



City Council

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

**Monday, September 28, 2020
7:00 p.m.**

Pg. # ITEM

MINUTES

- CNCL-8** 1. *Motion to adopt the **minutes** of the Regular Council meeting held on September 14, 2020.*

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AGENDA ADDITIONS & DELETIONS

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. 12.

4. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

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
- Parking fees for 8620 and 8660 Beckwith Road
- Application by Richmond School District No. 38 for a Heritage Alteration Permit at 8220 General Currie Road (General Currie School)
- Application by First on Site Restoration Ltd. for a Heritage Alteration Permit at 3580 Moncton Street (Hepworth Block)

5. *Motion to adopt Items No. 6 through No. 9 by general consent.*

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6. **COMMITTEE MINUTES**

CNCL-19

*That the minutes of the **General Purposes Committee** meeting held on September 21, 2020 be received for information.*

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Consent
Agenda
Item

7. **PARKING FEES FOR 8620 AND 8660 BECKWITH ROAD**
(File Ref. No. 12-8060-01) (REDMS No. 6423459 v. 7)

CNCL-35

See Page CNCL-35 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Option 1 as outlined in the staff report titled “Parking Fees for 8620 and 8660 Beckwith Road, dated August 31, 2020, from the General Manager, Community Safety, be approved and implemented; and*
- (2) *That the neighbouring businesses be consulted for feedback on the potential impact of enforcement of time-limited street parking.*



Consent
Agenda
Item

8. **APPLICATION BY RICHMOND SCHOOL DISTRICT NO. 38 FOR A HERITAGE ALTERATION PERMIT AT 8220 GENERAL CURRIE ROAD (GENERAL CURRIE SCHOOL)**
(File Ref. No. HA 20-909844) (REDMS No. 6513637)

CNCL-41

See Page CNCL-41 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That a Heritage Alteration Permit be issued that would permit the following work on the General Currie School at 8220 General Currie Road:

- (a) *Construction of a wooden accessible ramp;*
- (b) *Enlargement of the existing stair landing and replacement of the steps;*
- (c) *Reversing of the door swing to enable access from the ramp; and*
- (d) *Provision of metal handrails to match those existing.*



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Consent
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Item

9. **APPLICATION BY FIRST ON SITE RESTORATION LTD. FOR A HERITAGE ALTERATION PERMIT AT 3580 MONCTON STREET (HEPWORTH BLOCK)**

(File Ref. No. HA 20-890427) (REDMS No. 6518122 v. 3)

CNCL-53

See Page CNCL-53 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That a Heritage Alteration Permit be issued which would permit the following repair work to a small portion of the south elevation of the building located at 3580 Moncton Street to address damage caused by a vehicle accident:

- (a) *removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);*
- (b) *repair to the existing concrete window sill to match existing;*
- (c) *removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and*
- (d) *installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.*



CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

10. **REVISED PUBLIC ART PROGRAM POLICY**

(File Ref. No. 11-7000-09-00) (REDMS No. 6489154 v. 4)

CNCL-67

See Page CNCL-67 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. McPhail

That Option 3, revised to reflect a cumulative budget of \$250,000 or greater than, as set out in Table 1 of the staff report titled “Revised Public Art Program Policy” dated August 20, 2020 from the Director, Arts, Culture and Heritage Services, be approved as the preferred option for the approval of the Terms of Reference for public art on private property and Policy 8703 – Public Art Program be revised accordingly.



11. **ROBERTS BANK TERMINAL 2 EXPANSION PROJECT UPDATE**

(File Ref. No. 10-6125-30-004) (REDMS No. 6466120 v. 4)

CNCL-91

See Page CNCL-91 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllrs. Loo and McPhail

That, as described in the staff report titled “Roberts Bank Terminal 2 Expansion Project Update,” dated September 8, 2020 from the Director, Sustainability and District Energy:

- (1) *Letters be sent to the Prime Minister, Federal Minister of Environment and Climate Change, Premier of BC, Provincial Minister of Environment and Climate Change Strategy, the Provincial Minister of Transportation and Infrastructure, federal and provincial Leaders of the Opposition, local MPs, local MLAs, and Metro Vancouver municipalities requesting that the Roberts Bank Terminal 2 Expansion Project not proceed; and*
- (2) *That staff be directed to work with the BC Environmental Assessment Office to develop provincial assessment conditions that protect the interests of the community, should the Roberts Bank Terminal 2 Expansion Project be approved.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-105** City Centre District Energy Utility Bylaw No. 9895 Amendment **Bylaw No. 10187**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-108** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 10189**
(3399 Corvette Way and 3311 and 3331 No. 3 Road, ZT 19-872212)
Opposed at 1st Reading – Cllr. Wolfe
Opposed at 2nd/3rd Readings – Cllr. Wolfe

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DEVELOPMENT PERMIT PANEL

12. RECOMMENDATION

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

- CNCL-111** (1) *That the **minutes** of the Development Permit Panel meeting held on September 16, 2020, and the **Chair's report** for the Development Permit Panel meetings held on July 24, 2019, December 11, 2019, and September 16, 2020, be received for information; and*
- CNCL-126** (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 17-775868) for the property at 8140 No. 2 Road;*
 - (b) *a Development Permit (DP 18-818671) for the property at 4693, 4720, 4740 Vanguard Road and Road Parcel Richmond Key 20909; and*
 - (c) *a Development Variance Permit (DV 20-896703) for the property at 2151, 2511, 2611, 2651 No. 7 Road and PID 001 928-899;*
- be endorsed, and the Permits so issued.*

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ITEM

ADJOURNMENT





Regular Council

Monday, September 14, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day (attended via teleconference)
Councillor Kelly Greene (attended via teleconference)
Councillor Alexa Loo (attended via teleconference)
Councillor Bill McNulty (attended via teleconference)
Councillor Linda McPhail (attended via teleconference)
Councillor Harold Steves (attended via teleconference)
Councillor Michael Wolfe (attended via teleconference)

Corporate Officer – Claudia Jesson

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

RES NO. ITEM

MINUTES

- R20/15-1 1. It was moved and seconded
That:
- (1) *the minutes of the Regular Council meeting held on July 27, 2020, be adopted as circulated;*
 - (2) *the minutes of the Special Council meeting held on August 26, 2020, be adopted as circulated;*
 - (3) *the minutes of the Regular Council meeting for Public Hearings held on September 8, 2020, be adopted as circulated; and*



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- (4) *the Metro Vancouver 'Board in Brief' dated July 31, 2020, be received for information.*

CARRIED

COMMITTEE OF THE WHOLE

- R20/15-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:03 p.m.).

CARRIED

3. Delegations from the floor on Agenda items

Item No. 15 – APPLICATION BY POLYGON TALISMAN PARK LTD.

Yvonne Bell, 10431 Mortfield Road, spoke in opposition to the proposed application and expressed concern with the removal of the mature trees in the area. She urged Council to not approve this application.

Item No. 15 – APPLICATION BY POLYGON TALISMAN PARK LTD.

Robin Glover, Vice President Development, Polygon Homes Ltd., noted that although the proposed application requires the removal of a number of trees, there will be park space provided as well as widening of surrounding roads. He advised that Polygon Homes Ltd. can work with City staff to determine relocation of trees to the park site and other areas.

- R20/15-3 4. It was moved and seconded
That Committee rise and report (7:15 p.m.).

CARRIED



Regular Council
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CONSENT AGENDA

- R20/15-4 5. It was moved and seconded
That Items No. 6 through No. 13 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

- (1) *the Special General Purposes Committee meeting held on July 27, 2020 and the General Purposes Committee meeting held on September 8, 2020; and*
- (2) *the Special Finance Committee meeting held on August 26, 2020 and the Finance Committee meeting held on September 8, 2020; and*
be received for information.

ADOPTED ON CONSENT

7. **HOUSING AGREEMENT BYLAW NO. 10036 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 3208 CARSCALLEN ROAD**

(File Ref. No. 08-4057-05; XR: 12-8060-20-010036) (REDMS No. 6497341; 6498598)

That Housing Agreement (3208 Carscallen Road) Bylaw No. 10036 to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application RZ 12-610011 be introduced and given first, second and third reading.

ADOPTED ON CONSENT



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8. FUNDING AGREEMENT WITH TRANSPORT CANADA RAIL SAFETY IMPROVEMENT PROGRAM FOR WILLIAMS ROAD-SHELL ROAD INTERSECTION UPGRADE

(File Ref. No. 01-0140-20-TCAN1-06; 03-1000-18-142) (REDMS No. 6492913 v. 3)

- (1) That the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the Rail Safety Improvement Program funding agreement with Transport Canada for the Williams Road-Shell Road intersection; and*
- (2) That the Revised Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*

ADOPTED ON CONSENT

9. CITY CENTRE DISTRICT ENERGY UTILITY BYLAW NO. 9895, AMENDMENT BYLAW NO. 10187

(File Ref. No. 12-8060-20-010187) (REDMS No. 6465455 v. 2; 6482056)

That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10187 presented in the “City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10187” report dated June 10, 2020, from the Director, Sustainability and District Energy be introduced and given first, second, and third readings.

ADOPTED ON CONSENT

10. SUPPORT FOR BC SALMON RESTORATION PROJECTS IN STURGEON BANK

(File Ref. No. 10-6160-04) (REDMS No. 6517459 v. 14)

That, as described in the staff report titled “Support for BC Salmon Restoration Projects in Sturgeon Bank,” dated August 25, 2020 from the Director, Sustainability and District Energy and the Director, Engineering:

- (1) The scope of the three projects to be included in the Expression of Interest prepared by the South Coast Conservation Land Management Program for submission to the BC Salmon Restoration and Innovation Fund, be supported; and*
- (2) That in-kind contributions for the projects outlined in the Expression of Interest be endorsed.*

ADOPTED ON CONSENT

4.



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11. **13740 WESTMINSTER HIGHWAY – UNAUTHORIZED WATERCOURSE CROSSING AND DECORATIVE WALL**

(File Ref. No. 01-0270-02-2020-053) (REDMS No. 6511999 v. 5; 5975465)

- (1) *Pursuant to the authority provided in Sections 72, 73 and 75 of the Community Charter, that:*
- (a) *the infill and culvert in the watercourse fronting the property located at 13740 Westminster Highway, and having a legal description of Lot 2 Section 8 Block 4 North Range 5 West New Westminster District Plan 12960 (Parcel Identifier: 001-703-269) (the “Property”) be declared as having obstructed, filled up or damaged the watercourse fronting the Property without the City’s approval or consent (the “Unauthorized Watercourse Crossing”); and*
 - (b) *the decorative wall located at the Property, be declared as creating an unsafe condition;*
- (2) *Pursuant to Sections 72 and 73 of the Community Charter, the following remedial action requirements be imposed on Swarn Singh Panesar and Gurbax Kaur Panesar, as the registered owner of the Property (the “Owners”):*
- (a) *to demolish the decorative wall at the Property; and*
 - (b) *to remove all debris from the decorative wall in accordance with any applicable federal, provincial and municipal laws;*
- (3) *Pursuant to Sections 72 and 75 of the Community Charter, and Part 7 of the Watercourse Protection and Crossing Bylaw No. 8441, the following remedial action requirements be imposed on the Owners:*
- (a) *to remove the Unauthorized Watercourse Crossing in and about the watercourse fronting the Property; and*
 - (b) *to undertake and complete the restoration work identified in the Scope of Work, attached as Attachment 6 of the report to committee titled 13740 Westminster Highway – Unauthorized Crossing and Decorative Wall, dated August 14, 2020, from the Director, Engineering (the “Report”);*



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- (c) to undertake and complete the restoration work identified in the Construction Environmental Management Plan for 13740 Westminster Highway dated October 2, 2018 by Madrone Environmental Services Ltd., attached as Attachment 7 of the Report;*
- (d) to undertake any additional measures as directed by the General Manager, Engineering and Public Works, to restore the watercourse to its previous condition; and*
- (e) to dispose of all material associated with the removal of the Unauthorized Watercourse Crossing at a permitted site under the guidance of a Qualified Professional, in compliance with all applicable federal, provincial and municipal laws;*
- (4) That the time limit for completion of all the remedial action requirements described above be set as 5:00 pm on October 30, 2020; and*
- (5) That staff be authorized to take all appropriate action in accordance with Section 17 [Municipal Action at Defaulter's Expense] of the Community Charter to ensure compliance with all remedial action requirements imposed on the Owners, provided that:*
 - (a) the Owners have not fully completed the remedial action requirements on or before the time limit specified by Council; and*
 - (b) all costs incurred by the City to fulfill the remedial action requirements shall be at the expense of the Owner, and subject to Section 17 of the Community Charter, such costs shall be recovered from the Owner as a debt owed to the City of Richmond.*

ADOPTED ON CONSENT



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12. INVESTING IN CANADA INFRASTRUCTURE PROGRAM - MINORU PLACE ACTIVITY CENTRE CONVERSION TO ARTS CENTRE

(File Ref. No. 03-1087-19-02; XR: 06-2052-20-MPAC) (REDMS No. 6507675 v. 5)

- (1) *That the submission to the Investing in Canada Infrastructure Program – Community, Culture and Recreation Stream, requesting funding of up to \$2.4 million as outlined in the report titled, “Investing in Canada Infrastructure Program - Minoru Place Activity Centre Conversion to Arts Centre,” dated August 5, 2020 from the Director, Facilities and Project Development be endorsed;*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to enter into funding agreements with the government for the aforementioned project should it be approved for funding, as outlined in the report titled, “Investing in Canada Infrastructure Program - Minoru Place Activity Centre Conversion to Arts Centre,” dated August 5, 2020 from the Director, Facilities and Project Development;*
- (3) *That the Minoru Place Activity Centre Project capital budget be increased by \$749,000, which will be funded by Project Developments 2020 Operating Budget account “Infrastructure Replacement” and that the Revised Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly; and*
- (4) *That the Revised Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly should the aforementioned project be approved for funding as outlined in the report titled, “Investing in Canada Infrastructure Program - Minoru Place Activity Centre Conversion to Arts Centre,” dated August 5, 2020 from the Director, Facilities and Project Development.*

ADOPTED ON CONSENT



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**13. EXTENSION OF NON-ACCEPTANCE OF CASH TRANSACTIONS
AT CITY HALL**

(File Ref. No. 03-1240-01) (REDMS No. 6513797)

*That Council extends non-acceptance of cash transactions at City Hall until
March 31, 2021.*

ADOPTED ON CONSENT

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

**14. APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD.
FOR AN AGRICULTURAL LAND RESERVE SUBDIVISION AT 3031
NO. 7 ROAD**

(File Ref. No. AG 20-891572; 08-4105-20-AG 20-891572) (REDMS No. 6494333 v. 3)

R20/15-5

It was moved and seconded

*That the application by Dagneault Planning Consultants Ltd. for an
Agricultural Land Reserve Subdivision at 3031 No. 7 Road be forwarded to
the Agricultural Land Commission.*

The question on the motion was not called as discussion took place on (i) concerns with subdivision and loss of farmland, (ii) encouraging younger generations to continue farming, and (iii) permitting subdivision of lots on the Agricultural Land Reserve if the land was owned prior to 1972.

The question on the motion was then called and it was **CARRIED** with Cllrs. Day, Greene and Wolfe opposed.

Discussion further took place to include Council's vote on the Application by Dagneault Planning Consultants Ltd. for an Agricultural Land Reserve Subdivision at 3031 No. 7 Road, with the submission to the Agricultural Land Commission, and as result the following **motion** was introduced:



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R20/15-6

It was moved and seconded

That Council's vote on the Application by Dagneault Planning Consultants Ltd. for an Agricultural Land Reserve Subdivision at 3031 No. 7 Road, be included with the submission to the Agricultural Land Commission.

CARRIED

Opposed: Mayor Brodie

Cllrs. Loo

McNulty

McPhail

15. **APPLICATION BY POLYGON TALISMAN PARK LTD. TO CREATE THE "RESIDENTIAL / LIMITED COMMERCIAL (ZMU47) – CAPSTAN VILLAGE (CITY CENTRE)" ZONE, AND REZONE THE SITE AT 8671, 8731, 8771, 8831/8851 CAMBIE ROAD, 8791 CAMBIE ROAD/3600 SEXSMITH ROAD, AND 3480, 3500, 3520, 3540/3560 SEXSMITH ROAD FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "RESIDENTIAL / LIMITED COMMERCIAL (ZMU47) – CAPSTAN VILLAGE (CITY CENTRE)" ZONE**

(File Ref. No. 12-8060-20-010198; RZ 18-836123) (REDMS No. 6491719 v. 6; 6492746)

R20/15-7

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10198 to create the "Residential / Limited Commercial (ZMU47) – Capstan Village (City Centre)" zone, and to rezone 8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road/3600 Sexsmith Road, and 3480, 3500, 3520, 3540/3560 Sexsmith Road from the "Single Detached (RS1/F)" zone to the "Residential / Limited Commercial (ZMU47) – Capstan Village (City Centre)" zone and the "School and Institutional Use (SI)" zone, be introduced and given first reading.

The question on the motion was not called as discussion took place on improving the tree retention program in the proposed park and clarification on the number of trees being removed.

The question on the motion was then called and it was **CARRIED** with Cllrs. Greene and Wolfe opposed.



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PUBLIC ANNOUNCEMENT

Mayor Brodie announced that the name Hummingbird Child Care Centre was selected for the City's child care facility being constructed at 6899 Pearson Way.

BYLAWS FOR ADOPTION

R20/15-8

It was moved and seconded

That the following bylaws be adopted:

Road Closure and Removal of Road Dedication Bylaw No. 10038

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9764

CARRIED

DEVELOPMENT PERMIT PANEL

R20/15-9

16. It was moved and seconded

(1) *That the minutes of the Development Permit Panel meeting held on July 29, 2020, and the Chair's report for the Development Permit Panel meetings held on May 27, 2020 and June 10, 2020, be received for information; and*

(2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 19-876647) for the property at 17720 River Road be endorsed, and the Permit so issued.*

CARRIED

ADJOURNMENT

R20/15-10

It was moved and seconded

That the meeting adjourn (8:42 p.m.).

CARRIED



City of
Richmond

Minutes

Regular Council
Monday, September 14, 2020

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 14, 2020.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)



General Purposes Committee

Date: Monday, September 21, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (entered by teleconference at 4:04 p.m.)
Councillor Kelly Greene (by teleconference)
Councillor Alexa Loo (by teleconference)
Councillor Bill McNulty (by teleconference)
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 4:03 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on September 8, 2020, be adopted as circulated.

CARRIED

Councillor Day entered the meeting by teleconference (4:04 p.m.)

COUNCILLOR KELLY GREENE

1. **AT-HOME BUSINESS USE**
(File Ref. No.)

Councillor Greene spoke to the need to analyze the City's current bylaws at they relate to permitted at-home business uses, stating that the City's regulations should not impoverish business owners during a pandemic.

Discussion took place and the following Committee comments were noted:

1.

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- the expansion of regulations to permit additional at-home businesses is concerning as it would potentially legitimize businesses who are currently in violation of the City's bylaws;
- the need for client parking, additional traffic, and an increase in unfamiliar persons would negatively impact residential neighbourhoods if additional types of at-home businesses were permitted;
- the City's regulations related to at-home business use are in need of a refresh; a staff referral could examine such uses and recommend new regulations in an effort to mitigate impacts to residential neighbourhoods such as options for limiting the number of clients per day, limiting operating hours, and requiring parking to be provided on the property as oppose to on the street;
- the Richmond Chamber of Commerce indicated that the matter of expanding in-home business use has not been an area of concern for its members;
- a primary concern with Airbnb was its traffic impacts on residential neighbourhoods; and
- a referral of this nature is complex and would ultimately alter the way in which the City is organized; the expansion of regulations to permit various types of businesses at-home compromises the City's Official Community Plan, which clearly defines commercial and residential sectors.

In reply to queries from Committee, Carli Williams, Manager, Business Licence and Bylaws, spoke to the City's current enforcement protocol as it relates to complaints on at-home businesses. Staff was requested to provide statistics on complaints regarding at-home businesses.

It was moved and seconded

To investigate and report back on feasibility and options for expanded at-home business use; for example, personal services, RMTs, etc. Not to include retail or other businesses that can be expected to generate traffic, noise, or odours.

The question on the referral motion was not called as Committee members expressed their rationale in favour and in opposition of the referral, citing (i) the City's regulations are out-dated, (ii) the expansion of at-home businesses may infringe on residents' quality of life, (iii) Airbnb was not favoured as many homes were not occupied by the home owner(s), and (iv) the expansion of at-home businesses may single out some types of businesses, which would provide an unequal playing field.

The question on the referral motion was then called and it was **DEFEATED** with Mayor Brodie, Cllrs. Au, Loo, McNulty and McPhail opposed.

General Purposes Committee
Monday, September 21, 2020

COMMUNITY SAFETY DIVISION

2. PARKING FEES FOR 8620 AND 8660 BECKWITH ROAD

(File Ref. No. 12-8060-01) (REDMS No. 6423459 v. 7)

It was moved and seconded

- (1) That Option 1 as outlined in the staff report titled "Parking Fees for 8620 and 8660 Beckwith Road, dated August 31, 2020, from the General Manager, Community Safety, be approved and implemented; and*
- (2) That the neighbouring businesses be consulted for feedback on the potential impact of enforcement of time-limited street parking.*

The question on the motion was not called as in reply to queries from Committee, Susan Lloyd, Program Manager, Administration, Parking Enforcement and Animal Control, advised that (i) \$46,000 represents the total investment for the parking lot, (ii) the proposed daily rate can be changed with an amendment to Consolidated Fees Bylaw No. 8636, (iii) the proposed lot would be pay-by-plate, and (iv) there are approximately 200 free parking stalls in the Beckwith / Sexsmith area.

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

COMMUNITY SERVICES DIVISION

3. REVISED PUBLIC ART PROGRAM POLICY

(File Ref. No. 11-7000-09-00) (REDMS No. 6489154 v. 4)

Serena Lusk, General Manager, Community Services, provided background information and reviewed the proposed options for Council consideration as it relates to the City's Public Art Program, specifically (i) the approval of Terms of References for public art on private property, (ii) the allocation of voluntary developer public art contributions, and (iii) opportunities for local and emerging artists.

Council Approval of Terms of Reference for Public Art on Private Property

Discussion took place on the proposed options set out in Table 1 of the staff report titled "Revised Public Art Program Policy" and the following Committee comments were noted:

- the role of the Richmond Public Art Advisory Committee is diminished if Council begins to require approval of Terms of References for public art on private property; and
- Options 2 and 3 provide Council the flexibility to decline public art that does not meet their liking.

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In reply to queries from Committee, Ms. Lusk and Biliana Velkova, Public Art Planner, provided the following information:

- the Richmond Public Art Advisory Committee's membership is comprised of art professionals;
- the Public Art Program (Policy 8703) was adopted by Council in 2010 with the goal of improving the public realm; as such, the City commits an amount of funds equivalent to a minimum of 1% of each Capital Project Budget whereas the public art contribution rate for the private sector was set as the equivalent to a minimum value of 0.5% of the estimated total project construction cost; and
- the value of \$250,000 as set out in Option 3 represents a single piece of public art on a private property.

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

It was moved and seconded

That Option 3, revised to reflect a cumulative budget of \$250,000 or greater than, as set out in Table 1 of the staff report titled "Revised Public Art Program Policy" dated August 20, 2020 from the Director, Arts, Culture and Heritage Services, be approved as the preferred option for the approval of the Terms of Reference for public art on private property and Policy 8703 – Public Art Program be revised accordingly.

CARRIED

Opposed: Cllr. McPhail

The Chair directed staff to provide Council with a memorandum on the history of the varying public art contribution percentages between the City and private developers, and comment on phased developments with respect to the cumulative public art budget of \$250,000 or greater than.

Allocations of Voluntary Developer Public Art Contributions

Discussion took place on the proposed options set out in Table 2 of the staff report titled "Revised Public Art Program Policy" and Committee commented that Option 4 provides Council the flexibility to move funds around, while Option 1 (status quo) allows Council to examine projects on a prioritized list, which provides an overall glimpse of the City needs.

In reply to a query from Committee, Jerry Chong, Acting General Manager, Finance and Corporate Services, advised that the City collected approximately \$387,000 in public art contributions in 2019 and \$178,000 thus far in 2020.

Discussion took place on the need for additional information on funds received historically for public art contributions and alternatives to raise funding for arts and related facilities. As a result of the discussion, the following **referral motion** was introduced:

General Purposes Committee
Monday, September 21, 2020

It was moved and seconded

That Options for Allocations of Voluntary Developer Public Art Contributions, as set out in Table 2 of the staff report titled "Revised Public Art Program Policy" dated August 20, 2020 from the Director, Arts, Culture and Heritage Services, be referred back to staff for additional information related to funds received historically for each component of the public art fund and alternatives to raise funding for arts and related facilities.

CARRIED

Opposed: Cllrs. Day
Greene
Wolfe

PLANNING AND DEVELOPMENT DIVISION

4. APPLICATION BY RICHMOND SCHOOL DISTRICT NO. 38 FOR A HERITAGE ALTERATION PERMIT AT 8220 GENERAL CURRIE ROAD (GENERAL CURRIE SCHOOL)

(File Ref. No. HA 20-909844) (REDMS No. 6513637)

It was moved and seconded

That a Heritage Alteration Permit be issued that would permit the following work on the General Currie School at 8220 General Currie Road:

- (a) Construction of a wooden accessible ramp;*
- (b) Enlargement of the existing stair landing and replacement of the steps;*
- (c) Reversing of the door swing to enable access from the ramp; and*
- (d) Provision of metal handrails to match those existing.*

CARRIED

5. APPLICATION BY FIRST ON SITE RESTORATION LTD. FOR A HERITAGE ALTERATION PERMIT AT 3580 MONCTON STREET (HEPWORTH BLOCK)

(File Ref. No. HA 20-890427) (REDMS No. 6518122 v. 3)

It was moved and seconded

That a Heritage Alteration Permit be issued which would permit the following repair work to a small portion of the south elevation of the building located at 3580 Moncton Street to address damage caused by a vehicle accident:

- (a) removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);*

5.

General Purposes Committee
Monday, September 21, 2020

- (b) *repair to the existing concrete window sill to match existing;*
- (c) *removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and*
- (d) *installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

6. ROBERTS BANK TERMINAL 2 EXPANSION PROJECT UPDATE

(File Ref. No. 10-6125-30-004) (REDMS No. 6466120 v. 4)

In reply to queries from Committee, Chad Paulin, Manager, Environment, advised that the economic impact of the project has not been examined and the rationale to oppose the project is based on the future availability of consultation. John Irving, General Manager, Engineering and Public Works, further added that the City's past experience with both federal and provincial environmental approval processes has been less than favourable and as such, a position on the expansion of the Roberts Bank Terminal 2 is justified.

The Chair directed staff to reiterate the City's position and rationale in its letters to the various parties as captured in the attachments to the staff report titled "Roberts Bank Terminal 2 Expansion Project Update."

Discussion took place on the value of the Fraser River Estuary Management Program and the need for an economic impact study on the expansion of the Roberts Bank Terminal. Also, it was noted that the Prime Minister, federal and provincial Leaders of the Opposition, local MPs, local MLAs, and Metro Vancouver municipalities be included in the City's correspondence on the project.

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

It was moved and seconded

That, as described in the staff report titled "Roberts Bank Terminal 2 Expansion Project Update," dated September 8, 2020 from the Director, Sustainability and District Energy:

- (1) *Letters be sent to the Prime Minister, Federal Minister of Environment and Climate Change, Premier of BC, Provincial Minister of Environment and Climate Change Strategy, the Provincial Minister of Transportation and Infrastructure, federal and provincial Leaders of the Opposition, local MPs, local MLAs, and Metro Vancouver municipalities requesting that the Roberts Bank Terminal 2 Expansion Project not proceed; and*

General Purposes Committee
Monday, September 21, 2020

- (2) *That staff be directed to work with the BC Environmental Assessment Office to develop provincial assessment conditions that protect the interests of the community, should the Roberts Bank Terminal 2 Expansion Project be approved.*

CARRIED

Opposed: Cllr. Loo
McPhail

7. **PHOENIX NET LOFT LEAN-TO AND FIRST NATIONS BUNKHOUSE PRESERVATION COSTS**

(File Ref. No. 06-2052-25-PNET1) (REDMS No. 6518831 v. 5)

Councillor Steves provided background information and read from his submission titled “First Nation ‘Long House’ preservation costs” (attached to and forming part of these Minutes as Schedule 1).

- (1) *That the staff report titled “Phoenix Net Loft Lean-to and First Nations Bunkhouse Preservation Costs”, from the Director, Facilities and Project Development dated September 9, 2020 be received for information; and*
- (2) *That the materials titled “First Nation ‘Long House’ preservation costs” be referred to staff for consideration in conjunction with forthcoming staff report on the First Nations Bunkhouse and update on the Steveston Heritage Sites Interpretive Plan.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:55 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 September 21, 2020.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Associate

Schedule 1 to the Minutes of the
General Purposes Committee
meeting of Richmond City
Council held on Monday,
September 21, 2020.

From: Steves, Harold <hsteves@richmond.ca>

Sent: September 21, 2020 12:04 AM

To: MayorandCouncillors <MayorandCouncillors@richmond.ca>; Brodie, Malcolm <MBrodie@richmond.ca>;
Wolfe, Michael <MWolfe@richmond.ca>; McPhail, Linda <LMcPhail@richmond.ca>; McNulty, Bill
<BMcNulty@richmond.ca>; Day, Carol <CDay@richmond.ca>; Au, Chak <CAu@richmond.ca>; Greene, Kelly
<kgreene@richmond.ca>; Loo, Alexa <ALoo@richmond.ca>; Jesson, Claudia <CJesson@richmond.ca>

Subject: Britannia Shipyard First Nation "Long House"

To: Mayor and Council,

Sept. 20, 2020

From: Councillor Harold Steves

Re: General Purposes Agenda item 7,

First Nation "Long House" preservation costs.

In September, 1988 Archaeologist Len Ham prepared a Heritage Overview of the buildings at the Britannia Shipyard for the city of Richmond. I frequently worked with Dr Ham on Indian Land claims and Archaeological sites in Delta and Richmond. He told me the First Nation house was definitely not a bunkhouse but it was a smokehouse with a single front door and City staff had not followed his recommendations. When he died he willed his research material on Richmond to me and the attached document was among his papers. (Heritage Overview attached)

The First Nation House was built some distance inland before the dykes were built in 1907. Similar to the First Nation houses at Garry Point and Imperial Landing it was likely built on a sea berm above the tide level. It was called a "Smoke House" by First nation people because of the central fire pit filling the house with smoke before it went through an opening in the roof. Settlers generally called it a "Long House"

Dr. Ham suggested that a tree ring study of the fir boards should be done to determine when it was built similar to the study done on the Murakami House. Such a study would likely show that the building was constructed around 1882 when Marshall English built his "Fish Camp" and then a cannery on the site.

First Nation men did not live in bunkhouses. From 1882 to 1909 when the first Japanese women arrived First Nation men caught the fish and First Nation women did the canning in the canneries. As the oldest cannery the Phoenix had a Smokehouse or Long house for families to live in while later canneries had rows of shed roof huts.

Dr. Ham states, "it is a very long building with numerous windows. While it shares these features with other native Indian cannery dwellings, this structure is unique in that it is gable rather than shed roofed. It is more similar to the large historic smokehouses which were situated at several Coast Salish Villages during the late

1800's and early 1900's.... Air photographs suggest the presence of a single door to this structure located in the middle of it's southern side." "it may be a very significant building. If this building was used to house Indian cannery workers, it is both rare and unique as it is the last remaining Indian cannery dwelling."

Later, restoration of the building was approved by Richmond Council and \$160,000 was budgeted.

Recommendation:

1. That City records be amended to indicate the building is not a bunkhouse but likely a smokehouse or longhouse.
2. That tree ring or other studies be done to better determine the age of the building.
3. That staff investigate reconstructing the building with careful demolition and re-use of internal woodwork, studs, cross beams and rafters similar to the reconstruction of the Murakami Boatworks; plus, the addition of typical welcoming totems in front of the building using civic art funds.

A HERITAGE OVERVIEW OF "AREA E" OF THE BRITANNIA WATERFRONT,
BEING PART OF THE CANNERY ROW WEST HISTORIC ARCHAEOLOGICAL SITE,
DgRt 6

(A non-permit report)

Prepared on behalf of the Richmond Heritage Advisory Committee

for

Department of Planning,
The Corporation of the Township of Richmond,
6911 No. 3 Road, Richmond, B.C. V6Y 2C1

and

Triple R Land (1984) Corporation
211-8171 Park Road, Richmond, B.C. V6Y 1S9

Leonard P. Ham

Leonard C. Ham, Ph.D.
Archaeologist & Heritage Consultant
8980 Minler Road,
Richmond, B.C. V7C 3T9

15 September 1988

Phoenix Gear Storage Building (Building No. 11).

This building (Figure 4a) is of frame construction with board and batten and metal roofing over planks (Stacey 1984). Both boards and batten appear to be red cedar. This building is unusual in that the board and batten are vertical and secured with cut iron nails. It originally had numerous small windows, now boarded up, probably at the same time small doors were cut along its south face to facilitate its use for gear storage.

Stacey (1984:15) estimated its age as pre-1940, but noted it did not appear on early maps. The reason for this is that the structure was moved to the waterfront from Dyke Road between 1946 and 1949 (cf., Figures 14 and 15). Between 1949 and 1919 it is located due north of its present location and immediately south of Dyke Road. It is not numbered on the 1936 Richmond Waterworks Map (Figure 11), but is numbered as building 33 on the 1946 Fire Insurance Plan (pre-move, Figure 14) and retains that number on the 1960 Fire Insurance Plan (post-move, Figure 16). Building dimensions are also identical on the 1946 and 1960 Fire Insurance Plans, and on 1938 and 1932 Air Photographs (Figures 14, 16, 13 and 12).

This building may have been a cannery dwelling originally used to house Indian workers. This preliminary interpretation is based largely upon the fact it is a very long building with numerous windows. While it shares these features with other native Indian cannery dwellings, this structure is unique in that it is gable rather than shed roofed. It is more similar to the large historic smokehouses which were situated at several Coast Salish villages during the late 1800s and early 1900s (see Figures 5 and 6). Both the 1938 and the 1932 Air Photographs suggest the presence of a single door to this structure located in the middle of its southern side (Figures 13 and 12).



(Special Collections, UBC, from Curtis 1970)
 Figure 5 Historic Coast Salish Smokehouse At Cowichan

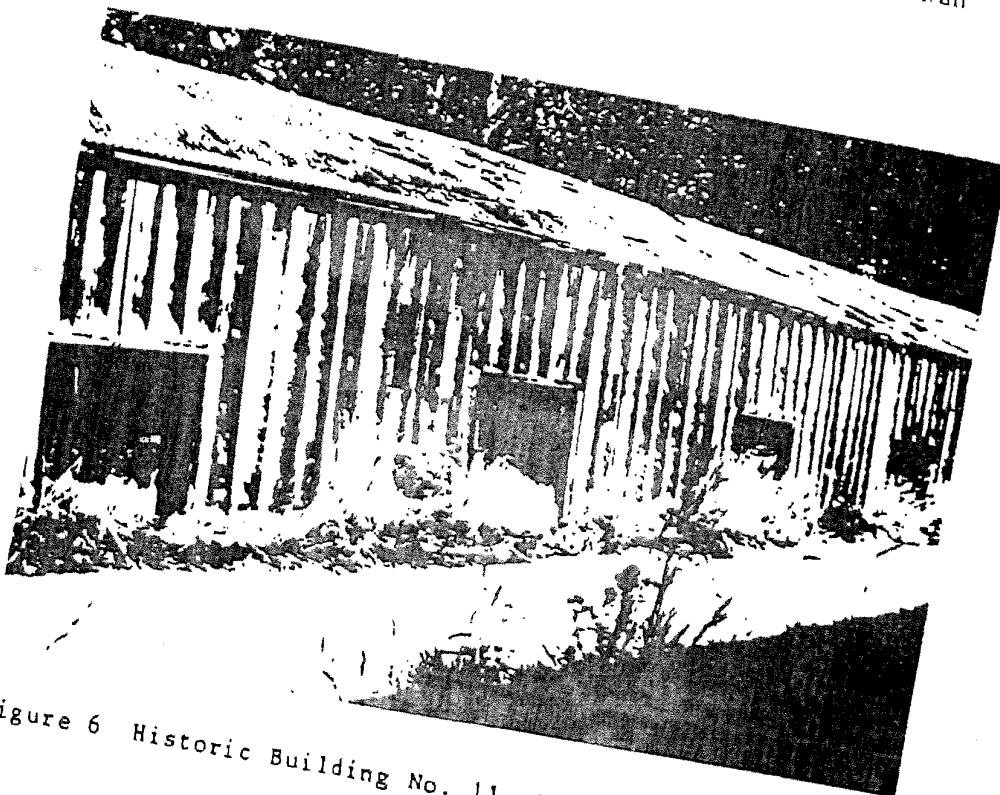


Figure 6 Historic Building No. 11, DgRt 6

In spite of the fact that this structure is no longer situated in its original location, it is our opinion (Ham and Stacey) that it may be a very significant building. If this building was used to house Indian cannery workers, it is both rare and unique as it is the last remaining Indian cannery dwelling.

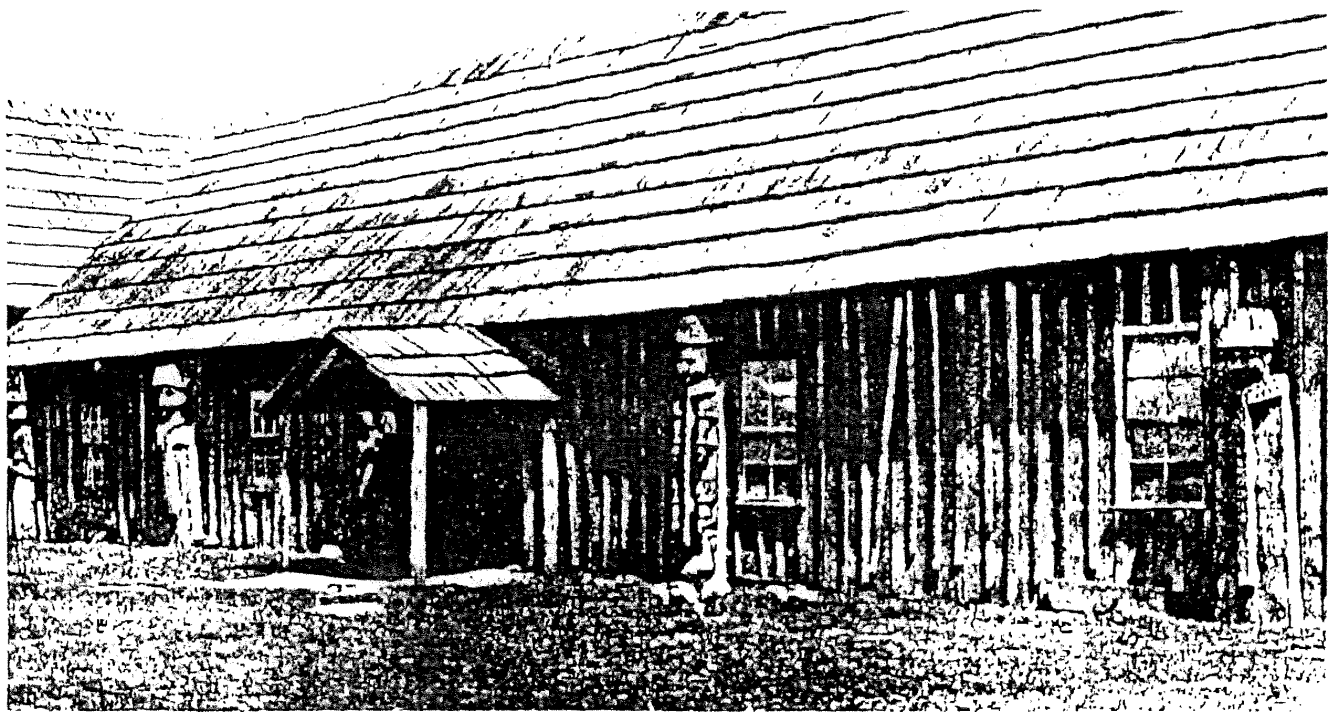
Building No. 11 is assigned a medium heritage value.

Phoenix Boatworks (Building No. 12)

This structure (Figure 4a) is of frame construction with board and batten siding and a shingle roof (Stacey 1984). The construction date and history of this building have not been previously identified.

This structure is building No. 39 on both the 1960 and 1946 Fire Insurance Plans (Figures 16 and 14), labelled as Boat House No 3 on the 1960 plan, and simply as Boat House on the 1946 plan. The 1936 Richmond Waterworks Map (Figure 11) does not provide a number for this structure, but labels it as a "Boat House". It is also clearly evident on both the 1938 and 1932 Air Photographs (Figures 13 and 12). A short ways extending from the boathouse across the boardwalk to the water is visible in both photographs. The 1911 Fire Insurance Plan (Figure 9) does not extend west far enough to include this building, but it is obvious on the 1919 Geological Survey Map (Figure 10) as it and the following structure are oriented on a northwest/southeast axis. Earlier maps do not extend to the area in question.

Thus this building dates to at least 1919 and probably much earlier, and may have been used to build packers and Columbia River boats (Stacey, pers. comm.). It is assigned a medium heritage value due to its potentially unique function.



A Salish long house early in this century. Although modifications had been made in the form of building by adding windows and a gabled roof, the carvings were similar to those seen by Simon Fraser a century before.

tively small in regional terms (usually between fifty and sixty feet long, a little less wide, and between twelve and fourteen feet to the ridge pole); but they made up for this compactness in the splendour of their decoration, which among the Haida, who added massive carved portal and corner posts and wall paintings, became the Coast Indian equivalents of Gothic or baroque church facades, except that they were dedicated not to the glory of God (the Coast peoples had no temples as such or the kind of worship for which they might be necessary) but rather to the glory of the resident chiefs and their ancestors and through them to the glory of the clan they headed.

The southern type of house, which existed in a modified form among the more southerly groups of the Nootka and which appears to have

been the older pattern, used frameworks of dressed timber but differed from the northern form in a number of basic features. Instead of the gabled roof, it had a simple shed roof (supported on poles) that sloped almost imperceptibly downward — because the frame at the front of the house was a foot or so higher than that at the back. The walls of the northern houses consisted of upright planks which fitted into slotted sills; those of the Salish houses consisted of overlapping horizontal planks lashed to upright poles, which actually formed a kind of outer shell separate from the framework that supported the roof, which also was made of overlapping cedar planks.

But the great difference lay in the dimensions and the divisions of the house. The Salish houses were far larger than anything built in the north-

E.S. Curtis - print at Special Collections USC

from George Woodcock, (1977). Peoples of the Coast. Indiana University Press

Duncan Longhouse:

The Duncan Longhouse
had a Welcoming Totem
at the central door and
four more along the front.



Archaeologist Len Ham discovered that the Longhouse at Britannia Shipyard
had one single central door similar to the Duncan Longhouse



Duncan

Potlach





To: General Purposes Committee
From: Cecilia Achiam
General Manager, Community Safety
Date: August 31, 2020
File: 12-8060-01/2020-Vol
01
Re: **Parking fees for 8620 and 8660 Beckwith Road**

Staff Recommendation

1. That an option as outlined in the staff report titled "Parking Fees for 8620 and 8660 Beckwith Road, dated August 31, 2020, from the General Manager, Community Safety, be approved and implemented; and
2. That the neighbouring businesses be consulted for feedback on the potential impact of enforcement of time-limited street parking.

Cecilia Achiam
General Manager, Community Safety
(604-276-4122)

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Finance Department	<input checked="" type="checkbox"/>
Law	<input checked="" type="checkbox"/>
Real Estate Services	<input checked="" type="checkbox"/>
SENIOR STAFF REPORT REVIEW	INITIALS: CJ
APPROVED BY CAO 	

Staff Report

Origin

This report responds to a referral by Council made on January 14, 2020:

That staff examine the site specific daily rate in light of the proximity of the Canada Line for the 32 spots located at 8620 and 8660 Beckwith Road and report back.

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.

5.1 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 interest of Richmond.

In a staff report to the Community Safety Committee titled "Parking Fees for 8620 and 8660 Beckwith Road", dated January 6, 2020, staff recommended that a parking meter be installed at 8660 Beckwith Road with a programmed hourly rate of \$2.75 as set out in the Consolidated Fees Bylaw No. 8636 (Consolidated Fees Bylaw). At the meeting, the Committee referred the report back to staff to explore other payment options that would take into consideration the proximity of the Canada Line and its patrons. This report provides five scenarios for Council to consider.

Analysis

There is no time limited parking on Beckwith Road or on any of the roads within close proximity to 8660 Beckwith Road. The neighbouring streets are heavily used by local businesses and patrons of the Canada Line as it allows unregulated timed street parking as per the Traffic Bylaw No. 5870 (Traffic Bylaw). There is currently capacity within the neighbouring streets to accommodate approximately 200 free on-street parking stalls for commuters of the Canada Line and local business patrons. While there is a three hour parking maximum in the Traffic Bylaw, the bylaw is only enforced if Community Bylaws receives a complaint from the affected business owner.

To recover the cost of converting 8660 Beckwith to pay parking, the City would implement time limited regulatory street signage on Beckwith Road and the surrounding streets such as Smith Street and Charles Street, which would encourage the use of the paid parking lot. While enhanced enforcement would likely result in increased revenue for the City, it could create hardship for area residents who work in Vancouver and rely on the Canada Line as an economical and sustainable alternative to driving into downtown Vancouver and the North Shore.

There may also be unintended impact on local businesses when turning 8660 Beckwith Road into a paid parking facility. As such, staff recommend that local businesses, within the surrounding

area and adjacent to 8660 Beckwith Road, be surveyed to address possible concerns they may have on how enforcing time limited street parking could affect their businesses.

In response to the referral from the Committee, staff have explored five scenarios and their payback period to recover the investment to convert the property to a paid parking lot in this report for Council consideration.

Scenarios 1-4 explore daily rates of \$3.00 (same as the park and ride location), \$6.00, \$10.00 and \$20.00 and their corresponding pay back time to recover the investment to convert the site to a paid parking lot. These proposed daily rates range from modest to comparable to downtown Vancouver costs for illustration. All four scenarios require the same upfront investment of \$46,000 with varying payback time for this investment. Scenario 5 explores an “outside of the box” scenario that has no upfront costs associated. None of these scenarios take into consideration the carrying costs of this property as the costs would need to be incurred regardless. Table 1 below summarizes the five scenarios for easy reference.

Table 1: Summary of Parking Charge Scenarios

Scenarios	1. Daily rate at \$3.00 (Same as Park and Ride)	2. Daily rate at \$6.00	3. Daily rate at \$10.00	4. Daily rate at \$20.00	5. Keep the Lot Vacant (No Parking)
Stalls	32	32	32	32	N/A
Rate Charged	\$3.00 Daily Rate Per day per stall (7:00am to 9:00pm)	\$6.00 Daily Rate Per day per stall (7:00am to 9:00pm)	\$10.00 Daily Rate Per day per stall (7:00am to 9:00pm)	\$20.00 Daily Rate Per day per stall (7:00am to 9:00pm)	0
Annual Revenues	\$35,040	\$70,080	\$116,808	\$233,616	0
Annual OBI	\$5,500	\$5,500	\$5,500	\$5,500	0
Annual Revenues net of OBI Costs	\$29,540	\$64,580	\$111,308	\$228,116	0
Monthly Revenues net of OBI Costs	\$2,642	\$5,382	\$9,276	\$19,010	0
Total Investment to create parking lot	\$46,000	\$46,000	\$46,000	\$46,000	0

Scenarios	1. Daily rate at \$3.00 (Same as Park and Ride)	2. Daily rate at \$6.00	3. Daily rate at \$10.00	4. Daily rate at \$20.00	5. Keep the Lot Vacant (No Parking)
Parking meter purchase	\$9,000	\$9,000	\$9,000	\$9,000	0
Total investment to create parking lot with parking meter	\$55,000	\$55,000	\$55,000	\$55,000	0
Months to pay off cost of improvements	22.34	10.22	5.93	2.89	0
Pro	Provide parking at the same rate as Park and Ride to encourage the use of public transit with some turnover of parking spaces. Cost recovery for improvements required.	Parking rates vary from \$10.00 for 8 hours up to \$27.00 depending on the location of the lot within the City of Vancouver.	Parking rates vary from \$10.00 for 8 hours up to \$27.00 depending on the location of the lot within the City of Vancouver.	Parking rates vary from \$10.00 for 8 hours up to \$27.00 depending on the location of the lot within the City of Vancouver.	Does not set up expectation that this property is purchased to provide parking and preserve future development opportunities
Con	Minimum turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will remain cheap parking as the area redevelops. Negligible revenue for a	Minimum turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will remain cheap parking as the area redevelops. Negligible revenue for a	Minimum turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will remain cheap parking as the area redevelops.	No turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will be made available for parking as the area redevelops.	Will not provide 32 available parking spaces to serve commuters and local businesses.

Scenarios	1. Daily rate at \$3.00 (Same as Park and Ride)	2. Daily rate at \$6.00	3. Daily rate at \$10.00	4. Daily rate at \$20.00	5. Keep the Lot Vacant (No Parking)
	City asset.	City asset.			

Scenario 1 - \$3.00 Daily Rate - Same as Park and Ride (Table 1)

As of January 2020, the Translink/River Rock Park and Ride at the Bridgeport Canada Line Station increased their daily parking rate from \$2.50 to \$3.00 which is in effect for a 24 hour period. If the City were to mirror the subsidized rate, it would take approximately just over 22 months to repay the initial investment- if the parking lot is being utilized 365 days per year.

Amendments would be required for both the Parking (Off-Street) Regulation Bylaw No. 7403 and the Consolidated Fees Bylaw No. 8636 to accommodate the preferred rate of \$3.00 per day.

Scenario 2 – Daily rate at \$6.00 (Table 1)

Scenario 2 doubles the daily rate from Option 1 and represents a modest improvement to the time required to recover the investment cost from 22 months to 10.22.

Scenario 3 – Daily Rate at \$10.00 (Table 1)

Scenario 3 further increases the daily rate from Option 1 and represents a modest improvement to the time required to recover the investment cost from 22 months to 5.93. A \$10 per day parking rate would be attractive to day trippers into Vancouver. As such, it would likely create some turnover of the parking spaces.

Scenario 4 – Daily rate at \$20.00 (Table 1)

This proposed rate is at par with some Vancouver parking lots. At this rate, it would not be an attractive parking alternative to many. This scenario is proposed to illustrate that there is a ceiling to daily rates that most people are willing to pay and to illustrate the small difference in the timing for cost recovery.

Scenario 5 – Keep the Lot Vacant (No Parking) (Table 1)

This is an “outside of the box” scenario that would not increase the available parking in this area. However, there will not be any associated costs to be spent to create 32 additional paid parking spaces in an area where there are already approximately 200 “free” off-street parking available to the public. It is staff’s belief that the temporary creation of 32 additional paid parking spaces will have minimal impact on the Canada Line ridership.

Common Considerations for Scenarios

As outlined in the staff report titled “Application by the City of Richmond for an Official Community Plan Amendment that would Permit a Temporary Commercial Use Permit at 8620 and 8660 Beckwith Road”, dated April 10, 2019, and approved by Council on April 23, 2019, the Operational Budget Impact (OBI) cost for site maintenance is estimated at \$5,500 per annum and will be covered on an ongoing basis from the gross revenue generated by the parking lot fees.

Financial Impact

It should be noted, that the City originally purchased the property for \$3,150,000.00 with the intent to hold the property for future development. Real Estate Services would be open to a Fair Market Value lease agreement with a third party, but originally, Council approval was only given as a Temporary Commercial Use Permit (TCUP) for three years effective May 21, 2019. There may be an option to extend the TCUP for one further three year period if Council so desires.

The financial impact varies depending on direction from Council. Should Council direct staff to convert 8860 Beckwith Road to a parking lot (Scenario 1-4), any revenue generated will first be returned to Real Estate Services’ account (which financed the improvements) until such time as the costs have been recovered. The estimated time frame, depending on which option is selected, ranges from 2.89 to 22.34 months for the projected cost recovery which is based on expected usage and existing available parking within the Bridgeport area.

Conclusion

This report provides options for consideration by Council in response to the referral from the Community Safety Committee on March 11, 2020.



Susan Lloyd
Program Manager, Administration, Parking Enforcement
and Animal Control – Community Bylaws
(604-247-4467)



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** September 2, 2020
From: Wayne Craig **File:** HA 20-909844
Director, Development
Re: **Application by Richmond School District No. 38 for a Heritage Alteration Permit at 8220 General Currie Road (General Currie School)**

Staff Recommendation

1. That a Heritage Alteration Permit be issued that would permit the following work on the General Currie School at 8220 General Currie Road:
 - a) Construction of a wooden accessible ramp;
 - b) Enlargement of the existing stair landing and replacement of the steps;
 - c) Reversing of the door swing to enable access from the ramp; and
 - d) Provision of metal handrails to match those existing.

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

WC:pw
Att. 3

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

Staff Report

Origin

The Richmond School District No. 38 has applied for a Heritage Alteration Permit (HAP) to construct a wood accessible ramp to the east entrance of the heritage-designated General Currie School house located at 8220 General Currie Road (Attachment 1). The proposal includes adding the ramp, enlarging the existing stair landing to meet regulatory requirements, replacing the entry steps, reversing the door swing to enable access from the ramp, and providing metal handrails to match the existing design.

The provincial *Local Government Act* requires a HAP application for alterations to property that is protected by a Heritage Designation Bylaw. As the original school house at 8220 General Currie Road is protected by General Currie School Heritage Bylaw No. 3704 (adopted February 12, 1974), a HAP is required for the proposed alterations to the building.

Findings of Fact

Heritage Value of the General Currie School House

The General Currie School house is a one-room, one-storey gabled building with a small gabled front porch on the North side. It is part of a larger complex that includes General Currie Elementary School, a parking lot and playground, and faces the street at the entry to the site. The school has heritage significance as an excellent and attractive example of an early school building, a small scale neighbourhood landmark with high aesthetic appeal and character.

The Statement of Significance describing the heritage value of the building is included in Attachment 2.

Key elements that define the heritage character of the site include:

- the school building serves as a landmark and entry feature to the school complex;
- its monumental character, despite its size, as illustrated by its symmetrical, rectangular massing and articulated heavy timber porch;
- superior craftsmanship and attention to detail as evident in the decorative wooden porch columns, half-timbering in the porch gable, and decorative brackets and bargeboards;
- its association with the evolution of Richmond's school system; and
- its recognition as one of the most attractive small school buildings in the province.

Proposal

The Richmond School Board proposal is to provide universal access for users to the General Currie School house. It will involve:

- the enlargement of the concrete stairway landing by 0.31 m on the east side of the school house and replacement of the concrete steps in conjunction with construction of a 1.5 m x 5.0 m wood ramp extending to the south along the side of the building;
- the door swing to the side entrance will be reversed to allow for safe wheelchair access; and

- the wood ramp will include metal handrails which will match the character and design of existing metal handrails on the stairway.

The drawings illustrating the proposed alterations are shown on Plans # 1 and # 2 attached to the HAP.

In addition to the proposed exterior changes, the School Board is proposing minor interior renovations. A HAP is not required for interior changes.

Surrounding Development

The building is located in the north portion of a site that includes General Currie Elementary School to the east, a parking lot to the west, and a playground to the south. Existing development immediately surrounding the subject site is residential, as follows:

- To the north, across General Currie Road, are townhouses on lots zoned “Medium Density Low Rise Apartments (RAM1)” at 8191 and 8251 General Currie Road;
- To the east, are apartments on a lot zoned “Medium Density Low Rise Apartments (RAM1)” at 8300 General Currie Road/8333 Jones Road;
- To the south, across Jones Road, are apartments on a lot zoned “Medium Density Low Rise Apartments (RAM1)” at 8180/8200/8220 Jones Road; and
- To the west, are townhouses on lots zoned “Medium Density Low Rise Apartments (RAM1)” at 8120 General Currie Road and 8091 Jones Road.

Public Consultation

HAP notification signs were posted on the subject property, abutting both General Currie Road and Jones Road. No communications from the public in response to the sign have been received.

Richmond Heritage Commission

The proposed application was presented to the Richmond Heritage Commission on August 12, 2020 and was supported. An excerpt of the Richmond Heritage Commission meeting minutes is included as Attachment 3.

Analysis

The Standards and Guidelines for the Conservation of Historic Places in Canada

The Standards and Guidelines for the Conservation of Historic Places in Canada provide guidance to achieve good heritage conservation practice and function as a benchmark for assessing proposed conservation interventions. The proposed alterations to the General Currie School house are categorized by the Standards and Guidelines as a rehabilitation, described as involving “the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value.” The relevant Standards and Guidelines are listed below, along with staff’s assessment of the proposed alterations.

Standard or Guideline	Assessment
<p>Standard #3. Conserve heritage value by adopting an approach calling for minimal intervention.</p> <p>Guideline #17. Modifying, replacing or designing a new entrance, porch or balcony required by a new use or applicable codes and regulations, in a manner that is compatible with the building's style, era and character.</p>	<p>The proposed alteration is designed to meet requirements for universal access but do not intervene beyond changes required by current standards. The proposal maintains the concrete material and the orientation of the existing landing and stairs.</p>
<p>Standard #11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.</p> <p>Guideline #18. Adding new features to meet health, safety and security requirements, such as a new handrail, in a manner that conserves the heritage value of the entrance, porch or balcony and minimizes impact on its character-defining elements.</p>	<p>New handrails are to match the design of the existing handrails to the side entrance. The ramp extends away from the front of the building, making it less visible from the street. The wood structure will be compatible with the building's heavy timber construction, but will be distinct from the building itself.</p>
<p>Standard #12. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.</p>	<p>The proposed ramp will be freestanding and made of wood so it can be easily removed.</p>

Based on this analysis, the proposal reflects good heritage conservation practice and is consistent with the Standards and Guidelines.

Financial Impact

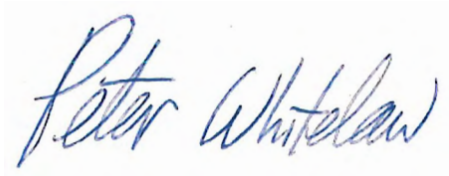
None.

Conclusion

This proposal involves construction of an accessible ramp to the east entrance of the heritage-designated General Currie School house located at 8220 General Currie Road.

Since the proposal improves accessibility while not intervening beyond alterations required by current regulations, and the new and replacement handrails match the design of the existing handrails to the side entrances, it is consistent with Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada.

Staff recommend that the HAP be endorsed, and issuance by Council be recommended. Only the accessible ramp work as shown in the permit is authorized and any further work/changes to the building exterior would be subject to future HAPs.

A handwritten signature in blue ink that reads "Peter Whitelaw". The signature is written in a cursive, flowing style.

Peter Whitelaw, MCIP, RPP
Planner 3
(604-204-8639)

PW:blg

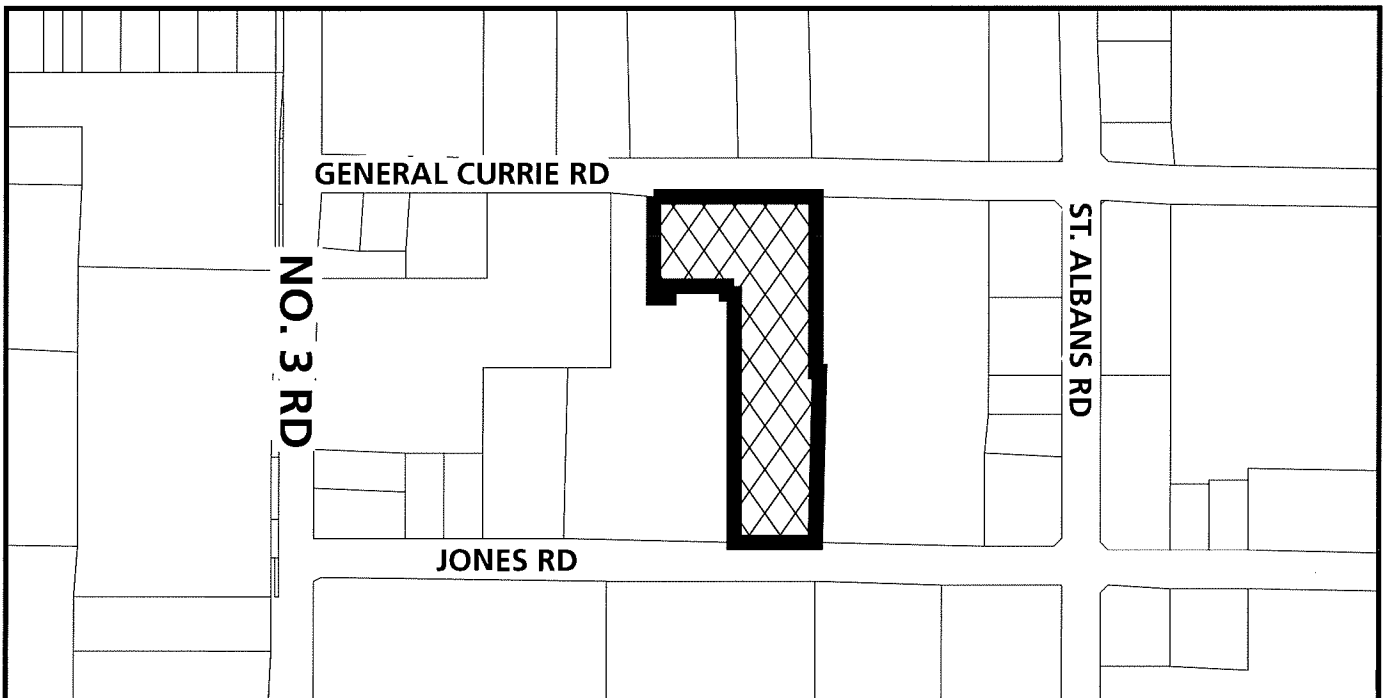
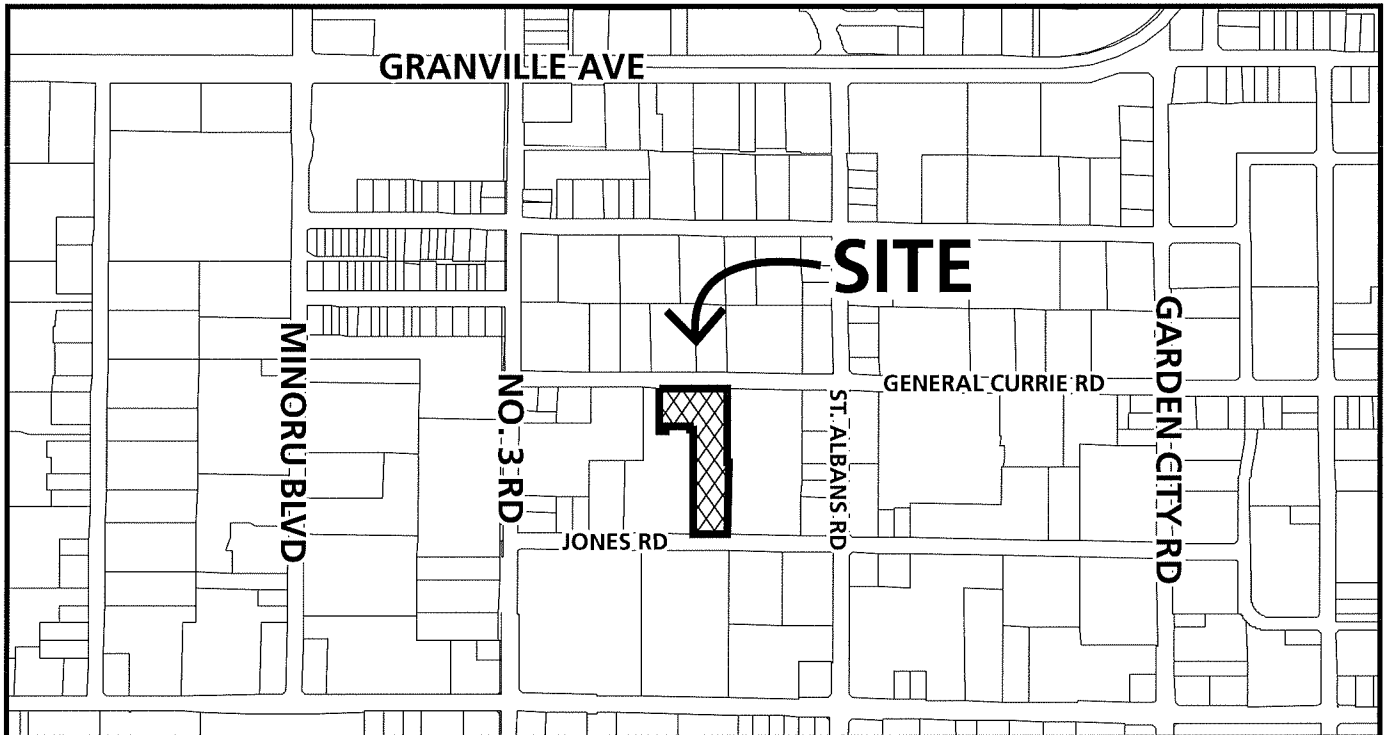
Attachments:

- Attachment 1: Location Map/Aerial Photo of the Subject Site at 8220 General Currie Road
- Attachment 2: Statement of Significance for the General Currie School House
- Attachment 3: Excerpt from the Draft Minutes to the August 12, 2020 Richmond Heritage Commission Meeting



City of
Richmond

ATTACHMENT 1



HA 20-909844

Original Date: 08/12/2020

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 20-909844

Original Date: 08/12/2020

Revision Date:

Note: Dimensions are in METRES

General Currie School

General Information

Type of Resource: Building
Also Known As:
Address: 8220 General Currie Road
Neighbourhood (Planning Area Name): City Centre
Construction Date: 1919
Current Owner: Provincial Government
Designated: Yes



Statement of Significance

Description of Heritage Site: General Currie School is a beautiful little one-room, one-storey gabled structure with a small gabled front porch. It is situated in a residential neighbourhood, fronting directly onto the sidewalk of General Currie Road. It is part of a larger school complex consisting of an existing, newer school, a new school building under construction, parking lot, and playground.

Statement of Heritage Values: The school has significance as an excellent and attractive example of an early school building, a small scale, neighbourhood landmark with high aesthetic appeal and a character all its own. Designated by the City of Richmond as a heritage site, this building is of superior design, and is the only school in Richmond still in its original state and location. General Currie School is associated with evolution of the school system in Richmond after World War I, when growth in population, improved transportation and support for education saw expansion of the education system and construction of schools. Most small schools were built to a standard Department of Education plan, and General Currie may have influenced the design of new school buildings.

Character Defining Elements: Key elements that define the heritage character of the site include:

- The presence of this little school building as a small landmark of great character which serves as an entry feature to the school complex in this residential neighbourhood
- Its monumental character, despite its size, as illustrated by its symmetrical, rectangular massing and the beautifully articulated heavy timber porch
- Superior craftsmanship and attention to detail as evident in the decorative wooden porch columns, half-timbering in the porch gable, and decorative brackets and bargeboards
- Its association with the evolution of Richmond's school system
- Its consideration as one of the most attractive small school buildings in the province.

History

History: The school is named after General Sir Arthur Currie, who was born in Ontario in 1875, and taught school in Sidney and Victoria. He joined the Canadian militia in 1897, and distinguished himself as a soldier in the World War I. In 1920 he became the Vice-Chancellor of McGill University, and died in Montreal in 1933. It would be interesting to explore the local trends in school name selection. The land for the school was purchased from Mr. Wilham for \$1,500 and plans were commissioned from the architect Joseph H. Bowman, who also designed the Sir William Van Home and Richard Mc Bride schools in Vancouver. The building was heated by a wood and coal burning potbellied stove at least until 1924 – one can imagine that this made the little one room school building very cosy. The building was designated by the City in 1979.

Excerpt from the Draft Minutes to
The Richmond Heritage Commission Meeting

Held Wednesday, August 12, 2020 (7:00 pm)
Via Cisco Webex

Heritage Alteration Permit Application at 8220 General Currie Road (HA 20- 909844)

Staff summarised the Heritage Alteration Permit (HAP) application by Richmond School District No. 38, highlighting the key points of the proposal, which involves construction of an accessible ramp and handrail, enlargement of the existing stair landing, and replacement of the steps at the east side entrance to the heritage-designated General Currie School house located at 8220 General Currie Road.

The Applicant, Umur Olcay of Richmond School District No. 38, also provided information on the proposed scope of work, as well as the current and proposed uses of the building. Although not subject to a HAP, the applicant also spoke of proposed interior maintenance alterations, which are secondary to the proposed exterior work.

In response to queries from the Commission, the Applicant provided the following information:

- The accessible ramp is not expected to impact the building envelope as it is not proposed to be supported by the exterior wall;
- The ramp handrail is proposed to match the existing handrails at the east and west side entrances (i.e., painted metal);
- The accessible ramp is proposed to be constructed of wood, and designed to consider safety so that the surface is not slippery;

Commission members indicated their general support for adding an accessible entry to the building. Discussion then ensued, as follows:

- It was noted that the handrail to the side entrance of the building was originally wood, and it was further noted that it had been replaced with a metal handrail by the mid-1970's;
- The possibility of restoring the handrail to its original wood material instead of restoring it to match the existing metal handrails at the side entrances to the building was considered;
- The possibility of constructing a more permanent ramp using concrete was also considered, although it was recognized that there is a cost savings in using wood.

The Applicant indicated that the proposal as approved by the School District is for construction of a wood ramp with metal handrail to match existing, however, if concrete were to be considered it would warrant further investigation and approval by the School District.

It was moved and seconded:

That the Heritage Alteration Permit application to construct an accessible ramp and handrail (to match existing), enlarge the existing stair landing, and replace the steps at the east side entrance to the heritage-designated General Currie School house located at 8220 General Currie Road be supported as proposed, subject to any post-approval design changes being reconsidered by the Commission as part of an amended or new Heritage Alteration Permit application.

CARRIED



City of Richmond

Heritage Alteration Permit

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

File No.: HA 20- 909844

To the Holder: Richmond School District No. 38
C/O Umut Olcay, Manager, Facilities Planning
Facilities Services
Planning & Development
5200 RIVER RD
RICHMOND BC V7C 1A4

Property Address: 8220 General Currie Road, Richmond, BC. V6Y 1M1

Legal Description: LOT A SECTION 16 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN EPP41900

(s.617, *Local Government Act*)

1. (Reason for Permit) ☒ Designated Heritage Property (s.611)
☐ Property Subject to Temporary Protection (s.609)
☐ Property Subject to Heritage Revitalization Agreement (s.610)
☐ Property in Heritage Conservation Area (s.615)
☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize:
 - a) Construction of a wooden accessible ramp;
 - b) Enlargement of the existing stair landing and replacement of the steps;
 - c) Reversing of the door swing to enable access from the ramp; and
 - d) Provision of metal handrails to match those existingAt the East entrance to the heritage-designated General Currie School house at 8220 General Currie Road, as illustrated in Plans #1 and #2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

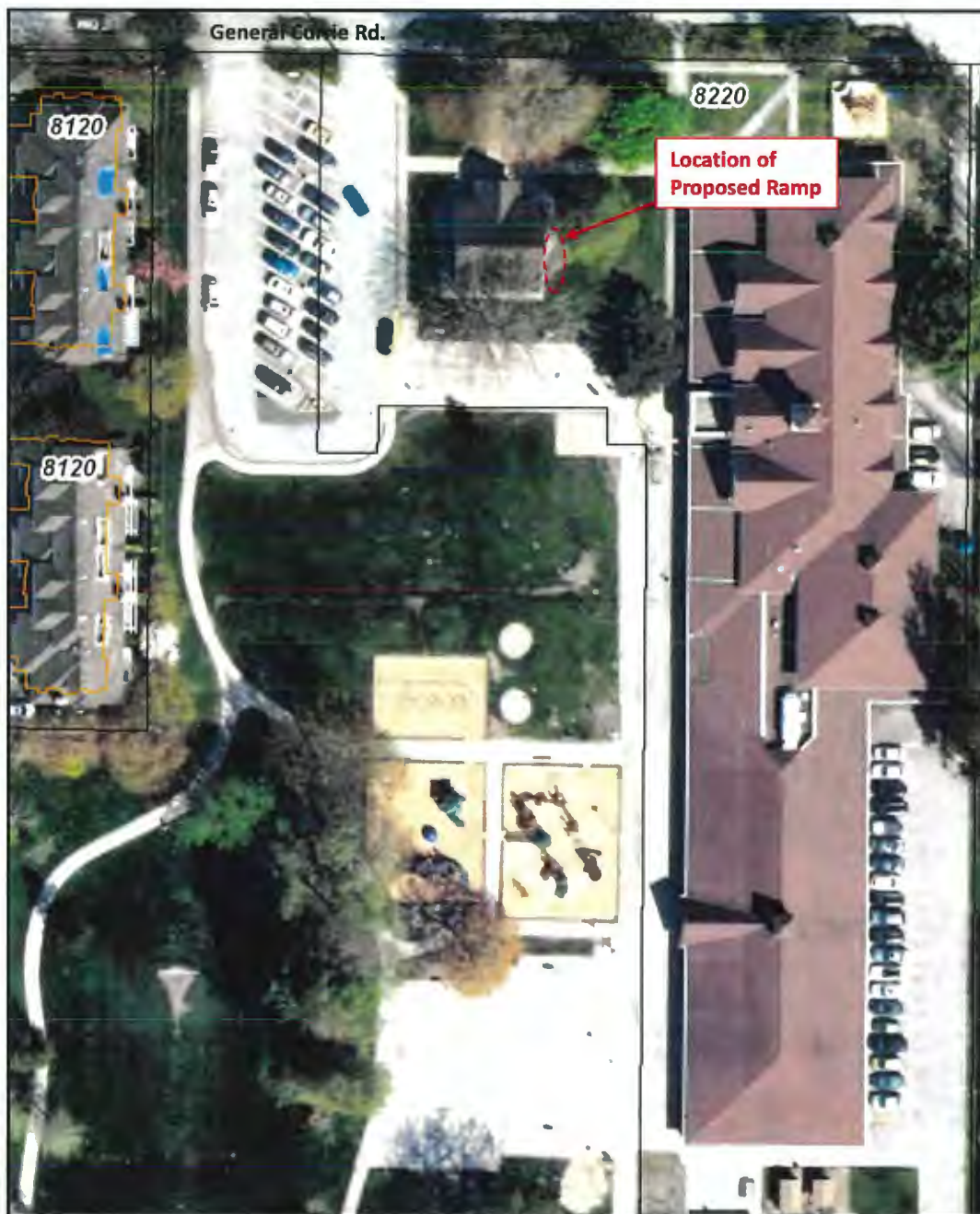
AUTHORIZING RESOLUTION NO. <Resolution No.> ISSUED BY THE COUNCIL THE DAY OF
<Date>

DELIVERED THIS <Day> DAY OF <Month>, <Year>

MAYOR

CORPORATE OFFICER

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



AIR PHOTO
GENERAL CURRIE
ELEMENTARY SCHOOL



RICHMOND
SCHOOL DISTRICT NO. 38

**Admin.
Building**
7811 Granville Avenue
Richmond, BC V6Y3A3
Tel. 604-688-6000

**Works
Yard**
5200 River Road
Richmond, BC V7C1A4
Tel. 604-295-7000



City of Richmond

Report to Committee

To: General Purposes Committee

Date: September 4, 2020


From: Wayne Craig
Director, Development

File: HA 20-890427

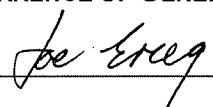
Re: Application by First on Site Restoration Ltd. for a Heritage Alteration Permit at 3580 Moncton Street (Hepworth Block)

Staff Recommendation

1. That a Heritage Alteration Permit be issued which would permit the following repair work to a small portion of the south elevation of the building located at 3580 Moncton Street to address damage caused by a vehicle accident:
 - a) removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);
 - b) repair to the existing concrete window sill to match existing;
 - c) removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and
 - d) installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.


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

WC:cl
Att. 4

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

Staff Report

Origin

First On Site Restoration Ltd. has applied to the City of Richmond for a Heritage Alteration Permit (HAP) to conduct repair work to a small portion of the south (rear) elevation of the building known as the Hepworth Block at 3580 Moncton Street, as a result of a vehicle impact that occurred in the Fall of 2019. The scope of work proposed is:

- Removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing;
- Repair to the existing concrete window sill to match existing;
- Removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot;
- Installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.

A location map and aerial photo of the subject site are included in Attachment 1.

The applicant has submitted the HAP application on behalf of the property owners: Catherine Brown, Ken Brown, Howard Lam, Mary Lam. Documentation from the property owners authorizing First On Site Restoration Ltd. to represent them in this application is on file.

A HAP issued by City Council is required for the proposed repair work consistent with the provincial *Local Government Act* and the 2041 Official Community Plan (Steveston Area Plan), as the subject site is one of 17 properties included in a schedule of protected heritage resources within the Steveston Village Heritage Conservation Area (HCA).

Findings of Fact

The property at 3580 Moncton Street is known as the “Hepworth Block”, a protected heritage resource that takes up a large portion of the south side of this block of Moncton Street, within the Steveston Village HCA. The Hepworth Block is a two-storey rectangular-shaped building sited flush to the sidewalk on Moncton Street and 2nd Avenue. The Statement of Significance describing the heritage value of the building is included in Attachment 2.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, across Moncton Street, is a small block consisting of three properties containing:
 - The “Marine Garage*” on a lot zoned “Gas & Service Stations (CG2)” at 3611 Moncton Street.
 - A variety of retail and office uses on a lot zoned “Steveston Commercial (CS2)” at 3651 Moncton Street.
 - The “Cannery Café*” on a lot zoned “Steveston Commercial (CS2)” at 3711 Moncton Street).

* also a protected heritage resource.

- To the east, is the “Wakita Grocery*” on a property zoned “Steveston Commercial (CS2)” at 3680 Moncton Street.
- To the south, is a surface parking area and a building containing retail and wholesale uses on properties zoned “Steveston Commercial (CS2)” at 12200 and 12220 2nd Avenue.
- To the west, across 2nd Avenue, is a vacant building (formerly the “Steveston Marine & Hardware” store) on a property zoned “Steveston Commercial (CS2)” at 3560 Moncton Street, which is the subject of active Rezoning and Heritage Alteration Permit applications to permit a mixed-use development containing commercial uses at grade and five residential units above (RZ 18-817742/HA 18-817743). The Rezoning and Heritage Alteration Permit applications are currently under review and will be presented to City Council for consideration in a separate staff report upon completion of the staff review.

Related Policies & Studies

2041 Official Community Plan and Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject property is “Neighbourhood Service Centre”. The Steveston Area Plan’s Waterfront Neighbourhood Land Use Map designation for the subject property is “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” (Attachment 3), which accommodates residential structures of recognized historic significance and new structures designed to a distinctive heritage appearance reflective of Steveston’s character.

The OCP and Steveston Area Plan also include policies to preserve, promote and celebrate community heritage city-wide and to conserve significant heritage resources throughout the Steveston Area. The Steveston Area Plan specifies that the Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* (Standards and Guidelines) be used for heritage resource management of protected sites.

The proposal at the subject site is consistent with the land use designations and applicable policies in the OCP and Steveston Area Plan. Assessment of the impact of the proposed repair work to the Hepworth Block in the context of the Standards and Guidelines is provided under the “Analysis” section of this report.

Public Consultation

A HAP application notification sign has been installed on the subject property. Staff have not received any comments from the public about the application in response to the placement of the sign on the property.

Richmond Heritage Commission

This HAP application was presented to the Richmond Heritage Commission on July 8, 2020, and was supported. An excerpt from the Richmond Heritage Commission meeting minutes is included in Attachment 4.

* also a protected heritage resource.

While not identified as a condition of the permit issuance, the Commission noted that introduction of physical barriers in the parking area may minimize future potential vehicle impacts to the building. Staff have discussed the introduction of such measures with the applicant, and he has provided written confirmation from the property owners indicating that they will install wheel stop curbs for the north-facing parking spaces along the south side of the building.

Analysis

The drawings submitted by the applicant illustrate the proposed repair work, along with photos of the existing brick condition in the area of proposed work to the south elevation (Plans #1 and # 2 of the HAP).

The *Standards and Guidelines for the Conservation of Historic Places in Canada* provide guidance to achieve good heritage conservation practice and function as a benchmark for assessing proposed conservation interventions. The proposed repair work to the Hepworth Block falls under the category of Preservation (i.e., the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place or of an individual component while protecting its heritage value). The relevant Standards and Guidelines are listed below, along with staff's assessment of the proposed repair work.

Standard/Guideline	Assessment
<p>Standards 1, 3, 7, 8, 10</p> <p>Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements.</p> <p>Conserve heritage value by adopting an approach calling for minimal intervention.</p> <p>Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.</p> <p>Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.</p> <p>Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, material and detailing of sound versions of the same elements.</p>	<p>The proposed approach is one of minimal intervention.</p> <p>The proposed repair work to the Hepworth Block's character-defining exterior brick cladding involves careful removal, cleaning, and re-installation of the existing brick material, and to not intervene with new in-kind replacement materials beyond that which is absolutely necessary for those materials that are not salvageable. New in-kind brick to be used to replace non-salvageable material is intended to be locally sourced from BC Brick Supplies Ltd. and weathered by hand to match the existing brick on the building. The replacement brick will be verified by City staff prior to installation to ensure that it is designed to match existing. New in-kind replacement brick is expected to form approximately 30% of the 1.2 m² (12 ft²) work area.</p> <p>The proposed repair of the concrete window sill is to match existing.</p> <p>The proposed repair of the structural wood framing is limited only to the area of damage and rot.</p>

Standard/Guideline	Assessment
<p>Guidelines for Exterior Walls</p> <p>7, 9, 11 Retain sound or deteriorated exterior wall assemblies that can be repaired.</p> <p>Repair parts of exterior walls by patching, piecing-in, consolidating, or otherwise reinforcing, using recognized conservation methods. Repair may also include the limited replacement in kind, or with a compatible substitute material, or extensively deteriorated or missing parts of the exterior wall assembly. Repairs should match the existing work as closely as possible, both physically and visually.</p> <p>Replace in kind extensively deteriorated or missing parts of exterior wall assemblies where there are surviving prototypes.</p>	<p>The proposed repair of the exterior wall is limited only to the area of damage by the vehicle impact.</p> <p>The repair of the existing brick cladding will include limited replacement with new in-kind materials designed to match the existing only where absolutely necessary for extensively deteriorated materials.</p> <p>New in-kind brick to be used to replace non-salvageable material is intended to be locally sourced from BC Brick Supplies Ltd. and weathered by hand to match the existing brick on the building. The replacement brick will be verified by City staff prior to installation to ensure that it is designed to match existing. New in-kind replacement brick is expected to form approximately 30% of the 1.2 m² (12 ft²) work area.</p>
<p>Guidelines for Structural Systems</p> <p>12 Retain sound structural systems or deteriorated structural systems that can be repaired.</p>	<p>The proposed repair of the structural wood framing is limited only to the area of damage and rot, and the remaining structural system is proposed to remain intact.</p>
<p>Guidelines for Masonry</p> <p>11 Retain sound and repairable masonry that contributes to the heritage value of the historic place.</p> <p>17 Replace in kind extensively deteriorated or missing parts of masonry elements, based on documentary and physical evidence.</p>	<p>All existing brick cladding outside of the work area is proposed to be retained.</p> <p>Within the work area, the existing brick cladding will be carefully removed, cleaned, and re-installed, replacing with new in-kind materials designed to match existing only where existing materials are not salvageable. New in-kind brick to be used to replace non-salvageable material is intended to be locally sourced from BC Brick Supplies Ltd. and weathered by hand to match the existing brick on the building. The replacement brick will be verified by City staff prior to installation to ensure that it is designed to match existing. New in-kind replacement brick is expected to form approximately 30% of the 1.2 m² (12 ft²) work area.</p>

Only the repair work as illustrated in Plans #1 and # 2 of the HAP is authorized, and any further alteration of the building exterior is subject to future HAPs.

Financial Impact

None.

Conclusion

The applicant is seeking a HAP to repair a small portion of the south elevation of the Hepworth Block at 3580 Moncton Street, which is a protected heritage resource in the Steveston Village HCA.

The property owners have indicated that they will install wheel stop curbs for the north-facing parking spaces along the south side of the building to minimize future potential vehicle impacts to the building.

The proposed repair work preserves the character-defining elements of the Hepworth Block, thereby contributing to the retention of its heritage value, and is consistent with Parks Canada's *Standards and Guidelines*.

Staff recommend that the HAP be endorsed, and issuance by City Council be recommended.



Cynthia Lussier
Planner 2
(604-276-4108)

CL:blg

Attachments:

Attachment 1: Location Map/Aerial Photo

Attachment 2: Statement of Significance for the Hepworth Block

Attachment 3: Steveston Waterfront Neighbourhood Land Use Map

Attachment 4: Excerpt from the Minutes to the July 8, 2020 Richmond Heritage Commission Meeting



City of
Richmond



HA 20-890427

Original Date: 02/24/20

Revision Date:

Note: Dimensions are in METRES

**Moncton Street
resources**

**25. 3580 Moncton Street
Hepworth Block**

Description



The Hepworth Block is a three-storey, rectangular brick building sited flush to commercial buildings on Moncton Street the sidewalk on a prominent corner of Steveston's commercial district at Moncton and Second Avenue. The building encompasses three storefronts along Moncton Street. The neighbouring buildings are smaller-scaled and contrast with the massing of the Hepworth Block.

Values



The Hepworth Block is valued as a Steveston landmark and is a good example of a simple commercial and residential building of the early twentieth century. Its brick construction gives it a functional and aesthetic durability which has endured through various periods of change within the Steveston town centre, and enabled the building to survive the 1918 fire. Its landmark status is emphasized by its juxtaposition with the scale and material of surrounding buildings, all of which are smaller and primarily wood frame.



As a mixed used commercial and residential building, the Hepworth Block is reflective of the need for commercial diversity in the community. A rare three storey brick building in Steveston, the Hepworth Block is associated with an early prominent professional in the Village.

Character-Defining Elements

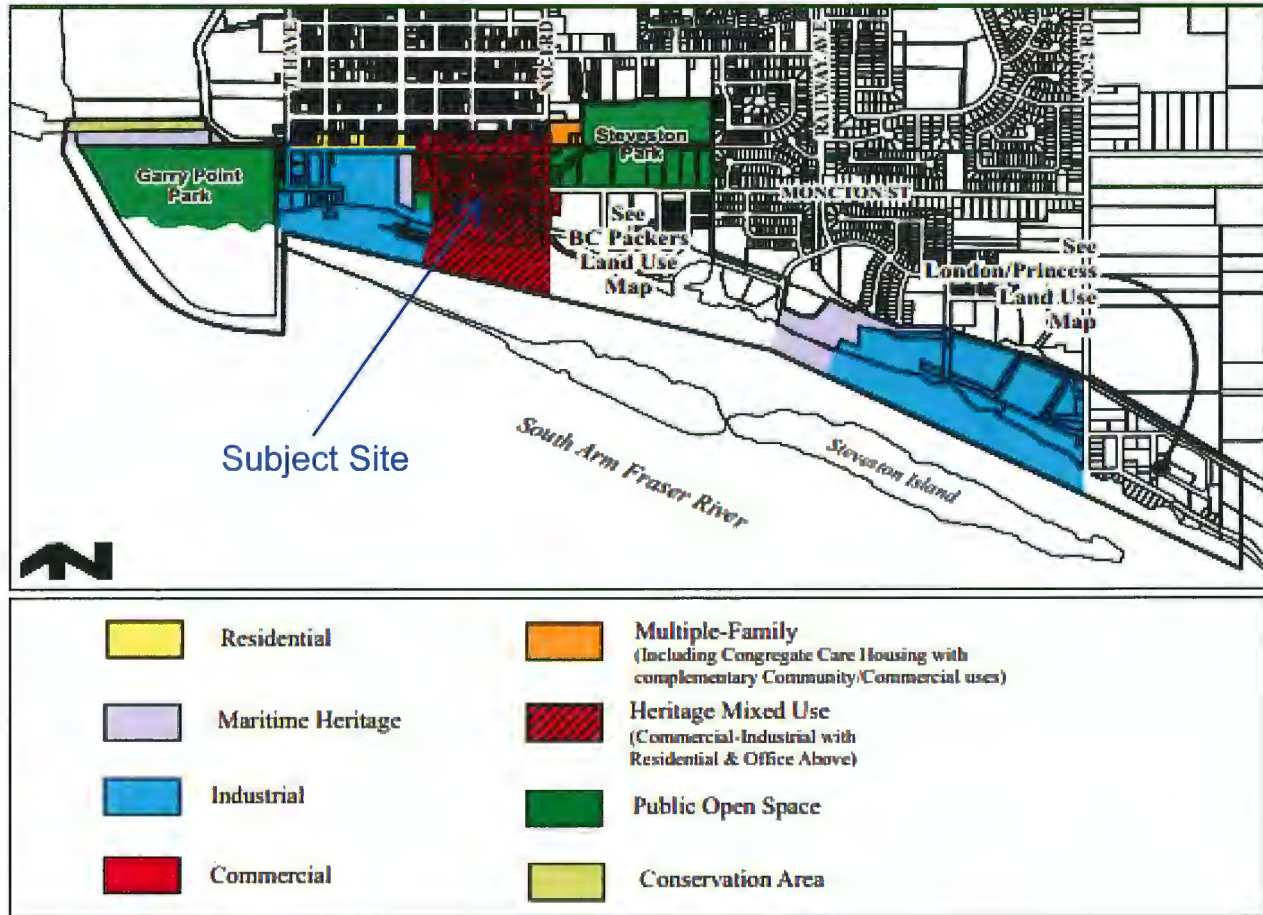
The character-defining elements of the Hepworth Block include:

- Its prominent location at the intersection of Moncton Street and 2nd Avenue
- Its significant contribution to the historic commercial streetscape
- Its multi-purpose form, with storefronts at street level and residential space above
- Its commercial building style as demonstrated by its elegant brick
- building material, horizontal massing, windows, its size and its height, all contributing to its landmark status on Moncton Street

This resource met the following criteria:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston
- Criterion 2: The ability of the resource to represent a certain design, function, technique and style
- Criterion 3: The level of importance of associations with an era in Steveston's history and development
- Criterion 4: The intactness, scale, form and materials

Steveston Waterfront Neighbourhood Land Use Map

Bylaw 8432
2010/05/25


**Excerpt from the Minutes to
The Richmond Heritage Commission meeting**

**Wednesday, July 8, 2020 – 7:00 p.m.
via Cisco Webex**

Heritage Alteration Permit Application at 3580 Moncton Street (HA 20-890427)

Staff summarized the Heritage Alteration Permit application to highlight the key points of the proposal, which involves repair of a small portion of the rear (south) elevation of the building due to a vehicle impact that occurred in the Fall 2019, which caused a portion of the exterior south wall to be pushed in.

The Applicant, Jamie Jones, of First on Site Restoration Ltd, also provided information on the proposed scope of work, specifically:

- Removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing;
- Repair to the existing concrete window sill to match existing; and
- Removal and replacement of a portion of the wood framing behind the damaged brick portion due to existing rot.

In response to queries from the Commission, the Applicant indicated that following issuance of the required permits, the estimated timeframe for completion of the work would be one week.

Discussion ensued among members about possible obstructions that could be used to prevent future vehicle impacts, i.e., a parking space barrier.

It was moved and seconded:

That the Heritage Alteration Permit application for brick cladding repairs to a portion of the rear (south) elevation of the building be supported

CARRIED



City of Richmond

Heritage Alteration Permit

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

File No.: HA 20-890427

To the Holder: FIRST ON SITE RESTORATION LTD.
C/O JAMIE JONES
#17-19272 96 AVENUE
SURREY BC V4N 4C1

Property Address: 3580 MONCTON STREET

Legal Description: PARCEL "40" SECTION 10 BLOCK 3 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT REFERENCE PLAN NWP 64754

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize the following repair work to a small portion of the south elevation of the building, as illustrated on Plan # 1 and Plan # 2:
 - Removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);
 - Repair to the existing concrete window sill to match existing;
 - Removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and
 - Installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. _____ ISSUED BY THE COUNCIL THE DAY OF _____
DELIVERED THIS _____ DAY OF _____, 2020

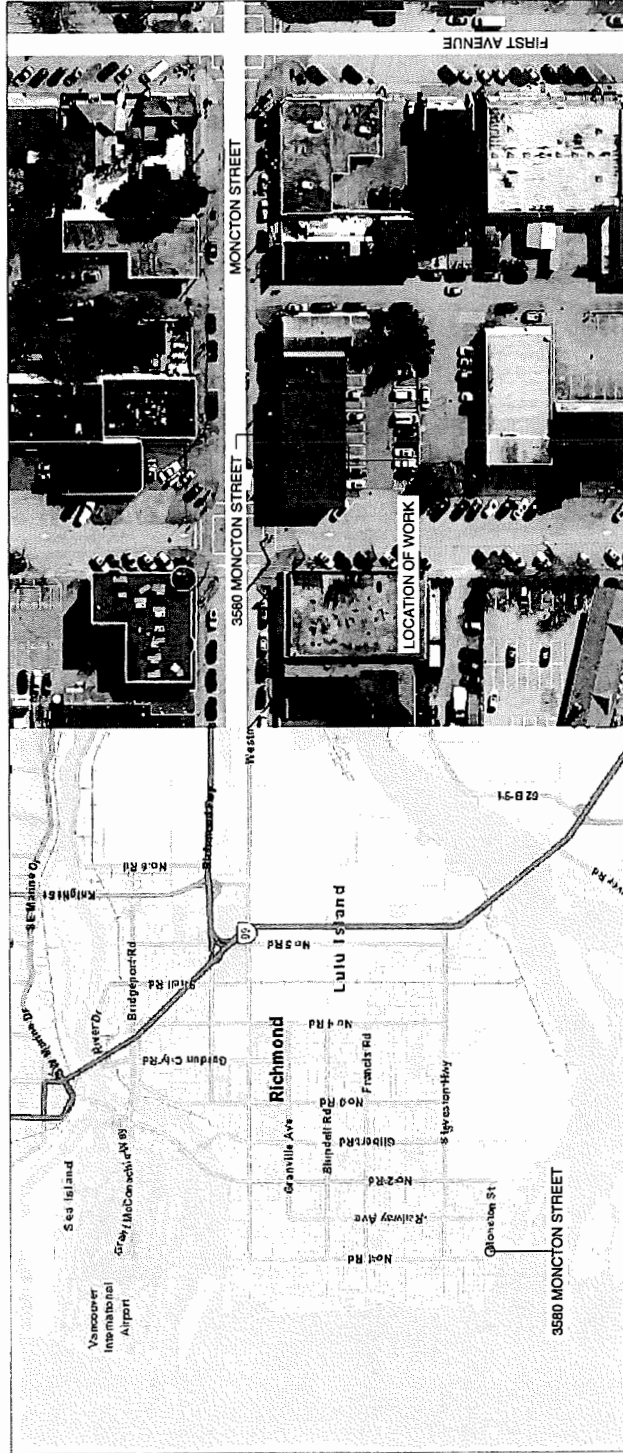
MAYOR

CORPORATE OFFICER

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

VEHICLE IMPACT REPAIRS
3580 MONCTON STREET
RICHMOND, B.C.

LEGAL DESCRIPTION:
SEC 10 BLK 3N RG 7W PL NWP64754
PARCEL 40, BLOCK 3N,
PLAN NWP64754, SECTION 10, RANGE
7W, NEW WESTMINSTER LAND
DISTRICT, REF 64754



SITE MAP
SCALE 1:100

CONTEXT MAP
SCALE 1:500

SCOPE OF WORK:
THE WORK BEING APPLIED FOR UNDER THIS PERMIT APPLICATION
IS FOR THE REPAIR TO A SMALL PORTION OF THE REAR ELEVATION
OF THE BUILDING DUE TO VEHICLE IMPACT.
THE REPAIR WORK CONSISTS OF REMOVAL OF A SECTION OF THE
EXISTING FACE BRICK FOR REINSTALLATION AND,
REPAIR TO THE CONCRETE WINDOW SILL AND,
REMOVAL AND REPLACEMENT OF A PORTION OF THE WOOD STUDS
BEHIND THE DAMAGED BRICK PORTION DUE TO EXISTING ROT.

ARCHITECTURAL DRAWINGS

- A1 CONTEXT PLAN / SITE PLAN
- A2 ELEVATION

CONSULTANT LIST

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C. 604.220.8272
E. 3304ARCHITECT@GMAIL.COM

STRUCTURAL: SEPEKEN ENGINEERING LTD.
1000 WESTMINSTER, B.C.
CONTACT: GUIDO SUDIRO
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**SCOTT
GORDON
ARCHITECT**
AIBC AAA
90 LONGS BAY AVENUE
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VAN. ZED
CELL (604) 220-8272



CONTRACTOR: [REDACTED]
PROJECT: [REDACTED]
DATE: [REDACTED]

PROJECT:
VEHICLE IMPACT REPAIRS
TO THE REAR ELEVATION
RICHMOND, B.C.

SCALE
CONTEXT MAP / SITE MAP

SCALE
PROJECT NUMBER
PROJECT NAME
PROJECT DATE

HA 20-890427
PLAN # 1
August 25, 2020

NOTES:
1. SEE PLAN FOR EXISTING WINDOW PLACEMENT

SECTION
ELEVATION

SCOTT
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80 LIONS BAY AVENUE
LIONS BAY, B.C.
V1N 2E0
CELL (604) 230-8272

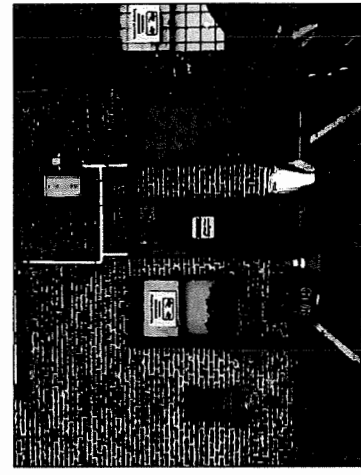
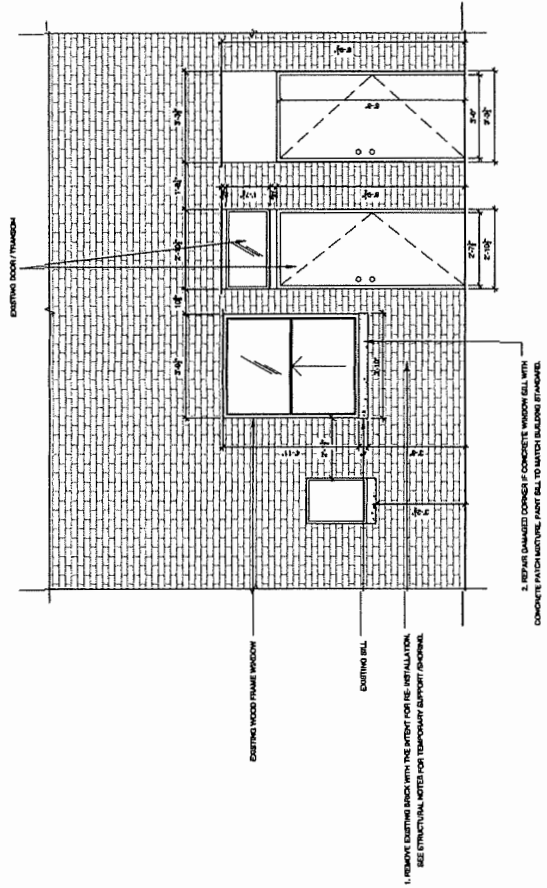


IMAGE 1
N.T.S.

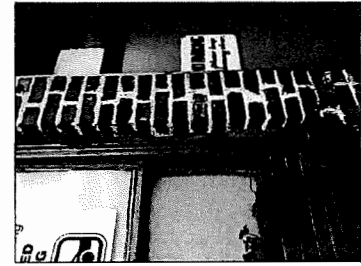


IMAGE 2
N.T.S.



IMAGE 3
N.T.S.



IMAGE 4
N.T.S.

PROJECT:
1. BRICK AND CONCRETE
2. WINDOW AND DOOR
3. REPAIRS
4. PAINT
5. FINISHES
6. MATERIALS
7. CONSTRUCTION
8. SCHEDULE
9. SPECIFICATIONS
10. NOTES
11. GENERAL
12. DETAILS
13. ELEVATIONS
14. SECTIONS
15. FOUNDATIONS
16. ROOFS
17. INTERIORS
18. EXTERIORS
19. LANDSCAPE
20. UTILITIES
21. MECHANICAL
22. ELECTRICAL
23. PLUMBING
24. HVAC
25. OTHER

HA 20-890427
PLAN # 2
August 25, 2020

SCALE:
1/2" = 1'-0"
PROJECT NUMBER:
A2
DATE:
JANUARY 11, 2020



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** August 20, 2020

From: Marie Fenwick **File:** 11-7000-09-00/Vol 01
Director, Arts, Culture and Heritage Services

Re: **Revised Public Art Program Policy**

Staff Recommendation

1. That Council direct staff as to its preferred option for the approval of the Terms of Reference for Public Art on Private Property as described in Table 1 on page 4 of the staff report titled, "Revised Public Art Program Policy" from the Director, Arts, Culture and Heritage Services dated August 20, 2020 and that the Public Art Program Policy be updated accordingly if required; and
2. That Council direct staff as to its preferred option for the allocation of Voluntary Developer Public Art Contributions as described in Table 2 on page 7 of the staff report titled, "Revised Public Art Program Policy" from the Director, Arts, Culture and Heritage Services dated August 20, 2020 and that the Public Art Program Policy be updated accordingly if required.

CM Fenwick

Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	<i>Severance</i>
Law	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>CF</i>	APPROVED BY CAO <i>[Signature]</i>

Staff Report

Origin

On November 4, 2019 at the General Purposes Committee meeting, Council made the following referral:

That the staff report titled, “Local Art Plans, Vision and Themes, Opportunities for Young and Emerging Artists and Council Approval of Private Development Public Art and Developer Contributions – New Policy” from the Director, Arts, Culture and Heritage Services dated September 17, 2019, be referred back to staff to examine:

- *the harmonization of procedures for public art development on private and public property, which provides the terms of reference and concepts for Council consideration only at the initial application phase;*
- *potential monetary thresholds and options for the allocation of voluntary developer public art contributions; and*
- *whether preference can be given to local and emerging artists in public art projects.*

The purpose of this report is to respond to this referral.

This report supports Council’s Strategic Plan 2018-2022 Strategy #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

This report supports Council’s Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

Background

At the General Purposes Committee meeting on November 4, 2019, staff responded to a July 2, 2019 referral that directed staff to provide a revised Public Art Program Policy in which Council has the discretion to approve or refuse artwork on public or private property, recommend allocating equivalent funds for other projects, and provide opportunities for young and emerging artists. Staff also provided information on local art plans, and vision and themes for public art.

Staff included information regarding the implications and administrative procedures associated with the recommended Policy changes in order to address questions and concerns raised by Council.

Analysis

Council Approval of Terms of Reference for Public Art on Private Property

All public art projects, whether on public or private lands, begin with a Terms of Reference (TOR) which includes the objectives and suggested themes for the public art work, budget, artist eligibility, artist selection method, selection panel composition, site location and timeline for implementation and delivery of the artwork.

Currently, for public art projects on public lands, the TOR is developed by staff, reviewed and endorsed with a resolution by the Richmond Public Art Advisory Committee (RPAAC), and approved by Council before the artist call and selection process can begin. In contrast, for artworks on private property, the TOR is developed by the public art consultant working with the developer and presented for review to RPAAC before the selection process can begin.

At Council direction, a revised Public Art Program Policy could give Council the authority to approve or refuse the TOR for public art on private property that is commissioned through the City's public art program and the development application process.

The current typical two-stage process for the selection and approval of public art is described in Attachment 1. In the revised process (indicated in red), Council would have authority to approve or reject the Terms of Reference, thus harmonizing the process currently in place for the approval of Terms of Reference for public art on public property.

Monetary Thresholds

At the November 4, 2019 General Purposes Committee Meeting, it was suggested that the increased volume of reports to Council to approve additional TORs might be managed with a monetary threshold that would trigger the Council approval requirement; for example, Council might approve the TOR only for projects with budgets that exceed \$250,000.

While the number and budget of public art projects commissioned through the development application process varies from year to year, on average there are 6-8 new art projects presented annually to RPAAC, of which 50% would typically have budgets that exceed the potential budget threshold of \$250,000. Based on 2020 Public Art contribution rates (\$0.89 for residential developments and \$0.47 for commercial), the scale of a development project needed to generate \$250,000 is 280,899 sq. ft for residential and 531,919 sq. ft for commercial project.

Table 1 provides three options for Council's consideration to maintain or revise the current Public Art Program Policy (Attachment 2) regarding approval of TORs for Public Art on private property.

Table 1: Options for Council Approval of Terms of Reference for Public Art on Private Property

Policy Option	Process	Impacts/Implications
Option 1: Status Quo	TOR presented by consultant to RPAAC for review before the selection process can begin.	None
Option 2: Council approves TOR for all public art projects on private property commissioned through the development applications process	<p>TOR presented by consultant to RPAAC for review.</p> <p>Once recommended, TOR presented by consultant to PRCS Committee/Council for approval before the selection process can begin.</p>	<p>Increased staff resources for administration as required for additional reports to Council.</p> <p>Increased administration required of consultant for additional reports to PRCS/Council will reduce developer-funded budget available for the artwork itself.</p> <p>Potential delays in commissioning of artworks, particularly if the TOR is rejected, necessitating a second report to Council.</p> <p>Not retroactive; any applications already submitted to the City prior to adoption of the new Policy will continue to be processed under the existing Policy.</p>
Option 3: Council approves TOR for all public art projects with budget > \$250,000 on private property commissioned through the development applications process	<p>TOR presented by consultant to RPAAC for review.</p> <p>Once recommended, if project budget is >\$250,000, TOR presented by consultant to PRCS Committee/Council for approval before the selection process can begin.</p>	Same as Option 2, with reduced staff resources for administration as required for additional reports to Council.

Allocation of Voluntary Developer Public Art Contributions

Council currently approves voluntary developer public art contributions at the Rezoning or Development Permit Stage. These developer contributions are allocated to one or both of the following funding streams:

1. Commissioning of public art on, or near, the Private Development Site consistent with (where applicable) area-specific Council-approved Civic Public Art Plans (i.e., City Centre, Richmond Olympic Oval Precinct, Capstan Village, Minoru Civic Precinct and Alexandra Neighbourhood); or
2. Deposited to the Public Art Program Reserve Fund, to finance the Civic Public Art Program (that is not tied to Capital Projects) as well as Educational and Community Public Art Programs and activities.

Unlike other community amenities (e.g., child care or affordable housing), development incentives are not offered in exchange for Public Art contributions as they are voluntary.

With the exception of artworks commissioned specifically for select civic capital projects (1 percent of construction costs), it is voluntary Developer Contributions (0.5 per cent of private development project construction costs) that finance all regular Public Art Program artworks and activities. Through the Public Art Program Reserve Fund, developer contributions pay for Civic and Community Public Art programs that may or may not involve physical artworks. These include community engaged public art programs, professional development workshops for local artists and partnerships with community groups.

A. Allowable Use of Voluntary Developer Contributions

As described in the February 8, 2019, report to the Parks, Recreation and Cultural Services Committee, contributions to the Public Art Program Reserve Fund must be used for Public Art Program activities. The City is legislatively bound to comply with the reserve fund use limitations. It is therefore precluded from using the funds for building or maintaining facilities, or other general operating costs of the City.

In order for Council to allocate voluntary developer public art contribution funds to other uses, including arts facilities, a new Public Art and Arts Facilities Program Reserve Fund would need to be established to replace the existing Public Art Program Reserve Fund. Because there are already legal agreements in place, the current Public Art Program Reserve Fund would remain in place for several years until all the funds have been spent in accordance with the current policy.

In addition, a new Arts Facilities Program would need to be added to the Policy to support the development of new civic arts facilities, augment other civic arts facility capital project budgets and fund capital improvements to existing civic arts facilities. New civic arts facilities could include spaces for creation, display, performance, arts education, multimedia presentation and other arts-based activities. The proposed wording for a revised Policy with a new Arts Facilities Program is included in Attachment 3.

There are existing developer-funded mechanisms in place to finance the building of arts facilities, as described in Attachment 4.

As voluntary developer contributions are set at 0.5 per cent of private development project construction costs, the Facilities Reserve would be very slow to accumulate enough funds for substantial facility projects compared to the existing mechanisms; it would take decades to accumulate enough funds to pay for even a small building, and assuming all funds were earmarked for facility construction and none to the creation of artworks.

B. Approval of Voluntary Developer Contribution Allocations

The current Public Art Program Policy indicates that the developer and staff determine how their contribution is to be allocated. For contributions over \$40,000, the developer may a) make a monetary contribution to the City's Public Art Program Reserve Fund, b) provide public artwork of a value equal to the public art contribution for the project, or c) negotiate a split of its contribution between cash-in-lieu and provision of artwork. For contributions under \$40,000, the developer makes a monetary contribution to the City's Public Art Program Reserve Fund.

In order for Council to have the discretion to recommend how voluntary developer contributions are allocated, the Policy would need to be revised in order for the developer to require Council approval in cases where the developer wished to provide public artwork on or near the property.

A revised process which gives Council the discretion to determine how voluntary developer contributions are allocated will necessitate an extra step in the process prior to Rezoning or Development Permit stage:

- In cases where the developer prefers to direct the voluntary contributions to art on/near their site, there would now be a staff report from the Public Art Planner seeking Council's approval prior to the proposed development being forwarded to Planning Committee or the Development Permit Panel.
- The approved allocation would then be included in the Rezoning or Development Application Report to Council.

There would be a period of several years when two Policies would be in effect simultaneously: one for projects begun prior to the adoption of the new Policy and another for those received after the new Policy is adopted. Upon completion of all projects under the current Policy, the new Policy would be the only one remaining in effect.

Table 2 describes four options for Council's consideration regarding allocation of voluntary developer public art contributions.

Table 2: Options for Allocations of Voluntary Developer Public Art Contributions

Policy Option	Process	Impacts/Implications
Option 1: Status Quo	Private Developer Public Art contribution and allocation (to Public Art Program Reserve Fund, provision of art or combination of both) is identified at Rezoning or Development Permit stage in Report to Council.	None
Option 2: Public Art Program Reserve Fund replaced with Public Art and Arts Facilities Program Reserve Fund Status quo maintained for the approval of developer contribution allocations.	Private Developer Public Art contribution and allocation (to new Public Art and Arts Facilities Program Reserve Fund, provision of art or combination of both) is identified at Rezoning or Development Permit stage in Report to Council.	<p>Policy amended to add New Arts Facilities Program.</p> <p>Establishing additional Public Art and Arts Facilities Programs Reserve Fund will necessitate a new reserve fund bylaw.</p> <p>Funds directed to Arts Facilities Program might jeopardize sustainability of community Public Art Programs financed from same Fund.</p> <p>Not retroactive; current Public Art Program Reserve Fund remains in place, as well as the new one, until funds have been spent.</p>
Option 3: Status quo maintained for Public Art Program Reserve Fund Council approves developer contribution allocations.	<p>If developer wishes to direct contributions to the creation of public art, Council approval is required prior to the proposed development being forwarded to Planning Committee or Development Permit Panel.</p> <p>Approved allocation is included in Rezoning or Development Permit Report to Council</p>	<p>Policy amended to add requirement for Council approval where funds are to be allocated to provision of public art.</p> <p>Developers may opt out of participating in the Public Art Program due to potential impacts on public realm design plans and delays in the development application process.</p> <p>Contradicts Policy 6.1 “to encourage the private sector to support the integration of public artworks.”</p> <p>Not retroactive; will apply only to private development applications submitted to the City after the date of Council’s adoption of</p>

Policy Option	Process	Impacts/Implications
		<p>the new Policy.</p> <p>Increased staff resources required for administration of additional reports to Committee/Council*.</p> <p>*Note: Council could consider increasing the Administrative Fee allocation from 15 per cent to 20 per cent to provide additional funding for the administrative expenses. If so, the Policy would be updated accordingly.</p>
<p>Option 4:</p> <p>Public Art Program Reserve Fund replaced with Public Art and Arts Facilities Program Reserve Fund</p> <p>Council approves developer contribution allocations.</p>	<p>If developer wishes to direct contributions to the creation of public art, Council approval is required prior to the proposed development being forwarded to Planning Committee or Development Permit Panel.</p> <p>If Council does not approve provision of public art, funds are directed to new Public Art and Arts Facilities Program Reserve Fund.</p> <p>Approved allocation is included in Rezoning or Development Permit Report to Council.</p>	Same as Option 2 + Option 3

Attachments 5 and 6 depict the current process for the allocation of private developer public art contributions in comparison with a revised process that would require Council approval for developers to allocate funds to the provision of public art associated with their property.

Any new Public Art Program Policy will apply to private development applications submitted to the City after the date of Council's adoption of the Policy. Any applications already granted first reading by Council or endorsed by the Development Permit Panel would proceed in accordance with the existing Policy. Any applications already submitted to the City received prior to adoption of the new Policy will be processed under the existing Policy. Any applications received after Policy adoption will be considered under the new Policy.

There would be a period of several years when two policies would be in effect simultaneously: one for projects begun prior to the adoption of the new Policy and another for those received after the new Policy is adopted. Upon completion of all projects under the current Policy, the new Policy would be the only one remaining in effect.

Opportunities for Local and Emerging Artists

Council has directed staff to explore options where preference is given to local and emerging artists for public art opportunities on private lands through the development application process.

Currently, Richmond-based artists (established and emerging) are encouraged to apply to all open public art competitions in Richmond, whether civic or private, which are promoted via the City website, Arts and Culture e-blast and other promotional channels targeted to members of the Richmond arts community.

Civic artist calls are often limited to Richmond-based artists with the Terms of Reference developed to attract artists with a range of art forms typically practiced in Richmond; recent examples include Richmond Has Heart Public Art Projects and the Alexandra Greenway Integrated Public Art Project. As well, many civic public art project opportunities welcome proposals from emerging artists of all ages and some artist calls are specifically targeted to emerging artists; recent examples include the Art Wrap Program Roster, No. 3 Road. Art Columns and Capture Photography Festival Canada Line Public Art Project.

Additional programs and opportunities for local, young and emerging artists can be added at any time within the current Public Art Policy.

The overwhelming majority of public art projects on private property are physical, large-scale permanent artworks. This is a highly specialised art practice and there is currently a very small number of artists in Richmond with this expertise in their art practice. Richmond's Public Art Program continues to encourage the involvement and professional growth of local artists through the Art at Work professional development workshop series, Community Public Art Program and additional mentoring opportunities. Meanwhile, the majority of public art projects commissioned on private property since 1997 are by local artists based in the Metro Vancouver area:

Richmond: 10
Elsewhere in Metro Vancouver: 44
Elsewhere in BC: 5
Canada: 3
International: 3

Except for rare exceptions, all civic public art projects on public lands are selected through an open call process. In contrast, public art for projects on private property is typically commissioned in one of three ways: by-invitation calls for proposals, direct commissions and open calls. This flexibility allows public art consultants to attract acclaimed, in-demand artists with regional, national and international reputations, including those that would not participate in an open call. This practice is also in keeping with Richmond's identity as a cosmopolitan city that reflects its culturally rich and diverse residents, and attracts visitors from around the world.

Financial Impact

At this time, staff are unable to quantify the financial impact with respect to the new Public Art Program Policy. However, any of the proposed policy changes are expected to require additional resources for overall program administration, including oversight, communications and reports to Council. Based on the number of private development public art projects in recent years, the additional staff time could be as high as 15% of the Public Art Planner's current position to seek Council approval for the spending of developer contributions towards private art projects as well as for TOR approvals. This percentage will be higher if rejected TORs necessitate additional reports to attain Council approval. Any changes will result in additional costs which will be passed on to taxpayers through an increase in the annual property tax increase.

Conclusion

Public art created through the private development approvals process has contributed to Richmond's urban design and cultural fabric for more than 20 years thanks to a Public Art Program Policy that ensures Council, staff and community members play essential roles in its administration. A revised Policy that reflects Council's preferences in the approval of public art can support Richmond's vision to be the most appealing, liveable and well-managed community in Canada.

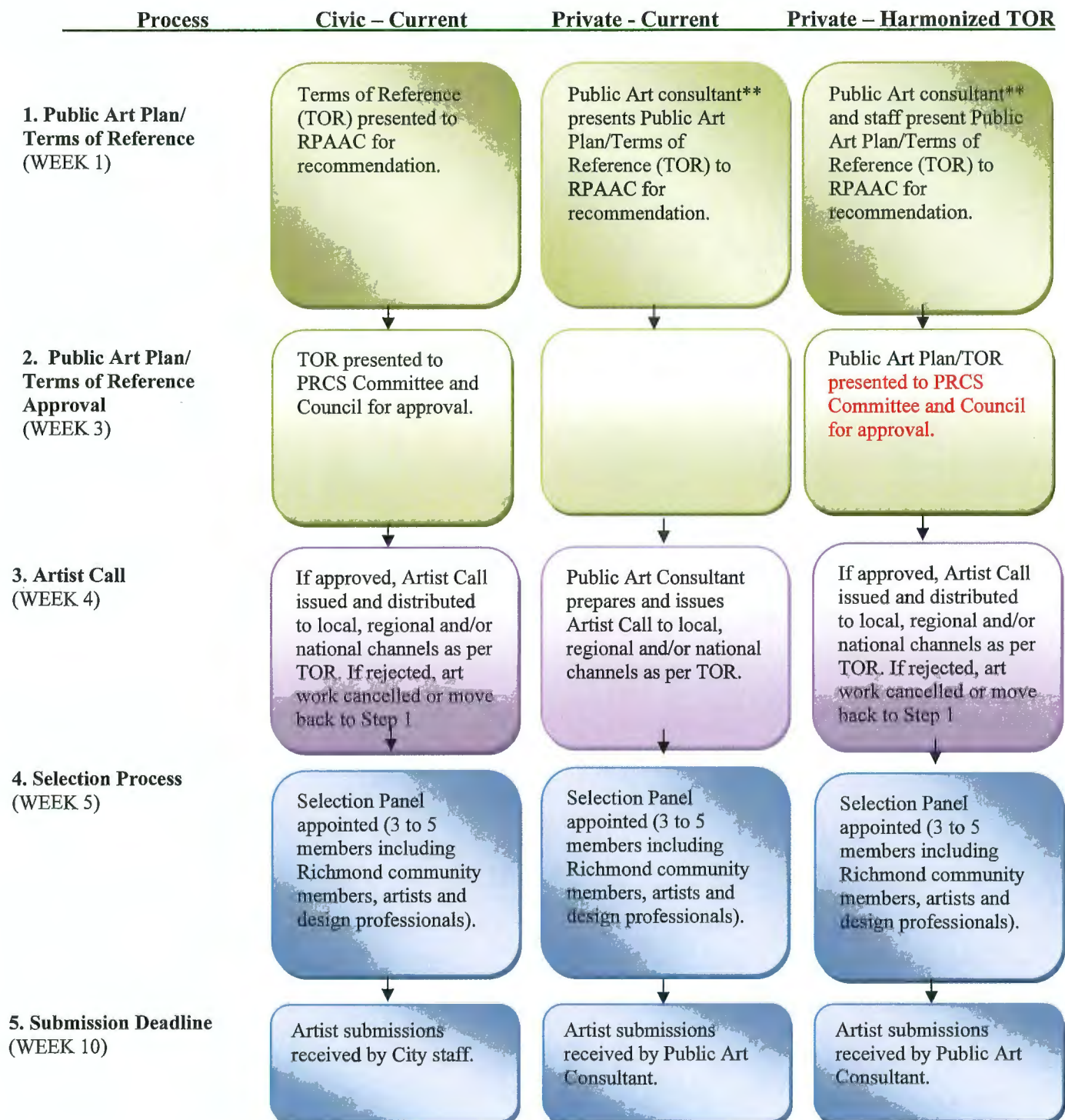


Biliana Velkova
Public Art Planner
(604-247-4612)

Att. 6

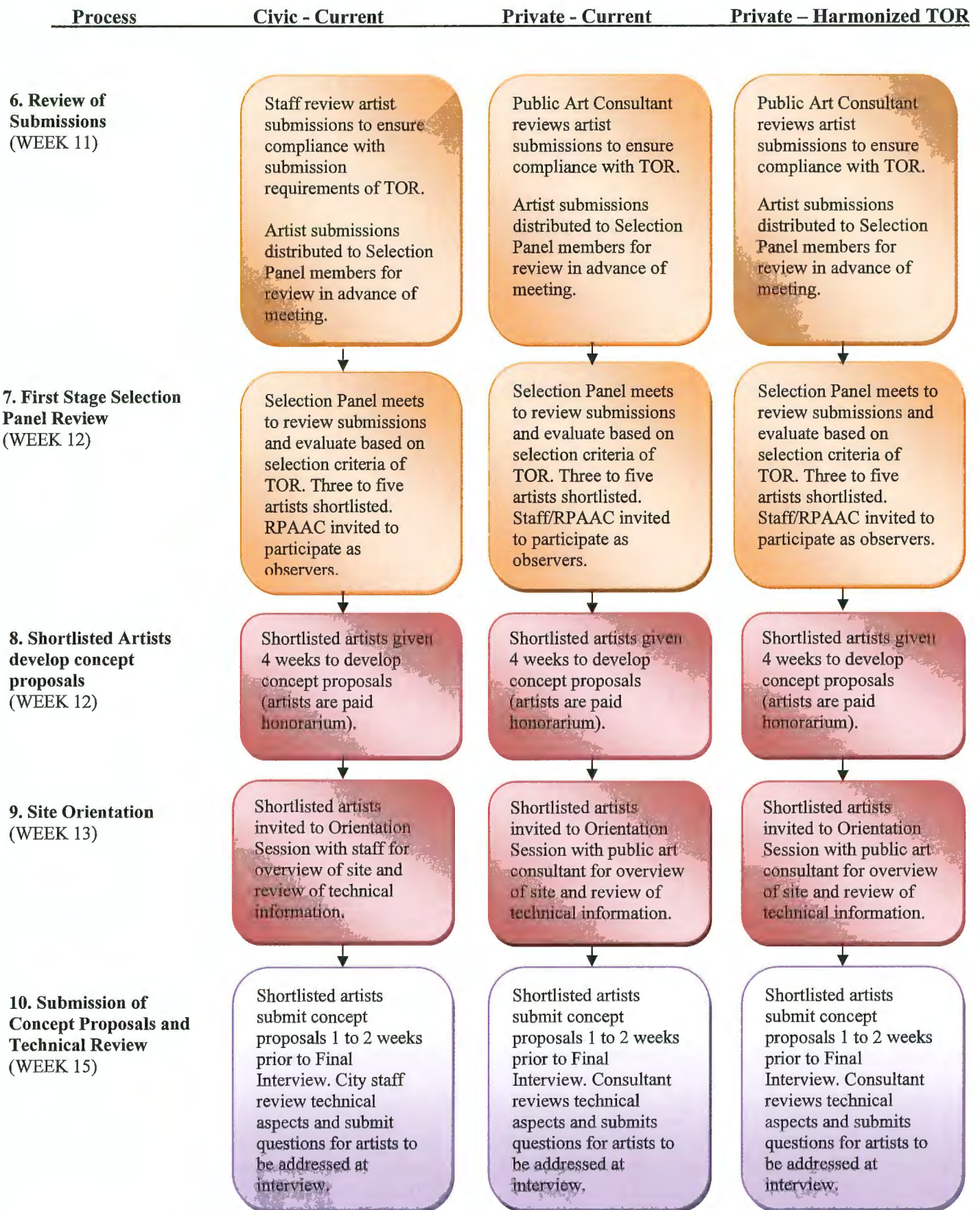
1. Public Art Selection and Approvals Process
2. Policy 8703 - Public Art Program
3. Revised Policy – Proposed Wording for Arts Facilities Program
4. Current developer-funded processes for provision of facilities
5. Existing Process - Allocation of Private Developer Public Art Contributions
6. Revised Process - Allocation of Private Developer Public Art Contributions

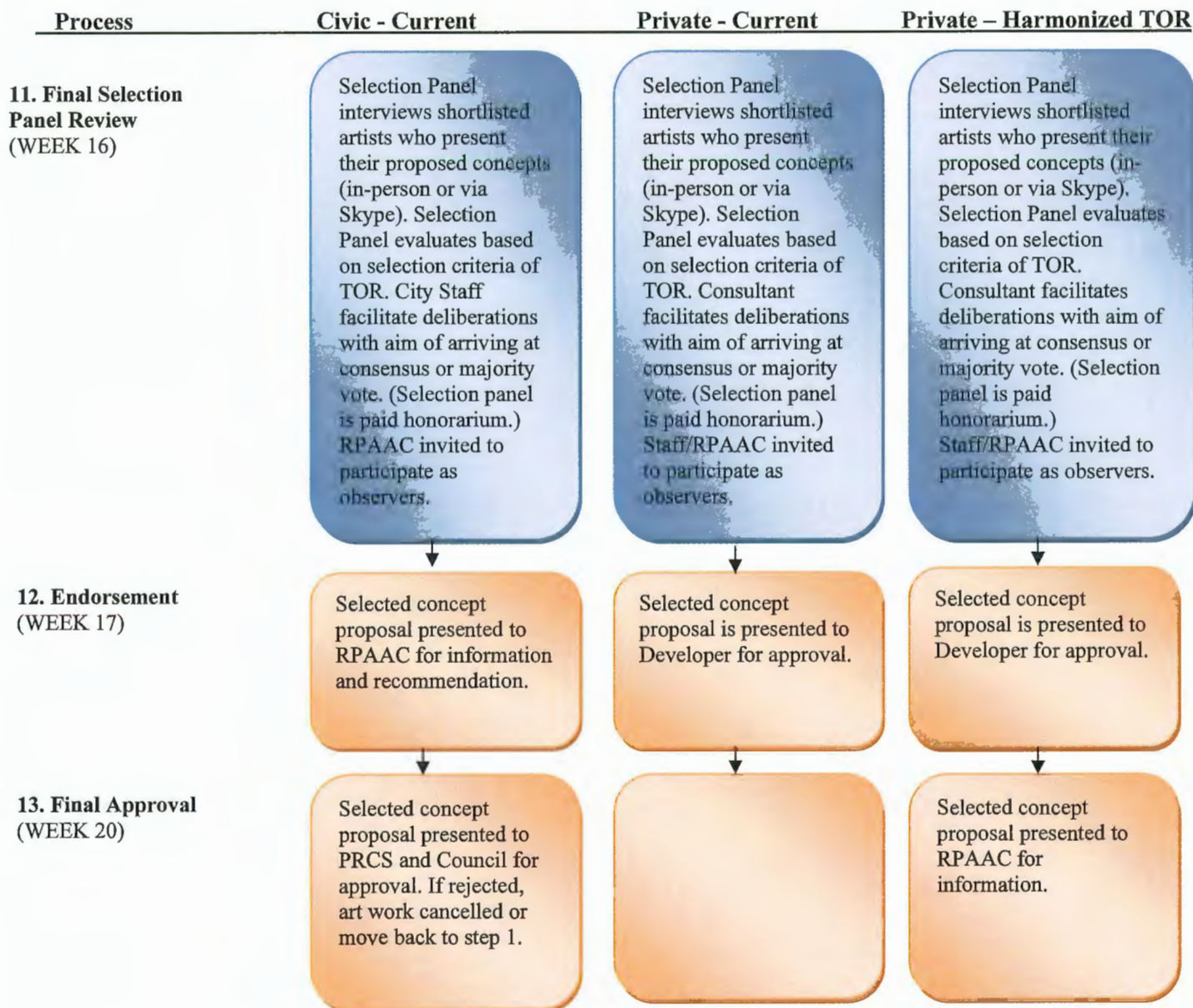
Public Art Selection and Approvals Process*



*Based on the Two-Stage Selection, as the most common process for selecting large-scale public art work, which is typically sought for civic projects and private developments.

**In some cases, City Staff may administer the selection process on behalf of the developer.







City of Richmond

Policy Manual

Page 1 of 7

Adopted by Council: July 27, 2010

Policy 8703

File Ref: 7000-00

Public Art Program

Policy 8703:

It is Council policy that:

CONTENTS

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RICHMOND PUBLIC ART PROGRAM

1. APPLICATION AND INTENT

- 1.1 Public art** is defined as artwork in the public realm, which is accessible physically or visually to the public and possesses aesthetic qualities. Public Realm includes the places and spaces, such as building facades, parks, public open spaces and streets, which provide physical or visual access to the general public.
- 1.2 Public Art Program:** Public art animates the built and natural environment with meaning, contributing to a vibrant city in which to live and visit. By placing artwork in our everyday environment, the Public Art Program sparks community participation in the building of our public spaces, offers public access to ideas generated by contemporary art, celebrates community history, identity, achievements and aspirations, encourages citizens to take pride in community cultural expression and creates a forum to address relevant themes and issues of interest and concern to Richmond's citizens.

2. PROGRAM GOALS

- 2.1** The Public Art Program strives to:
- a) Spark community participation** in the building of our public spaces, encouraging citizens to take pride in public cultural expression;
 - b) Provide leadership in public art planning** through civic, private developer, community and other public interest initiatives to develop the City's cultural uniqueness, profile and support of the arts;
 - c) Complement and/or develop the character of Richmond's diverse neighbourhoods** to create distinctive public spaces, which enhance the sense of community, place and civic pride;
 - d) Increase public awareness**, understanding, and enjoyment of the arts in everyday life, and provide equitable and accessible opportunities for Richmond's diverse community to experience public art;
 - e) Encourage public dialogue** about art and issues of interest and concern to Richmond residents; and
 - f) Encourage public art projects that work towards achieving a more sustainable community**, environmentally, economically, socially and culturally.

3. PROGRAM OBJECTIVES

- 3.1** The objectives of the Public Art Program are:
- a) Increase opportunities for the community and artists** to participate in the design of the public realm;
 - b) Develop original site-specific works of art** in order to contribute to cultural vibrancy;
 - c) Select art through an arms'-length process** incorporating professional advice and community input that ensures the quality of art and its relevance to the community and site;



- d) **Ensure that a public and transparent** process is maintained to develop and accept public art;
- e) **Enter into partnerships** with private and public organizations to further public art in the City; and,
- f) **Ensure that public art, and the environs of that art, are maintained** in a manner that will allow for continued public access to, and enjoyment of, these artworks in appropriate settings.

- 3.2 The Public Art Program will maintain a continuous, consistent and affordable funding mechanism to support the City's commitment to public art.

4. ADMINISTRATIVE PROCEDURES

- 4.1 Council approval is required for all public art plans and projects on City controlled property.
- 4.2 The City will develop administrative procedures relating to the management of projects, including: selection processes, developer contributions, donation and de-accession guidelines, site considerations, documentation and maintenance (the "Public Art Program Administrative Procedures Manual").
- 4.3 The City will maintain a Public Art Program Reserve to hold public art allocations from both public and private sources for capital expenses.
- 4.4 The City will maintain a Public Art Program Operating Provision to hold public art allocations from private sources for operating expenses relating to the administration of the Public Art Program.

5. CIVIC PUBLIC ART PROGRAM

5.1 General

- 5.1.1 The City's policy is to provide leadership in public art by incorporating public art, at the planning stages, into the development or renovation of civic infrastructure, buildings, parks and bridges, and to encourage collaboration between the Public Art Advisory Committee, City staff, artists, engineers, design professionals and the community to enrich such projects.
- 5.1.2 The priority for civic public art projects will be to fully integrate the artwork into the planning, design and construction of civic works and to select and commission an artist to work as a member of the project consultant design team, in order to maximize opportunities for artistic expression and minimize material and construction costs.

5.2 Project Identification

- 5.2.1 The City will identify and prioritise specific areas within the City and types of capital projects appropriate for the inclusion of public art. Applicable projects include:
- a) New building construction;
 - b) Major additions or renovations to existing buildings;
 - c) Park development projects;
 - d) Environmental programs; and
 - e) New engineering structures.



5.2.2 Projects appropriate for consideration should:

- a) Have a high degree of prominence, public use and/or public realm impact;
- b) Achieve or enhance project objectives or other City objectives (e.g. beautification, liveability, multiculturalism, sustainability, cultural or environmental interpretations);
- c) Promote opportunities for meaningful community participation; and/or
- d) Complement existing public artworks or public amenities in the local area, and/or fulfil a need identified in that community.

5.2.3 The City will undertake artist-initiated public art projects from time to time. Artists will be invited to submit proposals for concepts and locations of their own choosing, and may be asked to respond to a specific topic of community interest or importance.

5.3 Funding

5.3.1 Each year, the City will commit an amount of funds equivalent to a minimum of 1% of each Capital Project Budget, to the planning, design, fabrication and installation of public art, provided that:

- a) Capital projects for equipment and land acquisition are exempt;
- b) Infrastructure utilities projects - water supply and sewerage - which are funded solely from restricted sources, are exempt; and
- c) For eligible projects, allocations are based on the construction costs of capital projects, and exclude soft costs (i.e., administration, professional and legal fees, furnishings, and permit fees).

5.4 Donations and/or Gifts of Artwork(s)

5.4.1 Private donations or gifts of artworks may be accepted into the City's public art collection, provided that:

- a) The artworks are assessed on their artistic, environmental, cultural, historical and social merits before being accepted into the City's public art inventory;
- b) A suitable site can be identified; and
- c) Funds are made available for the ongoing maintenance and conservation of the artwork.

5.5 Purchase Pre-Existing Artwork

5.5.1 The City may add to its public art inventory by purchasing pre-existing works of art from time to time.

5.6 De-accession

5.6.1 De-accession is defined as any actions or set of procedures that result in the cessation by the City of its ownership and possession of works of art installed in public places, through sale, exchange, gift or any other means.

5.6.2 Provided that the de-accession of the artwork is not contrary to the terms on which it was received by the City, the City may de-accession artworks from the City's inventory when necessary:

- a) Through a considered public review and assessment process;
- b) If the de-accession of the artwork is evaluated on a case by case basis; and



- c) If the de-accession of the artwork is endorsed by Council.

6. PRIVATE DEVELOPMENT PUBLIC ART PROGRAM

6.1 General

The City's policy is to encourage the private sector to support the integration of public artworks in the community during the rezoning and development permit processes, and the collaboration of artists, design professionals and the community in the design of that art.

6.2 Project Identification

6.2.1 Applicable projects include new building construction, major additions or renovations to existing buildings, as follows:

- a) For residential uses containing 10 or more units; and
- b) For non-residential uses with a total floor area of 2,000 m² (21,530 ft²) or greater.

6.2.2 The following uses or occupancies of all or part of a development or building are exempt from contributing to the Public Art Program:

- a) Community Amenity Space, Community Care Facility, Congregate Housing, Child Care, Health Services, Education and related uses as defined under the Richmond Zoning Bylaw, as amended from time to time;
- b) Purpose-built non-market rental and subsidized social housing projects and/or units secured through the City's Affordable Housing Strategy; and

6.2.3 Public art should be sited in locations that meet the following criteria:

- a) Visibility and accessibility (as appropriate to the art work) for pedestrians and/or motorists;
- b) Proximity to high pedestrian activity areas, e.g. active retail areas, transit stops (especially those serving high ridership routes), places of public gathering, public open spaces and recognized pedestrian routes;
- c) Opportunities to expand on existing or future public artworks as part of an existing or proposed multi-artwork public art plan; and/or
- d) Places of special heritage or community significance.

6.3 Funding

6.3.1 The public art contribution rate for private sector public art projects is an amount equivalent to a minimum value of 0.5% of the estimated total project construction cost:

- a) Contributions are based on construction costs and exclude soft costs (i.e., administration, professional and legal fees, furnishings, development cost charges, and permit fees);
- b) For the purpose of calculating public art contributions for private development, only floor areas that make up the calculation of density as set out under the Richmond Zoning Bylaw, as amended from time to time, are included;
- c) Floor areas for uses set-out under 6.2.2, above, are excluded; and
- d) This contribution funds the planning, design, fabrication and installation of public art.



- 6.3.2** The City will issue guidelines for calculating the public art contribution based on building types and annual Consumer Price Index adjustments.
- 6.3.3** The public art contribution rate will be reviewed periodically by Council.
- 6.3.4** For public art project contributions that are less than \$40,000, a cash contribution is to be made to the City's Public Art Reserve, for city-wide public art programs.
- 6.3.5** For public art contributions over \$40,000, the developer may choose one of the following three options:
- a)** A monetary contribution to the City's Public Art Program Reserve; or
 - b)** The developer may provide public artwork of a value equal to the public art contribution for the project, provided the artwork complies with this Public Art Program Policy and the Public Art Program Administrative Procedures Manual; or
 - c)** The developer may negotiate a split of its contribution between both i) a monetary contribution to the Public Art Program Reserve; and ii) provision of artwork, provided the combined value of the monetary contribution and the artwork is equal to or greater than the project's public art contribution.
- 6.3.6** Where the developer chooses to provide artwork, either on their development site or on a City controlled property:
- a)** A minimum of 85% of the public art contribution will be allocated to the creation of the artwork;
 - b)** Where the City manages the public art selection process, 15% of the developer's public art contribution will be dedicated to the City's Public Art Program Operating Provision to support and sustain the management, administration and promotion of the Public Art Program;
 - c)** Where the developer engages an independent Public Art Consultant to manage the public art selection process, 5% of the developer's public art contribution will be dedicated to the City's Public Art Program operating budget and Operating Provision to support and sustain the management, administration and promotion of the Public Art Program and a maximum of 10% of the public art budget may be directed towards the consultant fees;
 - d)** Where located on City controlled land, the artwork will become the property of the City;
 - e)** Where located on private land, the artwork must remain accessible at no cost to the public and be maintained in good repair for the life of the development, and not be removed or relocated except with the prior written consent of the City; and
 - f)** In the event the artwork is damaged beyond repair, or becomes ineffective for reasons other than the owner's failure to maintain it, or in the event the work becomes an unreasonable burden to maintain, application to allow its removal or relocation may be made to the City.
- 6.3.8** The following are ineligible expense items for the private sector public art contributions:
- a)** Maintenance costs for artwork(s);
 - b)** Artwork not provided in accordance with the City's Public Art Program; and
 - c)** Costs not directly related to selecting, designing, fabricating or installing the artwork(s).



7. COMMUNITY PUBLIC ART PROGRAM

7.1 General

7.1.1 The Richmond Community Public Art Program supports art projects between community groups and artists of all disciplines. Artists and communities working collaboratively can explore issues, ideas and concerns, voice community identity, express historical and cultural spirit and create dialogue through art.

7.1.2 The end product need not be a permanent work of art but should leave a legacy for the general public. The project could include:

- a)** A public event such as an exhibition, performance, play, concert, reading or dance; or
- b)** Documentary artworks such as books and videos; or
- c)** Electronic media.

7.2 Project Identification

7.2.1 Projects proposed must be publicly accessible and located or performed on public property such as City-owned or controlled parks, boulevards, and buildings. Sites owned or controlled by the Federal or Provincial governments will also be considered.

7.2.2 Projects should demonstrate the support of the local community and document significant community involvement of a sizable number of people.

7.2.3 Projects should demonstrate the capacity to be undertaken and completed within an approved time frame.

7.3 Funding

7.3.1 Community public art projects will be funded in part or in whole from the Public Art Program Reserve.

7.3.2 Community partners should investigate or provide matching funds where possible, or contribute an equivalent amount through time/participation, labour, materials or contributions in-kind.

7.3.3 The final artwork, if any, will become the property of the City, unless the City agrees otherwise

8. PUBLIC ART ADVISORY COMMITTEE

8.1 Mandate

8.1.2 The "Richmond Public Art Advisory Committee" is a Council-appointed volunteer advisory committee that provides input on public art policy, planning, education and promotion.

8.2 Role

8.2.1 The Committee provides informed comment to City Council through staff on the implementation of the Public Art Program through civic, private development and community public art initiatives.

8.2.2 The Committee acts as a resource on public art to City Council, staff, residents and developers of land and projects within the City of Richmond.

8.2.3 The Committee's terms of reference are outlined in the *Richmond Public Art Advisory Committee Terms of Reference*.

Revised Policy – Proposed Wording

8. ARTS FACILITIES PROGRAM

8.1.1 The Richmond Arts Facilities Program supports the development of new civic arts facilities, augments other civic arts facility capital project budgets and funds capital improvements to existing civic arts facilities.

8.1.2 Arts facilities could include spaces for creation, display, performance, arts education, multimedia presentation and other arts-based activities. The spaces' primary focus must be arts-related and can be either temporary or permanent and may include: community art galleries, temporary and pop-up art spaces, maker spaces, arts education programming spaces, art creation spaces and other priority studio spaces.

8.2 Project Identification

8.2.1 Arts facilities projects must be publicly accessible and located on public property such as City-owned or controlled parks, boulevards, and buildings. Sites owned or controlled by the Federal or Provincial governments will also be considered.

8.2.2 Arts facilities projects must have arts activities as their primary use.

8.3 Funding

8.3.1 Arts Facilities projects may be funded in part or in whole from the Public Art and Arts Facilities Programs Reserve Fund.

8.3.2 The following are ineligible expense items for the Arts Facilities Program:

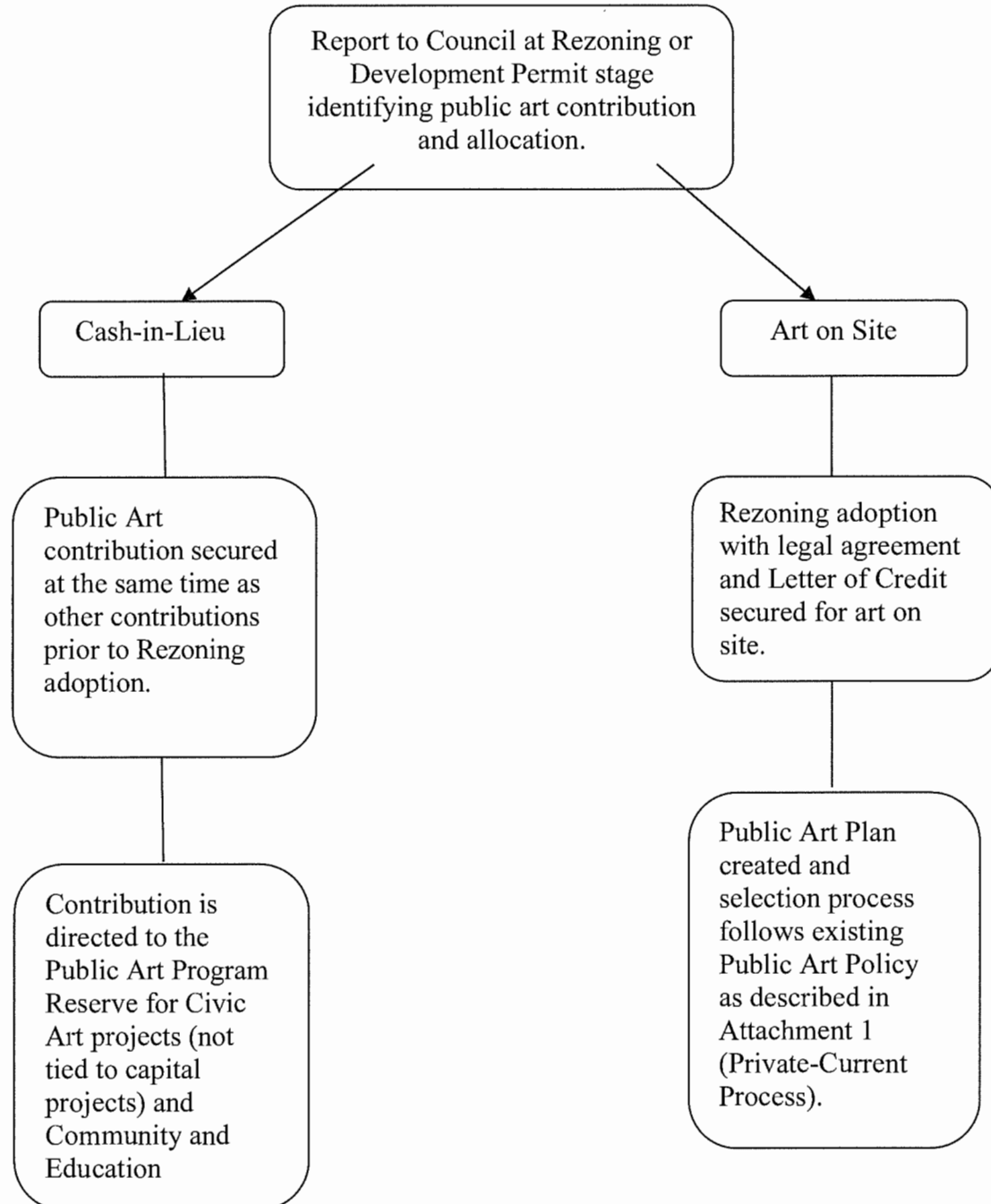
- a)** Building maintenance costs;
- b)** Building operating costs; and
- c)** Programming costs such as staff and supplies.

Current developer-funded processes for provision of facilities

Arts facilities can be financed through existing developer-funded mechanisms. In the City Centre, the City Centre Area Plan (CCAP) provides a policy framework to secure City facilities (e.g., community centres, child care facilities and other community amenity spaces including arts facilities) through private development located on properties designated as Village Centre Bonus (VCB) sites. In situations where the City does not wish to secure physical space within a VCB-designated development, Council may direct that the developer provides a cash-in-lieu contribution to the City Centre Facility Development Fund (sub-fund of the Leisure Facilities Reserve [Bylaw 7812]) to facilitate community amenity construction on an alternative site, as determined to the satisfaction of the City. For example, the recently approved repurposing of the Minoru Place Activity Centre is being financed by developer contributions to the Leisure Facilities Reserve Fund.

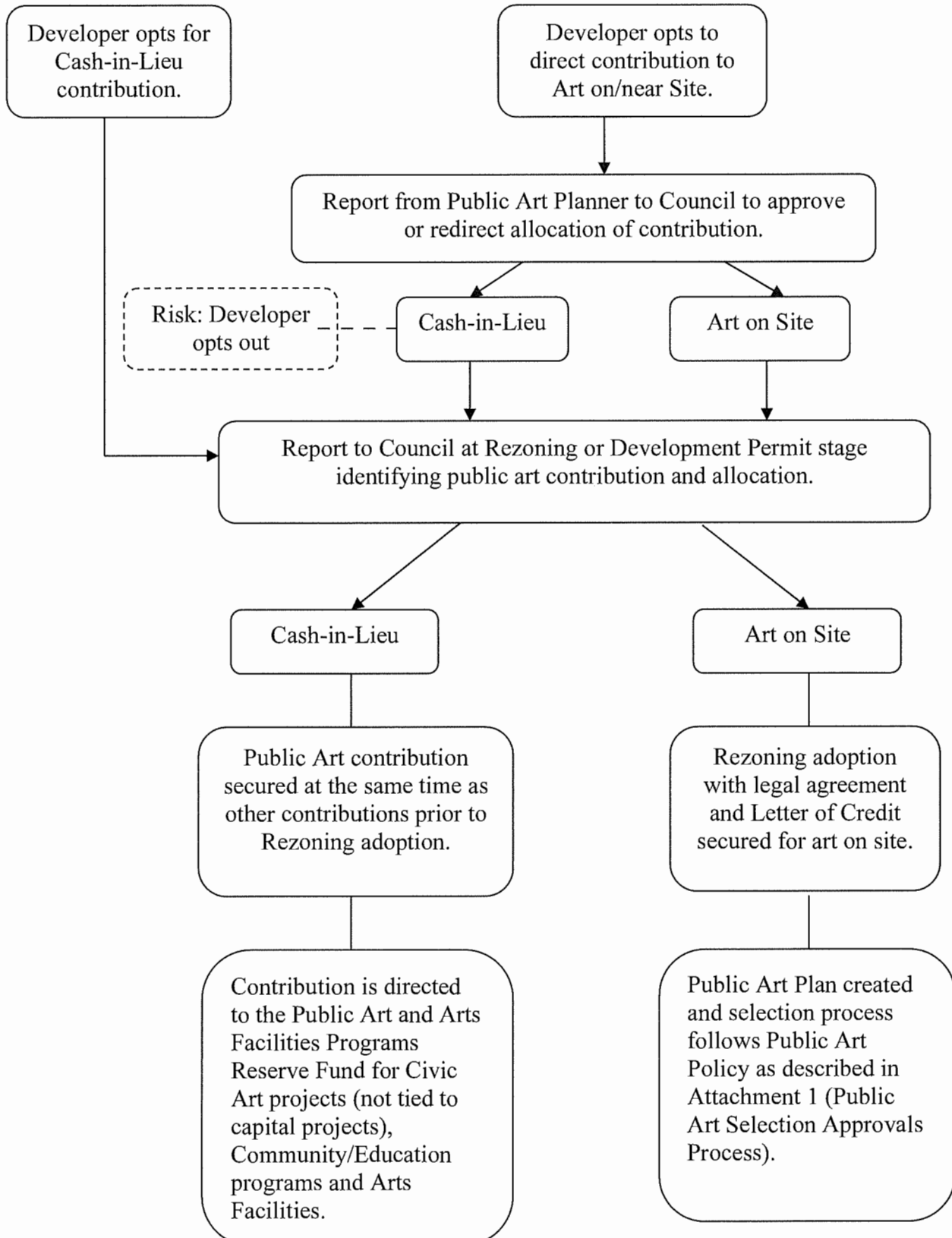
Contributions to the Hamilton Area Plan Community Amenity Capital Reserve Fund, applicable to projects in the Hamilton Area, can be used for community recreation and cultural facilities (Bylaw 9276). Contributions to this reserve are made in cash unless the City chooses to accept a community amenity in lieu of cash.

EXISTING PROCESS

Allocation of Private Developer Public Art Contributions

PROPOSED PROCESS

Allocation of Private Developer Public Art Contributions





City of Richmond

Report to Committee

To: General Purposes Committee
From: Peter Russell
Director, Sustainability and District Energy
Date: September 8, 2020
File: 10-6125-30-004/Vol 01
Re: **Roberts Bank Terminal 2 Expansion Project Update**

Staff Recommendation

That, as described in the staff report titled "Roberts Bank Terminal 2 Expansion Project Update," dated September 8, 2020 from the Director, Sustainability and District Energy:

1. Letters be sent to the Federal Minister of Environment and Climate Change, Premier of BC, Provincial Minister of Environment and Climate Change Strategy, and the Provincial Minister of Transportation and Infrastructure requesting that the Roberts Bank Terminal 2 Expansion Project not proceed; and
2. That staff be directed to work with the BC Environmental Assessment Office to develop provincial assessment conditions that protect the interests of the community, should the Roberts Bank Terminal 2 Expansion Project be approved.

Peter Russell, MCIP RPP
Director, Sustainability and District Energy
604-276-4130

Att. 4

REPORT CONCURRENCE		
ROUTED TO: Transportation	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The Vancouver Fraser Port Authority's proposed Roberts Bank Terminal 2 Expansion Project proposes an expansion of the existing Deltaport Terminal and Westshore Terminals in Delta, BC. The proposed expansion triggered federal and provincial environmental assessment regulations and the project has been undergoing federal and provincial environmental assessment under the *Canadian Environmental Assessment Act, 2012* and the *BC Environmental Assessment Act, 2002* since 2013. The City of Richmond was identified as a regional stakeholder and was first notified of the project by the Vancouver Fraser Port Authority in 2012. The Federal Minister of Environment announced that the Project would undergo a federal assessment by a federal independent review panel in 2016.

The independent review panel published its final report, *Federal Review Panel Report for the Roberts Bank Terminal 2 Project*, on March 30, 2020. The report presents the results of the independent review panel's assessment of the potential environmental and socioeconomic effects of the Project, including the marine shipping activities incidental to the Project. The report also sets out the rationale, conclusions and recommendations of the Panel relating to the environmental assessment of the Project, including proposed mitigation measures and follow-up programs.

Should the project be approved by the federal government, the BC Environmental Assessment Office has reached out to staff for general input on the independent review panel's final report and to work collaboratively on draft environmental assessment materials that would support the provincial ministerial review.

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 #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

Analysis

Project Description

The Vancouver Fraser Port Authority ("the Port") is proposing to construct a new, three-berth marine container terminal adjacent to its existing location on Robert's Bank (Attachment 1). The

proposed upgrades will allow the Port to increase its transport capacity by an additional 2.4 million containers per year, to meet its projected demand by 2030. The proposed terminal will be located immediately west of the existing terminal and will consist of a new berth pocket, additional marine terminal, tug basin, and causeway expansion (The Project), if approved.

Approximately 117 hectares of the Project is proposed to be constructed on federal land. Approximately 52 hectares of the Project is proposed to be constructed on submerged lands that are currently provincial Crown lands and a portion of land, owned by BC Rail, will be required to widen the causeway and construct an overpass. The total Project area would be 182.5 hectares and would be situated on newly acquired and built federal land managed by the Port. Regional infrastructure supporting the movement of goods to the proposed facility includes numerous transportation corridors, including Highway 17, Highway 17A5, Highway 91, Highway 99 and Deltaport Way, the Roberts Bank Rail Corridor, and two active commercial and recreational airports.

Primary land use in the area surrounding the site includes a mixture of urban, residential and agriculture, primarily located within the provincial Agricultural Land Reserve. Wildlife habitat in the region includes farm fields, old-fields, shrub land, hedgerows, and channelized watercourses. The Fraser River Estuary (encompassing Roberts Bank, Sturgeon Bank, and Boundary Bay) supports large numbers of resident, migrating, and/or wintering birds and the Strait of Georgia supports several marine mammal species.

The scope of the environmental assessments covers an area of approximately 55 square kilometres and includes the intertidal and subtidal zones between Canoe Passage and BC Ferries (Tsawwassen) Terminal, from the shoreline to the Canada/USA international border. The environmental assessments did not include the aforementioned transportation corridors accessible via Deltaport Way because the project boundary ended at the start of the causeway leading to the project site. The City argued early in the process that the boundary should be expanded to include transportation systems, noting that Richmond would receive increased truck traffic as a result of the project.

Summary of Assessment and City Consultation

The environmental assessment process involves identifying potential project effects and developing mitigation measures through consultation with First Nations, the public, and stakeholder groups, to avoid and/or minimize potential effects in a timely manner. *Canadian Environmental Assessment Act*, 2012 states that projects are to be considered in a careful and precautionary manner to avoid 'significant adverse effects'. The City of Richmond was first notified of the Project by the Port in 2012. Council endorsed comments related to traffic congestion, road infrastructure, and land use in Richmond were sent to the Port and the Canadian Environmental Assessment Agency in 2013. A summary of these final comments are included in Attachment 2.

The federal Minister of Environment announced that the Project would undergo a federal environmental assessment by an independent review panel ("the Panel") in 2016. Compared to an Agency-led federal assessment, an assessment led by an independent review panel is longer in duration (two years instead of one) and includes more comprehensive consultation with the public and stakeholders via public hearing. This type of assessment has a legislated 24-month time limit

from initial referral, to Ministerial decision. The legislated timeline does not include time required for the proponent (the Port) to gather information requested by an independent review panel or the Minister. The *Canadian Environmental Assessment Act*, 2012 allows the Minister of Environment to extend this timeline by up to 3 months, and Cabinet to extend the timeline for an unlimited period upon recommendation of the Minister.

The Panel held a project orientation session in 2016, where staff presented an overview of the City's interests and concerns. Staff have since been reviewing technical information and attending the public hearings as part of the federal environmental assessment.

Summary of the Independent Review Panel's Final Report

The Panel's final report culminates over five years of assessment that included the evaluation of potential effects for approximately 16 assessment criteria such as marine mammals, fish and fish habitat, accidents and malfunctions and avifauna for example. The report also sets out the rationale, conclusions and recommendations of the Panel relating to the environmental assessment of the Project, which is submitted to the federal Minister to support a decision.

A detailed list of potential project benefits and potential project effects is included in Attachment 3. A notable project benefit, should the project be approved, includes the local, regional and national employment, business opportunities and economic development resulting from the Project. Several possible environmental and socioeconomic effects were also determined by the Panel including significant adverse effects on South Resident Killer Whales; residual adverse effect on daytime and nighttime visual resources and on outdoor recreation; effects on the quality of life of local populations. Key concerns regarding the Port's methodology and proposed mitigation measures were also highlighted. The Panel determined that the ecosystem model used by the Port to assess potential effects in the study area likely contained precision and accuracy errors and that, in many cases, the proposed mitigation measures would not be as effective as predicted.

A list of 71 recommendations, developed by the Panel, were also included in the report. The recommendations should be imposed prior to approval and/or construction but are not limited to the only proponent directives. A condensed summary report outlining the projects benefits, effects and recommendations was also issued by the Panel and is included in Attachment 4.

The cumulative impacts from increased traffic, resulting from increased port-related truck traffic, for transportation corridors that would impact Richmond such as Highway 91 and Highway 99 was not included in the assessment. The Panel acknowledged traffic concerns in the report and determined that collaboration between the Province, the City of Delta and the Tsawwassen First Nation is needed to address local traffic issues should the project proceed. Richmond also noted that growth in demand for port serving industrial land uses could result in new port expansion into the Agricultural Land Reserve in East Richmond adjacent to the Port's site along the South Arm of the Fraser River.

The Panel's report has been forwarded to the federal Minister of Environment for review. Input from stakeholders on the report has not been requested. The BC Environmental Assessment Office is seeking general comments on the Panel's report and has requested to begin working with staff on

preparing draft referral material that would be forwarded to the provincial Minister if the project is approved.

Staff Recommendation

The Fraser River estuary works as a system of interdependent ecosystems ranging from upland environments, marshes and wetlands, and mudflats. The health of the estuary is important for the City including wave attenuation services provided by Sturgeon Bank. The Panel's findings related to the possible inaccuracies in modelling, the severity of potential effects in numerous areas and the uncertainty related to the effectiveness of future mitigations for these effects may lead to possible impacts in Richmond. For the reasons above, it is staff's assessment that the Robert's Bank Terminal 2 Expansion Project should not be approved based on the Panel's findings. Staff recommend the following course of action in response:

1. That, similar to the City of Delta, letters regarding the Project be sent to the Federal Minister of Environment and Climate Change, the federal Premier of BC, Provincial Minister of Environment and Climate Change Strategy, and the Provincial Minister of Transportation and Infrastructure requesting that the project not proceed based on the Panel's findings; and
2. Notwithstanding the above, that staff be directed to work with the BC Environmental Assessment Office to develop assessment conditions that protect the interests of the City, should the project be approved.

Next Steps

On August 24, 2020, the Minister of Environment and Climate Change acknowledged the Panel's findings and requested additional information from the Port to support further review. The project is currently paused and will resume when the Port can meet the information requested from the Minister. If endorsed, the letters will be prepared and sent as appropriate to the provincial and federal delegates for consideration on the matter.

Financial Impact

None.

Conclusion

The Vancouver Fraser Port Authority's proposed Roberts Bank Terminal 2 Expansion Project, located in Delta, BC has been undergoing federal and provincial environmental assessment under the *Canadian Environmental Assessment Act*, 2012 and the *BC Environmental Assessment Act*, 2002 since 2013.

The City of Richmond was first notified of the Project by the Vancouver Fraser Port Authority in 2012. The Federal Minister of Environment announced that the Project would undergo a federal assessment by a federal independent review panel in 2016. The independent review panel published its final report, *Federal Review Panel Report for the Roberts Bank Terminal 2 Project*, on March 30, 2020. The report presents the results of the independent review panel's assessment including benefits, effects and recommendations. Staff recommend sending letters to the appropriate federal

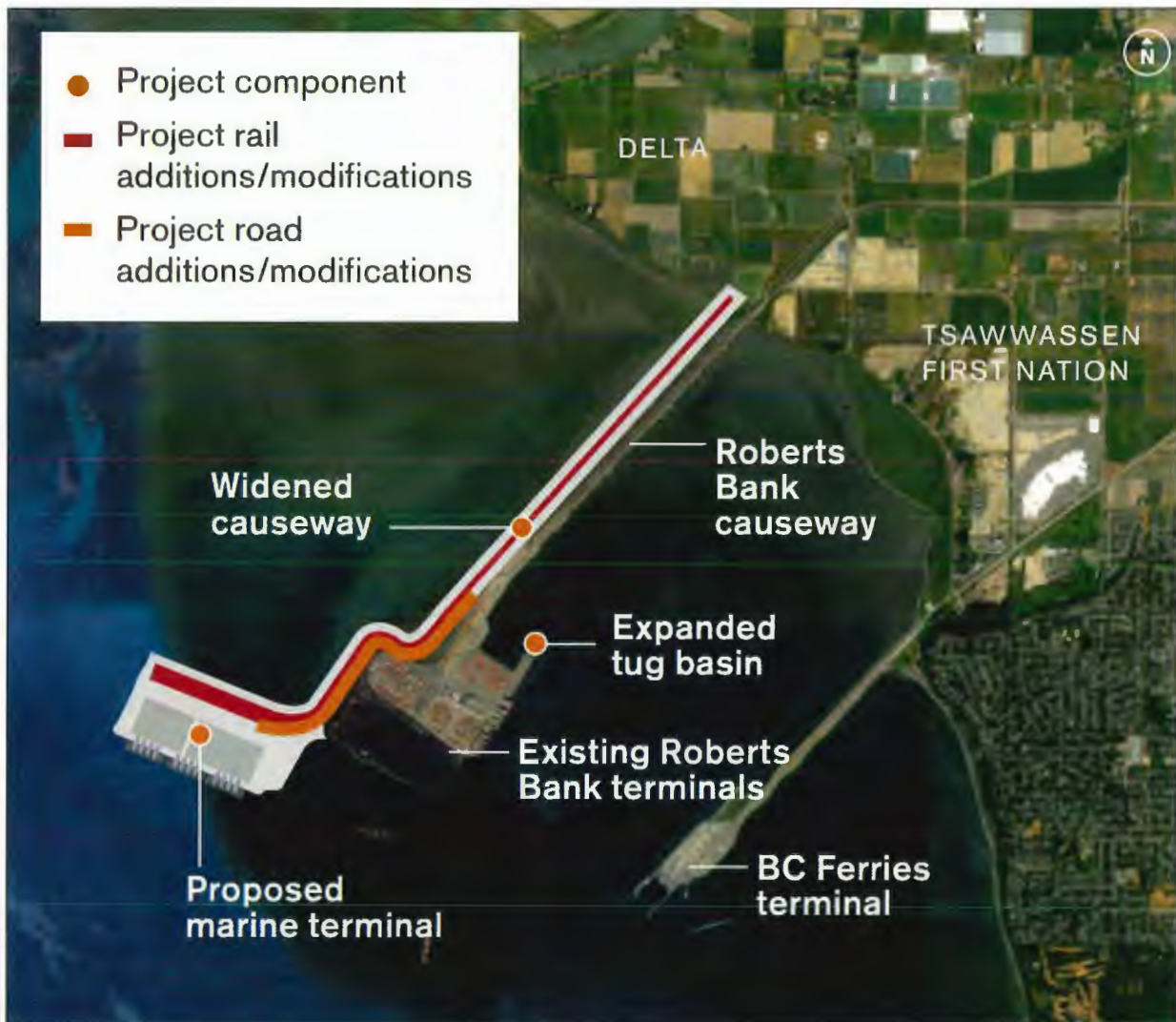
and provincial delegates stating that the project should not be approved based on the Panel's findings. Staff further recommend that they be directed to work with the BC Environmental Assessment Office to prepare assessment material that protect the interest of Richmond, should the project proceed.



Chad Paulin, M.Sc., P.Ag.
Manager, Environment
(604-276-4672)

- Att. 1: Project Location and Proposed Project Components
2: Summary of the City's Concerns related to the Proposed Project
3: Summary of Key Findings from the Independent Review Panel
4: Federal Review Panel Report: Summary of Key Findings

Project Location and Proposed Project Components



Summary of the City's Concerns Related to the Proposed Project

The following comments were endorsed by Council in 2013 and were forwarded to the Canadian Environmental Assessment Agency and the Vancouver Fraser Port Authority in 2013:

- The impacts of increased port-related truck traffic and passenger vehicles on roads beyond the footprint of the project, especially in Richmond, can be significant and as such, need to be identified in the project scope and included in the effects assessment. Currently, the scope appears to be limited to the project footprint and roads within Port Metro Vancouver's (PMV) jurisdiction. These impacts should be added to Section 5.6 Project Components and/or Section 5.7 Project Activities.
- Section 7.2.1 should identify that the boundary of the study area extends to the Fraserport area in Richmond as well as any other areas that Port trucks will travel to or from in Richmond.
- Measures to mitigate truck traffic impacts and address public concerns (Section 11.3) should include the following items:
 - A Transportation Plan to address road and rail traffic considerations with details such as how municipalities would be involved, what the scope of work is, what input would be sought from municipalities, potential transportation impacts and mitigation strategies, and opportunities to review a draft copy before finalization. Any mitigation strategies should include funding contributions from PMV for infrastructure improvements to local roads, including those north of the tunnel, that connect to the provincial highway system and/or PMV properties that are part of the supply chain system;
 - A "smart" fleet trucking strategy with details regarding how it would tangibly reduce truck traffic, what the impacts would be on the road network and whether there would be any deferral in the need for new road infrastructure due to any reduced truck traffic; and
 - Potential operational improvements such as the extension of hours of terminal operations, including the feasibility of 24/7 operations to enable truck movements during the night and early morning hours, thereby reducing truck traffic congestion during the day. The analysis should indicate the extent that these improvements would help defer or eliminate the need for any new infrastructure due to reduced truck traffic.
- Due to the scope of both the immediate and cumulative environmental impacts of this project, City staff recommend that the Minister of Environment refer this project to an environmental assessment by review panel.
- City staff request that assessment of the cumulative impact of this project and other large industrial and transportation projects (e.g. VAFFC, Fraser Surrey Docks, Trans Mountain

Pipeline Expansion, Massey Tunnel Replacement etc.) in the region be included in any environmental assessments triggered by these projects.

- As outlined in a letter to the CEAA dated October 2nd, 2013, we are reiterating concerns regarding the impacts of expanded Port Metro Vancouver activities on agricultural lands, and specifically lands on Lulu Island within the Agricultural Land Reserve.

Summary of Key Findings from the Independent Review Panel

Potential Project Benefits
1. Construction and operation of the proposed Project do not pose major technical challenges.
2. The Project would result in an increase in container terminal capacity on Canada's west coast. The Project would support competitiveness for Canadian markets linked to a marine shipping supply chain facing important changes.
3. The City of Delta, Metro Vancouver, British Columbia, Canada, and Indigenous groups would benefit from the employment, business opportunities and economic development resulting from the Project.

Potential Project Impacts
1. The proposed offsetting plan for aquatic species, totaling 29 hectares, is insufficient to compensate for the loss of 177 hectares of Roberts Bank.
2. The Panel cannot conclude with certainty about Project effects on polyunsaturated fatty acid production in biofilm, a potentially critical nutritional component for western sandpiper.
3. Barn owl populations would be subject to significant cumulative effects.
4. There would be significant adverse and cumulative effects on Dungeness crab as well as ocean type juvenile Chinook salmon originating from the Lower Fraser and South Thompson Rivers.
5. The Project would cause significant adverse and cumulative effects on South Resident Killer Whales through a small loss of legally-defined critical habitat, reduced adult Chinook salmon prey availability, and a minor increase in underwater noise.
6. A lethal vessel strike on a single individual South Resident Killer Whales could have significant adverse population consequences.
7. The Project would likely result in significant adverse and cumulative effects on the current use of lands and resources for traditional purposes by Tsawwassen First Nation and Musqueam Indian Band in the Project area.
8. Marine shipping associated with the Project would likely result in a significant cumulative effect on the current use of lands and resources for traditional purposes by Pacheedaht First Nation and Ditidaht First Nation.
9. The Project would cause significant adverse effects on cultural heritage for Tsawwassen First Nation and Tsleil-Waututh Nation in the Project area. Each ship travelling through the shipping lanes causes an incremental effect on the ability of Indigenous groups to access sites where they conduct cultural activities. The Panel concludes that there is an existing significant cumulative effect on cultural heritage and that any increase in ship movements would further contribute to this effect.

10. The Panel's assessment concludes that there would be effects on the quality of life of local populations, including health and quality of experience during commercial and recreational activities.
11. The Project would result in a residual adverse effect on daytime and nighttime visual resources and on outdoor recreation as well as a significant cumulative effect.
12. Residual adverse effects of the proposed expanded Navigational Closure Area would cause a significant cumulative effect on the commercial crab fishery.
13. During the operational phase, the Project would result in a significant adverse effect and a cumulative effect on human health based on predicted exposures NO ₂ and other respiratory irritants.
14. The Project would result in a significant adverse cumulative health effect due to noise.
15. Elements of stress and annoyance already present related to light, noise and dust are expected to be exacerbated by the Project.
16. The Project would likely cause a significant adverse effect and a significant cumulative effect on agricultural land use due to the loss of a small area of land contained within the Agricultural Land Reserve.
17. The Panel concludes that additional measures would be required to adequately address effects from accidents and malfunctions that may occur in connection with land-based events.
18. If a worst-case oil spill were to occur in the marine shipping area, it could result in potentially significant adverse residual effects for vulnerable species such as South Resident Killer Whales and marine birds, marine commercial and recreational activities, and cultural heritage and health of Indigenous groups.

Summary of Key Findings

On May 30, 2016, the federal Minister of Environment and Climate Change Canada appointed a Review Panel to carry out an environmental assessment of the Roberts Bank Terminal 2 Project proposed by the Vancouver Fraser Port Authority. The following provides a summary of the Panel's key findings.

The Project would require the conversion of 177 ha of intertidal and subtidal habitat on Roberts Bank to construct a new three-berth container terminal, expand an existing causeway and enlarge an existing tug basin. The Project would be situated immediately adjacent to Tsawwassen First Nation Lands, existing port infrastructure and close to the community of Tsawwassen and the City of Delta, British Columbia. The Project is located on Roberts Bank in the Fraser River estuary, an ecologically productive and sensitive area of coastal British Columbia. Roberts Bank is located on the Pacific Flyway for migratory birds and is adjacent to a provincial wildlife management area and an international Ramsar site. Some of the largest salmon runs in the world utilize and migrate through Roberts Bank as juveniles and adults. Roberts Bank also encompasses critical habitat for the Southern Resident Killer Whale (SRKW) listed as endangered under the *Species at Risk Act*.

The Panel is of the view that construction and operation of the proposed Project do not pose major technical challenges. The purpose of the Project is consistent with Canada's role as a trading nation, and the Project would enable an increase in container terminal capacity on Canada's west coast. The Project would also support competitiveness for Canadian markets linked to a marine shipping supply chain facing important changes, such as: mergers of ocean shipping lines; ocean carriers' and terminal operators' economic sustainability; terminal modernization and an increase in container ship size. The City of Delta, Metro Vancouver, British Columbia and Canada would benefit from the employment, business opportunities and economic development resulting from the Project. Indigenous groups living in proximity to the Project, in Metro Vancouver and on Vancouver Island and the Gulf Islands would stand to benefit from training, employment, and contracting opportunities.

The Panel concludes that the Project would result in numerous adverse residual and cumulative effects. The proposed offsetting plan for aquatic species, totaling 29 hectares, would be insufficient to compensate for the reduction in productivity associated with a Project-induced habitat loss of 177 hectares of Roberts Bank. There would be significant adverse and cumulative effects on wetlands and wetland functions at Roberts Bank. One of the ecosystem components that drives the high productivity of Roberts Bank is biofilm, which is consumed by western sandpipers and other shorebirds during their migration stopovers. The Panel concludes that the Project would not have an adverse effect on biofilm productivity and diatom composition. However, the Panel cannot conclude with certainty about Project effects on polyunsaturated fatty acid production in biofilm, a potentially critical nutritional component for western sandpiper. Due to the recent and still-emerging scientific understanding of biofilm, the Panel is unable to conclude with reasonable confidence that the Project would or would not have a residual adverse effect on western sandpiper. Barn owl, a species listed as threatened under the *Species at Risk Act*, would be subject to significant cumulative effects.

There would be significant adverse and cumulative effects on Dungeness crab as well as ocean-type juvenile Chinook salmon originating from the Lower Fraser and South Thompson Rivers. These juvenile Chinook reside temporarily in the vicinity of the Project and would be subject to migration disruption by the terminal footprint and Project-related effects on the underwater acoustic and light environments. The Project would cause significant adverse and cumulative effects on SRKW through a small loss of legally-defined critical habitat, reduced adult Chinook salmon prey availability and a minor increase in underwater noise. In the absence of mandatory mitigation measures to reduce underwater noise from marine shipping associated with the Project, there would be further degradation of SRKW critical habitat. Although unlikely, a lethal vessel strike on a single individual SRKW could have significant adverse population consequences.

Several Indigenous groups have traditional territories that overlap the Project area and the marine shipping area. The Project and the marine shipping associated with the Project have the potential to change various aspects of Indigenous current use and cultural heritage resources. The Panel concludes that the Project would likely result in significant adverse and cumulative effects on the current use of lands and resources for traditional purposes by Tsawwassen First Nation and Musqueam Indian Band in the Project area. The Panel also concludes that marine shipping associated with the Project would likely result in a significant cumulative effect on the current use of lands and resources for traditional purposes by Pacheedaht First Nation and Ditidaht First Nation.

In addition, the Project would cause significant adverse effects on cultural heritage for Tsawwassen First Nation and Tsleil-Waututh Nation in the Project area. While the Panel understands there would be relatively few ship movements associated with the Project, each ship travelling through the shipping lanes causes an incremental effect on the ability of Indigenous groups to access sites where they conduct cultural activities. The Panel concludes that there is an existing significant cumulative effect on cultural heritage and that any increase in ship movements would further contribute to this effect.

The Panel's assessment concludes that there would be effects on the quality of life of local populations, including health and quality of experience during commercial and recreational activities. The Project would result in a residual adverse effect on daytime and nighttime visual resources and on outdoor recreation as well as a significant cumulative effect. Residual adverse effects of the proposed expanded Navigational Closure Area during both construction and operations would combine with the adverse effects of the existing Navigation Closure Area and cause a significant cumulative effect on the Area I commercial crab fishery.

During the operational phase, the Project would result in a significant adverse effect and a cumulative effect on human health based on predicted exposures to 1-hour average NO₂ and other respiratory irritants. The Project would result in a significant adverse cumulative health effect due to noise. Elements of stress and annoyance related to light, noise and dust are already present in the Local Assessment Area and the Project has the potential to exacerbate these conditions. The Panel further concludes that the Project would likely cause a significant adverse

effect and a significant cumulative effect on agricultural land use due to the loss of a small area of land contained within the Agricultural Land Reserve.

Several types of accidents and malfunctions that could result from the Project were examined, both for land- and marine-based activities. The Panel concludes that additional measures would be required to adequately address effects from accidents and malfunctions that may occur in connection with land-based events. If a worst-case oil spill were to occur in the marine shipping area, it could result in potentially significant adverse residual effects for vulnerable species such as SRKW and marine birds, marine commercial and recreational activities, current use, cultural heritage and health of Indigenous groups.

A listing of the Panel's Conclusions and Recommendations is provided in Appendix H and further details are described in the main body of the report.

The Panel members are grateful for the support we received from the Secretariat during the four years of the Panel's work. We appreciate the professional and respectful participation offered by the Proponent and its team. We would like to acknowledge the involvement of the local citizens of Delta, the collaboration of all levels of government, the insights offered by non-governmental organizations and the constructive interactions and information provided by Indigenous groups.



City of
Richmond

Bylaw 10187

**City Centre District Energy Utility Bylaw No. 9895
Amendment Bylaw No. 10187**

The Council of the City of Richmond enacts as follows:

1. The **City Centre District Energy Utility Bylaw No. 9895** is further amended:
 - (a) by deleting Schedule A (Boundaries of Service Area) in its entirety and replacing it with a new Schedule A attached as Schedule A to this Amendment Bylaw; and
 - (b) by deleting Schedule E (Energy Generation Plant Designated Properties) in its entirety and replacing it with a new Schedule E attached as Schedule B to this Amendment Bylaw.
2. This Bylaw is cited as “**City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10187**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

SEP 14 2020

SEP 14 2020

SEP 14 2020

CITY OF RICHMOND
APPROVED for content by DS <i>DS</i>
APPROVED DS <i>BRB</i>

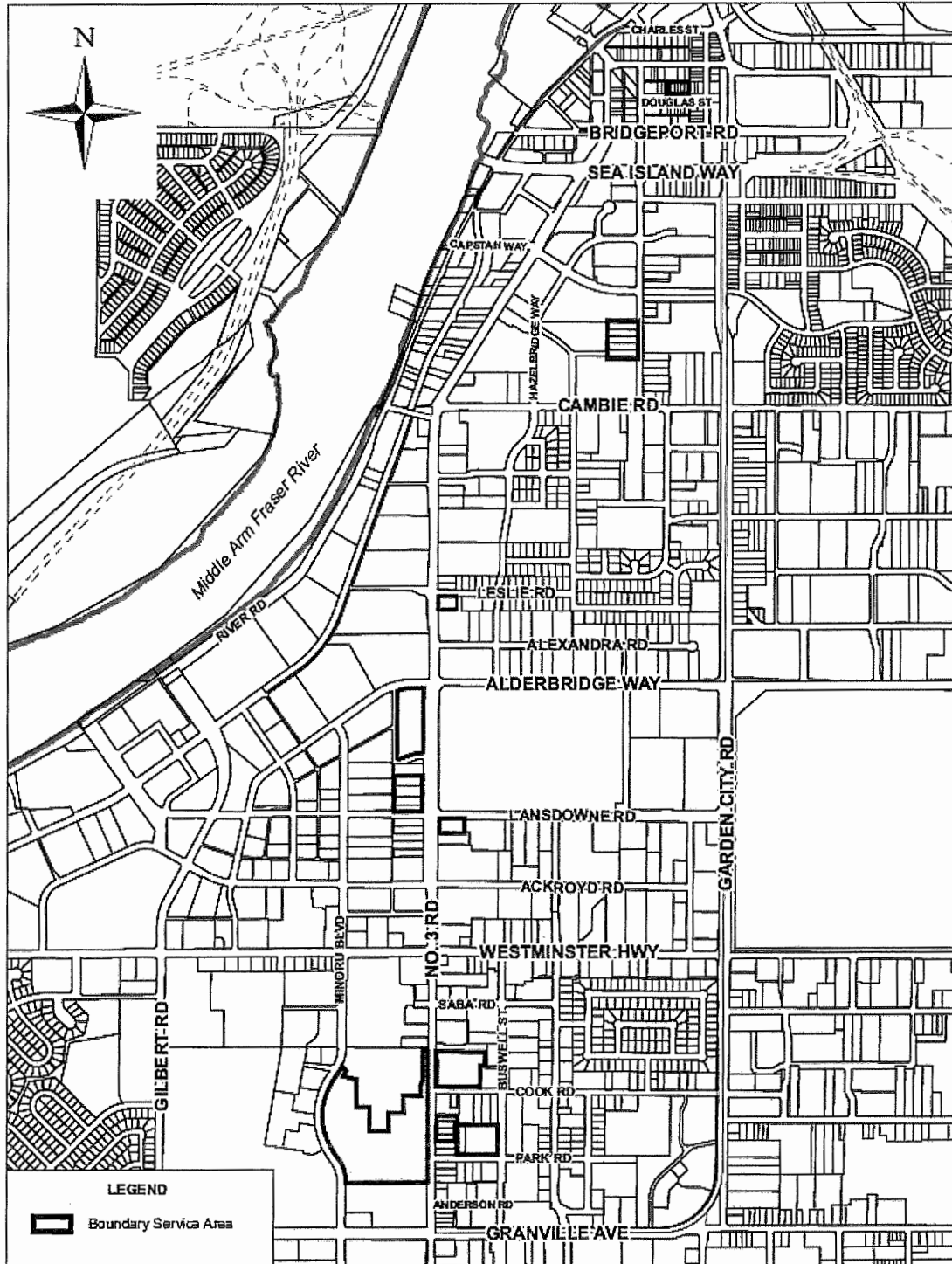
MAYOR

CORPORATE OFFICER

Schedule A to Amendment Bylaw No. 10187

SCHEDULE A to BYLAW NO. 9895

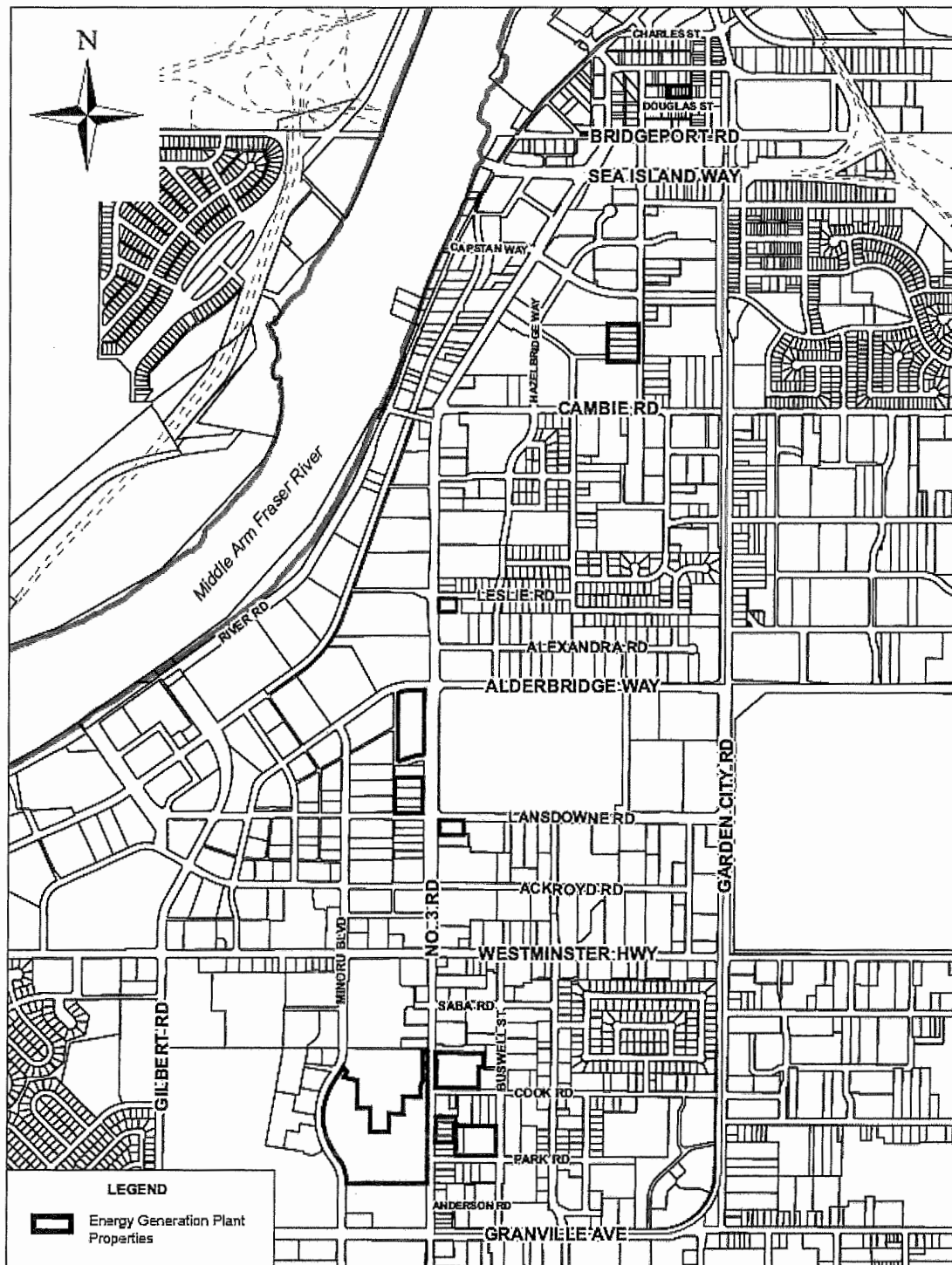
Boundaries of Service Area



Schedule B to Amendment Bylaw No. 10187

SCHEDULE E to BYLAW NO. 9895

Energy Generation Plant Designated Properties





**Richmond Zoning Bylaw 8500
Amendment Bylaw 10189 (ZT 19-872212)
3399 Corvette Way and 3311 and 3331 No. 3 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:
 - 1.1. In Section 20.30.4.2(c), replacing “4,250.0 m²” with “4,705.0 m²”;
 - 1.2. Replacing Section 20.30.4.5(a) with the following:

“the maximum total combined **floor area** for the **site** shall not exceed 113,131.8 m², of which the **floor area** of residential **uses** shall not exceed 88,804.0 m², including at least 4,441.8 m² for **affordable housing units**, and the **floor area** for other **uses** shall not exceed 24,327.8 m², including at least 3,106.6 m² for **community amenity space**; and”;
 - 1.3. Replacing Sub-Sections 20.30.4.5(b)(i), 20.30.4.5(b)(ii), and 20.30.4.5(b)(iii) with the following:
 - “i for “A”: 54,014.2 m² for residential **uses**, including at least 3,092.5 m² for **affordable housing units**, and 2,131.0 m² for other **uses**;
 - ii for “B”: 21,740.2 m² for residential **uses**, including at least 1,349.3 m² for **affordable housing units**, and 22,196.8 m² for other **uses**, including at least 3,106.6 m² for **community amenity space**; and
 - iii for “C”: 13,049.6 m² for residential **uses**, including nil for **affordable housing units**, and nil for other **uses**; and”;
 - 1.4. In Section 20.30.4.5(c), replacing “850” with “941”.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10189**”.

FIRST READING

JUN 22 2020

PUBLIC HEARING

JUL 20 2020

SECOND READING

JUL 20 2020

THIRD READING

JUL 20 2020

OTHER CONDITIONS SATISFIED

SEP 22 2020

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

SEP 22 2020

LEGAL REQUIREMENTS SATISFIED

SEP 22 2020

ADOPTED

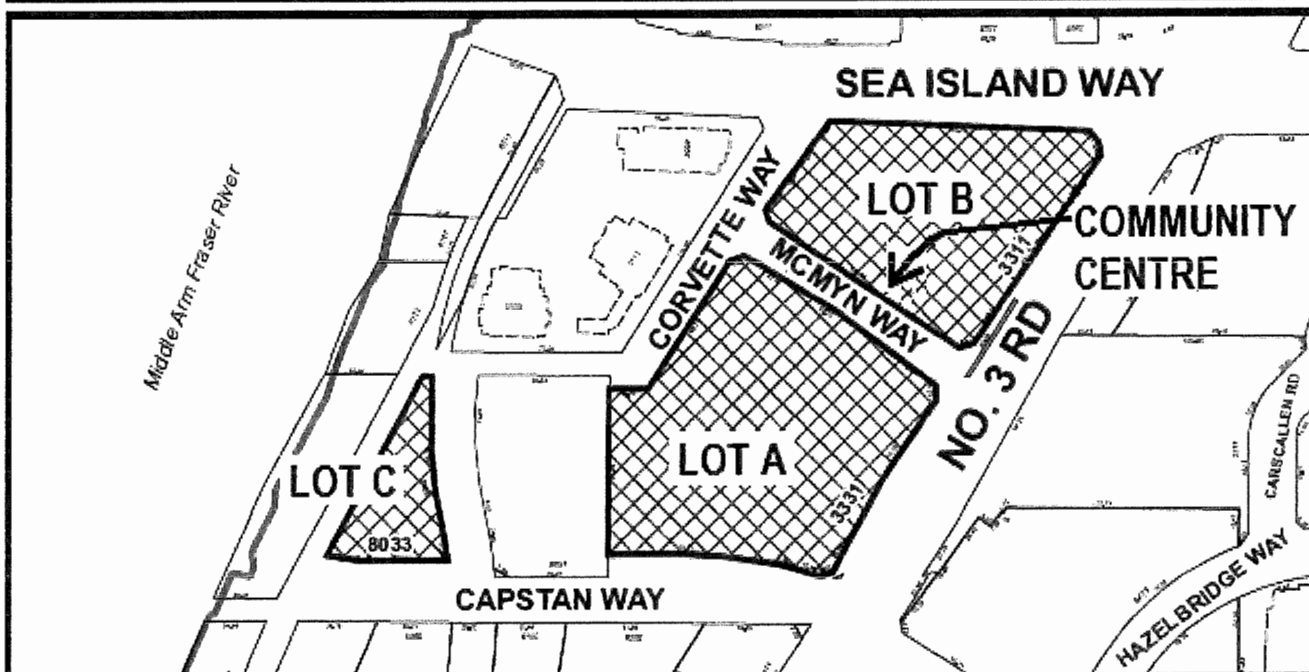
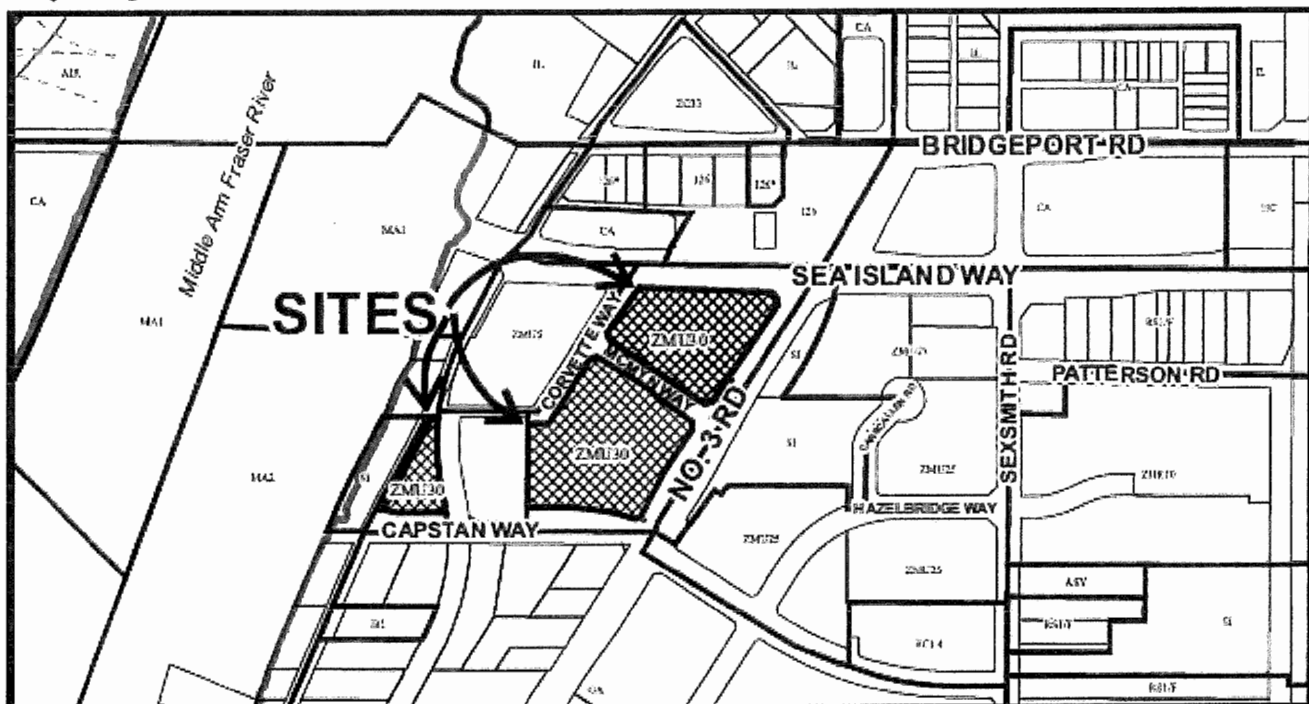
MAYOR

CORPORATE OFFICER





City of Richmond



ZT 19-872212

Original Date: 09/12/19

Revision Date:

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, September 16, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, 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 29, 2020 be adopted.

CARRIED

1. GENERAL COMPLIANCE – REQUEST BY HAMILTON VILLAGE CARE CENTRE HOLDINGS LTD. FOR A GENERAL COMPLIANCE RULING AT 23111 GARRIPIE AVENUE

(File Ref. No.: DP 20-906520 Xr: DP 17-771210) (REDMS No. 6500176)

APPLICANT: Hamilton Village Care Centre Holdings Ltd.

PROPERTY LOCATION: 23111 Garripie Avenue

INTENT OF PERMIT:

To consider the attached plans involving changes to the design of the proposed landscaping and to the approved ESA compensation to be in General Compliance with the approved Development Permit (DP 17 771210).

Development Permit Panel

Wednesday, September 16, 2020

Applicant's Comments

Travis Martin, van der Zalm + Associates, with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed changes to landscaping and the Environmentally Sensitive Area (ESA) compensation area that were approved through Development Permit DP 17-771210, highlighting the following:

- a landscape wall is proposed at the northwest corner of the site to address grade changes around two existing trees which are being retained;
- the Western Red Cedar tree (#869) that was damaged during construction had to be removed and is being replaced with two new Western Red Cedar trees;
- the Pad Mounted Transformer (PMT) originally sited at the southeast corner of the site will be relocated along the Westminster Highway frontage as required by BC Hydro;
- the ESA along Garripie Avenue will be extended eastwards to compensate for the loss of ESA as a result of the relocation of the PMT;
- a planted island on the Garripie Avenue frontage will be replaced with concrete to accommodate a new crosswalk across Garripie Avenue; and
- a low fence to enclose garbage containers at the solid waste staging area on the southeast corner of the site will be removed as solid waste is stored within the building.

In reply to queries from the Panel, Mr. Martin acknowledged that (i) the Western Red Cedar tree that was removed was 30 cm. diameter in size, and (ii) the grade of the proposed location for the two replacement cedar trees and the spacing between them would enhance their survivability and potential to grow and mature.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

It was noted that the proposed planting of two smaller cedar trees as compensation for the removal of the significant cedar tree is not sufficient and a more substantial tree compensation package, which include planting of more replacement trees on-site and/or off-site, would be appropriate.

Development Permit Panel
Wednesday, September 16, 2020

Panel Decision

It was moved and seconded

That the application be referred back to staff for the applicant to work with staff to provide a more substantial tree compensation package for the loss of a significant cedar tree on-site and be brought back for consideration at the September 30, 2020 meeting of the Development Permit Panel.

CARRIED

2. DEVELOPMENT PERMIT 18-818403

(REDMS No. 6344932 v. 3)

APPLICANT: Konic Development Ltd.

PROPERTY LOCATION: 7151 No. 2 Road

INTENT OF PERMIT:

1. Permit the construction of four townhouse units at 7151 No. 2 Road on a site zoned “Low Density Townhouses (RTL4)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum lot width on major arterial road from 50.0 m to 20.12 m; and
 - (b) reduce the minimum front yard (east) setback from 6.0 m to 4.55 m.

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect Inc., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background on the proposed development including, among others, the project's site context, site plan, floor plans, setbacks, grading plan, architectural form and character, and sustainability features, highlighting the following:

- the subject site is an orphaned lot and does not meet the required minimum lot width so the applicant is requesting a variance;
- there is a Cross Access Easement registered on Title of the existing townhouse development to the south (7321 No. 2 Road); however, a driveway to No. 2 Road is proposed for the subject site due to concerns raised by the neighbouring strata;
- an electrical room will be provided on the west side of the building;
- electric vehicle (EV) charging will be provided for each garage;
- a front yard setback variance is proposed to increase the separation between the townhouse building and the single-family dwelling to the west;

3.

Development Permit Panel

Wednesday, September 16, 2020

- no balconies will be installed on the west and south sides of the building to provide privacy to neighbouring residential developments;
- a convertible unit with future provision for a lift is proposed;
- the project meets EnerGuide 82 rating requirements as confirmed by the project's Certified Energy Advisor;
- heat recovery ventilator (HRV) units are located facing the church parking lot to the north to address potential noise issues with neighbouring developments; and
- local, renewable and durable building materials are proposed.

Denitsa Dimitrova, PMG Landscape Architects, reviewed the proposed landscape features for the project, noting that (i) two off-site trees at the southwest corner of the site will be retained, (ii) a low aluminum transparent fence will be installed to enhance the streetscape and will be set back two feet to allow planting that will provide visual interest, (iii) a six-foot high wood fence is proposed along the north and west sides of the proposed development to provide a buffer to neighbouring developments, (iv) the existing six-foot high fence along the south side will be retained, (v) the common outdoor amenity area will be located on the west side of the subject site to provide a buffer to the single-family dwelling to the west, (vi) the proposed play equipment in the common outdoor amenity area provides various play opportunities for children, and (vii) two different colours of permeable pavers are proposed.

Staff Comments

Wayne Craig, Director, Development noted that (i) the two proposed variances associated with the project were identified at rezoning stage, (ii) a front yard setback variance is requested due to a road dedication being provided along No. 2 Road and to increase the building's separation to the single-family dwelling to the west, (iii) an acoustical report provided by the applicant indicates that there are no traffic noise issues as a result of the reduced front yard setback, (iv) the lot width variance is a technical variance due to the site geometry and the site being an orphaned lot, and (v) there will be a Servicing Agreement for frontage works at Building Permit stage.

In reply to queries from the Panel, Mr. Craig acknowledged that (i) a fence along the south property line separates the subject site and the adjacent townhouse development to the south, (ii) there is limited space for landscaping along the south property line due to the proposed east-west internal drive aisle, and (iii) the side yards of two townhouse units in the adjacent townhouse development to the south abut the south property line of the subject site.

Development Permit Panel

Wednesday, September 16, 2020

Panel Discussion

In reply to a query from the Panel, Ms. Dimitrova noted that a slight grade change and a fence provide separation between the children's play area and the visitor parking stall.

In reply to a query from the Panel, Mr. Craig noted that (i) the City permits the concurrent review of the Building Permit and Development Permit applications, and (ii) the project meets the grandfathering provisions adopted by Council when the Step Code was introduced, which require that the Building Permit application be submitted prior to December 31, 2019 while the Development Permit application was under review.

In reply to a query from the Panel, Mr. Cheng noted that in his opinion, the project's proposed sustainability features are similar to those proposed by projects targeting Energy Step Code 3.

In reply to queries from the Panel, Mr. Cheng and Ms. Dimitrova confirmed that (i) brick cladding and a high level window are proposed for the garbage room on the building's east façade which fronts onto No. 2 Road, (ii) an evergreen hedge is proposed in front of the building's east façade, and (iii) there are opportunities to enhance the exterior cladding treatment of the garbage room consistent with the residential character of the neighbourhood, such as incorporating residential windows.

Gallery Comments

None.

Correspondence

Alex Chang, Lesperance Mendes Lawyers, on behalf of the owners, Strata Plan BCS3356 located at 7231 No. 2 Road ([Schedule 1](#))

Mr. Craig noted that Mr. Chang's concern regarding the subject development using the driveway on the adjacent site to the south is unfounded as a driveway will be provided on the proposed development that will provide direct access to No. 2 Road.

In reply to queries from the Panel, Mr. Craig acknowledged that (i) the project's use of the driveway on the adjacent townhouse development to the south was being investigated at the rezoning stage, (ii) it was determined through the rezoning and public hearing process that the subject site would be granted its own driveway to No. 2 Road, and (iii) a Statutory Right-of-Way (SRW) will be registered over the entire internal drive aisle on the subject site to provide legal access to existing and future developments to the south should the No. 2 Road and Comstock Road intersection become signalized in the future.

Development Permit Panel

Wednesday, September 16, 2020

Panel Discussion

Staff was directed to work with the applicant to (i) enhance the architectural treatment of the garbage room on the building's east façade and incorporate additional landscaping in front of the building to improve the No. 2 Road streetscape, and (ii) ensure that the project's proposed sustainability features are retained through the Building Permit process, prior to the application moving forward for Council consideration.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of four townhouse units at 7151 No. 2 Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum lot width on major arterial road from 50.0 m to 20.12 m; and*
 - (b) *reduce the minimum front yard (east) setback from 6.0 m to 4.55 m.*

CARRIED

3. DEVELOPMENT PERMIT 18-829141

(REDMS No. 6435610 v. 6)

APPLICANT: Townline Ventures Inc.

PROPERTY LOCATION: 5591, 5631, 5651 and 5671 No. 3 Road

INTENT OF PERMIT:

To permit the construction of a high-density, mixed-use development consisting of three residential towers and a mid-rise building that includes 363 residential units and 20 low-end market rental units, and an office tower over a single storey mixed-use podium with street oriented commercial, retail and community amenity uses at ground level at 5591, 5631, 5651 and 5671 No. 3 Road.

Applicant's Comments

Peter Odegaard, MCM Architects, with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development, including its site context, site plan, and form and character, highlighting the following:

- the proposed development includes spaces for office, residential, retail/commercial, and City-owned community amenity uses in the centre of the City Centre Area;

Development Permit Panel

Wednesday, September 16, 2020

- two of the four levels of parking are below grade, resulting in a low podium expression around the buildings;
- the existing City lane along the west side of the subject site will be widened to create a new north-south road;
- all vehicle, loading and garbage and recycling access is provided through a single parkade entrance located at the north end of the site from the new north-south road;
- the proposed linear park fronts onto the south side of the subject site along Lansdowne Road;
- the architecture of the buildings reflects their mixed-uses;
- the office tower is articulated with angled corners and edges and is sited at the prominent southeast corner of the site;
- angled balconies are proposed for the residential towers;
- the outdoor amenity spaces are located on the podium roof; and
- public art, which is a light installation, will be incorporated on the ceiling of the two pedestrian breezeways.

In reply to a query from the Panel, Mr. Odegaard noted that (i) public art is located at the two pedestrian breezeways on either side of the office tower building which can be accessed from No. 3 Road and Lansdowne Road and provide connection to the parkade, and (ii) the breezeways are publicly accessible during regular business hours.

Justin Benjamin-Taylor, Durante Kreuk Landscape Architecture, reviewed the main landscape features of the project, noting that (i) there is a 10-metre dedication along the Lansdowne Road frontage for the installation of the linear park, (ii) the outdoor amenity area on the podium has been programmed and delineated for common residential, office and private uses, (iii) the common residential outdoor amenity area includes active and passive uses including, among others, a children's play area, an outdoor pool, a quiet garden, a dog run with wash station, outdoor kitchens and dining areas, and (iv) pedestrian circulation routes are provided from the two podium exits.

In reply to queries from the Panel, Mr. Odegaard and Mr. Taylor acknowledged that (i) ballasted roofs are proposed for the four towers primarily due to height restrictions and will not be accessible, (ii) the roof lines of the project are differentiated and the residential tower roofs are sloped, (iii) the top of the tower is the roof parapet of the elevator overrun, (iv) an intensive green roof is proposed on the mid-rise building rooftop, and (v) there would be no added significant benefits for installing green roofs on the rooftops of towers as water infiltration is taken care of by the overall design of the buildings.

Development Permit Panel

Wednesday, September 16, 2020

Staff Comments

Mr. Craig noted that (i) a City-owned community amenity space is included in the proposed development that has been designed in consultation with City stakeholders, (ii) there is a significant Servicing Agreement associated with the project for the significant road improvements along Lansdowne Road, the construction of a new north-south road along the west side of the site, and improvements to No. 3 Road, (iii) the linear park will also be designed through the Servicing Agreement process, (iv) the public art installation within the breezeways was reviewed and endorsed by the Richmond Public Art Advisory Committee (RPAAC) on May 22, 2019, (v) an on-site low carbon district energy utility plant will be constructed and transferred to the Lulu Island Energy Company, and (vi) acoustical measures have been incorporated in the design of the development to address aircraft noise and the adjacency of Canada Line to the subject development.

In reply to queries from the Panel, Mr. Craig acknowledged that (i) the linear park will be designed through a Servicing Agreement process in consultation with City staff, (ii) the City-owned community amenity space and the project's residential units front onto the new north-south road, (iii) the project meets the City's Affordable Housing Strategy requirements, (iv) the affordable housing units will be distributed among the three residential towers, and (v) the design of the bicycle lane will be part of the Servicing Agreement that will be reviewed by City's Transportation and Engineering staff.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that it is well done and the provision of two levels of below grade parking enhances the appearance of the streetscape.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a high-density, mixed-use development consisting of three residential towers and a mid-rise building that includes 363 residential units and 20 low-end market rental units, and an office tower over a single storey mixed-use podium with street oriented commercial, retail and community amenity uses at ground level at 5591, 5631, 5651 and 5671 No. 3 Road.

CARRIED

Development Permit Panel
Wednesday, September 16, 2020

4. DEVELOPMENT VARIANCE 20-896703

(REDMS No. 6496446 v. 4)

APPLICANT: Dagneault Planning Consultants Ltd.

PROPERTY LOCATION: 2151, 2511, 2611, 2651 No. 7 Road and PID 001-928-899

INTENT OF PERMIT:

1. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum front yard setback for agricultural buildings and structures from 7.5 m to 1.87 m;
 - (b) reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 0.58 m; and
 - (c) reduce the minimum lot area from 2.0 ha to 0.34 ha at 2651 No. 7 Road in order to resolve an encroachment issue with the existing agricultural buildings and structures along the south property line of 2611 No. 7 Road; and
2. Allow the existing agricultural buildings and structures at 2151, 2511, 2611, 2651 No. 7 Road and PID 001-928-899 on a site zoned "Agriculture (AG1)" to remain and facilitate a proposed subdivision.

Applicant's Comments

Brian Dagneault, Dagneault Planning Consultants Ltd., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the subject application, highlighting the following:

- the property owner is a long-time farmer in Richmond and intends to transfer the subject properties zoned "Agriculture (AG1)" to their children for farm succession planning and continuance of farming operations;
- the subject properties consist of four parcels and will be subdivided to align the property lines with existing farm operations, provide each parcel direct access to No. 7 Road, address an encroachment issue involving existing agricultural buildings and structures on-site, and facilitate the transfer of the parcels for farm succession planning;
- the proposed subdivision plan would reduce the number of parcels from four to three and require setback variances for existing agricultural buildings and structures which do not comply with the current minimum setback requirements;
- the proposed subdivision and adjustments of existing property lines would allow existing buildings on-site to remain in their current locations; and

Development Permit Panel

Wednesday, September 16, 2020

- the subdivision proposal includes slightly moving the south property line of 2611 No. 7 Road to the south to resolve an encroachment issue with existing buildings on the south side of the subject site.

In reply to queries from the Panel, Mr. Dagneault acknowledged that (i) the proposed subdivision will rationalize existing property lines to align with actual farm activities, (ii) under the proposed subdivision, existing Lot 3 and Lot 4 are combined into one lot and existing Lot 2 remains basically the same, (iii) moving the boundary line between Lots 3 and 4 would create a panhandle on the new lot to provide Lot 1 access to No. 7 Road, (iv) the south property line of existing Lot 4 will be slightly shifted south to capture the buildings which currently encroach into the Remainder Lot 5, and (v) the subdivision proposal will allow the existing buildings on-site to be apportioned to each of the property owner's children.

Staff Comments

Mr. Craig noted that (i) the proposed subdivision would reduce the number of parcels within the Agricultural Land Reserve (ALR) which is supported by City policy, (ii) the proposed subdivision would result in three lots with residential development potential and not create an additional lot with residential development potential, and (iii) the proposal was reviewed and supported by the Food Security and Agricultural Advisory Committee.

In reply to a query from the Panel, Mr. Craig acknowledged that although setback variances are proposed in the subject application, it will resolve an encroachment issue with existing agricultural buildings and structures on-site.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the application, noting that the proposed subdivision is moving in the right direction.

Development Permit Panel
Wednesday, September 16, 2020

Panel Decision

It was moved and seconded

1. *That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum front yard setback for agricultural buildings and structures from 7.5 m to 1.87 m;*
 - (b) *reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 0.58 m; and*
 - (c) *reduce the minimum lot area from 2.0 ha to 0.34 ha at 2651 No. 7 Road in order to resolve an encroachment issue with the existing agricultural buildings and structures along the south property line of 2611 No. 7 Road; and*
2. *This would allow the existing agricultural buildings and structures at 2151, 2511, 2611, 2651 No. 7 Road and PID 001-928-899 on a site zoned "Agriculture (AG1)" to remain and facilitate a proposed subdivision.*

CARRIED

5. **Date of Next Meeting:** **September 30, 2020**

6. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 5:02 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 16, 2020.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
September 16, 2020.

To Development Permit Panel	
Date:	SEPT 16, 2020
Item #	7
Re:	DP 18-818403
	7151 No 2 Road

From: Alex Chang <ajc@lmlaw.ca>
Sent: September 16, 2020 11:42 AM
To: CityClerk
Cc: Courtnie Touet; Michael Chung (michaelchung@citybase.ca)
Subject: File: DP 18-818403, Applicant: Konic Development Ltd., Site: 7151 No 2 Road
Attachments: 20-09-16 LT City of Richmond re DP 18-818403 (00808566xDA33B).PDF

Please see the attached correspondence submitted on behalf of The Owners, Strata Plan BCS3356, concerning the above-referenced development permit application.

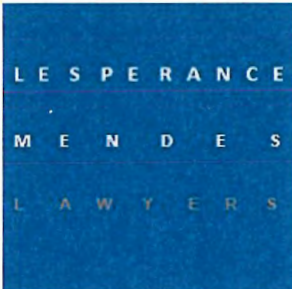
Please confirm that you received the attached correspondence and that it will be entered into today's meeting record.

Regards,

Alex J. Chang
Associate

550 – 900 Howe Street

Vancouver, BC V6Z 2M4



d 604 685 1255
t 604 685 3567
f 604 685 7505

e ajc@lmlaw.ca
w lmlaw.ca

Sign Up to Receive our Strata Alert Newsletter: <https://lmlaw.ca/newsletter/>



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Please consider the environment before printing this email.

L E S P E R A N C E
M E N D E S
L A W Y E R S

Reply to: Alex J. Chang
Direct Line: 604-685-1255
Email: ajc@lmlaw.ca
File: 2413-02

WWW.LMLAW.CA

September 16, 2020

REGISTERED MAIL AND EMAIL:

cityclerk@richmond.ca

City of Richmond, City Clerk's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Sirs/Madams:

**Re: File: DP 18-818403,
Applicant: Konic Development Ltd.
Site: 7151 No 2 Road**

We act for The Owners, Strata Plan BCS3356 (the "Strata") located at 7231 No. 2 Road.

We write to express the concerns that our client and its owners and residents have concerning the application for the development permit for 7151 No 2 Road (the "Lands").

Our client's property is immediately adjacent to the south of the Lands. While our client and we have not seen a copy of the development application, we understand from the public notice that the proposed development is for four townhome units with access to the lands via our client's property.

This proposed development is similar to a previous development permit application (2013 638387 000 00 RZ), which we understand did not proceed. Our client has the same concerns about this application as it did to the application in 2013. Those concerns were expressed in its letter to the City dated August 16, 2013, in response to the 2013 application.

Our client consists of 26 townhomes in a close-knit family community. Many of the residents have children that play in the front yards and sometimes on the driveways. The residents use these outdoor spaces for recreation more frequently due to the COVID-19 pandemic.

Sometimes residents or guests drive at unsafe speeds in through this family community. Fortunately, the Strata is able to manage the internal safety of its driveways by enforcing its bylaws and rules regarding road safety under the *Strata Property Act*.

{00808456;1}

LM | 550 - 900 HOWE STREET VANCOUVER BC CANADA V6Z 2M4 | T 604 685 3567 | F 604 685 7505 | WWW.LMLAW.CA | TRADE-MARK AGENTS

Our client has significant concerns regarding the proposed development. In particular, they are concerned about the suggested right to access the lands via the Strata's property during and after construction.

Suggested Right to Access the Strata's Property

Our client is concerned that as with the development applicant in 2013, the applicant in this case is of the view that the purchasers of the proposed townhomes would have an easement granting them access to the Lands via our client's property. Our client is also concerned that the developer intends to travel over the Strata's property to facilitate the construction.

Our client maintains that no such rights of access exist. We understand that the easement in question was granted when the Lands consisted of one home and that it was our client's property that was being developed. Had the intention been to grant a reciprocal right to access the Strata property to develop the Lands, those provisions could have been included in the easement.

We also understand that the easement purports to be a grant to the City of Richmond under s. 219 of the *Land Title Act*. However, s. 219 only grants rights to the City. It grants no rights to a private party like the developer. A s. 219 covenant is not enforceable to the extent that it purports to grant rights to a private party.

Our client also believes that it is unrealistic to believe that the large construction vehicles or their loads can reasonably fit within the easement area.

Access During Construction

As a matter of safety and practicality, the driveway running through our client's property is not large enough to accommodate additional traffic, particularly larger construction vehicles. Any additional traffic will present a safety concern and potentially cause damage to the Strata's property. The flow of construction vehicles would also interfere with the use of the Strata's common areas by causing increased traffic, noise, and debris. As noted above, the residents and their families have a greater need for those common outdoor areas during the pandemic.

Our client is also concerned that once the construction starts, the fence dividing the two properties will be removed, which would also increase the nuisance for our client. Residents are also concerned that with the fence removed to allow the flow of traffic into the Lands, that their children or pets may also be at risk of wandering into a construction site.

Our client is understandably concerned about the above nuisances and hazards. There is simply no practical way to minimize these hazards to their property and families.

{00808456;1}

Access After Construction

Upon completion of construction, it would also be problematic for the purchasers of the development to access the Lands via the Strata property. These new neighbouring residents would not be a part of the Strata and, therefore, not subject to its bylaws and rules regarding the safety of the road. There would also be no mechanism that would allow the Strata to enforce its bylaws or rules against the residents of the Lands.

The neighbouring residents of the Lands would require regular vehicle access to the Strata's property to enter and leave the Lands. It would be unfair and unsafe for our clients to have one set of rules regarding the safe use of the driveway and for the residents of the Lands to have no rules apply to them at all.

Based on the foregoing, our clients ask that the City reject the development application.

Yours truly,

LESPERANCE MENDES

Per:



Alex J. Chang

cc. client



City of Richmond

Report to Council

To:	Richmond City Council	Date:	September 17, 2020
From:	Joe Erceg Chair, Development Permit panel	File:	DP 17-775868 DP 18-818671 DV 20-896703
Re:	Development Permit Panel Meetings Held on July 24, 2019, December 11, 2019 and September 16, 2020		

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) a Development Permit (DP 17-775868) for the property at 8140 No. 2 Road;
 - b) a Development Permit (DP 18-818671) for the property at 4693, 4720, 4740 Vanguard Road and Road Parcel Richmond Key 20909; and
 - c) a Development Variance Permit (DV 20-896703) for the property at 2151, 2511, 2611, 2651 No. 7 Road and PID 001 928-899;be endorsed, and the Permits so issued.

Joe Erceg
Chair, Development Permit panel
(604-276-4083)

WC/SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 24, 2019, December 11, 2019 and September 16, 2020.

DP 17-775868 – MCDONALD'S RESTAURANT OF CANADA LTD. – 8140 NO. 2 ROAD
(July 24, 2019)

The Panel considered a Development Permit (DP) application to permit the construction of minor building additions, exterior renovations, and the installation of a dual drive-through lane system at the existing McDonald's restaurant on a site zoned "Community Commercial (CC)". A variance is included in the proposal for reduced minimum interior (south) side yard for a detached accessory building containing garbage and recycling facilities.

Architect, Andrea Scott, of Lovick Scott Architects, Inc., provided a brief presentation, including:

- The applicant is proposing a dual drive-through lane system on the south side of the existing McDonald's restaurant.
- The existing garbage and recycling facilities of the restaurant will be relocated from the southwest corner to the southeast corner of the restaurant and will be designed as a detached, fully enclosed and roofed building.
- A new wood fence will be installed along the south property line to provide screening and mitigate potential noise impact of the proposed dual drive-through lane system on the existing residential townhouse development to the south.
- Pedestrian routes to the restaurant will be improved to enhance accessibility and safety of pedestrians.
- Additional landscaping is proposed on-site including planting of a variety of shrubs.
- The existing restaurant building will be upgraded to the new McDonald's standards which include a square and linear building form and the use of high-quality metal cladding materials, among others.
- A white-coloured canopy wraps around the building to provide weather protection for pedestrians.
- The two drive-through windows will be redesigned using new materials and colours.
- A new meeting room for staff will be constructed in the southwest corner of the restaurant in lieu of the existing garbage and recycling facility which will be relocated.
- The exterior renovations to the existing restaurant will be similar to the renovated McDonald's restaurants in Metro Vancouver and reflect the character of recent renovations to the neighbourhood shopping centre.

In reply to Panel queries, Ms. Scott acknowledged that: (i) the existing chain link fence to the south of the restaurant building will be retained and a new wood fence along the south property line will be installed; (ii) there will be no changes to the existing rooftop mechanical equipment; (iii) the roof parapet will be redesigned but its existing height will be maintained; (iv) the volume of the new drive-through speakers will automatically adjust to the ambient noise levels; (v) the predicted noise levels of the new drive-through speakers comply with the City's Noise Regulation Bylaw as indicated in the applicant's acoustical report; (vi) the ordering area in the drive-through will be expanded but maintained in its current location; (vi) no complaints have been reported regarding noise in the existing drive-through from residents of the adjacent residential development to the south; (vii) existing trees along the south property line will be retained to provide a buffer to the adjacent residential development to the south; and (viii) there will be no changes to lighting on the south side of the restaurant building.

In response to a Panel query, staff confirmed that there is a drive aisle between the McDonald's restaurant building and the adjacent residential townhouse development to the south.

Staff noted that: (i) staff support the proposed variance for the required minimum south side yard setback for the accessory building for garbage and recycling as it improves upon the existing unenclosed and unroofed garbage facilities located in this same area; (ii) the accessory building will be located approximately 16 m from the neighbouring townhouse development to the south; (iii) the applicant will provide a cash-in-lieu contribution to the City for upgrades to the existing traffic signal at No. 2 Road and at the entrance to the neighbourhood shopping centre; (iv) an Electric Vehicle (EV) charging station for two cars will be provided at the surface parking area of the restaurant; and (v) staff appreciate the retention of all existing trees on the site and the addition of new groundcover to supplement on-site planting areas.

No correspondence was submitted to the Development Permit Panel meeting regarding the application.

The Panel expressed support for the project, noting that the proposed side yard setback variance will improve the restaurant's existing garbage and recycling facilities. The Panel also expressed appreciation for the proposed improvements to on-site pedestrian circulation.

The Panel recommends the Permit be issued.

DP 18-818671 – CHRISTOPHER BOZYK ARCHITECTS LTD. – 4693, 4720, 4740
VANGUARD ROAD AND ROAD PARCEL RICHMOND KEY 20909
 (December 11, 2019)

The Panel considered a Development Permit (DP) application to permit the construction of two industrial buildings on a site zoned "Industrial Retail (IR1)". Variances are included in the proposal for increased maximum building height and reduced minimum vehicle maneuvering aisle width.

Architect, Christopher Bozyk, of Christopher Bozyk Architects, Ltd., and Gordon Yeh, of Alliance Partners, provided a brief presentation, including noting that: (i) the proposed height for the two buildings would allow more intensive use of the industrial space; (ii) the applicant has reduced the amount of glazing for the buildings in response to comments of staff and the Advisory Design Panel to enhance energy efficiency and sustainability, and mitigate the potential for bird strikes on the two buildings.

In response to Panel queries, Christopher Bozyk and Gordon Yeh noted that: (i) the two industrial buildings will provide stacked warehouse units; (ii) the two large freight elevators provided in each building can accommodate vehicles such as vans and forklifts; (iii) there is a large drive aisle on the second floor of the two buildings; (iv) an elevator for pedestrian use will be provided in each building; (v) each warehouse unit is approximately 3,000 square feet; and (vi) large loading spaces are provided on the site.

Staff noted that: (i) staff support the two proposed variances; (ii) the proposed height variance will allow for more intensive use of the site; (iii) the proposed variance for minimum vehicle maneuvering aisle width has been reviewed and supported by Transportation staff and is consistent with similar variances granted to other projects; (iv) changes to the building's cladding materials have been made in response to ornithologist's recommendations to mitigate potential bird strikes; (v) green roofs and solar panels will be installed on the two buildings; (vi) 10 percent of the required parking stalls or seven parking stalls will be provided with Level 2 electric vehicle charging; and (vii) the applicant will provide a voluntary contribution to the City's Public Art Fund.

In reply to queries from the Panel, staff noted that: (i) historically, the neighbouring property to the north of the subject site has informal loading access to the subject site; however, an easement formalizing the arrangement is not in place or currently proposed by the applicant; (ii) the number of parking stalls proposed for the project exceeds the minimum requirement in the Zoning Bylaw; (iii) the neighbouring property to the north has the ability to provide on-site loading; and (iv) there will be a restrictive covenant registered on title as a condition of Development Permit issuance to reinforce the site zoning and provide notification to future purchasers of strata lots with regard to the zoning of the property.

The Panel expressed support for the project, particularly the design of the two buildings, the loading scheme, servicing of upper levels of the buildings, and the project's sustainability features.

No correspondence was submitted to the Development Permit Panel meeting regarding the application.

The Panel recommends the Permit be issued.

DV 20-896703 – DAGNEAULT PLANNING CONSULTANTS LTD. – 2151, 2511, 2611, 2651
NO. 7 ROAD AND PID 001-928-899
(September 16, 2020)

The Panel considered a Development Variance Permit (DV) application to vary the provisions of Richmond Zoning Bylaw 8500 for reduced minimum front yard and interior site yard setbacks, and reduced minimum lot area on a site zoned “Agriculture (AG1)”. The purpose of the application is to resolve an encroachment issue with existing agricultural buildings and structures, allowing them to remain, and to facilitate a proposed subdivision that would reduce the number of lots within the Agricultural Land Reserve (ALR).

Applicant, Brian Dagneault, of Brian Dagneault Planning Consultants Ltd., provided a brief presentation, including:

- The site has been farmed by the family of the current owner for a long time, and it is time for the owner to pass on the farm to the next generation.
- The application is sought to correct historical anomalies with some of the agricultural buildings, some built as far back as 1938 and now found to be in nonconformance with Zoning Bylaw setback requirements.
- The proposal is to subdivide the site from four lots into three lots, provide access to No. 7 Road, relocate property lines to match boundaries of current areas of farm activity, and provide for succession planning by providing two farming lots to the owner’s farming children.
- The cluster of four smaller agricultural buildings in the southeastern portion of the site were constructed in 1938 into the 1940’s and they encroach over the current south property line into the adjacent lot, which is also under the same ownership. The proposal would move the property line south of the existing buildings, but the buildings would require the requested setback variance.
- The proposed property lines are also located to split up the existing agricultural buildings between the intended farm holdings.

Staff noted that the proposal: (i) would reduce the number of lots in the ALR, which is supported by City Policy; (ii) does not create additional residential potential beyond the existing three lots having residential development potential; and (iii) was reviewed and supported by the City’s Food Security and Agricultural Advisory Committee.

In response to Panel queries, staff and Brian Dagneault confirmed that: (i) the existing four agricultural buildings in the southeast portion of the site straddle the property line; and (ii) the issue will be resolved through the proposal.

No correspondence was submitted to the Development Permit Panel meeting regarding the application.

The Panel expressed support for the farming succession planning and remedying the non conformances of the agricultural buildings.

The Panel recommends the Permit be issued.