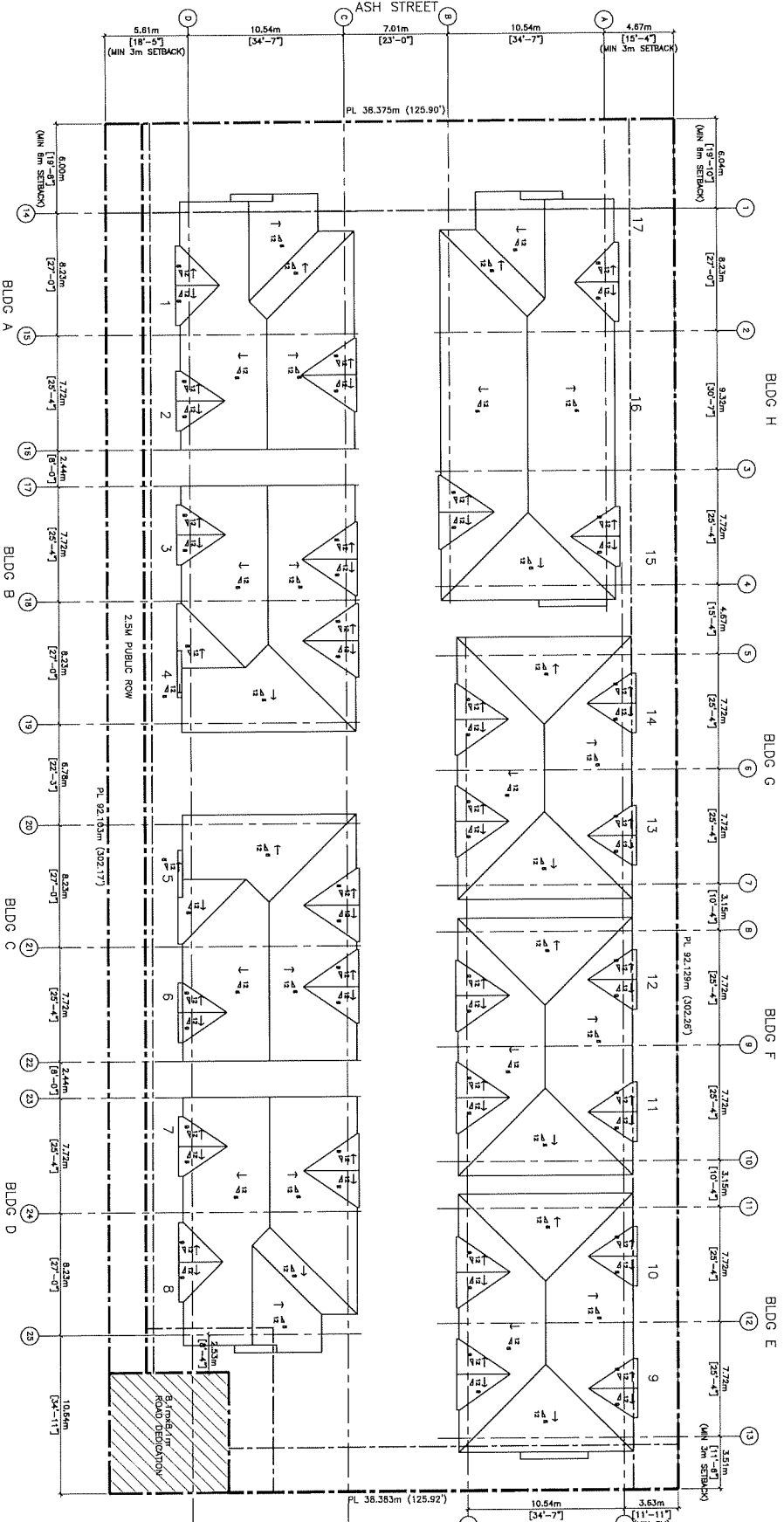
SITE PLAN ROOF

PROJECT NUMBER: 21-03  
ISSUED: 5/12/2022  
DRAWN BY: EL  
CHECKED BY: EL  
FILENAME: 21-03\_SAC\_202014-GP7-PROVISION

A4

DEVELOPMENT PERMIT

DP 21-942090







Schedule 2 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
September 14, 2022.

<b>To Development Permit Panel</b>	
Date:	SEPTEMBER 14, 2022
Item #	1
Re:	DP 21-942090

**From:** Ava Cheung <hleca@yahoo.ca>  
**Sent:** September 14, 2022 11:37 AM  
**To:** CityClerk  
**Subject:** Development permit 7100 7120 ash street

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hi,

I have the following comments on development plan 7100 to 7120 ash street.

- 1) There are a lot townhouses. It is overcrowded. Ash street traffic will get worse especially during rush hour including the noise generated by the traffic
- 2) the construction will generate not only noise but also vibration that are created by the heavy construction machines and trucks.
- 3) air quality will decrease during the construction.

We object to proceed with the development plan without the issues being addressed.

If you need further information, please feel free to contact me through email hleca@yahoo.ca

Best Regards,  
Ava Cheung  
Sent from my iPhone





PROJECT DATA:

Legal Description:

Lot 37, Block 3N, Plan NW948767, Section 10, Range 7W,  
New Westminster Land District

Civic Address:

3960 Chatham Street, Richmond, BC V7E 2Z7

Site / Lot Area: 1,512 sq.m. (16,275 sq.ft.)

Building Area: 438 sq.m. (4,715 sq.ft.) - NO CHANGE

Zoning: C32, Streetfront Commercial - NO CHANGE

Building Height, Lot Coverage, Density,  
Yards & Setbacks and Parking & Loading - NO CHANGE

Existing Use: - NO CHANGE

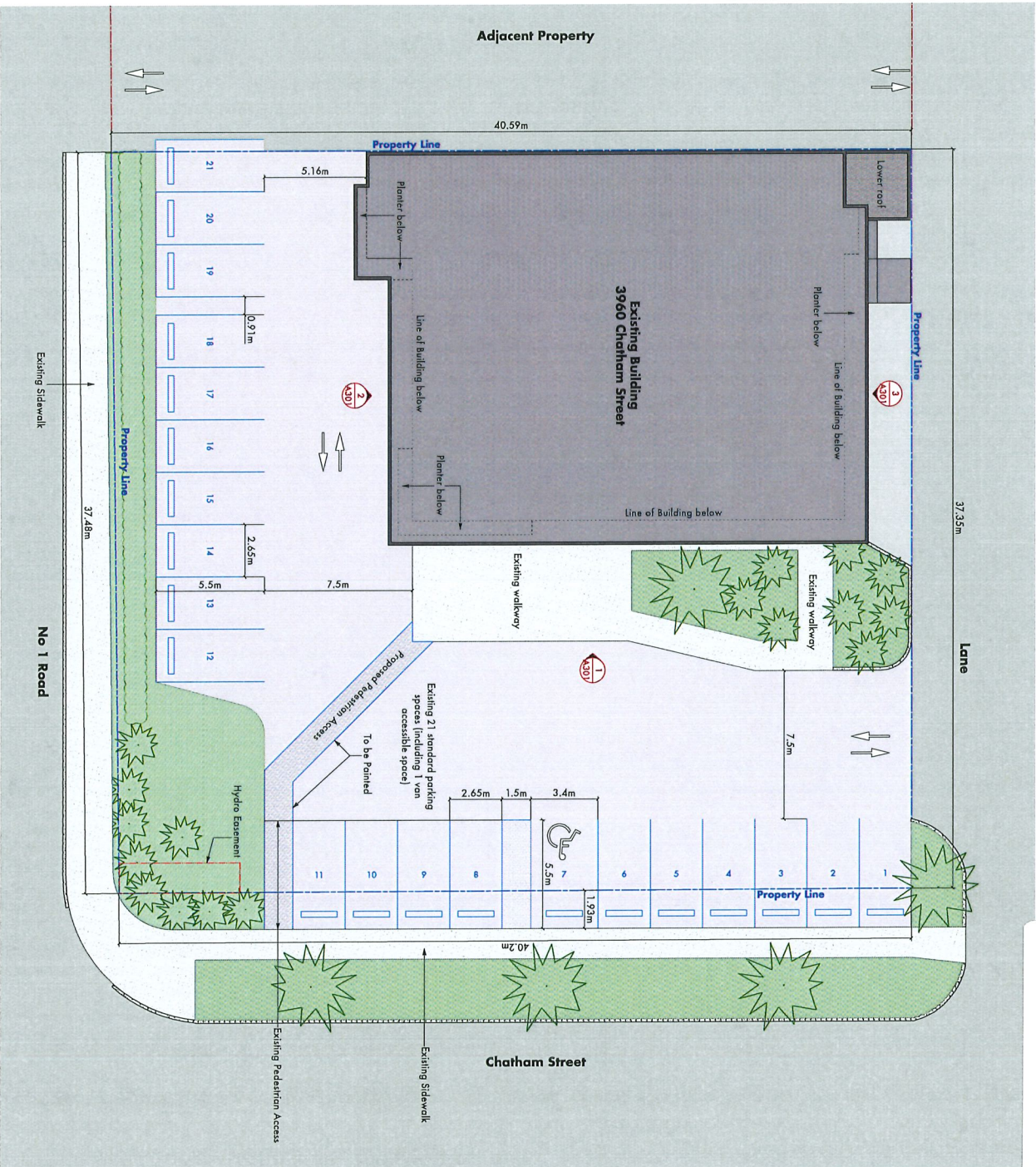
Reference Bylaws:

- 1) Richmond Zoning Bylaw 8500.
- 2) British Columbia Building Code 2018

PROJECT TEAM:

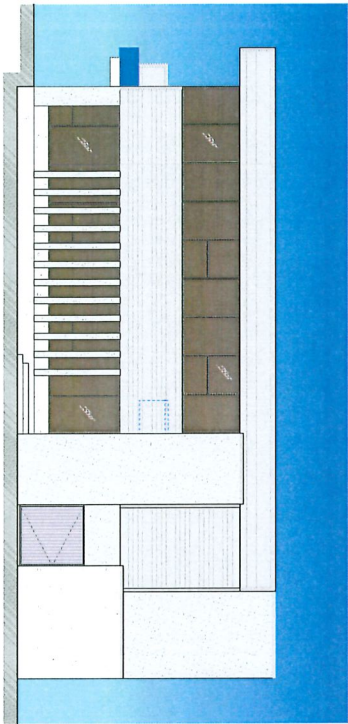
Architect:

Studio Senbel, architecture + design inc.  
125-1085 East Kent Avenue N.  
Vancouver, British Columbia, V5X 4V9  
(604) 605 6995

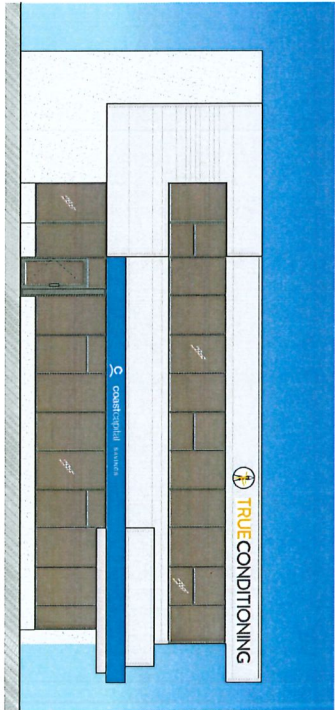


Schedule 3 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
September 14, 2022.





3 West Elevation  
Scale: 1/75



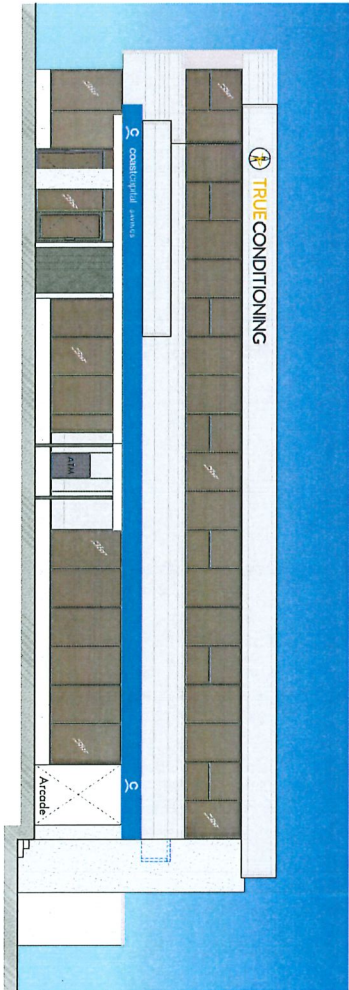
2 East Elevation  
Scale: 1/75

Legend :

- ☐ Existing Stucco - No Change
- ☐ Existing Concrete - No Change
- ☐ Existing siding to be removed and replaced by new cement board lap siding with rainscreen, (HardiePlank Lap siding Select CedarMill, or similar, with 150mm (6") plank exposure and staggered vertical joints and 25mm x 100mm (1"x4") Jintred HardieTrim boards, or similar, at outer corners, colour to be Cloverdale Paints 8251 White Palace )
- ☐ Existing Glazing - No Change
- ☐ To be demolished

Note:

Separate HAP Application will be submitted for Coast Capital Bank signs prior to reinstallation.



1 North Elevation  
Scale: 1/75





# City of Richmond

## Report to Council

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**To:** Richmond City Council

**Date:** September 9, 2022

**From:** Peter Russell  
Chair, Development Permit Panel

**File:** DP 20-920101

**Re:** **Development Permit Panel Meeting Held on November 24, 2021**

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### Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 20-920101) for the property at 10700 Aintree Crescent, be endorsed and the Permit so issued.

Peter Russell  
Chair, Development Permit Panel  
(604-276-4130)

## **Panel Report**

The Development Permit Panel considered the following item at its meeting held on November 24, 2021.

DP 20-920101 – KHAN HOME DESIGN LTD. – 10700 AINTREE CRESCENT  
(November 24, 2021)

The Panel considered a Development Permit (DP) application to permit the construction of a coach house on a site zoned “Single Detached with Granny Flat or Coach House- Edgemere (RE1)”. No variances are included in the proposal.

Navtej Dhot, on behalf of the applicant, provided a brief presentation, including:

- The proposed building includes a garage for the principal dwelling and entry, living, kitchen and powder room on the ground floor and bedrooms and a bathroom on the second floor for the coach house.
- An outdoor parking space and private outdoor space will be provided for the coach house.
- Windows are proposed on the west elevation facing the lane in keeping with Crime Prevention Through Environmental Design (CPTED) principles and to maximize access to sunlight.
- The choice of proposed exterior cladding materials and colour scheme provide visual interest.
- The proposed landscaping for the coach house will provide privacy between the principal dwelling and the coach house.

Staff noted that (i) the proposed coach house complies with the City’s coach house design guidelines, (ii) three existing street trees along Aintree Crescent are currently proposed to be retained and will be further assessed as part of the Building Permit application for the principal dwelling, (iii) the coach house will be required to achieve Energy Step Code 3, and (iv) the applicant intends to install renewable energy sources for heating and cooling for the coach house.

In reply to queries from the Panel, Navtej Dhot acknowledged that (i) the proposed materials and colour scheme for the coach house would complement that of the principal dwelling, (ii) the future upgrade of the lane has been considered in the elevation of the proposed garage in the coach house building, and (iii) electric vehicle (EV) charging will be provided for the outdoor parking space for the coach house.

In reply to a query from the Panel, staff noted that the principal dwelling will require a separate Building Permit and there is no form and character review for the proposed single-family development; however, the applicant intends that the design, materials and colour for the principal dwelling would be complementary to that of the coach house.

No correspondence was submitted to the meeting regarding the application.

The Panel recommends the Permit be issued.



# City of Richmond

## Report to Council

**To:** Richmond City Council

**Date:** September 15, 2022

**From:** Joe Erceg  
Chair, Development Permit Panel

**File:** DP 21-934309  
DP 22-015483  
HA 22-015471

**Re:** **Development Permit Panel Meetings Held on July 27, 2022 and  
September 14, 2022**

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### Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
  - a) a Development Permit (DP 21-934309) for the property at 10240 Ainsworth Crescent;
  - b) a Development Permit (DP 22-015483) for the property at 3960 Chatham Street; and
  - c) a Heritage Alteration Permit (HA 22-015471) for the property at 3960 Chatham Street in accordance with the Development Permit (DP 22-015483);be endorsed and the Permits so issued.

Joe Erceg  
Chair, Development Permit Panel  
(604-276-4083)

## **Panel Report**

The Development Permit Panel considered the following items at its meetings held on July 27, 2022 and September 14, 2022.

### DP 21-934309 – SJR CONSTRUCTION LTD. – 10240 AINSWORTH CRESCENT (July 27, 2022)

The Panel considered a Development Permit (DP) application to permit the construction of a coach house on a site zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)”. A variance is included in the proposal to increase the maximum distance that a coach house is permitted to be located from the south interior property line on a lot with an east-west orientation from 2.0 m to 3.0 m.

Tej Singh, of Simplex Home Design, provided a brief presentation, including:

- The proposed one and a half storey coach house is located at the rear of the recently constructed principal dwelling.
- The proposed exterior building materials and colours are similar to those of the principal dwelling.
- The proposed building includes a living room, kitchen, 1½ washrooms, two bedrooms, and a two-car garage for the principal dwelling.
- An outdoor surface parking area and landscaped private outdoor space are provided for the coach house.
- A heat pump is proposed to provide heating and cooling to the coach house.
- The proposed location of the coach house was impacted by the location of off-site and on-site BC Hydro power poles, resulting in the need to request the setback variance.

Discussion ensued regarding the potential rental cost for the proposed coach house.

Staff advised that staff support the proposed setback variance to the south property line, noting that (i) the intent of the Zoning Bylaw is to ensure that a new coach house on a narrow lot with an east-west orientation is sited on a certain location to minimize shadowing on adjacent lots to the north, and (ii) the existing lane to the north of the proposed coach house reduces the amount of shadow impact on the property to the north.

No correspondence was submitted to the meeting regarding the application.

The Panel expressed support for the proposed coach house, noting that the design is well thought out.

The Panel recommends the Permit be issued.



DP 22-015483 AND HA 22-015471 – STUDIO SENBEL ARCHITECTURE & DESIGN INC.  
– 3960 CHATHAM STREET  
(September 14, 2022)

The Panel considered a Development Permit (DP) application and a Heritage Alteration Permit (HA) to permit the replacement of the existing wood siding with non-combustible siding (i.e. HardiPlank) on a site zoned “Steveston Commercial (CS2)”. No variances are included in the proposal.

Sharif Senbel, of Studio Senbel Architecture and Design, Inc., provided a brief presentation, including:

- The existing two-storey building was built in the late 1970s and was recently purchased by the new owner.
- The new owner noted that the existing cedar siding on the building is rotting and determined that all existing wood siding should be replaced by the more durable HardiPlank siding.
- The colour of the new siding will match the colour of the building.
- The existing signs for Coast Capital Savings on the building do not meet the current signage guidelines in the Steveston Area Plan and will be removed and replaced with new signs consistent with the existing signage guidelines.
- The new signs for Coast Capital Savings will require a separate Heritage Alteration Permit application.
- The existing signs for True Conditioning on the upper level of the building meet the current signage guidelines and will be removed during the installation of the new siding but will be reinstalled.
- A painted pedestrian pathway will be provided to improve on-site pedestrian circulation and provide better connection between the building and the City sidewalk.

Staff noted that the subject Development Permit and Heritage Alteration Permit applications were reviewed and supported by the Richmond Heritage Commission.

No correspondence was submitted to the meeting regarding the applications.

The Panel recommends the Permits be issued.

**From:** Karina Reid <karinareid@outlook.com>  
**Sent:** September 21, 2022 4:46 PM  
**To:** O'Halloran, Matt <MOHalloran@richmond.ca>  
**Cc:** CityClerk <CityClerk@richmond.ca>  
**Subject:** RE: Delegation to Council - September 26

**City of Richmond Security Warning:** This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hi Matt,

I will be requesting that City Council change the flag policy in general to be updated and to include The Pride Flag and the Progress Pride Flag. The policy needs to be updated on many levels to also include National Day for Truth and Reconciliation flag(Every Child Matters) and so on.

I wrote three emails one on June 24th, July 25<sup>th</sup> and July 28<sup>th</sup> regarding the Pride flag.

Karina