



City Council

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

**Monday, September 9, 2019
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- CNCL-9** (1) *adopt the **minutes** of the Regular Council meeting held on July 22, 2019;*
- CNCL-28** (2) *receive for information the Metro Vancouver **'Board in Brief'** dated July 26, 2019.*



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



- 3. Delegations from the floor on Agenda items.**

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 17.

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Public Electric Vehicle (EV) Charging Expansion – 2019 Funding Application to Natural Resources Canada
- CleanBC Plastics Action Plan - Policy Consultation Paper
- Application for a New Liquor Primary Liquor Licence - Hotel Versante Ltd. Doing Business as: Bar Chloe, 8499 Bridgeport Road, 12th Floor
- Final Homelessness Strategy 2019–2029
- Housing Agreement Bylaw No. 9933, Amendment Bylaw No. 10037 to Permit the City Of Richmond to Amend the Existing Housing Agreement Securing Affordable Housing Units Located at 5333 No. 3 Road (Formerly 7960 Alderbridge Way and 5333 and 5411 No. 3 Road)
- Land use applications for first reading (to be further considered at the Public Hearing on October 21, 2019):
 - 9080, 9086, 9100 & 9180 Odlin Road and 4440 & 4420 Garden City Road – Rezone from RS1/F to ZMU41 (GBL Architects – applicant)
 - 12700 & 12800 Rice Mill Road and 12280 & 12300 No. 5 Road – Rezone from AG1 to IL (SNC Lavalin Inc. – applicant)
- Richmond Response: Metro Vancouver's Referral to Amend the Metro 2040 Regional Growth Strategy as Requested by the City of Delta

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5. *Motion to adopt Items No. 6 through No. 14 by general consent.*

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Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- (1) *the General Purposes Committee meeting held on September 3, 2019;*
 - (2) *the Finance Committee meeting held on September 3, 2019; and*
 - (3) *the Planning Committee meeting held on September 4, 2019;*
- be received for information.*

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Consent
Agenda
Item

7. **PUBLIC ELECTRIC VEHICLE (EV) CHARGING EXPANSION – 2019 FUNDING APPLICATION TO NATURAL RESOURCES CANADA**

(File Ref. No. 10-6000-00) (REDMS No. 6251444 v. 11)

CNCL-40

See Page **CNCL-40** for full report

Recommendations will be considered at the open General Purposes Committee meeting.

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Consent
Agenda
Item

8. **CLEANBC PLASTICS ACTION PLAN - POLICY CONSULTATION PAPER**

(File Ref. No. 10-6370-01) (REDMS No. 6251344 v. 5)

CNCL-48

See Page **CNCL-48** for full report

Recommendations will be considered at the open General Purposes Committee meeting.

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Consent
Agenda
Item

9. **APPLICATION FOR A NEW LIQUOR PRIMARY LIQUOR LICENCE - HOTEL VERSANTE LTD. DOING BUSINESS AS: BAR CHLOE, 8499 BRIDGEPORT ROAD, 12TH FLOOR**

(File Ref. No. 12-8275-30-001) (REDMS No. 6234639)

CNCL-67

See Page CNCL-67 for full report

Recommendations will be considered at the open General Purposes Committee meeting.

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Consent
Agenda
Item

10. **FINAL HOMELESSNESS STRATEGY 2019–2029**

(File Ref. No. 08-4057-11-03) (REDMS No. 6203390 v. 7)

CNCL-74

See Page CNCL-74 for full report

Recommendations will be considered at the open General Purposes Committee meeting.

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Consent
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Item

11. **HOUSING AGREEMENT BYLAW NO. 9933, AMENDMENT BYLAW NO. 10037 TO PERMIT THE CITY OF RICHMOND TO AMEND THE EXISTING HOUSING AGREEMENT SECURING AFFORDABLE HOUSING UNITS LOCATED AT 5333 NO. 3 ROAD (FORMERLY 7960 ALDERBRIDGE WAY AND 5333 AND 5411 NO. 3 ROAD)**

(File Ref. No. 12-8060-20-010037) (REDMS No. 6177361 v. 6)

CNCL-122

See Page CNCL-122 for full report

Recommendations will be considered at the open Planning Committee meeting.

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Item

12. **APPLICATION BY GBL ARCHITECTS TO AMEND SCHEDULE 2.11A OF OFFICIAL COMMUNITY BYLAW 7100 (WEST CAMBIE AREA PLAN), CREATE THE “MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)” ZONE, AND REZONE THE SITE AT 9080, 9086, 9100, 9180 ODLIN ROAD AND 4420, 4440 GARDEN CITY ROAD FROM “SINGLE DETACHED (RS1/F)” TO “MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)”**
(File Ref. No. RZ 18-807620) (REDMS No. 6117527 v. 4)

CNCL-131

[See Page CNCL-131 for full report](#)

Recommendations will be considered at the open Planning Committee meeting.



Consent
Agenda
Item

13. **APPLICATION BY SNC LAVALIN INC. FOR REZONING OF PORTIONS OF 12700 AND 12800 RICE MILL ROAD, 12280 AND 12300 NO. 5 ROAD FROM AGRICULTURE (AG1) AND LIGHT INDUSTRIAL (IL) TO A SITE SPECIFIC ZONE**
(File Ref. No. RZ 18-824565) (REDMS No. 6251917)

CNCL-218

[See Page CNCL-218 for full report](#)

Recommendations will be considered at the open Planning Committee meeting.



Consent
Agenda
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14. **RICHMOND RESPONSE: METRO VANCOUVER'S REFERRAL TO AMEND THE METRO 2040 REGIONAL GROWTH STRATEGY AS REQUESTED BY THE CITY OF DELTA**
(File Ref. No. 01-0157-30-RGST1) (REDMS No. 6245125 v. 3)

CNCL-295

[See Page CNCL-295 for full report](#)

Recommendations will be considered at the open Planning Committee meeting.



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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CNCL-342 Dutch Liberation 2020 Canadian Society to present on the 75th Liberation Commemorative events.

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16. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-365 Traffic Bylaw No. 5870 Amendment **Bylaw No. 10049**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-367 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9930**
(3440/3460 Blundell Road, RZ 18-821823)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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- CNCL-369 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9989**
(to Establish Zoning for the Properties Developed under Land Use Contract 085)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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- CNCL-371 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9994**
(to Establish Zoning for the Property Developed under Land Use Contract 139)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

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

- CNCL-375 (1) *That the **minutes** of the Development Permit Panel meeting held on July 24, 2019, and the Chair's report for the Development Permit Panel meetings held on **April 25, 2018, May 15, 2019** and **March 13, 2019**, be received for information; and*

- CNCL-394 (2) *That the recommendations of the Panel to authorize the issuance of:*
CNCL-397 (a) *a Development Permit (DP 17-778295) for the property at 7341 and 7351 No. 5 Road; and*

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*(b) a Development Variance Permit (DV 18-825820) for the property at 12033 Riverside Way;
be endorsed, and the Permits so issued.*

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ADJOURNMENT

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Regular Council

Monday, July 22, 2019

Place: Council Chambers
Richmond City Hall

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

Corporate Officer – David Weber

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

RES NO. ITEM

MINUTES

R19/13-1 1. It was moved and seconded

That:

- (1) the minutes of the Regular Council meeting held on July 8, 2019, be adopted as circulated;***
- (2) the Metro Vancouver 'Board in Brief' dated June 28, 2019, be received for information; and***



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- (3) *the minutes of the Regular Council meeting for Public Hearings held on July 15, 2019, be adopted as circulated.*

CARRIED

AGENDA ADDITIONS & DELETIONS

R19/13-2

It was moved and seconded

- (1) *That Item No. 8 “Single-Use Plastic and Other Items Bylaw and Implementation Plans,” be removed from the Consent Agenda, and that Part (6) and (7) be added to the recommendation; and*
- (2) *That “Road Closure and Removal of Road Dedication Bylaw No. 10038 (Road Adjacent to 8671, 8691, 8711 & 8731 Spires Road) and Disposition of the Closed Road Areas in Relation to RZ 17-79030,” be added to the agenda as Item No. 13A.*

CARRIED

PRESENTATION

Chad Paulin, Manager, Environment, presented the Environmental Managers Association of BC Award for the City’s work updating the non-stormwater discharge approval process.

COMMITTEE OF THE WHOLE

R19/13-3

2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:04 p.m.).

CARRIED



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3. Delegations from the floor on Agenda items

Item No. 8 – Single-Use Plastic and Other Items Bylaw and Implementation Plans

Richard Synnott, representing Layfield Plastics, was not in favour of the proposed bylaw and suggested that the City examine all factors when considering restrictions in the distribution of single-use plastic products. He added that new technologies are improving the use and recapture of plastics and that potential alternatives, such as paper products, may not provide a significant marginal environmental benefit compared to plastic products.

Item No. 8 – Single-Use Plastic and Other Items Bylaw and Implementation Plans

Craig Foster, representing the Canadian Plastics Industry Association, spoke against the proposed bylaw, noting that plastic recycling participation rates in BC is high and that the proposed restrictions will negatively impact local businesses. He added that recapturing systems can be improved and that plastic substitutes may negatively impact the environment and generate a larger carbon footprint compared to plastic products.

Item No. 8 – Single-Use Plastic and Other Items Bylaw and Implementation Plans

Rick Everest, Sustainability Director for CKF Inc., spoke in opposition to the proposed bylaw, and expressed that alternative plastic products have a larger carbon footprint compared to plastic products and that recycling systems can be improved to recapture plastics. He added that a proposed restriction would negatively impact local businesses.

Item No. 19 – Vancouver Airport Fuel Delivery Project

Lorraine Bell, Richmond resident, was in opposition to the proposed project, and expressed concern with regard to the potential damage to the Fraser River ecosystem and negative impact to climate change. She encouraged that the City take additional action to oppose the proposed project.



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Item No. 19 – Vancouver Airport Fuel Delivery Project

Eyvonne Bell, Richmond resident, spoke against the proposed project, noting that a fuel facility would increase tanker traffic and negatively impact the Fraser River. She added that the proposed agreement is insufficient and encouraged that the City take action to halt the proposed project.

Item No. 19 – Vancouver Airport Fuel Delivery Project

Nancy Trant, Richmond resident, was opposed to the proposed project and expressed that such a pipeline and fuel facility can cause environmental damage to the Fraser River and contribute to climate change.

- R19/13-4 4. It was moved and seconded
That Committee rise and report (7:36 p.m.).

CARRIED

CONSENT AGENDA

- R19/13-5 5. It was moved and seconded
That Items No. 6 and No. 7 and Items No. 9 to No. 18 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

- (1) the Community Safety Committee meeting held on July 9, 2019;*
- (2) the General Purposes Committee meeting held on July 15, 2019;*
- (3) the Planning Committee meeting held on July 16, 2019;*
- (4) the Public Works and Transportation Committee meeting held on July 17, 2019; and*



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- (5) *the Parks, Recreation and Cultural Services Committee meeting held on July 17, 2019;*
be received for information.

ADOPTED ON CONSENT

7. RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT - MAY 2019

(File Ref. No. 09-5375-03) (REDMS No. 6204511)

- (1) *That the staff report titled “Richmond Fire-Rescue Monthly Activity Report – May 2019”, dated June 10, 2019, from the Fire Chief, Richmond Fire-Rescue, be received for information; and*
- (2) *That staff be directed to install signage near waterfront locations advising that there are no fires permitted anywhere in Richmond.*

ADOPTED ON CONSENT

8. SINGLE-USE PLASTIC AND OTHER ITEMS BYLAW AND IMPLEMENTATION PLANS

(File Ref. No. Xr: 10-6125-06-02; 12-8060-20-010000/010063/10064) (REDMS No. 6213867 v. 7; 6197835; 6198746; 6198761; 6236695)

Please see Page 10 for action on this item.

9. ANIMAL SHELTER GUIDING PRINCIPLES, BUILDING AND PROGRAM OPTIONS, AND SITE

(File Ref. No. 06-2055-20-12) (REDMS No. 6152282 v. 49; 6190058; 6188968; 6197497)

- (1) *That the Animal Shelter Guiding Principles, as described in the staff report titled “Animal Shelter Guiding Principles, Building and Program Options, and Site” dated June 14, 2019, from the Director, Recreation and Sport Services and the Acting Director, Facilities be endorsed;*
- (2) *That Building and Program Option 2, as described in the staff report titled “Animal Shelter Guiding Principles, Building and Program Options, and Site” dated June 14, 2019, from the Director, Recreation and Sport Services and the Acting Director, Facilities be approved; and*



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- (3) *That the site located at 12071 No. 5 Road, as described in the staff report titled “Animal Shelter Guiding Principles, Building and Program Options, and Site” dated June 14, 2019, from the Director, Recreation and Sport Services and the Acting Director, Facilities be approved.*

ADOPTED ON CONSENT

10. INTERGOVERNMENTAL WORKING GROUP RE: SMALL BUSINESSES AND PROPERTY TAX

(File Ref. No. 03-0925-10-01) (REDMS No. 6232858)

- (1) *That Council support the recommendations provided by the Intergovernmental Working Group of Metro Vancouver; and*
- (2) *That a letter be sent from the Mayor’s office to the Premier of the Province of BC, advising of this support.*

ADOPTED ON CONSENT

11. HOUSING NEEDS AND CO-LOCATION OPPORTUNITIES

(File Ref. No. 08-4057-05) (REDMS No. 5993517 v. 13A)

That staff be directed to work within the existing policy framework to analyze the co-location of affordable housing for seniors and other priority groups identified in the Affordable Housing Strategy 2017–2027 in conjunction with future City projects as they arise on a case-by-case basis as described in the report titled “Housing Needs and Co-Location Opportunities”, dated June 26, 2019 from the Director, Community Social Development.

ADOPTED ON CONSENT



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12. **REVISED REZONING CONSIDERATIONS FOR THE APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE**

(File Ref. No. 12-8060-20-009216; RZ 14-672055) (REDMS No. 6219995; 5630259)

That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone and for the rezoning of 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” zone to the new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, be revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.

ADOPTED ON CONSENT

13. **APPLICATION BY SPIRES ROAD DEVELOPMENT HOLDINGS LTD. FOR REZONING AT 8671, 8691, 8711 AND 8731 SPIRES ROAD AND THE SURPLUS PORTION OF THE SPIRES ROAD AND COOK CRESCENT ROAD ALLOWANCE FROM “SINGLE DETACHED (RS1/E)” ZONE TO “PARKING STRUCTURE TOWNHOUSES (RTP4)” ZONE**

(File Ref. No. 12-8060-20-010058; RZ 17-790301) (REDMS No. 6126892 v. 3; 6210550)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10058, for the rezoning of 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance from the “Single Detached (RS1/E)” zone to “Parking Structure Townhouses (RTP4)” zone, be introduced and given first reading.

ADOPTED ON CONSENT



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**13A. ROAD CLOSURE AND REMOVAL OF ROAD DEDICATION
BYLAW NO. 10038 (ROAD ADJACENT TO 8671, 8691, 8711 & 8731
SPIRES ROAD) AND DISPOSITION OF THE CLOSED ROAD
AREAS IN RELATION TO RZ 17-790301**

(File Ref. No. 12-8060-20-010038; 06-2290-20-173) (REDMS No. 6203844; 6216577)

- (1) *Road Closure and Removal of Road Dedication Bylaw No. 10038 (Road Adjacent to 8671, 8691, 8711 & 8731 Spires Road) be introduced and given 1st, 2nd and 3rd readings;*
- (2) *The required notice of road closure and disposition of the closed road be advertised prior to final adoption;*
- (3) *Staff be authorized to file a certifying statement executed by the Corporate Officer at Land Title Office cancelling the right of resumption in the closed road pursuant to the Resumption of Highways Regulation;*
- (4) *Staff be authorized to take all necessary steps to raise title to the road closure areas totalling ±237.4 sq. m. (±2,555 sq.ft.) and transfer them to Spires Road Development Holdings Ltd. or its designate for \$725,000 plus applicable taxes; and*
- (5) *Staff be authorized to take all necessary steps to complete all matters as contained in the report titled “Road Closure and Removal of Road Dedication Bylaw No. 10038 (Road Adjacent to Road Adjacent to 8671, 8691, 8711 & 8731 Spires Road) and Disposition of the Closed road Areas in relation to RZ 17-790301” dated July 12, 2019 including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Services to negotiate and execute all documentation required to effect the transaction, including executing all required Land Title Office documentation.*

ADOPTED ON CONSENT



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14. **APPLICATION BY DESIGN WORK GROUP LTD. FOR REZONING AT 11480 AND 11500 RAILWAY AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)” ZONE**

(File Ref. No. 12-8060-20-010060; RZ 17-771371) (REDMS No. 6211969; 6215072)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Arterial Road Two Unit Dwellings (RDA)” zone, be introduced and given first reading.

ADOPTED ON CONSENT

15. **METRO VANCOUVER REGIONAL PLAN**

(File Ref. No. 01-0157-30-RGS1) (REDMS No. 6228841)

That staff be directed as detailed in the report titled “Metro Vancouver Regional Plan Amendments” dated July 4, 2019 from the Manager, Policy Planning, to advise the Greater Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated May 24, 2019.

ADOPTED ON CONSENT

16. **AMENDMENT TO TRAFFIC BYLAW NO. 5870 TO REVISE SPEED LIMITS IN STEVESTON**

(File Ref. No. 12-8060-20-010049) (REDMS No. 6197217 v. 2; 6198708)

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10049, to revise the posted speed limit on selected street sections in the Steveston area, be introduced and given first, second and third reading.

ADOPTED ON CONSENT



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17. REQUEST TO ATTEND THE PORT TOWNSEND WOODEN BOAT FESTIVAL, SEPTEMBER 5 – 8, 2019

(File Ref. No. 01-0450-01; Xr: 11-7400-01) (REDMS No. 6202735 v. 2)

That \$3,136.00 American dollars (approximately \$4162 Canadian) be funded from the Council Contingency account for Councillors Au and Steves to travel to the Port Townsend Wooden Boat Festival from September 5-8, 2019.

ADOPTED ON CONSENT

18. 2015–2020 YOUTH SERVICE PLAN: WHERE YOUTH THRIVE – 2018 UPDATE

(File Ref. No. 07-3425-02) (REDMS No. 6054041 v. 4; 6140027; 6218178)

That the staff report titled “2015–2020 Youth Service Plan: Where Youth Thrive – 2018 Update” dated June 20, 2019 from the Director, Community Social Development, be distributed to key stakeholders and posted on the City website.

ADOPTED ON CONSENT

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

8. SINGLE-USE PLASTIC AND OTHER ITEMS BYLAW AND IMPLEMENTATION PLANS

(File Ref. No. Xr: 10-6125-06-02; 12-8060-20-010000/010063/10064) (REDMS No. 6213867 v. 7; 6197835; 6198746; 6198761; 6236695)

R19/13-6

It was moved and seconded

(1) That the following bylaws to introduce a ban on single-use plastic and other items be introduced and given first, second and third readings with an effective date of six months following final adoption of the bylaws by Council:

(a) Single-Use Plastic and Other Items Bylaw No. 10000;

(b) Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10063; and



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- (c) *Municipal Ticket Information Bylaw No.7321, Amendment Bylaw No. 10064; and*
- (2) *That the implementation plans for plastic straws and plastic bags, as outlined in Attachments 1 and 2 of the staff report dated July 5, 2019 titled, “Single-Use Plastic and Other Items Bylaw Bans and Implementation Plans” from the Director, Public Works Operations, with funding in the amount of \$260,000, from the Sanitation and Recycling provision, be approved;*
- (3) *That approval for these bylaws be sought as soon as possible from the Minister of Environment and Climate Change Strategy;*
- (4) *That following such approval by the Minister of Environment & Climate Change Strategy, 4th reading of these bylaws by Council shall be sought and implementation plans as approved by Council shall proceed;*
- (5) *That staff be directed to provide information prior to the upcoming Council meeting on options to immediately commence educational outreach programs for the public and businesses;*
- (6) *That staff be authorized to access up to \$100,000 of the \$300,000 as previously approved at the May 21, 2019 Special Council Meeting, to undertake the Community Engagement Plan forthwith as outlined in the memorandum to Mayor and Councillors titled “Revised Single-Use Plastic and Other Items Community Engagement Plan and Bylaw” dated July 18, 2019 on the understanding staff will report on progress in due course and seek Council approval for any additional expenditures; and*
- (7) *That the Consolidated 5 Year Financial Plan (2019 – 2023) be amended to include \$300,000, with funding from the Sanitation and Recycling provision.”*

The question on the motion was not called as it was noted that the City will be seeking approval of the proposed bylaws from the Minister of Environment and Climate Change Strategy prior to adoption and that the City will engage in public consultation and outreach to increase awareness of the proposed regulations.



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Discussion then ensued with regard to (i) the timeline to implement the proposed bylaws and supporting businesses during the transition period, (ii) the alternatives to single-use plastic products, (iii) the negative effects of plastics in the environment, (iv) reviewing recycling programs and biodegradable materials, (v) the proposed Federal restrictions on single-use plastics, and (vi) the education programs to increase public awareness.

In reply to queries from Council, Suzanne Bycraft, Manager, Fleet and Environmental Programs, noted that should the proposed bylaws proceed, the City will engage in consultation with stakeholders such as the Richmond Chamber of Commerce and Vancouver Coastal Health and implement a comprehensive outreach program to promote awareness of the proposed restrictions. Also, she added that the City will be supporting local businesses' efforts to transition to non-plastic alternatives and staff will be updating Council on the public consultation process. Furthermore, she noted that the Provincial single-plastic use strategy is still forthcoming.

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

Discussion ensued with regard to carry out bag alternatives, and as a result the following **referral motion** was introduced:

R19/13-7

It was moved and seconded

That staff analyse the minimum charge for paper bags and the definitions of reusable bags and report back.

CARRIED

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

19. VANCOUVER AIRPORT FUEL DELIVERY PROJECT



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A. VANCOUVER AIRPORT FUEL DELIVERY PROJECT

(File Ref. No. 10-6600-06-01; 03-1000-23-008) (REDMS No. 6231550)

R19/13-8

It was moved and seconded

- (1) *That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to execute, on behalf of the City, a Site Specific Municipal Access Agreement between the City and the Vancouver Airport Fuel Facilities Corporation containing the material terms and conditions as generally described in the staff report titled "Vancouver Airport Fuel Delivery Project", dated July 10, 2019, from the City Solicitor and the Acting Director, Engineering;*
- (2) *That the Manager, Engineering Planning be authorized to execute, on behalf of the City, a Servicing Agreement between the City and the Vancouver Airport Fuel Facilities Corporation, for the development of the Marine Terminal located at 15040 Williams Road, Richmond, BC, containing the material terms and conditions as generally described in the staff report titled "Vancouver Airport Fuel Delivery Project", dated July 10, 2019, from the City Solicitor and the Acting Director, Engineering;*
- (3) *That the Chief Administrative Officer and the General Manager of Engineering & Public Works be authorized to approve both Vancouver Airport Fuel Facilities Corporation's reliance on the ALC Decision dated March 17, 2017 (ALC File: 55644) and Vancouver Airport Fuel Facilities Corporation making a replacement ALC application in the event reliance on the said ALC Decision becomes problematic for either the City or VAFFC; and*
- (4) *That if funding is received from the Vancouver Airport Fuel Facilities Corporation, that those funds be allocated towards emergency response and that staff explore options to establish a Richmond fire boat.*



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The question on the motion was not called as discussion ensued with regard to (i) the City's opposition to the project, (ii) alternative infrastructure to the pipeline or locating the fuel receiving facility on Sea Island or the Iona Jetty, (iii) the proposed infrastructure improvements to the City as part of the proposed servicing agreement, and (iv) the potential fuel leaks and fire risks from the proposed facility and pipeline.

Cllr. Day presented an online video of a fire foam suppression system and displayed a map of the proposed facility site and pipeline route (copy on-file, City Clerk's Office).

In reply to queries from Committee, Tim Wilkinson, Fire Chief, Richmond Fire-Rescue, noted that the proposed automated fire suppression system has a five minute delay and that the fuel receiving facility will be staffed at all times. Fire Chief Wilkinson added that staff can review options to establish a Richmond fireboat.

Discussion then ensued with regard to the potential costs of litigation and it was noted that the VAFFC may have legal options to pursue approval through the Province, if it is not approved.

The question on the motion was not called, as there was agreement to deal with Parts (1) to (3) and (4) separately.

The question on Parts (1) to (3) was then called and it was **CARRIED** with Cllrs. Day, Greene, Steves and Wolfe opposed.

The question on Part (4) then called and it was **CARRIED**.

B. DEVELOPMENT PERMIT – MARINE TERMINAL FACILITY

R19/13-9

It was moved and seconded

That a Development Permit be issued which would permit the construction of a Marine Terminal Facility for aviation/jet fuel delivery at 15040 Williams Road on a site zoned "Industrial (I)" and partially designated as an Environmentally Sensitive Area (ESA).

The question on the motion was not called as discussion ensued with regard to potential fire and spill risks, and alternative locations for the fuel receiving facility.



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

PLANNING COMMITTEE

Councillor Linda McPhail, Chair

20. CANNABIS RELATED OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS IN RESPONSE TO THE NEW PROVINCIAL AGRICULTURAL LAND RESERVE USE REGULATIONS

(File Ref. No. 12-8060-20-010061/010062; Xr: 08-4430-03-10) (REDMS No. 6228160; 6231338; 6231300)

R19/13-10

It was moved and seconded

- (1) That Richmond Official Community Plan (OCP) Bylaw 9000, Amendment Bylaw 10061, to revise Section 3.6.5 of Schedule 1 of the OCP on the City's land use policies for the management of restriction of cannabis related activities in response to the Provincial Agricultural Land Reserve (ALR) Use Regulations, be introduced and given first reading*
- (2) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10061, having been considered in conjunction with:
 - (a) the City's Financial Plan and Capital Program;*
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10061, having been considered in conjunction with Section 477(3)(b) of the Local Government Act, be referred to the Provincial Agricultural Land Commission for comment and response by August 27, 2019;*



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- (4) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10061, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw No 10062, to amend Section 3.4 and add Section 5.21 to manage and restrict cannabis related activities in the Agricultural Land Reserve in accordance with the Agricultural Land Reserve Use Regulation, be introduced and given first reading; and*
- (6) *Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation;*

Whereas Council has granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 10062 to amend land use regulations specific to the production of cannabis in and outside of the ALR in response to changes to the Provincial ALR legislation;

Therefore be it resolved that staff bring all building permit applications involving the production of cannabis in a building or structure, received more than 7 days after the date of first reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 10062, forward to Council to determine whether such applications are in conflict with the proposed bylaw.

The question on the motion was not called as discussion ensued with regard to limiting production of cannabis in the city and the potential destruction of farmland.

In reply to queries from Committee, Barry Konkin, Manager, Policy Planning, noted that the processing of cannabis is a permitted use in the Agricultural Land Reserve, however only 50% of the product can be sourced outside of the Province. He added that the proposed bylaw is designed to maximize the City's control of cannabis production.

As a result of the discussion, it was suggested that Provincial regulations related to cannabis production can be further monitored and discussed at future Planning Committee meetings.



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The question on the motion was then called and it was **CARRIED** with Cllr. Au opposed.

PUBLIC ANNOUNCEMENTS AND EVENTS

Mayor Brodie announced the upcoming retirement of David Weber, Director, City Clerk's Office, and on behalf of Council, commended Mr. Weber for his service to the City.

Mayor Brodie announced that the following individuals have been appointed to the Richmond Child Care Development Advisory Committee for a one-and -a-half-year term to expire on December 31, 2020:

- (a) Sarah Louie;
- (b) Chantelle Periera; and
- (c) Elana van Veen.

Mayor Brodie announced that the request for \$3,000 in funding for the study by the Institute for Sustainable Food Systems, Kwantlen Polytechnic University, to examine approved non-farm use application subdivisions in the Agricultural Land Reserve was approved from the General Contingency Fund.

Mayor Brodie announced that the following individuals have been appointed to the Food Security and Agricultural Advisory Committee for a one-and -a-half-year term to expire on December 31, 2020:

- (a) Stephen Easterbrook;
- (b) Ian Lai;
- (c) Sarah Drewery;
- (d) Kent Mullinix; and
- (e) Laura Gillanders.



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BYLAWS FOR ADOPTION

R19/13-11 It was moved and seconded
That the Business Regulation Bylaw No. 7538, Amendment Bylaw No. 10029 be adopted.

CARRIED

R19/13-12 It was moved and seconded
That the Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9954 be adopted.

CARRIED

R19/13-13 It was moved and seconded
The Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9841 be adopted.

CARRIED

Opposed: Cllr. Day

DEVELOPMENT PERMIT PANEL

- R19/13-14 21. It was moved and seconded
- (1) *That the minutes of the Development Permit Panel meeting held on July 10, 2019, and the Chair's report for the Development Permit Panel meetings held on November 28, 2018, June 12, 2019, June 26, 2019, July 10, 2019, October 11, 2017, November 29, 2017, and February 28, 2018, be received for information; and*
 - (2) *That the recommendations of the Panel to authorize the issuance of:*
 - (a) *a Development Permit (DP 18-822484) for the property at 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291, 5331 and 5351 Steveston Highway; and*



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- (b) a Development Permit (DP 18-841402) for the property at 12951 Bathgate Way; and*
 - (c) a Development Permit (DP 11-593871) for the property at 6302 No. 3 Road and 6411 Buswell Street;*
- be endorsed, and the Permits so issued.*

CARRIED

ADJOURNMENT

R19/13-15

It was moved and seconded
That the meeting adjourn (9:27 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, July 22, 2019.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

For Metro Vancouver meetings on Friday, July 26, 2019

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact Greg.Valou@metrovancouver.org or Kelly.Sinowski@metrovancouver.org

Metro Vancouver Regional District

E 1.1 Electoral Area A Zoning Bylaw Review – Scope of Work and Engagement Process **APPROVED**

The Board approved the scope of the proposed Electoral Area A Zoning Bylaw Review and authorized staff to proceed with the engagement process as presented. In addition to OCP-related issues, the zoning bylaw will be reviewed to incorporate improvements to language and formatting identified by staff, and other issues identified through the engagement process. Meetings with residents, property owners, and business operators in Howe Sound, Indian Arm/Pitt Lake and Barnston Island in the summer, fall and winter 2019 are the principle engagement methods proposed for this review.

E 1.2 Barnston Island Agricultural Viability Study – Action Plan **ENDORSED**

The Board endorsed recommendations and proposed follow up actions to improve and enhance the viability of farming on Barnston Island. Conducting a study to explore ways to improve the long-term viability of agriculture on the island was an action item identified through the development of the OCP.

E 2.1 Appointment of External Auditors **APPROVED**

The Board approved the re-appointment of BDO Canada LLP as external auditors for the fiscal years 2019-2023. Legislation requires that Metro Vancouver's financial statements be audited annually by an external audit firm appointed by the Boards of the respective entities. BDO Canada LLP has been the external auditor for Metro Vancouver for the past five fiscal years. The fixed fee cost for external audit services provided by BDO Canada LLP over the five-year contract period will be \$592,465.00 (exclusive of taxes).

E 3.1 Where Matters: Health and Economic Impacts of Where We Live Final Report **RECEIVED**

The Board received for information a report on the results of the "Where Matters: Health and Economic Impacts of Where We Live" study and an associated Policy Brief. The study findings demonstrate strong associations between high levels of walkability and high levels of park access with better health outcomes. The Board will forward the report and its attachment to member jurisdiction Mayors and Councils for information.

E 3.2 Metro 2050 Engagement Plan

REFERRED

The Board referred the recommendation as presented back to staff to report back to the Board through the Regional Planning Committee with further information. The Board also referred the consideration of holding three public hearings, with at least one south of the Fraser.

The Metro 2050 Engagement Plan provides opportunities for plan signatories, non-signatory stakeholders, First Nations and the public to provide input into the comprehensive update to Metro 2040. The engagement plan is intended to meet the requirements of the Local Government Act and to align with Metro Vancouver's Public Engagement Policy.

E 3.3 Housing Needs Reports – A Regional Approach

RECEIVED

The Board received for information a report on how the Regional Planning Division intends to support member jurisdictions in its completion of Housing Needs Reports, as required by recent updates to provincial legislation. The Housing Needs Reports are intended to strengthen the ability of local governments to understand and respond to the long-term, community-specific housing needs, and to ensure that local policies, plans, and development decisions are prepared based on recent documented data.

E 3.4 2019 Agriculture Awareness Grant Recommendations

APPROVED

The Board awarded a total of \$45,000 in Agriculture Awareness Grants to the following 13 non-profit organizations:

- BC Agriculture in the Classroom Foundation, "Take a Bite of BC" project - \$6,000
- BC Chicken Grower's Association, "Poultry in Motion Educational Mini Barn" project - \$4,000
- Delta Farmland & Wildlife Trust, "Day at the Farm" event - \$2,000
- DRS Earthwise Society, "Tomato Festival" - \$2,000
- FarmFolk CityFolk, "Climate and Food Story Series" - \$4,500
- Growing Chefs Society, "Classroom Gardening and Cooking Program" - \$5,000
- Haney Farmers Market Society, "The Market Goes to the Farm" event - \$500
- Langley Environmental Partners Society, "Langley Eats Local" project - \$4,000
- Maple Ridge Agricultural Advisory Committee, "Booth-in-a-Box" display - \$2,250
- North Shore Neighbourhood House, "Edible Garden Seed Saving Project" - \$5,750
- Public Health Association of BC, "Farm to School BC Learning Circles: Growers to Sowers" - \$3,000
- The Sharing Farm, "10th Annual Garlic Festival" - \$3,000
- Vancouver Urban Farming Society, "8th Annual Urban Farming Forum" - \$3,000

E 4.1 Collaborative Regional Flood Management Strategy

ENDORSED

The Board endorsed a collaborative approach for the Fraser Basin Council's Lower Mainland Flood Management Strategy between all levels of government in the Lower Mainland and requested that the Fraser Basin Council share the Flood Management Strategy with the Integrated Partnership for Regional Emergency Management (IPREM).

The Board also referred the strategy to Metro Vancouver staff to review Metro Vancouver's potential role under the Lower Mainland Flood Management Strategy.

E 5.1 Boundary Bay Park Association Contribution Agreement

APPROVED

The Board approved a Contribution Agreement between the Metro Vancouver Regional District and the Boundary Bay Park Association for a one-year term in the amount of \$7,000, commencing January 1, 2020 and ending December 31, 2020. The Boundary Bay Park Association utilizes Metro Vancouver funding to provide a level of coordination for the park association, and to provide capacity to serve the people and communities it reaches through its initiatives.

E 5.2 Burnaby Lake Park Association Contribution Agreement

APPROVED

The Board approved a Contribution Agreement between the Metro Vancouver Regional District and the Burnaby Lake Park Association for a one-year term in the amount of \$13,000, commencing January 1, 2020 and ending December 31, 2020. The Burnaby Lake Park Association utilizes Metro Vancouver funding to provide a level of coordination for the park association, and to provide capacity to serve the people and communities it reaches through its initiatives.

E 5.3 Colony Farm Park Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Colony Farm Park Association for a one-year term in the amount of \$5,000, commencing January 1, 2020 and ending December 31, 2020. The Colony Farm Park Association utilizes Metro Vancouver funding to provide a level of coordination for the park association, and to provide capacity to serve the people and communities it reaches through its initiatives.

E 5.4 Derby Reach Brae Island Parks Association Contribution Agreement

APPROVED

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Derby Reach Brae Island Parks Association for a one-year term in the amount of \$15,000, commencing January 1, 2020 and ending December 31, 2020. The primary purpose of these funds is to provide a level of coordination for the park association and to provide capacity to serve the people and communities it reaches through its initiatives.

E 5.5 Minnehada Park Association Contribution Agreement**APPROVED**

The Board approved the Contribution Agreement between the Metro Vancouver Regional District and the Minnehada Park Association for a one-year term in the amount of \$13,000, commencing January 1, 2020 and ending December 31, 2020. The primary purpose of these funds is to provide a level of coordination for the park association and to provide capacity to serve the people and communities it reaches through its initiatives.

E 6.1 Aligning Climate 2050 with the IPCC Special Report on Global Warming of 1.5°C**ENDORSED**

The Board endorsed proposed amendments to the Climate 2050 Strategic Framework to reflect a commitment to a carbon neutral region by 2050, and an interim target of reducing greenhouse gas emissions by 45% from 2010 levels by 2030. Staff were also directed to bring forward a proposed amendment to Metro 2040, the regional growth strategy, to the Metro Vancouver Board for consideration, to incorporate revised greenhouse gas reduction targets (including interim targets).

E 7.1 2019-2022 Board Strategic Plan**APPROVED**

The Board approved the 2019-2022 Board Strategic Plan, which will guide the work of staff over the next four years and will assist in communicating the important role of Metro Vancouver in the region among the public, member jurisdictions, government and key stakeholders of Metro Vancouver. Members of the MVRD Board met on April 26-27, 2019 to set strategic directions for the organization over the next four years, within a 30-year planning context.

E 8.1 Metro Vancouver 2019 Appointments to External Agencies – Amendment for Lower Mainland Local Government Association**APPROVED**

The Board appointed Director Neil Belenkie as the 2019 Metro Vancouver representative to the Lower Mainland Local Government Association for the remainder of 2019 term. The appointment will ensure that inter-agency relations are sustained and that Metro Vancouver will have continued representation and input on discussions affecting its interests.

G 1.1 City of New Westminster – Metro Vancouver Regional District Security Issuing Bylaw No. 1288, 2019**APPROVED**

At the request of the City of New Westminster, the Board approved the adoption of a Security Issuing Bylaw No. 1288, 2019 to authorize a borrowing request in the amount of \$22,145,000 for Construction and Improvements to Civic Infrastructure, Fibre Optic and the Purchase of Land for inclusion the Fall 2019 MFA long term debt issue. The bylaw will be forwarded to the Inspector of Municipalities for Certificate of Approval.

G 1.2 City of Port Coquitlam – Metro Vancouver Regional District Security Issuing Bylaw No. 1289, 2019 **APPROVED**

At the request of the City of Port Coquitlam, the Board adopted a Security Issuing Bylaw No. 1289, 2019 to authorize a borrowing request in the amount of \$52,000,000 for Construction of the Port Coquitlam Community Recreation Complex for inclusion in the Fall 2018 MFA long term debt issue. The bylaw will be forwarded to the Inspector of Municipalities for Certificate of Approval.

G 1.3 Township of Langley – Metro Vancouver Regional District Security Issuing Bylaw No. 1287, 2019 **APPROVED**

At the request of the Township of Langley, the Board approved the adoption of a Security Issuing Bylaw No. 1287, 2019 to authorize a borrowing request in the amount of \$19,950,000 for Construction of various facility capital works and various transportation capital works for inclusion in the Fall 2019 MFA long term debt issue. The bylaw will be forwarded to the Inspector of Municipalities for Certificate of Approval.

H 1 Notice of Motion **DEFEATED**

Director Kim Richter provided the following Notice of Motion on July 9, 2019 for consideration at the next regular MVRD Board meeting:

Procedure Bylaw Amendment

“Whereas Section 9.1 of the MVRD Procedure Bylaw Number 1205, 2014 (the “Bylaw”) states that any Director desiring to bring before the Board any new matter, other than a point of order or privilege, shall do so by way of motion;

“And whereas Part 10 of the Bylaw sets out the procedure for reconsidering “a matter”;

“And whereas section 9.1 may be interpreted or used to prevent directors from bringing forward motions regarding matters that are related to but separate from “a matter” that has been before the Board;

“And whereas Directors should be free to bring forward to the Board matters that are not subject to Part 10 of the Bylaw;

Therefore Be It Resolved that the MVRD Board request staff to bring forward an amendment to the MVRD Procedure Bylaw Number 1205, 2014 to delete the word “new” in Section 9.1.”



I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received delegation summaries and information items from Standing Committees.

George Massey Crossing Task Force – June 27, 2019

Delegation Summary:

- **3.1 Roderick V. Louis**

Electoral Area Committee – July 3, 2019

Information Items:

- **5.2 Electoral Area A Building Administration Bylaw – Permit Fees**
This report provides information on proposed revisions to the building permit fee schedule of GVRD Electoral Area A Building Administration Bylaw, No. 1043, 2006, which are part of a series of revisions to be considered by the Electoral Area Committee and MVRD Board as a single bylaw amendment at a later date. Three main areas for review have been identified: bylaw language and regulations, permit fees, and service area boundaries.

Performance and Audit Committee – July 4, 2019

Information Items:

- **5.2 Interim Financial Performance Report – April 2019**
This report provides information on the projected results of 2019 operations generating an estimated surplus of \$15.9 million, approximately 1.9% of the overall Metro Vancouver 2019 budget. This projected surplus would be available in future years to either avoid debt or pay for regional projects.
- **5.3 Capital Program Expenditure Update as at April 30, 2019**
This is the first report for 2019 on the financial performance of the capital program for the four months ending April 30, 2019. Updates on the capital program and its expenditures keep members informed on Metro Vancouver's financial performance and include the actual financial progress of Metro Vancouver's capital expenditures compared to the approved spending limits. Three updates are planned for the fiscal year 2019, which is consistent with the Performance and Audit Committee Terms of Reference.
- **5.4 Investment Position and Returns – January 1 to April 30, 2019**
This report provides investment performance and related information for receipt by the Board. Investment updates are brought to the Board to keep members informed on Metro Vancouver's investments. The Corporate Investment Policy requires that an investment update report be presented to the Committee three times per year. This is the first report for 2019.
- **5.9 Tender/Contract Award Information – March 2019 to May 2019**
This report provides the Board with information regarding contracts handled through the Purchasing and Risk Management Division, with a total anticipated value at or in excess of \$500,000 (exclusive of taxes).

Regional Planning Committee – July 5, 2019

Information Items:

- **5.4 2016 Urban Centre and Frequent Transit Development Area Data Profiles and Dashboard**
This report conveys the 2016 Urban Centre and Frequent Transit Development Area Data (FTDA) Profiles and provides an overview of the new Urban Centre and FTDA Dashboard. The Urban Centre and FTDA Policy Review project began in 2016 as an initiative to consider opportunities to enhance the existing Urban Centre and FTDA policies. Creating new Urban Centre and FTDA Data Profiles using 2016 Census data and the creation of the new online dashboard are components of the Policy Review that will help to inform a potential update to the growth framework and inform discussions related to updating the centre types, criteria, and targets with stakeholders as part of the Policy Review.
- **5.5 Urban Centre and Frequent Transit Development Area Policy Review Update**
This report provides the Regional Planning Committee with a summary of stakeholder engagement conducted in the spring of 2019 as part of the Metro 2040 Urban Centre and Frequent Transit Development Area (FTDA) Policy Review, and the Growth Framework Background Paper.
- **5.6 Metro Vancouver and TransLink Collaboration on Land Value Capture Study**
This report provides a progress update on the collaboration between Metro Vancouver and TransLink exploring land value capture. Metro Vancouver and TransLink staff have developed a plan to collaborate on a land value capture study that will inform the preparation of appropriate policy options for consideration in Metro 2050 and Transport 2050. Land value capture is seen as a potential approach to reinvest a portion of the increased land value derived in part from regional transportation investments back into the regional transportation system or other regional priorities such as affordable rental housing.
- **5.8 Housing Agreements Workshop 2019**
This report provides a summary of the proceedings of the Housing Agreements Workshop held at Metro Vancouver Head Office on April 11, 2019. It proposes some directions for potential next steps. The workshop brought together municipal housing planners and other key partners to share and discuss the issues and emerging best practices for entering into, administering and enforcing Housing Agreements (as per Section 483 of the Local Government Act).
- **5.10 Agricultural Land Use Planning Policy Forum Results**
This report provides information about highlights from the Agricultural Land Use Planning (AgLUP) Policy Forum held on April 3, 2019, and the next steps in moving forward with the Metro 2040 Agriculture Policy Review. The purpose of the forum was to have an introductory dialogue to support a Metro 2040 Agriculture Policy Review and to help establish a provincial AgLUP Policy Lab being led by Dr. David Connell, from University of Northern British Columbia (UNBC).

Regional Parks Committee – July 10, 2019

Information Items:

- **5.7 Regional Parks Land Acquisition and Capital Development Funding Options**
This report outlines the financial implications associated with various options that could advance the implementation of the Regional Parks Land Acquisition 2050 strategy. The report also compares the scope and scale of the MVRD regional parks program to that of other regional district park programs in British Columbia.
- **5.8 Brunette Fraser Regional Greenway - Cumberland Point Potential Habitat Compensation Project**
This report provides information on the potential habitat compensation project at the Brunette Fraser Regional Greenway's Cumberland Point, as a result of the Pattullo Bridge Replacement. Cumberland Point is envisioned as a picnic area and rest point along the Brunette Fraser Greenway. The 0.8-hectare site has room to accommodate habitat compensation works and a picnic area. This project may help advance public access to this site ahead of what can be accommodated in the current capital budget.

Climate Action Committee – July 12, 2019

Information Items:

- **5.3 Metro Vancouver's Climate Actions and Carbon Neutral Progress in 2018**
This report provides an update on Metro Vancouver's climate actions and carbon neutral progress for 2018. It includes a comprehensive list of actions to reduce GHG emissions and adapt to the changing climate in our region.
- **5.4 Strata Energy Advisor Pilot Program Update**
This report provides an update and summary of the results to date of the Strata Energy Advisor Pilot Program. The Pilot Program is on track to achieve the implementation targets, which include 300 registered strata buildings, 88 energy audits, and over 60 building tune-ups or smart building upgrades. The program will run until November 30, 2019 and staff intend to bring a final report to the Climate Action Committee in early 2020 with recommendations on any future iterations of the program.
- **5.5 Update on Metro Vancouver's Grow Green Website**
This report provides an update on the Grow Green website that provides residents throughout the region with guidance on how to grow an eco-friendly lawn or garden, regardless of gardening skill or space constraints. Web-traffic data collected in 2018 indicates Grow Green is growing in popularity (58% increase in web traffic in 2018 compared to 2017; 85% new visitors), with high levels of engagement on social media.



Greater Vancouver Water District

E 1.1 Appointment of External Auditors

APPROVED

The Board appointed BDO Canada LLP as external auditors for the fiscal years 2019 to 2023. The fixed fee cost for external audit services provided by BDO Canada LLP over the five-year contract period will be \$592,465.00 (exclusive of taxes).

E 2.1 Award of Section 1 of Phase C, Construction Engineering Services for the Kennedy Newton Main and Annacis Main No. 5 South

APPROVED

The Board approved the award of a contract for Phase C, Construction Engineering Services – Section 1 – Kennedy Newton Main 84th to 72nd Avenue, in the amount up to \$1,520,088 (exclusive of taxes) to the Phase A and B project consultant, CH2M Hill Canada Limited, for the Kennedy Newton Main and Annacis Main No. 5 South; and authorized the Commissioner and the Corporate Officer to amend the contract.

E 2.2 Award of Contract Resulting from Tender No. 19-129: Construction of Kennedy Newton Main 84th to 72nd Avenue

APPROVED

The Board approved the award of a contract in the amount of \$21,485,800 (exclusive of taxes) to Matcon Civil Constructors Inc. resulting from Tender No. 19-129: Construction of Kennedy Newton Main 84th to 72nd Avenue; and authorized the Commissioner and the Corporate Officer to execute the contract.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received an information item from the Water Committee.

Water Committee – July 11, 2019

Information Item:

- **5.2 GVWD Capital Program Expenditure Update to April 30, 2019**

This report provides an update on the financial performance of the capital program ending April 30, 2019. This is the first in a series of three reports on capital expenditures for 2019. The Water District is projecting to be under spent for both ongoing and completed capital projects. It is anticipated that in aggregate, ongoing capital projects will be slightly under spent because the full contingency is not required.

Greater Vancouver Sewage and Drainage District

E 1.1 Appointment of External Auditors

APPROVED

The Board appointed BDO Canada LLP as external auditors for the fiscal years 2019 to 2023. The fixed fee cost for external audit services provided by BDO Canada LLP over the five-year contract period will be \$592,465.00 (exclusive of taxes).

E 2.1 Liquid Waste Services Capital Program Expenditure Update as at April 30, 2019

RECEIVED

The Board received a report on the status of the Liquid Waste Services' capital program for the period ending April 30, 2019.

Liquid Waste Services is projecting to under spend its annual Capital Budget by \$229 million (40%). The variance is primarily due to construction delays with a major project and obtaining third party approvals in a timely manner.

E 2.2 Award of Contract Resulting from Request for Proposal No. 19-011: Annacis Island Wastewater Treatment Plant Trickling Filter Media, Rotary Distributor and Ducting Replacement

APPROVED

The Board approved the award of a contract for an amount of up to \$32,870,400 (exclusive of taxes) to Maple Reinders Constructors Ltd., resulting from Request for Proposal No. 19-011: Annacis Island Wastewater Treatment Plant Trickling Filter Media, Rotary Distributor and Ducting Replacement.

E 2.3 Regional Sewerage Services – Village of Anmore

APPROVED

The Board approved a recommendation directing staff to review the GVS&DD Cost Apportionment Bylaw No. 283, 2014 with respect to how growth charges would be calculated and apportioned to the village of Anmore if it becomes a GVS&DD member to determine if the formula is equitable within the context of the principles of membership within the GVS&DD or, alternatively, whether some adjustments to the bylaw may be appropriate.

E 3.1 Organics and Paid Recyclables Management at Metro Vancouver Transfer Stations

APPROVED

The Board approved a funding and service model for organics and paid recyclables (including yard trimmings, clean wood, new gypsum and mattresses) at Metro Vancouver transfer stations.

The Board:

- a) approved setting tipping fees for paid recyclables to recover operational costs, except where the risk of illegal dumping or other negative impacts exist, alternate fees structures will be considered;
- b) approved providing municipal organics transfer services upon request and under contract with full cost recovery;
- c) directed staff to initiate procurement for processing services for municipal organics from the North Shore Transfer Station; and
- d) directed staff to develop a business case for the provision of commercial organics transfer services at Metro Vancouver transfer stations and report back on options.

E 3.2 Initiating Procurement for Bottom Ash Beneficial Use

APPROVED

The Board approved a recommendation directing staff to initiate a procurement process for bottom ash beneficial use. Approximately 42,000 tonnes of bottom ash are produced at the Waste-to-Energy Facility annually. Bottom ash is used beneficially in many jurisdictions, and a range of beneficial uses for the bottom ash are possible. A key requirement is that a beneficial use of the ash will not lead to human health or environmental impacts. Any beneficial use of the bottom ash would require approval of the Ministry of Environment and Climate Change Strategy.

E 3.3 Support for Municipal Jurisdiction to Regulate Single-Use Items

APPROVED

The Board approved a recommendation resolving to write a letter to the Province of BC and the Union of British Columbia Municipalities in support of municipal jurisdiction to regulate single use items, as it relates to the June 24, 2019 District of West Vancouver Council resolution.

G 1.1 Proposed Amendments to GVS&DD Cost Apportionment Bylaw No. 283, 2014

APPROVED

The Board approved a recommendation to give first, second and third readings to Greater Vancouver Sewerage and Drainage District Cost Apportionment Amending Bylaw No. 328, 2019, and later passed and finally adopted said bylaw. The bylaw amendments allow for the direct application of Development Cost Charge (DCC) revenues, the allocation of revenue from Tier I and Tier II capital projects, and the establishment of a cost apportionment formula for the purpose of applying growth charges to the University of British Columbia (UBC) to cover their proportionate share of the liquid waste system growth costs within the Vancouver Sewerage Area.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received delegation summaries and information items from the Zero Waste Committee.

Zero Waste Committee – July 12, 2019

Delegation Summaries:

- 3.1 Nicholas Ponce and Jim Hutchinson, Republic Services

Information Items:

- **5.4 Alternative Fuel and Recyclables Recovery Project Update**
The report provides an update on the scope of a business case for an alternative fuel and recyclables recovery project approved by the Board in March 2019. The business case will focus on processing small vehicle waste, a material that has high potential fuel value, and has characteristics similar to construction and demolition waste. The business case will consider the Coquitlam Landfill, adjacent to the new transfer station, as a potential site for the facility, with the development of the facility subject to all municipal statutory approvals. The project has the potential to result in 70,000 to 85,000 tonnes per year in greenhouse gas emission reductions.
- **5.5 2018 Single-Use Items Waste Composition Study**
This report contains the results of the 2018 single-use items waste composition study, which provides a baseline for the number of single-use items disposed of annually. Common single-use items: retail bags, cups, takeout containers, straws and utensils represent about 2.4% of the overall waste stream and approximately 1.1 billion single-use items disposed each year. Retail bags and takeout containers were more prevalent in multi-family waste and cups; straws and utensils were more prevalent in commercial/institutional waste. Metro Vancouver will continue to monitor single-use items in the years to come to help analyze the impact of programs and policies targeted at single-use item diversion and reduction.
- **5.6 Status of Solid Waste Services Capital Expenditures to April 30, 2019**
The Board received an update on the status of its utilities capital expenditures for the Solid Waste Services Department. Solid Waste Services is projecting to underspend its capital budget by approximately \$342,000 for ongoing and completed projects to April 30, 2019.

Metro Vancouver Housing Corporation

E 1.1 Appointment of External Auditors

APPROVED

The Board appointed BDO Canada LLP as external auditors for the fiscal years 2019 to 2023. The fixed fee cost for external audit services provided by BDO Canada LLP over the five-year contract period will be \$592,465.00 (exclusive of taxes).



City of Richmond


Report to Committee

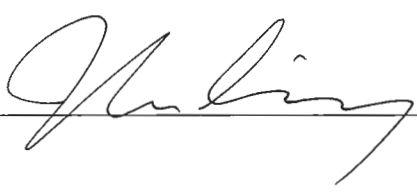

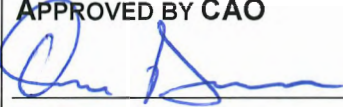
To: General Purpose Committee **Date:** August 16, 2019
From: Peter Russell, MCIP, RPP **File:** 10-6000-00/Vol 01
Director, Sustainability & District Energy
Re: **Public Electric Vehicle (EV) Charging Expansion – 2019 Funding Application to Natural Resources Canada**

Staff Recommendation

That, as described in the staff report titled, "Public Electric Vehicle (EV) Charging Expansion – 2019 Funding Application to Natural Resources Canada" dated August 9, 2019 from the Director, Sustainability & District Energy:

1. The expansion of 20 public electric vehicle charging ports at a cost of \$700,000 funded by the Gas Tax Provision be approved;
2. The application to Natural Resources Canada's 2019 Zero Emission Vehicle Infrastructure Program for up to \$100,000 in grant funding be approved;
3. Should the funding application be successful, the Chief Administrative Officer and the Acting General Manager, Engineering and Public Works be authorized to execute the agreement with Natural Resources Canada on behalf of the City of Richmond;
4. The list of priority electric vehicle charging sites as described in the staff report titled "Public Electric Vehicle (EV) Charging Expansion – 2019 Funding Application to Natural Resources Canada" be endorsed; and,
5. That the Consolidated 5 Year Financial Plan (2019-2023) be amended accordingly.


Peter Russell, MCIP, RPP
Director, Sustainability & District Energy
Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks Services	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Facilities	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Fleet Services	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO
	CNCL - 40 	

Staff Report

Origin

This report summarizes progress on a current grant application to Natural Resources Canada (NRCan) for cost-shared capital funding for provision of new public electric vehicle (EV) charging, for eight priority locations with 20 EV charging stations (ports) in Richmond. With Council approval, staff would complete and submit a grant application to NRCan for capital funding under the 2019 Zero-Emission Vehicle Infrastructure Program.

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.

Background

In 2010, Council adopted targets in Richmond's Official Community Plan to reduce community greenhouse gas (GHG) emissions 33 percent below 2007 levels by 2020, and 80 percent below 2007 levels by 2050. Transportation accounts for more than half of Richmond's GHG emissions recorded in BC's Community Energy and Emissions Inventory, with emissions from personal transportation accounting for more than 40 percent of emissions.

Richmond's 2014 Community Energy and Emissions Plan (CEEP) outlines strategies and actions for the City to take to reduce community energy use and GHG emissions, including:

- **Strategy 7:** Promote Low Carbon Personal Vehicles; and,
- **Action 19:** Continue expanding the City-owned network of electric vehicle (EV) charging stations.

Modeling undertaken as part of the CEEP indicates Richmond's 2050 emissions reduction targets can only be achieved with the near-universal adoption of zero emissions personal vehicles by the 2040s, in addition to increasing transit ridership, walking, bicycling, car/ride sharing, and other transportation modes.

City Action on Electric Vehicles

To support the transition to zero emission vehicles, multiple charging options should be available for EV users to avoid issues such as range anxiety (running out of charge). The City has undertaken a mix of policy and infrastructure actions, including:

1. **Electric Vehicle Charging:** On November 28, 2016, Council directed staff to report back regarding the potential installation of publicly accessible 'Level 3' DC Fast Charging stations, including an energy cost recovery approach, as part of advancing greenhouse gas emissions under the City's Community Energy and Emissions Plan. On

January 23, 2017, Council further directed staff to consult with the community to help gauge community support for the cost-recovery concept, as well as identify preferred locations for new charging stations.

Consultation results were summarized in a Report to Committee (“Public Electric Vehicle Charging Infrastructure Expansion”, May 18, 2018), with a map of desired locations for public electric vehicle charging in Richmond (see Attachment 1). This report also included a recommendation on cost recovery for public EV charging, by application of user fees at publicly accessible EV charging stations through bylaw.

In 2018, Council approved two locations for Direct Current (DC) Fast Charging equipment at City Hall and the Richmond Olympic Oval, with an approved capital budget allocation of \$300,000. This funding was subsequently leveraged in a grant application to Natural Resources (NRCan) Canada’s Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative. On July 11, 2019 NRCan informed staff that the application was approved and the City would be receiving a matching \$300,000 funding grant through this program. Combined with previously approved \$300,000 in capital funding from the City, a total of \$600,000 is now available for two additional DC fast charging sites, which will now include DC Fast Chargers at King George Park and the Richmond Ice Centre / Watermania area. These new sites were chosen, as they met the criteria of the funding program. As such, the Consolidated 5 Year Financial Plan (2019-2023) will need to be amended accordingly.

2. **Leading EV Charging Requirements in Private Developments:** On December 18, 2017, City Council adopted a requirement in the Parking and Loading section of the Richmond Zoning Bylaw that all residential parking spaces in new developments feature an energized electrical outlet capable of providing Level 2 charging. The City was the first jurisdiction in North America to implement such a requirement. Other jurisdictions are now building from Richmond’s leadership – the City of Vancouver and several other local governments in Metro Vancouver have subsequently made similar amendments to their Zoning Bylaws to require Level 2 charging readiness in non-visitor parking stalls.
3. **New Charging Infrastructure:** In March 2013, the City also installed four public Level 2 charge stations (total of eight charging ports) at the following locations:
 - Steveston Community Centre;
 - Thompson Community Centre;
 - Cambie Community Centre; and,
 - City Hall

Additionally, the Richmond Olympic Oval offers two Level 2 charging stations in the parkade reserved for facility users.

As summarized in Table 1 below, usage of the City’s charging points has grown, indicating growing demand for public charging. The hours of use experienced at some stations suggest that City-owned EV charging infrastructure is reaching capacity.

Table 1: Usage of City-owned EV charging infrastructure

	2013	2014	2015	2016	2017	2018
Times used	776	1,974	4,597	7,159	10,924	17,059
Charging time	975 hours	2,609 hours	8,377 hours	11,995 hours	18,300 hours	31,745 hours
Energy used	4,345 kWh	11,809 kWh	35,904 kWh	48,406 kWh	82,984 kWh	138,740 kWh
Energy cost	\$434	\$1,181	\$3,590	\$4,841	\$8,298	\$13,874

"Levels" of EV Charging

Industry standards for electric vehicle charging, including power delivery level and typical application is summarized in Table 2.

Table 2: Common EV service equipment charging levels.

Charging Level	Voltage	Amperage	Approx. km of range per hour	Time to fully Recharge	Applications
AC Level 1	120 VAC	12-16 A	~ 7 km/hr	5 to 30 hours	At home, at work
AC Level 2	208 / 240 VAC	<=80A (30 A most common)	~ 45 km/hr (at 30A)	2 to 8 hours	At home, at work, public charging
DC Fast Charge ("Level 3")	200-400 VAC	80-400 A	200-1000 km/hr	<10 min to 1 hour	Major public rapid-recharge locations

Current Funding Partnership Opportunity

In summer 2019, City staff began preparing a new grant application under NRCan's Zero-Emission Vehicle Infrastructure Program for partial funding of 20 EV charging ports at eight locations in Richmond, with detail on location criteria and recommended sites provided in the Analysis section of this report. The NRCan program requires a minimum of 20 EV charging ports to qualify for the grant program and that applicants demonstrate secured funding is in place. Subject to Council approval, staff will proceed to complete this application prior to the September 18, 2019 submission deadline.

AnalysisCriteria for Prioritizing EV Charging Locations

Community feedback indicated that both DC Fast Charging and Level 2 charging infrastructure is desired across the community (see map in Attachment 1). In-person open house and online feedback gained in 2017 provided feedback on where public EV charging infrastructure is preferred in Richmond.

City staff have subsequently identified specific locations for future Level 2 and Level 3 EV charging installations, and have applied the following criteria to guide prioritization of future installations, as funding becomes available.

1. Public consultation results on desired EV charging locations

2. City-owned public locations (parks, recreation facilities and civic buildings) whereby there is customer demand for EV charging. Ideal sites for public charging that were considered needed to have sufficient existing capacity for installation of charging infrastructure with adding transformer capacity.
3. Geographic distribution of EV charging opportunities across Richmond

Prioritized locations for new EV charging (current funding application)

Eight locations have been identified that have sufficient existing electrical capacity for EV charging infrastructure and service equipment under NRCan's current funding program. These sites are summarized in Table 3, and have been spatially represented on a map in Attachment 2. Each of these sites would be equipped with a two-port Level 2 charging station in nearby onsite public parking (signed and stenciled for EVs), but there is also potential that one or more of these sites could include DC Fast Charging capacity, subject to more detailed analysis. Table 3 shows that, with Council endorsement of funding and locations, a total of 56 Level 2 and four DC Fast Charge City-owned charging points will be distributed across the community to support the shift to electric vehicle adoption.

Table 3: Proposed Locations of NRCan Co-Funded EV Charging Stations

	Private and Public Owned	City-Owned – Full Public Access	
	Restricted Access	Existing / Approved Locations	New Stations
Steveston, Seafair, Thompson, Terra Nova Neighbourhoods	4	4 (Level 2)	
Steveston Tennis Courts			2
West Richmond Community Centre			4
Britannia Heritage Ship Yards			4
Garden City Community Park			2
City Centre, Sea Island Neighbourhoods	70	16 (2 DC, 4 Level 2)*	
Minoru Park (Arenas)			2
Bridgeport, West Cambie, East Cambie Neighbourhoods	36	5 (1 DC, 2 Level 2)*	
Gilmore, Broadmoor, Blundell, Shellmont Neighbourhoods	8		
South Arm Community Centre			2
Blundell Park			2
Hamilton, Fraser Lands, East Richmond Neighbourhoods	5	3 (1 DC, 2 Level 2)*	
Hamilton Community Centre			2
* Indicates new Level 2 and DC Fast Charging locations funded by the Electric Vehicle & Alternative Fuel Infrastructure Deployment Initiative, approved by NRCan July 11, 2019, to be installed.		28 (4 DC, 8 Level 2)*	20 ports (Level 2)

Next Steps

Pending Council approval, staff will proceed with engineering design and installation of EV charging equipment for eight locations, with a total of 20 charging stations (ports), as shown in the shaded area of Table 3.

Resource Implications

As the City expands its public charging infrastructure, there are expected resource implications associated with installation, maintenance, repairs, complaint management, data analytics and administration that will exceed current capacity. A minimum of one additional maintenance technician position is expected to be required for this purpose. This requirement and associated costs will be submitted for consideration in the 2020 budget process.

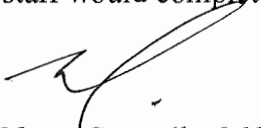
Financial Impact

The expansion of 20 EV charging ports is proposed to be funded from the Gas Tax Provision account in the amount of \$700,000. With Council approval, staff will proceed to complete a \$100,000 funding grant application under the Natural Resources Canada's 2019 Zero Emission Vehicle Infrastructure Program. If the grant is successful, the funding received will offset the funding from the Gas Tax Provision, maintaining the project budget at \$700,000. The Consolidated 5 Year Financial Plan (2019-2023) will be amended accordingly.

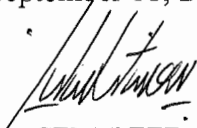
Council previously endorsed a cost recovery approach to impose user fees and time limits on public EV charging, and staff will bring forward proposed amendments to applicable Bylaws in a future Council Report to implement this cost recovery approach.

Conclusion

Expansion of City-provided public electric vehicle charging infrastructure is a tool to advance community electric vehicle adoption, and helps meet policy objectives that would drive significant GHG emission reductions with respect to mobility in Richmond. Eight locations with a combined total of 20 electric vehicle charging ports would be available for public charging. Staff are seeking Council support for submitting a \$100,000 grant application to Natural Resources Canada's Zero-Emission Vehicle Infrastructure Program. With Council approval, staff would complete and submit this application prior to the September 18, 2019 deadline.



Norm Connolly, MCIP, RPP
Sustainability Manager
(604-247-4676)



Poroshat Assadian, CEM, LEED
Corporate Energy Manager
(604-244-1239)

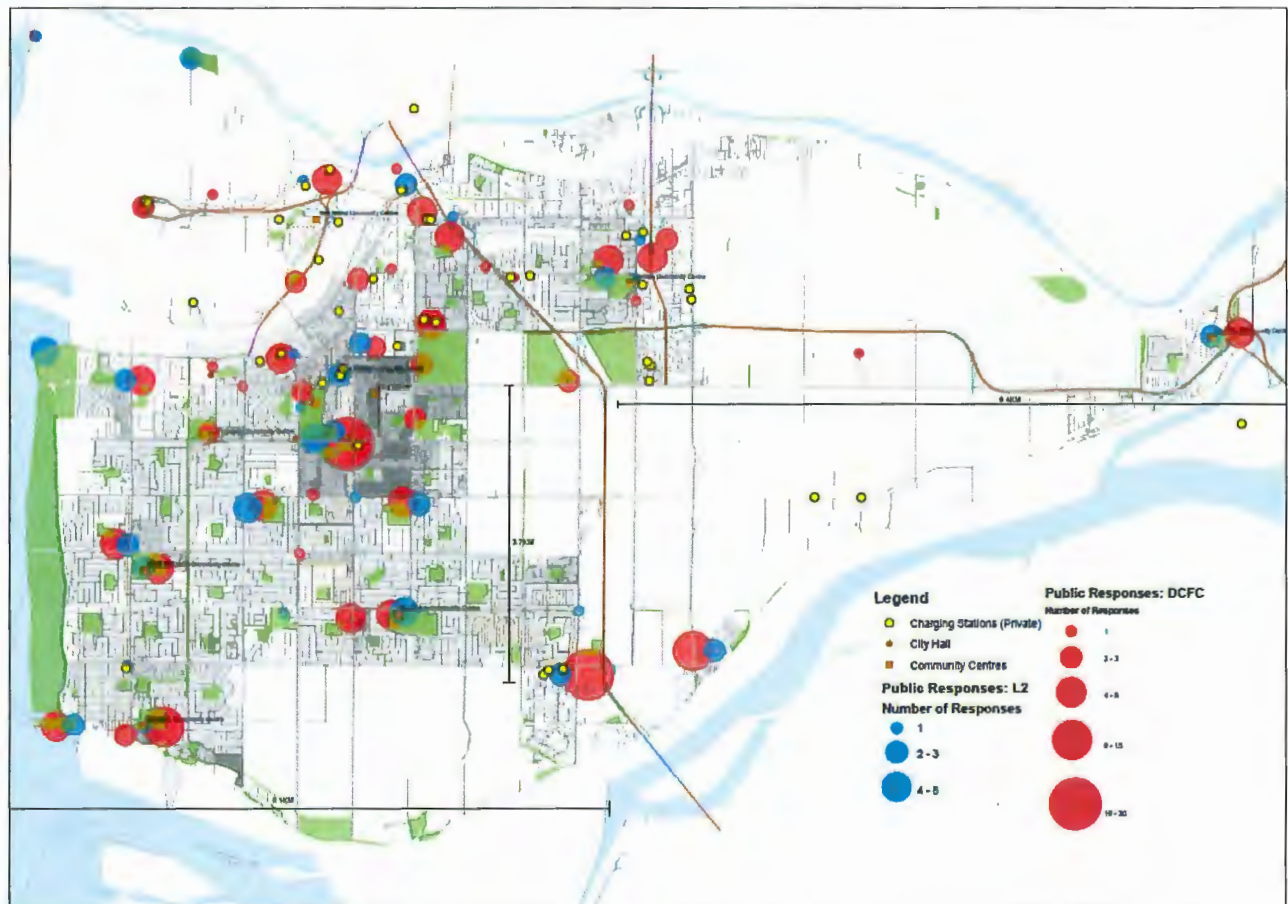
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- Att. 1: Map of Public Responses Regarding Preferred Locations for Additional City-Owned EV Charging Infrastructure
2: Map of Public EV Charging Stations in Richmond – Current and Proposed Locations

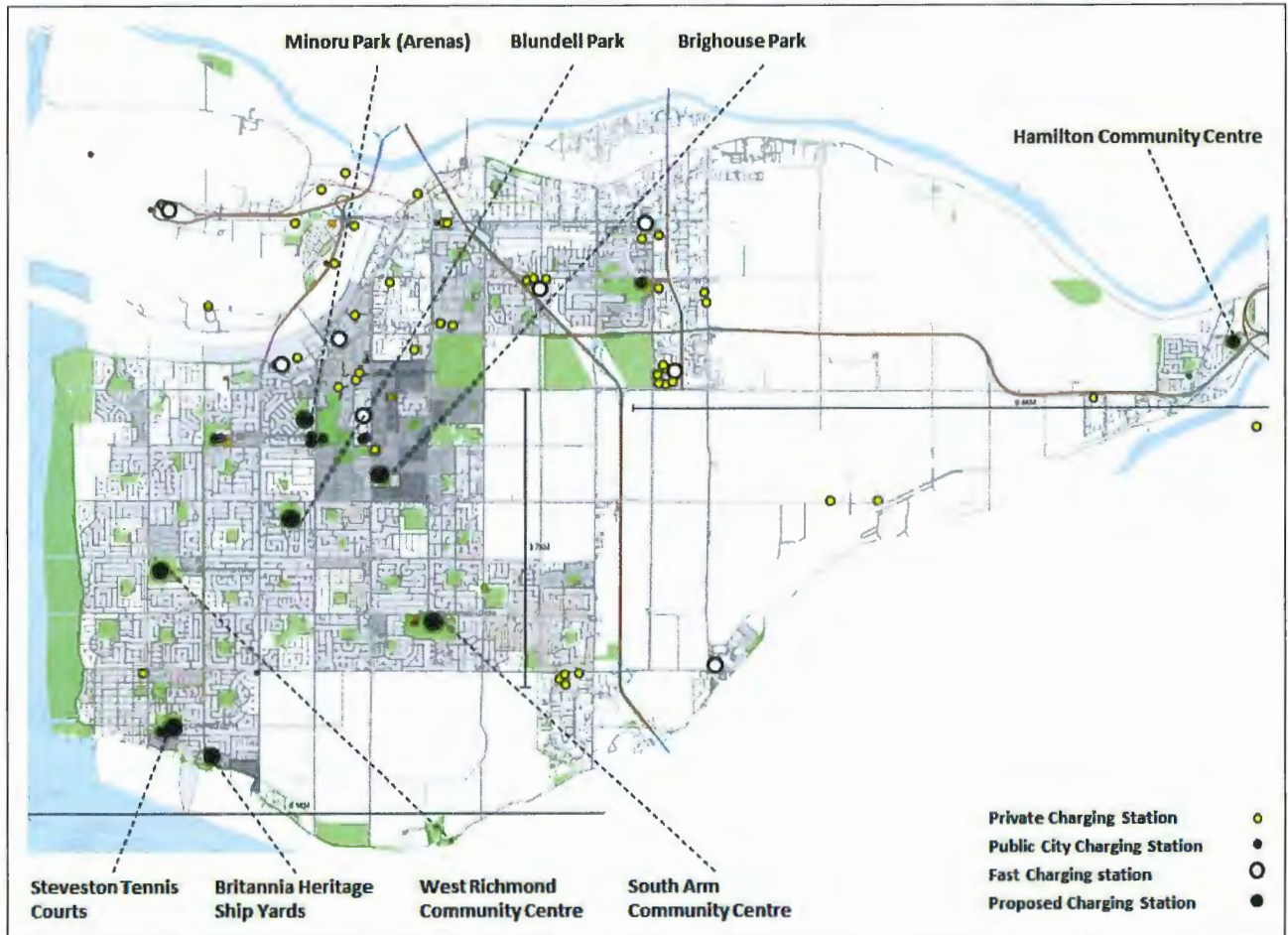
Attachment 1: Map of Public Responses Regarding Preferred Locations for Additional City-Owned EV Charging Infrastructure

Notes:

- Circle size indicates number of respondents who selected a site.
- Red circles represent DC Fast Charge infrastructure.
- Blue circles represent Level 2 charging infrastructure.
- Green stars represent existing City-owned Level 2 charging infrastructure.



Attachment 2: Map of Public EV Charging Stations in Richmond – Current and Proposed Locations





City of Richmond

Report to Committee

To: General Purposes Committee **Date:** August 8, 2019
From: Suzanne Bycraft
Manager, Fleet and Environmental Programs **File:** 10-6370-01/2019-Vol
01
Re: **CleanBC Plastics Action Plan - Policy Consultation Paper**

Staff Recommendation

That the City of Richmond response to the *CleanBC Plastics Action Plan – Policy Consultation Paper*, as outlined in the staff report dated August 8, 2019 from the Manager, Fleet and Environmental Programs, be approved and forwarded to the B.C. Ministry of Environment and Climate Change Strategy.

Suzanne Bycraft
Manager, Fleet and Environmental Programs
(604-233-3338)

Att. 2

REPORT CONCURRENCE		
ROUTED TO: Sustainability	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: as	APPROVED BY CAO

Staff Report

Origin

On July 25, 2019, the B.C. Ministry of Environment and Climate Change Strategy (the “Ministry”) launched consultation on a plan to reduce plastic waste through the *CleanBC Plastics Action Plan – Policy Consultation Paper* (the “*Policy Consultation Paper*”). Feedback is being accepted until September 18, 2019 on new policy opportunities and proposed amendments to the Recycling Regulation of the Environmental Management Act.

This report presents information and comments for Council’s consideration as Richmond’s proposed response to the *Policy Consultation Paper*. The feedback comments as outlined in this report have been formulated to align with Council’s actions taken to date on the issue of single-use plastics.

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.

2.2 Policies and practices support Richmond's sustainability goals.

Background

At the May 21, 2019 Council meeting, Council resolved to request the provincial government’s support to address single-use items by adopting a comprehensive single-use item reduction strategy. A resolution to this effect was also forwarded to the 2019 Union of British Columbia Municipalities convention. The action being undertaken through the *Policy Consultation Paper* is, therefore, consistent with Council’s request of the province in this regard.

Council has taken further steps in regard to the issue of reducing plastic waste by giving first three readings to *Single-Use Plastic and Other Items Bylaw No. 10000*, which was sent to the Ministry for approval on July 23, 2019. In accordance with Council direction, community engagement on proposed Bylaw 10000 has commenced.

As part of employing further strategies to promote overall waste reduction, reduce greenhouse gas emissions, and incorporate circular economy principles into policy approaches, on February 25, 2019 Council directed staff to review the City’s current purchasing practices for ways to support the circular economy. At their May 27, 2019 meeting, Council approved a work plan whereby staff and vendors would be engaged over the course of a year to develop new criteria for City procurements. The new policy amendments are being formulated to include requirements which align with Council’s objective in this regard.

Analysis

CleanBC Plastics Action Plan

The Ministry has indicated that comments and feedback on the *Policy Consultation Paper* will be received through public survey, formal submission, email, or regular mail until September 18, 2019. After that time, the Ministry will compile and review all comments and publish a *What We Heard Report*, to be posted publicly in late 2019. Public feedback will be considered as part of developing a new regulatory framework for plastic waste in the Fall 2019/Winter 2020.

Staff have proposed feedback comments (Attachment 1) for submission to the Ministry regarding questions posed in the *Policy Consultation Paper* (Attachment 2). The proposed feedback that follows focuses on the four key theme areas, with the overarching recognition that waste prevention is the highest priority:

1. ***Bans on single-use packaging:*** *Determining which types of plastic packaging to phase out altogether, as well as any necessary exemptions, such as those for health, safety and accessibility to keep products available for the people that need them.*

This area requests feedback on the issue of whether bans should be implemented on plastic packaging in the province, the types of bans to be considered, those plastic items that should be priority considerations and whether exemptions should be considered.

The comments outlined in Attachment 1 indicate support for bans on plastic packaging to align with that considered by Council per *Single-Use Plastics and Other Items Bylaw No. 10000*, as well as past direction from Council to urge the province to consider an Extended Producer Responsibility (“EPR”) program for cigarettes (January 14, 2019). The opportunity to include other plastics, such as plastic utensils and plastic balloons has also been identified, should Council support inclusion of these items in the feedback provided.

Information and comments concerning banned biodegradable and compostable plastics and establishing appropriate certification standards (per Council resolution of May 21, 2019), have also been included. Feedback on exemptions to address accessibility issues, and health and safety matters, food protection, etc. is also included.

Comments are included in support of granting local governments the authority to pass appropriate bylaws to help mitigate problematic waste in their communities.

2. ***Dramatically reduce single-use plastic in landfills & waterways:*** *Requiring producers to take responsibility for more plastic products, ensuring more single-use items like sandwich bags, straws and cutlery get recycled.*

This area requests feedback on including packaging-like products and single-use items in the Recycling Regulation and whether exemptions should be permitted. The feedback in Attachment 1 identifies support for ensuring these items can be readily recycled, and for including items such as stir sticks, straws, etc. The comments provided suggest that life

cycle considerations and externality costs also be embedded into the Recycling Regulation for these items as part of building circular economy principles.

Suggested exemptions relate to health and safety as well as food preservation considerations.

- 3. *Plastic bottle and beverage container returns:*** *Expanding the deposit-refund system to cover all beverage containers – including milk and milk-substitutes – with a 10-cent refundable deposit, keeping millions more containers out of landfills and waterways.*

This area seeks input on the Ministry's proposal to include milk-type beverage containers as a component of the deposit-refund schedule in the Recycling Regulation, as well as establishing a uniform 10 cent deposit-refund amount for all beverage containers. Additionally, feedback is sought on allowing electronic refunds in alternative forms of cash.

The feedback presented in Attachment 1 reflects support for inclusion of milk-type beverage containers as part of the deposit-refund schedule, as well as a uniform 10-cent fee for all beverage containers. In relation to milk containers, there have been past concerns about affordability impacts, which are noted for the province's consideration. In relation to electronic refunds, the comments outlined reflect support for this change, as it is likely to increase program participation through convenience.

- 4. *Reducing plastics overall:*** *Supporting effective ways to prevent plastic waste in the first place and ensuring recycled plastic is re-used effectively.*

This area explores support around development of national standards for recycling content as well as targets. There is also a general feedback opportunity on other provincial policies and actions.

As outlined in Attachment 1, the feedback presented highlights the importance of standards to create market demand for recycled plastic materials by requiring a minimum amount of recycled content in new packaging and products. This will help create a shift toward circular economy concepts. Promoting recycled content standards at the highest level of governmental policy is suggested. Methods to help create the required recycling infrastructure, such as through subsidies, are also suggested.

Comments have also been included to identify current challenges within the Province's EPR program, such as those relating to scope. For example, it can be confusing for residents to understand that only plastic packaging is included in residential recycling programs vs. other plastic materials, etc. The opportunity to promote other problematic materials which are not currently captured in the Province's EPR program (e.g. propane tanks, etc. – which will be the subject of a separate report) are also included.

The B.C. government has initiated consultation on potential regulatory changes to address the issue of plastic waste. This presents the opportunity for the City to provide feedback to support the priority items Council has identified. These items and other feedback are included in Attachment 1 for Council's review and submission on behalf of the City.

Financial Impact

None.

Conclusion

This report presents an overview of the *CleanBC Plastics Action Plan* and provides City of Richmond feedback recommendations on the *Policy Consultation Paper* for Council's consideration for submission to the B.C. Ministry of Environment and Climate Change Strategy.



Suzanne Bycraft
Manager, Fleet and Environmental Programs
(604-233-3338)

SJB:kn

- Att. 1: *CleanBC Plastics Action Plan: Policy Consultation Paper* – City of Richmond
Comments
2: *CleanBC Plastics Action Plan: Policy Consultation Paper*

City of Richmond Comments:

CleanBC Plastics Action Plan: Policy Consultation Paper Ministry of Environment and Climate Change Strategy

1	Bans on single-use packaging Determine which types of plastic packaging to phase out altogether, as well as any necessary exemptions.	
	Province Questions	City of Richmond Comments
	a) Do you think bans on plastic packaging should be implemented in B.C.? What plastic packaging products are a priority for B.C. to ban?	<p>Yes. A provincial strategy to ban single-use plastic is needed to harmonize policy and reduce confusion and barriers for the public. A provincial strategy would also provide clarity and a level playing field for business.</p> <ul style="list-style-type: none">• Priority single-use plastics should include, but not be limited to, items such as plastic checkout bags, polystyrene foam, plastic straws, and plastic utensils.• Other priority items that should be regulated and/or prohibited are those having the most significant impact on the environment, i.e. plastic filters from cigarettes, plastic balloons, etc.
	b) What types of bans should be considered (examples include bans on sale of a certain type of packaging or ban on use of a certain type, or bans on disposal)?	<ul style="list-style-type: none">• Biodegradable and compostable plastics should be banned outright as these are not compatible with current commercial composting facility processes and could result in microplastics in the finished compost product.• A mandatory certification program should be introduced at the provincial level for standards which align with recycling and composting processing operations.• Oxo degradable plastics of all types should be banned outright since these are only designed to fragment (not fully decompose) when exposed to sunlight and have the same negative environmental impacts as a traditional plastic bag when littered (i.e. in the ocean).• Disposal bans need careful consideration as they can have the unintended consequence of creating an increase in the amount of materials being illegally dumped, creating even greater environmental risk and additional costs for governments.• Bans on sale will force the reduction of unnecessary plastic waste and will promote/encourage consumer behaviour change. It will be important to delineate when the ban on the sale of these items will be applicable – i.e. at point of sale - allowing the bulk sale of the items as products, or an all-encompassing ban on the sale restricting use at homes and businesses as well.• Bans on use are not suggested as these will be difficult to enforce and this will conflict with needed exemptions for health and safety reasons.

City of Richmond Comments *CleanBC Plastics Action Plan: Policy Consultation Paper* (cont'd)

	Province Questions	City of Richmond Comments
c)	If a ban was applied how should exemptions be considered?	<ul style="list-style-type: none"> Exemptions for disability and accessibility needs should be considered for all items – specifically plastic straws. Exemptions for hospitals and licensed care facilities under the <i>Community Care and Assisted Living Act</i>, and charitable societies in good standing with the <i>Society Act</i>. Exemptions should also be considered for items that may not have suitable recyclable, reusable or compostable alternatives readily available on the market i.e. produce bags. Exemptions for health and safety considerations (particularly relating to the medical environment); food safety and preservation considerations, etc.
d)	Bans can be implemented in some form by all levels of government due to the different regulatory powers in place. Are there bans best suited for implementation at the federal, provincial or local government level? Should local governments be given the authority to ban problematic plastic items in their community? What types of bans should be considered?	<ul style="list-style-type: none"> Federal government – should hold the authority to ban the use of certain problematic materials across the country that have far-reaching impacts, e.g. the federal ban on the manufacture, import and sale of toiletries that contain plastic microbeads, issues that impact the marine environment (i.e. fishing industry, cruise ship industry, marine industry, etc.). Provincial government – as each province and territory has their own environmental management regulations, the power to implement province wide bans and other restrictions on the sale of single-use items should remain with the provincial government. Bans at this level will ensure uniformity and clarity for residents across the province. Local government – should be given the authority to enforce the provincial ban within their communities. Local governments should also be given the authority to implement bans on items that the local authority considers problematic and that are not already regulated by the province. Standards are also needed (at either the federal or provincial levels) to guide compostable, recyclable and reusable environmental claims to avoid product green-washing.

City of Richmond Comments *CleanBC Plastics Action Plan: Policy Consultation Paper* (cont'd)

2	More recycling options Expanding producer responsibility for packaging-like products and single-use items
	Province Questions
	City of Richmond Comments
a) Do you have comments or suggestions regarding the ministry's proposal to include packaging-like products in the Recycling Regulation? Are there any packaging-like products you believe should be exempt from the Recycling Regulation?	<ul style="list-style-type: none"> • Packaging-like items should be regulated to be readily recyclable.
b) Do you have comments or suggestions regarding the ministry's proposal to add single-use items to the Recycling Regulation? Are there any single-use items you feel should be exempt from the Recycling Regulation?	<ul style="list-style-type: none"> • Single-use items that serve a one-time purpose should be considered for inclusion in the Recycling Regulation, i.e. plastic straws, stir sticks and cutlery are examples. • Items that should be excluded from the Recycling Regulation are those that are needed for health and safety reasons and/or for food/product preservation. • Life cycle considerations and externality costs should be embedded into the Recycling Regulation to incorporate circular economy principles.

City of Richmond Comments *CleanBC Plastics Action Plan: Policy Consultation Paper* (cont'd)

3	Expanding plastic bottle and beverage container returns Expanding recovery and recycling of beverage containers	
	Province Questions	City of Richmond Comments
	a) Do you have comments or suggestions on the ministry's proposal to include milk and milk substitutes in the beverage container deposit-refund schedule?	<ul style="list-style-type: none"> • Support to decision to include milk containers and milk substitutes in the beverage container deposit-refund schedule. • Acknowledge this has been a challenge due to potential social impacts (affordability issues) for some sectors of the population.
	b) Do you have comments or suggestions on the ministry's proposal to create a uniform 10 cent deposit-refund for all beverage containers?	<ul style="list-style-type: none"> • Support the decision to increase the deposit-refund to 10-cents for all beverage containers. • Increase the availability and ease of refund centres to encourage their return – implement refund vending machines
	c) Do you have comments or suggestions on the ministry's proposal to allow refunds to be electronic and paid in an alternative form of cash (e-transfer, cheque, in-store credit, charitable donation, or similar alternatives)?	<ul style="list-style-type: none"> • Good opportunity to increase participation in the program and remain relevant in the market today.

City of Richmond Comments *CleanBC Plastics Action Plan: Policy Consultation Paper* (cont'd)

4	Reducing plastic overall Development of national recycled content performance standards	
	Province Questions	City of Richmond Comments
	a) What should B.C. consider in the development of a national standard on recycled content and any associated targets?	<ul style="list-style-type: none"> • This is likely the single biggest and most impactful policy initiative that will help create product demand and encourage growth in the recycling processing sector. Strongly support policies which create such a standard on a national level. • Offer subsidies or grants for new recycling infrastructure to encourage the creation of processing locally to reduce GHG output.
	b) Do you have comments or suggestions on any related provincial policies or actions?	<ul style="list-style-type: none"> • The EPR program in British Columbia is an excellent program. However, there are challenges with issues relating to the scope and breadth of what is included in this program. For example, not all pesticides are included, leaving residents (and invariably, local governments) to fill the void to avoid negative environmental impacts. • There are similar challenges with the Recycle BC program and what is captured in the scope of these programs (i.e. institutional and commercial items of the same make/type are not included). There have also been challenges within the Recycle BC mandate for managing materials in the public realm. • These challenges are making it confusing for residents to know what and how to recycle different materials and is invariably pushing costs onto taxpayers/local governments to address. • There are other materials not captured in product stewardship programs including compressed gases (fire extinguishers, propane tanks, butane cylinders, etc.) that are creating challenges and added cost burdens for local governments. • Robust programs relating to prescription and non-prescription (natural health care products) medications are needed to avoid improper disposal (landfill, sewage systems, etc.).



Plastics Action Plan

POLICY CONSULTATION PAPER



The ministry is seeking feedback on new policy opportunities and proposed amendments to the Recycling Regulation of the Environmental Management Act by September 18, 2019 to address plastic waste.

Instructions on how to provide comments are provided on the last page of this consultation paper.



Introduction

British Columbians want action on plastic waste. Too often plastic packaging and single use items end up as litter in our communities, waste in landfills or debris in lakes, rivers and oceans. Plastic pollution hurts wildlife and harms ecosystems, and it is increasing year after year. The Ministry of Environment and Climate Change Strategy recognizes that new steps are needed and is proposing action in four connected areas.

1 BANS ON SINGLE-USE PACKAGING



Determining which types of plastic packaging to phase out altogether, as well as any necessary exemptions, such as those for health, safety and accessibility to keep products available for the people that need them.

2 DRAMATICALLY REDUCE SINGLE-USE PLASTIC IN LANDFILLS & WATERWAYS



Requiring producers to take responsibility for more plastic products, ensuring more single-use items like sandwich bags, straws and cutlery get recycled.

3 PLASTIC BOTTLE AND BEVERAGE CONTAINER RETURNS



Expanding the deposit-refund system to cover all beverage containers — including milk and milk-substitutes — with a 10-cent refundable deposit, keeping millions more containers out of landfills and waterways.

4 REDUCING PLASTICS OVERALL



Supporting effective ways to prevent plastic waste in the first place and ensuring recycled plastic is re-used effectively.

Through the release of this consultation paper, B.C. is engaging on the development of new policy options and seeking feedback on proposed amendments to improve existing programs.

B.C. has been actively involved in the development of a Canada-wide Strategy and Action Plan on Zero Plastic Waste (Strategy and Action Plan), and will continue to support and align with longer-term proposed federal initiatives to ban harmful single-use plastics.

Dramatically Reducing Plastic Use

DEVELOPING A PATH FORWARD WITH NEW POLICY OPTIONS

The Ministry of Environment and Climate Change Strategy (the ministry) recognizes that waste prevention is the highest priority. Plastic bans have been adopted in different forms in different jurisdictions to address the growing problem of plastic pollution — for British Columbia, it's critical that we solicit public input on what forms potential bans on plastic packaging could take. For instance, there may be items of interest to British Columbians which are not covered by the proposed federal ban and that are within B.C.'s jurisdictional authority, or that are a priority due to B.C.'s coastal and remote geography.

There are also actions being taken by local governments in B.C. that could be supported by a provincial harmonized approach. B.C. proposes to collaborate with all levels of government both to avoid duplicating regulatory initiatives, and to progress actions that would have an immediate impact and protect B.C.'s environment. In addition, B.C. proposes to work with the federal government to develop national recycled content standards to ensure that in the longer term any new plastics and packaging produced contain recycled plastic.

NEW POLICY OPTIONS

- » Consider provincial bans for plastic packaging under the *Environmental Management Act*.
- » Support the development of recycled content performance standards being led by the federal government.



More than 40% of plastic is used only once. We can do our part to change this, and we want your thoughts and ideas on how to do it best.

Expanding Recycling and Recovery

AMENDMENTS TO THE RECYCLING REGULATION

By expanding recycling and recovery of plastics that are in use, we can significantly reduce the waste that accumulates in landfills and waterways. By doing this as efficiently as possible, we can improve the supply of clean recycled plastics for re-manufacturing. When this strategy is combined with higher recycled content standards for products, it can reduce the need for new plastics to be created.

Both expanding producer responsibility and expanding B.C.'s beverage container return system can be achieved through changes in existing regulations. B.C. currently regulates Extended Producer Responsibility (EPR) for many products, requiring producers (manufacturers, distributors and retailers) of designated products to take responsibility for the life cycle of their products, including collection and recycling. This shifts the responsibility from taxpayers, local government or Indigenous communities to the producers and consumers of a product.

By requiring producers to be accountable, EPR programs reduce waste by incentivizing producers to design products that are recyclable and durable in order that they can be recovered for future use instead of going to disposal. This further supports a circular economy approach to waste management where resources are continually conserved and reused as raw materials.

B.C. proposes to expand existing EPR by including single-use items and packaging-like products under the Recycling Regulation¹ to ensure that these items are being managed responsibly through EPR programs prior to any potential federal bans coming into force (estimated for 2021 and beyond).

B.C. is able to move quickly in this regard as the North American leader with more than twenty-two EPR programs already in place. Expanding EPR to cover these items enables B.C. to capture any items that are beyond the scope or exempted from any federal ban.

¹ <https://bit.ly/2Oaqi5n>

The proposed amendments also include an update to the beverage container deposit system that would reduce the prevalence of littered single-use bottles in the environment and landfills by an estimated 50 million bottles per year.

As these actions would result in an increase in plastic items to be recycled, the Province would work with the federal government to develop national recycled content standards — ensuring that new single-use plastics and packaging-like products are produced using recycled plastic content.

PROPOSED AMENDMENTS TO THE RECYCLING REGULATION

- » Add 'packaging-like products' and 'single-use items' as obligated products to the Recycling Regulation to be recovered and recycled by producers.
- » Add all single-use beverage containers to the deposit-refund system.
- » Amend the refundable deposit amount to 10 cents for all beverage containers.
- » Allow electronic refund options for beverage containers in addition to cash.

Too often plastic packaging and single use items end up as litter in our communities, waste in landfills or debris in lakes, rivers and oceans. Plastic pollution hurts wildlife and harms ecosystems, and it is increasing year after year.



We Want Your Input

HERE ARE SOME SOLUTIONS WE ARE CONSIDERING

1 BANS ON SINGLE-USE PACKAGING



Determining which types of plastic packaging to phase out altogether, as well as any necessary exemptions, such as those for health, safety and accessibility to keep products available for the people that need them.

The *Environmental Management Act*² (EMA) governs the management of waste in British Columbia, to protect public health and the environment. The EMA allows for the banning of packaging by prohibiting, regulating or restricting the use or sale of packaging materials. British Columbia is considering bans as a policy option for plastic packaging and would like input on viable approaches.

Bans can be an effective policy tool to prevent plastic waste from occurring in the first place and help reduce the use of plastics that are commonly found in the environment and littered in our communities. Bans can also be used to divert recyclable plastics away from landfills to recycling facilities. They are also used to stop the use of plastics that are not recyclable or are considered difficult to recycle and manage.

Plastic packaging includes items such as plastic films (e.g., plastic bags, pouches or wraps) and containers (e.g., bottles, cups, tubs, and other hard plastics) that are used to package food and beverage products, consumer goods, cosmetics and personal care items.

Recent studies have shown that plastic packaging accounts for approximately 47% of all plastic waste discarded, and the majority of single-use plastics are used as packaging³.

² <https://bit.ly/1FETBZd>

³ <https://bit.ly/3ZOHPTJ>

EXAMPLES OF BANS

- » The European Union will ban single-use plastic products (plastic cotton swabs, cutlery, plates, straws, drink stirrers and sticks for balloons), as well as cups, food and beverage containers made of polystyrene foam and all products made from oxo-degradable plastics by 2021.
- » Many US states such as Maine, Vermont, California, and New York have enacted bans on plastic packaging including plastic bags and polystyrene foam.

B.C. Local Governments:

- » The City of Vancouver single-use item reduction strategy includes bans for plastic straws, foam cups and foam take-out containers beginning in 2020.
- » More than 23 communities in B.C. have been actively working on developing bans for single-use plastic items such as bags and straws.

Plastic packaging bans are typically implemented through the following approaches:

- » **Bans to regulate the sale or use:** regulate the supply of certain plastic packaging into the marketplace or prevent or restrict the use of certain plastic packaging — e.g., a ban on the use of polystyrene foam in packaging and takeout containers and cups, or a ban on an identified type of packaging, such as a ban on plastic bags to contain or transport goods at the point of sale.
- » **Disposal bans:** prohibit the disposal of plastics that instead can be readily recycled. These bans are typically implemented at the disposal site located within the jurisdiction applying the ban — e.g., an energy-from-waste facility or landfill — and at transfer facilities where wastes are aggregated for transport to a final disposal facility. Bans on the disposal of materials, such as plastics, are implemented after systems are in place to collect and recycle the banned materials (such as those created under EPR programs).

Globally there are a number of new regulations banning plastics. Bans on the sale of plastic bags have been introduced in 65 countries, as well as many regional and local jurisdictions. The federal government recently announced their intention to ban harmful single-use plastics as early as 2021 to reduce pollution from single-use plastic products and packaging, such as shopping bags, straws, cutlery, plates, and stir sticks.

British Columbia communities have also taken significant steps to implement strategies, including bans, levies or fees on plastic bags. Beyond plastic bags, many B.C. communities are pursuing single-use plastic bans on items including plastic bags and straws, polystyrene foam, disposable cups and takeout food containers.

The City of Victoria was the first municipality in B.C. to ban plastic bags in July 2018 through a business licensing bylaw. Municipalities may regulate in relation to a number of areas under the *Community Charter*. On July 11, 2019 the B.C. Court of Appeal ruled, however, that the intent of the bylaw was for the *protection of the natural environment* and therefore under the *Community Charter*, municipalities wishing to exercise their regulatory authority for protection of the natural environment are required to obtain Provincial approval. The Province is currently reviewing all aspects of the decision and recognizes that local governments need clarity on what their authorities are and the process for acting on those authorities should they so desire. Feedback from this engagement process will inform actions and processes moving forward.

Recent studies have shown that plastic packaging accounts for approximately 47% of all plastic waste discarded, and the majority of single-use plastics are used as packaging.



When policy tools, such as a ban, are evaluated, it is important to consider all impacts and to ensure that viable alternatives are available. For example, research has shown that switching from single-use plastic bags to single-use paper bags results in simply trading one set of environmental costs for another. A single-use paper bag can require up to four times as much energy to manufacture and produces two times the greenhouse gas emissions when compared to a single-use plastic bag; however, they are bio-degradable and do not persist in the environment like plastic bags do. Successful policies have included the use of bans, generally in combination with levies and fees to decrease unnecessary single-use consumption and to encourage the reuse of bags and other sustainable alternatives. It is critical to find the right policy approach that results in the fewest unintended consequences.

In addition, exemptions to the ban are often required where no viable alternative is found, or to ensure that the essential safety, health, and wellness of all individuals is maintained. For the remaining plastic packaging and single-use plastics, EPR programs are necessary to ensure these materials can be collected and recycled back into new packaging and products.

- » **Do you think bans on plastic packaging should be implemented in B.C.? What plastic packaging products are a priority for B.C. to ban?**
- » **What types of bans should be considered (examples include bans on sale of a certain type of packaging or ban on use of a certain type, or bans on disposal)?**
- » **If a ban was applied, how should exemptions be considered?**
- » **Bans can be implemented in some form by all levels of government due to the different regulatory powers in place. Are there bans best suited for implementation at the federal, provincial or local government level? Should local governments be given the authority to ban problematic plastic items in their community? What types of bans should be considered?**

2

MORE RECYCLING OPTIONS



Dramatically reduce single-use plastic in landfills and waterways: requiring producers to take responsibility for more plastic products, ensuring more single-use items like sandwich bags, straws and cutlery get recycled.

EXPANDING PRODUCER RESPONSIBILITY FOR PACKAGING-LIKE PRODUCTS AND SINGLE-USE ITEMS

British Columbia is a national leader in recycling with the widest range of regulated items collected — its existing province-wide Extended Producer Responsibility (EPR) program regulates recycling of packaging and paper products. The inclusion of packaging-like products and single-use items in the Recycling Regulation would expand the type of plastic products that producers are required to collect for recycling from sectors that may include, but are not limited to, residential and municipal properties province-wide.

Packaging-like products are materials that are sold as a product but are in turn used as packaging. This includes re-usable plastic containers, freezer/sandwich bags, canning jars, wrapping paper, and moving boxes. Single-use items are materials that are not necessarily packaging but similarly serve a one-time purpose. This includes plastic straws, stir sticks, cutlery and 'disposable' items purchased in multiples, such as plates, bowls, cups, and party supplies that could be easily diverted in a manner similar to packaging and packaging-like products. This change would require an amendment to the Recycling Regulation.

- » **Do you have comments or suggestions regarding the ministry's proposal to include packaging-like products in the Recycling Regulation? Are there any packaging-like products you believe should be exempt from the Recycling Regulation?**
- » **Do you have comments or suggestions regarding the ministry's proposal to add single-use items to the Recycling Regulation? Are there any single-use items you feel should be exempt from the Recycling Regulation?**

3 EXPANDING PLASTIC BOTTLE AND BEVERAGE CONTAINER RETURNS



Improving the deposit-refund system to cover all beverage containers — including milk and milk-substitutes — with a 10-cent refundable deposit, keeping millions more containers out of landfills and waterways.

EXPANDING RECOVERY AND RECYCLING OF BEVERAGE CONTAINERS

Expanding the EPR deposit-refund system to cover all beverage containers and standardizing the refundable deposit to 10 cents, as well as modernizing the system, would capture and recycle millions more single-use containers, while reducing consumer and retailer confusion over what is and is not covered under a deposit-refund program.

Beverage containers that are currently excluded from the deposit-refund system would now be included, such as milk and milk substitutes (e.g., rice milk, soya milk, flavoured milk, and the array of milk-like products including energy drinks and caffeinated milk beverages). Milk and related products are currently under the residential packaging and paper products schedule of the Recycling Regulation. Obligating these products under the beverage container deposit-refund schedule would provide the needed incentive for greater returns from residents and would capture all containers from commercial generators (e.g., restaurants, schools, offices) that are currently exempted from the Recycling Regulation.

This change would require an amendment to the Recycling Regulation, which currently has a range of deposit-refund amounts from 5 to 20 cents depending on the container type. Creating a uniform 10 cent deposit-refund for all beverage containers translates into an estimated additional 50 million beverage containers diverted from landfills and our environment. Most plastic beverage containers sold today have a 5 cent deposit and are frequently discarded, yet beverage containers with a 10 cent deposit, such as beer cans/bottles, are returned more often by consumers.

The Recycling Regulation currently requires all refunds for returning beverage containers to be paid in cash. Modernizing the Recycling Regulation to also allow refunds to be electronic and paid in an alternative form of cash (e-transfer, cheque, in-store credit, charitable donation, or similar alternatives), would increase ease and efficiency for the consumer. An example includes convenience options such as drop-and-go systems where customers set up an account, tag their mixed bag of containers and drop it in an automated receiving system. Bags are later picked up and sorted, and credit is applied to the customer's account. The existing depot network and cash refunds would still be maintained as an option to ensure those individuals and communities depending on cash refunds continue to have access to this immediate source of income.

Other jurisdictions have seen success with raising deposit-refund rates, expanding to more products and modernizing return systems. Oregon's recovery rate was stagnant at 65% in 2016 until a doubling of deposit-refunds from 5 to 10 cents (for all beverage containers), coupled with enhanced return options such as drop-and-go bags, resulted in an overall return rate of 90% in 2018. In 2008, Alberta increased deposit-refunds to a minimum 10 cents and expanded the program to include milk and related products, resulting in total recovery rates since increasing from 75% to 85%.

In two years' time, B.C. would review the impact of the deposit rate changes to determine if further increases to the beverage container deposit rate are required to improve the recovery rate.

- » Do you have comments or suggestions on the ministry's proposal to include milk and milk substitutes in the beverage container deposit-refund schedule?
- » Do you have comments or suggestions on the ministry's proposal to create a uniform 10 cent deposit-refund for all beverage containers?
- » Do you have comments or suggestions on the ministry's proposal to allow refunds to be electronic and paid in an alternative form of cash (e-transfer, cheque, in-store credit, charitable donation, or similar alternatives)?

4 REDUCING PLASTICS OVERALL



Supporting effective ways to prevent plastic waste in the first place and ensuring recycled plastic is re-used effectively.

DEVELOPMENT OF NATIONAL RECYCLED CONTENT PERFORMANCE STANDARDS

Recycled content performance standards (standards) go hand in hand with extended producer responsibility programs. EPR programs collect and recycle the materials, turning them into recycled plastic commodities. Standards create the demand for recycled plastic materials by requiring a minimum content of recycled plastic in new packaging and products.

Standards help producers of plastic products to design products with recyclability in mind, which helps to eliminate products that are hard to recycle. Having a common national standard provides clarity and avoids a patchwork approach across provinces and territories for producers. National standards also incentivize and complement government procurement policies and targets requiring purchased plastic products to contain recycled plastic. Procurement policies at all levels of government can stimulate and support market development in this area.

Increasing the levels of recycled plastic content in products can also result in greenhouse gas emissions reductions to help meet the goals set out in CleanBC⁴, the Government's plan to reduce carbon pollution. The production and manufacturing of packaging and products, including the increasing use of plastics, generates greenhouse gas emissions. These emissions can be substantially mitigated by ensuring that packaging and products are reused and, once they reach the end of their life, are collected to be recycled back into new packaging and products. This reduces the need to produce more plastic from virgin materials and fossil fuels.

Recycling plastic beverage containers, for example, has been shown to reduce greenhouse gas emissions by almost 70% compared to producing plastic from virgin resources⁵.

As noted earlier, B.C. has been actively involved in developing the Canada-wide Action Plan on Zero Plastic Waste⁶ which identifies the federal government as leading the development of national performance requirements and standards for plastics. British Columbia has a significant opportunity to collaborate and influence the development of these standards, in particular with the proposed recycled content standard.

- » What should B.C. consider in the development of a national standard on recycled content and any associated targets?
- » Do you have comments or suggestions on any related provincial policies or actions?

Recycling plastic beverage containers, for example, has been shown to reduce greenhouse gas emissions by almost 70% compared to producing plastic from virgin resources.



⁴ <https://cleanbc.gov.bc.ca/>

⁵ <https://bit.ly/30UDnld>

⁶ <https://bit.ly/2Q0QVtP> and <https://bit.ly/2XbqmAx>

Implementation

The actions proposed in this consultation paper will further advance the reduction, diversion and recyclability of plastics and other single-use items in B.C.

Feedback received will help B.C. determine other potential actions that should be developed or further consulted upon at the provincial level. Your input is welcomed regarding other potential products for inclusion in the Recycling Regulation, or other policy initiatives to minimize plastic waste.

All comments received through webinars, meetings, mail or email by 18 September 2019 will be compiled for review by ministry staff before final drafting of the regulatory amendments. This is expected to be completed in 2019.

By expanding recycling and recovery of plastics that are in use, we can significantly reduce the waste that accumulates in landfills and waterways.



Additional Information Sessions

The ministry will conduct a series of webinars on the proposed revisions. The webinars will review the information contained in this consultation paper and provide an opportunity to ask questions and provide comments.

If you are interested in participating in a webinar, please contact the email below:
Email: Plastics@gov.bc.ca

Providing Feedback

The ministry welcomes comments on the information and proposals outlined in this consultation paper, and has provided the following opportunities for feedback:

- 1. Complete the public survey at:**
<https://cleanbc.gov.bc.ca/plastics>
- 2. Send a formal submission to:** Plastics@gov.bc.ca
Read the guidelines for formal submissions at:
<https://cleanbc.gov.bc.ca/plastics>
- 3. Email your comments to:** Plastics@gov.bc.ca
- 4. Mail your comments to:**
Ministry of Environment and Climate Change Strategy –
Recycling Regulation Amendments
PO Box 9341 Stn Prov Govt
Victoria, BC V8W 9M1

All comments received through the public survey, formal submission, webinars, mail or email by September 18, 2019 will be compiled for review by ministry staff before final drafting of the amendments to the Recycling Regulation or other policy changes. This is expected to be completed in 2019.

Please note that each organization's submission with opinions and identifiers could be made public either through a decision by the Ministry or if a Freedom of Information request is made under the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time and comments.



City of Richmond

Report to Committee

To: General Purposes Committee
From: Carli Williams, P.Eng.
Manager, Community Bylaws and Licencing
Date: July 12, 2019
File: 12-8275-30-001/2019-
Vol 01
Re: **Application For a New Liquor Primary Liquor Licence - Hotel Versante Ltd.**
Doing Business As: Bar Chloe, 8499 Bridgeport Road, 12th Floor

Staff Recommendation

1. That the application from Hotel Versante Ltd., doing business as, Bar Chloe, for a new Liquor Primary Liquor Licence to operate an upscale lounge establishment, at premises located at 8499 Bridgeport Rd, 12th Floor, with liquor service, be supported for:
 - a) A new Liquor Primary Liquor Licence with total person capacity of 150 persons;
 - b) Family Food Service allowing minors accompanied by a parent or guardian until 10:00 PM;
 - c) Liquor service hours for Monday to Sunday, from 9:00 AM to 2:00AM.
2. That a letter be sent to Liquor Control and Licensing Branch, which includes the information attached as Appendix A, advising that Council recommends the approval of the licence application for the reasons that this new application for a Liquor Primary Licence is acceptable to the majority of the residents, businesses and property owners in the area and community.

Carli Williams, P.Eng.
Manager, Community Bylaws and Licencing
(604-276-4136)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO	

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act. This report deals with an application to the LCRB and the City of Richmond by Hotel Versante Ltd., doing business as Bar Chloe, (hereinafter referred to as “Bar Chloe”) for a new Liquor Primary Liquor Licence to operate, Monday to Sunday, 9:00 AM to 2:00 AM next day;

- permit a total person capacity of 130 persons indoors and 20 persons on outdoor patio;
- operate upscale lounge establishment with quality food and beverage service with entertainment.

The City is given the opportunity to provide written comments by way of a resolution to the LCLB with respect to the proposed Liquor Primary application. Regulatory criteria a local government must consider are:

- the location of the establishment;
- the proximity of the establishment to other social or recreational facilities and public buildings;
- the person capacity and hours of liquor service of the establishment;
- the impact of noise on the community in the immediate vicinity of the establishment; and
- the impact on the community if the application is approved.

Analysis

Location of the Establishment

The Liquor Primary Licence applicant is proposing to operate an upscale lounge establishment to be located on the 12th floor of the new Hotel building presently being constructed at 8499 Bridgeport Road. This property is zoned High Rise Office Commercial (ZC33) – City Centre with the following permitted uses relevant to this application: liquor primary establishment and restaurant.

This business is new and has no history in the City of Richmond. The primary focus of this establishment will be to operate a lounge with food and beverage service and entertainment. The target market for this business will be adults primarily over the age of 30, targeting residents of the lower mainland, the business community as well as tourists.

Proximity of the Establishment to Other Social, Recreational and Public Building

There are no schools, parks or other public buildings within 500 meters of proposed location for Bar Chloe. There is one liquor primary establishment within 235 meters of Bar Chloe.

Person capacity and Hours of Liquor Service of the Establishment

The applicant is proposing to operate Bar Chloe with a total occupant load of 150 persons, 130 persons indoor capacity and 20 persons on an outdoor patio. The applicant’s proposed operating

hours of liquor service are Monday to Sunday, 9:00 AM to next day 2:00 AM which is consistent with the City's Policy 9400.

The Impact of noise on the Community in the Immediate Vicinity of the Establishment

The proposed establishment will be located on the 12th floor of a Hotel development, in an area already impacted by aircraft noise. It is staff's belief that no noticeable increase in noise would be present if the liquor primary licence application is supported.

The Impact on the Community if the Application is Approved

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 8951 which under Section 1.8.1 calls for:

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

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;

must proceed in accordance with subsection 1.8.2.

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

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

The required signage was posted on June 11, 2019 and three advertisements were published in the local newspaper, on June 13, 2019, June 20, 2019 and June 27, 2019.

In addition to the advertised signage and public notice requirements, staff sent letters to residents, businesses and property owners within a 50 meter radius of the new establishment. On June 12, 2019, a total of 278 letters were mailed out to residents, businesses and property owners. The letter provided information on the proposed liquor licence application and contained instructions to comment on the application. The period for commenting for all public notifications ended July 15, 2019.

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

Other Agency Comments

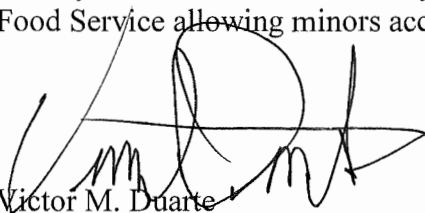
As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond R.C.M.P., Richmond Fire-Rescue and Building Approvals. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises. As this is a new business and development, no concerns were expressed from any of the agencies or departments regarding this application.

Financial Impact

None.

Conclusion

The results of the community consultation process of Bar Chloe Liquor Primary Licence application was reviewed based on the LCRB criteria. The analysis concluded there should be no noticeable potential impact from noise, no significant impact to the community and there were no concerns raised by City departments or other agencies. Staff recommend approval of the application from Bar Chloe to operate a Liquor Primary Licence with liquor service Monday to Sunday from 9:00 AM to next day 2:00 AM, with an occupant load of 150 persons and Family Food Service allowing minors accompanied by a parent or guardian until 10:00PM.



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

VMD:vmd

- Att. 1: Appendix A
2: Ariel Map with 50 meter buffer area

Appendix A

Re: Liquor Primary Licence Application – Hotel Versante Ltd. Doing Business As: Bar Chloe at 8499 Bridgeport Road, 12th Floor

1. That the application from Hotel Versante Ltd., doing business as, Bar Chloe, for a new Liquor Primary Liquor Licence to operate an upscale lounge establishment, at premises located at 8499 Bridgeport Rd, 12th Floor, with liquor service, be supported for:
 - a) A new Liquor Primary Liquor Licence with primary business focus of entertainment, specifically a private club with total person capacity of 150 persons;
 - b) Family Food Service allowing minors accompanied by a parent or guardian until 10:00 PM;
 - c) Liquor service hours for Monday to Sunday, from 9:00 AM to 2:00AM.
2. That a letter be sent to Liquor Control and Licensing Branch advising that:
 - a) Council supports the applicant's new Liquor Primary Liquor Licence application and the hours of liquor service with the conditions as listed above;
 - b) The total person capacity set at 150 persons is acknowledged;
 - c) Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licensing Regulations) are as follows:
 - i. The impact of additional noise and traffic in the area of the establishment was considered;
 - ii. The potential impact on the community was assessed through a community consultation process;
 - iii. Given that this is a new business, there is no history of non-compliance with this establishment.
 - d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:
 - i. Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - ii. Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided

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

- e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:
 - i. The community consultation process was completed within 90 days of the application process; and
 - ii. The community consultation process did not generate any comments and views of residents, businesses and property owners.
- f) Council recommends the approval of the licence application for the reasons that this new application for a Liquor Primary Licence is acceptable to the majority of the residents, businesses and property owners in the area and community.

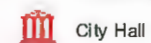


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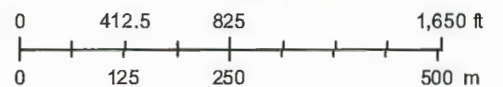
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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



City of Richmond

Report to Committee

To: General Purposes Committee
From: Kim Somerville
Director, Community Social Development
Re: **Final Homelessness Strategy 2019–2029**

Date: August 19, 2019
File: 08-4057-11-03/2016-
Vol 01

Staff Recommendation

That the final Homelessness Strategy 2019–2029, as outlined in Attachment 1 of the report titled “Final Homelessness Strategy 2019–2029”, dated August 19, 2019 from the Director, Community Social Development, be approved.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Corporate Communications	<input checked="" type="checkbox"/>	
Community Safety	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the Council meeting held May 13, 2019, City Council approved the following items with respect to the Draft Homelessness Strategy 2019–2029:

1. That the Draft Homelessness Strategy 2019–2029, as outlined in Attachment 1 of the staff report titled “Draft Homelessness Strategy 2019–2029”, dated April 12, 2019, be approved for the purpose of seeking public feedback on the Draft Strategy; and
2. That the final Homelessness Strategy 2019–2029, including a summary of public feedback received, be reported back to General Purposes Committee.

The purpose of this report is to provide a summary of the public feedback received in May and June 2019, and to seek City Council’s adoption of the final Homelessness Strategy 2019–2029.

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.

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

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

This report supports the following actions defined in the Social Development Strategy 2013–2022:

- *Action 1.5: Update the Homelessness Strategy, in collaboration with other community partners, examining housing and support service needs and options for people who are homeless or at risk of homelessness in Richmond; and*
- *Action 1.9: Continue participation in local and regional homelessness initiatives.*

The report also aligns with the following strategic directions defined in the Affordable Housing Strategy 2017–2027:

- *Strategic Direction 2: Maximum use of City resources and financial tools;*
- *Strategic Direction 4: Facilitate and strengthen partnership opportunities; and*
- *Strategic Direction 5: Increase advocacy, awareness and education roles.*

Analysis

Since the early 2000s, the City of Richmond has worked with a range of partners, including other levels of government, service providers and other community partners, to address the needs of individuals experiencing homelessness in the community.

In 2002, Richmond City Council adopted Richmond's first homelessness strategy, *It's My City Too*. Guided by this strategy, the City and its partners achieved a number of successes, including the development of new housing developments and the operation of new homeless-serving initiatives.

Despite these achievements, homelessness remains a critical concern for many individuals and families in Richmond. For example, recent data collected from local service providers estimates that at least 193 individuals experienced homelessness between June 2018 and April 2019 in Richmond, with many other low-income households at risk of eviction, housing instability and homelessness. These individuals are diverse and include adults, seniors, youth, men, women, and families.

Project Process

Within this context, the City embarked on a process to update the 2002 Homelessness Strategy. The Homelessness Strategy 2019–2029 (Attachment 1) was developed based on:

- Analysis of statistics related to homelessness in Richmond;
- Research regarding best practices from across Canada;
- Six meetings held with a project Steering Committee, which was comprised of representatives from ten local organizations; and
- A variety of public engagement activities completed in May and June 2019.

In total, the final Strategy represents a balanced set of perspectives—from information on national best practices to specific ideas from local stakeholders.

New Focus Areas

The Homelessness Strategy 2019–2029 is grounded in best practices that suggest there are three main ways to address homelessness:

- Emergency response programs, which respond to the immediate needs of individuals experiencing homelessness—for example, emergency shelters, meal services and shower programs;
- Homelessness prevention approaches, which stop people from becoming homeless in the first place; and
- Affordable and supportive housing developments, which are provided as a means of preventing homelessness and transitioning people out of homelessness.

Since the 1980s, communities across Canada have focused on providing emergency supports, such as meals and short-term shelter, to meet the basic needs of individuals experiencing homelessness. In the last decade, practices have shifted to complement emergency services with prevention programs and affordable housing solutions, including long-term supportive housing units.

Overall, all three approaches are important and necessary to address homelessness in Richmond. Accordingly, the Homelessness Strategy 2019–2029 emphasizes a balanced approach that includes

a variety of solutions, including prevention, housing, emergency responses, sector collaboration, communication and public education and awareness approaches.

Experiences of Homelessness

Experiences of homelessness are varied and each person's experience is unique. There are many factors that may lead someone to experience homelessness, including lack of income, lack of affordable housing options, traumatic events, addiction issues, physical health issues, or mental health concerns.

People experiencing homelessness are often differentiated by their length of experience:

- Transitional homelessness refers to people who have experienced homelessness for approximately one month or less;
- Episodic homelessness refers to people who move in and out of homelessness; and
- Chronic homelessness describes the experience of people who are homeless for a year or longer.

People who have experienced chronic or episodic homelessness may require more intensive and longer term support services when transitioning out of homelessness due to a greater chance of having complex needs, such as chronic physical or mental illness or substance abuse problems. Supportive housing developments, such as the Temporary Modular Supportive Housing (6999 Alderbridge Way), are specifically designed to meet the needs of these individuals.

The Business Case for Addressing Homelessness

There is a strong social case to be made for addressing homelessness in Richmond. All residents should be given the opportunity to achieve stability in their lives, including improved physical health and quality of life and a reduction in mental health issues and addiction. Addressing homelessness is important for ensuring that Richmond remains a livable, diverse and inclusive community for all current and future residents.

There is also a strong economic case for addressing homelessness, as homelessness has direct financial impacts on a range of municipal and provincial services. For example, the City incurs costs related to homelessness through service provision at City community centres and coordination with Community Bylaws, service providers and the RCMP. The provincial government incurs direct costs by funding the emergency shelter system and other homelessness programs, as well as indirect costs, including spending related to health, corrections and the criminal justice system.

A growing body of research suggests it is more cost effective to transition individuals experiencing homelessness into housing than it is to manage homelessness with emergency services. For example, a 2008 study published by Simon Fraser University estimates that the annual costs of providing supports (specifically health care, corrections and social services) for individuals experiencing chronic homelessness is at least \$55,000 per person. In contrast, the average cost of housing someone in a supportive housing unit is estimated at \$13,000 to \$18,000 annually.

Overall, while emergency services will always be necessary and important because of personal crises, focusing on prevention and housing is both effective and cost effective in addressing homelessness in the long term. Within this context, the City remains committed to coordinating a range of programs and initiatives that can best support vulnerable Richmond residents who are experiencing homelessness.

Vision Statement and Strategic Directions

The Homelessness Strategy 2019–2029 is intended to guide the City and local stakeholder involvement in homelessness initiatives over the next 10 years. The Strategy synthesizes information on best practices from across Canada and ideas from local stakeholders to identify a set of specific initiatives that will make a difference in the lives of Richmond residents experiencing homelessness. To guide the collaborative work of the City and community partners, the Strategy defines the following vision statement:

By 2029, homelessness in Richmond will be rare, brief and non-recurring.

To assist the City in achieving this vision, the Strategy emphasizes five strategic directions:

1. Prevent pathways into homelessness;
2. Support residents who are experiencing homelessness;
3. Provide pathways out of homelessness;
4. Foster collaboration and capacity-building among community partners; and
5. Communicate, research and monitor homelessness.

Engagement Input and Strategy Revisions

Public engagement was an important component of the Homelessness Strategy 2019–2029 project. In May 2019, City Council directed staff to seek input on the Draft Homelessness Strategy 2019–2029. This public engagement process included the following activities:

- An online feedback form posted on the Let's Talk Richmond website from May 27 to June 9, 2019;
- A Public Open House held at the Richmond Cultural Centre on June 5, 2019 from 4:00-8:00 p.m.; and
- 20 focus groups held in May and June 2019 with a range of organizations and residents based in Richmond.

In total, approximately 275 individuals participated in the engagement process, including members of the public and representatives from at least 40 different organizations—for example, service providers, community advocates, the faith community, the private sector, and other levels of government.

Based on the main themes that emerged from the public engagement activities, a number of revisions were made to the Homelessness Strategy 2019–2029 document, including:

- A stronger focus on improving coordination of services related to food, meal services and outreach activities;
- Revised direction related to enhancing wrap around services that can help individuals remain housed—for example, mobile medical services, support in obtaining government identification, food services, and other projects;
- Revised timelines for several of the actions, including the direction related to youth, which was revised from a medium term to a short term priority;
- More detail related to collaboration, particularly with the business community, the Richmond School District, the public and other key stakeholders; and
- A stronger emphasis on proactive planning among community partners for new supportive housing projects.

A summary of the public feedback received regarding the Draft Homelessness Strategy 2019–2029 is provided in Attachment 2.

City Leadership and Sector Collaboration

Homelessness is a complex issue and cannot be solved by any single organization. Accordingly, the Homelessness Strategy 2019–2029 is informed by the principles of collaboration, partnership-building and shared funding responsibility between all levels of government. Within this context, the City is committed to playing a proactive leadership role in coordinating action with a range of local stakeholders. Moving forward, the City will continue to collaborate with a range of stakeholders, including the provincial and federal governments, the non-profit sector, the Richmond School District No. 38, community advocates, the faith community and the private sector, including housing developers, the Chamber of Commerce and local businesses.

To aid in this collaboration, the Homelessness Strategy 2019–2029 proposes two new committees:

- A Community Homelessness Table, comprised of leaders from various local organizations, other levels of government and the City, which will monitor and provide advice regarding the implementation of the Strategy; and
- A Service Provider Table, comprised of outreach workers, frontline staff from local organizations and City staff, which will enable proactive and coordinated outreach activities to meet the needs of individuals experiencing homelessness in Richmond.

Priority Actions

While all 32 actions identified in the Homelessness Strategy 2019–2029 are important to meeting the needs of Richmond residents, the following actions have been identified as immediate priorities:

- Launching the Community Homelessness Table to enhance collaboration between local stakeholders;
- Securing funding from other levels of government and a permanent site for a permanent supportive housing development in Richmond;

- Launching a working group with the Richmond School District and other key stakeholders to explore issues and options related to youth homelessness in Richmond;
- Securing permanent space and operating funding from senior levels of government for an enhanced drop-in program for individuals experiencing or at-risk of homelessness;
- Creating a comprehensive public awareness and education campaign to ensure Richmond residents are engaged and informed about issues related to homelessness;
- Implementing a local data system to track trends and the changing needs of individuals experiencing homelessness;
- Exploring opportunities to dedicate appropriate City resources (i.e. a Homelessness Services Coordinator) for homelessness service coordination; and
- Planning for the Extreme Weather Response Shelter for the Winter 2019/2020 season.

Overall, these actions will enable a proactive and collaborative approach for addressing homelessness in the community. Some actions within the Final Strategy may require funding. Financial considerations for these initiatives will be explored during future budget cycles.

Financial Impact

No financial impact at this time.

Conclusion

Guided by the Homelessness Strategy 2019–2029, the City is committed to playing a proactive leadership role to make homelessness in Richmond rare, brief and non-recurring. Achieving this vision requires coordination and collaboration with a wide range of stakeholders, including the other levels of government and organizations in the non-profit and private sectors. With strong collaboration, as well as effective and cost efficient solutions, all Richmond residents experiencing homelessness can receive the supports and housing options that are necessary to achieve stability in their lives.



Cody Spencer
Program Manager, Affordable Housing
(604-247-4916)

Att. 1: Homelessness Strategy 2019–2029

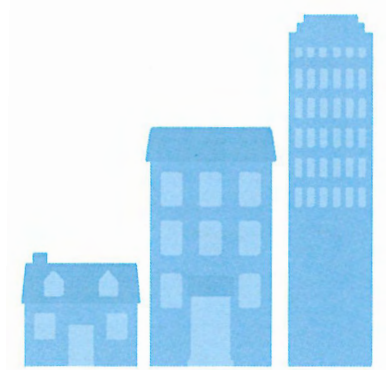
Att. 2: Summary of Public Engagement



CITY OF RICHMOND
**HOMELESSNESS
STRATEGY**
2019–2029

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EXECUTIVE SUMMARY

The City of Richmond Homelessness Strategy is an action-oriented strategy intended to guide collaborative work within the homeless-serving system in Richmond over the next ten years. The Homelessness Strategy is the result of a multi-phased process that included analysis of statistics related to homelessness in Richmond, best practice research, steering committee meetings, and public engagement with a range of residents, including individuals with lived experience.

There are many factors that may lead someone to experience homelessness, including lack of income, lack of access to affordable housing options and medical services, traumatic events, addiction issues, physical health problems, or mental health concerns. As of 2019, homelessness remains a critical issue across Metro Vancouver and in Richmond. The 2017 Metro Vancouver Homeless Count estimates that a minimum of 70 individuals experience homelessness in Richmond, although non-profit service providers in Richmond estimate this number to be much higher, noting that collectively they serve over 190 clients experiencing homelessness.

Building on several recent successes, including the development of Storeys and the new Emergency Shelter, the Strategy defines a new vision statement, five strategic directions, and a set of specific recommended actions. Based on input from a steering committee for the project, the Homelessness Strategy 2019–2029 defines the following vision statement:

“By 2029, homelessness in Richmond will be rare, brief and non-recurring. Richmond is an inclusive community that works in collaboration to provide a continuum of housing and support services.”

To achieve this vision, the Strategy provides five strategic directions:

1. Prevent pathways into homelessness;
2. Support residents who are experiencing homelessness;
3. Provide pathways out of homelessness;
4. Foster collaboration and capacity-building among community partners; and
5. Communicate, research and monitor homelessness.

The City is committed to playing a proactive leadership role to make homelessness in Richmond rare, brief and non-recurring. However, achieving this vision requires dedicated, sustainable sources of funding from all levels of government, particularly the provincial and federal governments. With involvement from all sectors—public, non-profit, and the private sector—all Richmond residents experiencing homelessness can receive the supports and housing options necessary to achieve stability in their lives.

1. INTRODUCTION

The Homelessness Strategy 2019–2029 is an action-oriented framework intended to guide City and stakeholder involvement in homelessness initiatives over the next 10 years. The Strategy was developed based on:

- Analysis of statistics related to homelessness in Richmond;
- Research regarding best practices and emerging approaches for meeting the needs of individuals experiencing homelessness;
- Six meetings held with a project Steering Committee; and
- A variety of public engagement activities, including an online feedback form posted on the Let's Talk Richmond website, a public open house, 20 different focus groups held with a range of local organizations and residents, and meetings with individuals with lived experience.

There are many factors that may lead someone to experience homelessness. These can include lack of adequate income, access to affordable housing options and medical services, experiences of discrimination, traumatic events and personal crisis, addiction issues, physical health problems, disability or mental health concerns. Homelessness is a difficult experience and causes physical and mental suffering. It is not something that most people would want to experience for themselves or their loved ones.

Homelessness is a complex issue and cannot be solved in isolation. Accordingly, the recommended actions presented in this strategy are informed by the principles of collaboration, partnership-building, and shared funding responsibility. Many stakeholders, including all levels of government, non-profit housing and service providers, community organizations and the private sector, have important roles to play in addressing the needs of Richmond residents experiencing homelessness.

The Need for a New Strategy

In 2002, Richmond City Council adopted Richmond's first Homelessness Strategy, *It's My City Too*. Guided by this strategy, the City and its partners achieved a number of successes, including:

- The development of Storeys, a 129-unit affordable housing development and social service hub for families and individuals at risk of homelessness;
- The creation of a new 30 bed emergency shelter;
- The operation of new homeless-serving programs, including the St. Alban's shower program and the resource centre space; and
- The development of temporary modular supportive housing, a 40-unit supportive housing building for individuals experiencing homelessness.

Despite these and other achievements, homelessness and housing instability remain critical concerns for many individuals and families in Richmond. In 2018, the City of Richmond embarked on a process to update the 2002 Homelessness Strategy. The City of Richmond remains committed to working proactively and



through partnerships to meet the housing and support service needs of all Richmond residents, including those at risk or experiencing homelessness. Since 2002, a new body of knowledge has developed regarding tools that enable individuals experiencing homelessness to achieve stability in their lives. The actions set out in the Homelessness Strategy 2019–2029 will help to ensure that up-to-date and flexible approaches are used in Richmond.

Steering Committee and Guiding Principles

A Steering Committee was formed by the City to provide input into the development of the Homelessness Strategy 2019–2029. Membership was comprised of representatives from the following organizations:

- Atira Women's Resource Society
- BC Housing
- Chimo Community Services
- Ministry of Social Development and Poverty Reduction (MSDPR)
- Richmond RCMP
- Richmond Addiction Services Society (RASS)
- Richmond Poverty Response Committee (PRC)
- The Salvation Army
- Turning Point Recovery Society
- Vancouver Coastal Health Richmond (VCH)

Early in the planning process, the Steering Committee defined the following guiding principles to direct the development of the Homelessness Strategy 2019–2029:

- Align with and complement existing City strategies, plans and policies that address and affect housing and homelessness in Richmond;
- Develop a strong network of supportive services for individuals experiencing homelessness in Richmond;
- Reference and use the evidence-based Housing First model (a recovery-oriented approach that centers on moving individuals experiencing homelessness into independent and permanent housing, then providing additional supports and services as needed);
- Focus on partnerships and collaboration among service and housing providers to meet the diverse needs of individuals experiencing or at-risk of homelessness; and,
- Increase awareness and education around the need for and benefits of supporting vulnerable residents.

Alignment with Other City Policies

The Homelessness Strategy 2019–2029 is an action oriented framework that aligns with and is supported by a range of other City of Richmond plans and strategies. Key examples of supporting projects include the following:

Richmond 2041 Official Community Plan (OCP): The OCP cites the City's commitment to ensuring an appropriate mix of housing options is available for Richmond's diverse population through the following actions:

- Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents;
- Collaborate with other levels of government, external agencies and community partners to secure appropriate funding, housing and services for people experiencing homelessness, with the aim of reducing and ultimately eliminating homelessness; and
- Facilitate the establishment of an equitable, inclusive community, whereby City plans, policies, services and practices respect the diverse needs of all segments of the population.

Richmond Social Development Strategy 2013–2022 (Building our Social Future): The following Social Development Strategy actions are achieved through the development of the Homelessness Strategy 2019–2029:

- Update the Homelessness Strategy, in collaboration with other community partners, examining housing and support service needs and options for people who are homeless or at risk of homelessness in Richmond; and
- Continue participation in local and regional homelessness initiatives.

City of Richmond Affordable Housing Strategy 2017–2027: The Richmond Homelessness Strategy builds on the following strategic directions provided in the Affordable Housing Strategy:

- Use the City's regulatory tools to encourage a diverse mix of housing types;
- Maximize use of City resources and financial tools;
- Build capacity with non-profit housing and service providers;
- Facilitate and strengthen partnership opportunities; and
- Increase advocacy, awareness and education roles.

City of Richmond Community Wellness Strategy 2018–2023: The Wellness Strategy commits the City to promoting community wellness, including mental health. Specifically, the City commits to:

- Foster healthy, active and involved lifestyles for all Richmond residents with an emphasis on physical activity, healthy eating and mental wellness; and
- Enhance physical and social connectedness within and among neighbourhoods and communities.



2. BACKGROUND

Defining Homelessness

The Canadian Observatory on Homelessness has established the following Canadian definition of homelessness:

Homelessness describes the situation of an individual, family or community without stable, safe, permanent, appropriate housing, or the immediate prospect, means and ability of acquiring it.

It is the result of a system of societal barriers, a lack of affordable and appropriate housing, the individual/household's financial, mental cognitive, behavioural or physical challenges, and/or racism and discrimination. Most people do not choose to be homeless, and the experience is generally negative, unpleasant, unhealthy, unsafe, stressful and distressing.¹

Each experience of homelessness is unique. As such, there are a number of indicators including living condition and length of time homeless that are used to identify potential services and types of housing that are required by people experiencing homelessness within a community.

Living Conditions

The term “homelessness” refers to a wide range of physical living conditions for many different groups of people, and includes those who are living outdoors (unsheltered) and those who have some form of temporary and typically precarious shelter. The Canadian Observatory on Homelessness provides four categories of homelessness:

- **Unsheltered or absolutely homeless**, referring to people living on the streets, parks or in other places not intended for human habitation;
- **Emergency sheltered**, referring to people staying in emergency shelters;
- **Provisionally accommodated**, referring to people whose accommodation is temporary or lacking in security of tenure (i.e. staying with friend or family but without permanent and secure housing); and
- **At risk of homelessness**, referring to people who are not homeless, but whose economic or housing situation is precarious or does not meet public health and safety standards.

Length of Experience

People experiencing homelessness are often differentiated by their length of experience:

- **Chronic homelessness** describes the experience of people who are homeless for a year or longer;

¹ Canadian Observatory on Homelessness. (2012.) Canadian Definition of Homelessness. Toronto: Canadian Observatory on Homelessness Press. homelesshub.ca/homelessdefinition

- **Episodic homelessness** refers to people who move in and out of homelessness; and
- **Transitional homelessness** refers to people who have experienced homelessness for approximately one month or less.

People who have experienced chronic or episodic homelessness may require more intensive and longer term support services when transitioning out of homelessness due to greater chances of having physical or mental health issues, addictions, or involvement with the justice system.



Stakeholder Roles

Homelessness is often the product of intersecting issues such as lack of housing, mental wellness, poverty, and discrimination—making every person's experience of homelessness unique. As a result, solutions to homelessness require collective action from many community partners, and dedicated and sustained sources of funding from the provincial and federal governments.

The Strategy recognizes the importance of partnerships in developing solutions to homelessness and identifies a number of key community partners including the City, non-profit housing and service providers, community organizations, the faith community, senior levels of governments, and other key stakeholders.

Government of Canada

Since 2006, the federal government has invested in a range of homelessness prevention and reduction programs through the Homelessness Partnering Strategy. In June 2018, the federal government announced plans to launch Reaching Home, a replacement for the Homelessness Partnering Strategy. The new program confirms the federal government's commitment to deliver funding for Housing First programs. Reaching Home also prioritizes data-driven homelessness plans, as well as prevention-based outcomes and programs. Program funding is delivered through a local organization that is appointed by the federal government.

Province of British Columbia

BC Housing is the provincial crown corporation responsible for delivering funding and programs related to homelessness. BC Housing delivers funding to a variety of services, including expanding and supporting the operation of shelters, delivering homelessness prevention funding, outreach supports and services, and funding for supportive housing projects for individuals at-risk or experiencing homelessness.

Municipal Role

The City of Richmond is committed to working in partnership with senior levels of government and the private and non-profit sectors, to create the right mix of housing and supportive services for a diverse population, including residents experiencing or at risk of homelessness. Recognizing that senior levels of government have the primary responsibility of providing funding for homeless prevention programs, services and affordable housing, the City is committed to remaining a local leader

that works with community organizations to ensure that homelessness in Richmond is rare, brief and non-recurring. Specifically, these roles include:

- **Advocate:** The City works with community organizations to advocate to senior levels of government for funding and programs that work to make homelessness rare, brief and non-recurring.
- **Analyst:** The City monitors local data and best practice research regarding homelessness to update its policies and plans to reflect current and emerging trends.
- **Communicator:** The City uses best practice research to educate and promote the benefits of an inclusive and mixed income community and the necessity to create a compassionate, non-judgmental response to experiences of homelessness.
- **Facilitator:** The City helps build the capacity of non-profit housing and service providers by facilitating collaboration.
- **Partner:** The City collaborates and partners with senior levels of government and the private and non-profit sectors to develop a mix of affordable housing options.
- **Planner:** The City gathers information, research and feedback on community needs regarding residents at risk of or experiencing homelessness in order to create policy and implement actions that support housing and homelessness focused services in Richmond.

In addition, City facilities, including libraries and community centres, provide safe spaces where residents experiencing homelessness can access community connection and referrals to other supports and services.

Non-Profit, Social Service and Faith-Based Organizations

Non-profit, social service and faith-based organizations play a critical role in meeting the needs of residents experiencing homelessness. These organizations deliver critical shelter and supportive services to clients to help promote independence, success in achieving housing stability and full participation in their community. Outreach and drop-in programming support clients by developing individualized plans to help them work on their own unique barriers. Services include:

- Referrals to government programs, healthcare and mental health services;
- Supportive programming including life and employment training skills;
- Community meals and food outreach;
- Provision of affordable housing units;
- Access to hot showers and laundry;
- Social and community connection; and
- Assistance in finding appropriate market or affordable housing units.

In addition to these important services, the non-profit sector continues to advocate on behalf of vulnerable residents for additional resources.

3. NEEDS ANALYSIS

Homelessness in Richmond

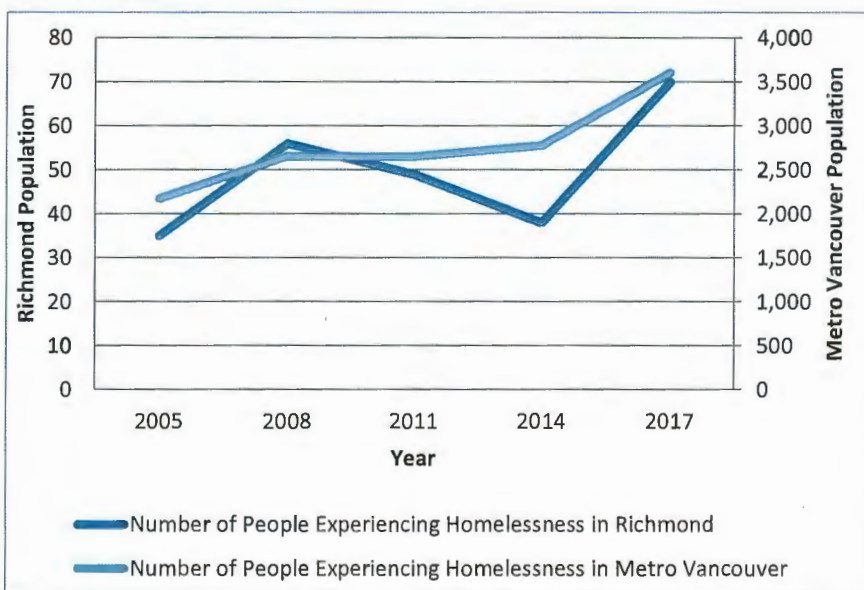
Housing affordability and homelessness continue to be critical issues both regionally and at the local level. The following needs analysis helps to identify current and emerging trends based on an analysis of available data and qualitative information provided by local stakeholders.

It is important to note that it is difficult to characterize people experiencing homelessness. For example, many people become temporarily or episodically homeless over the course of a year and are not typically counted in 24-hour regional homeless counts. In addition, many individuals may be experiencing "hidden homelessness," and are staying with friends or family members, however do not have a permanent or secure home. The statistics summarized below are intended to provide a summary of general trends, however they are not a complete assessment of individuals experiencing homelessness in Richmond.

Who is experiencing homelessness in Richmond?

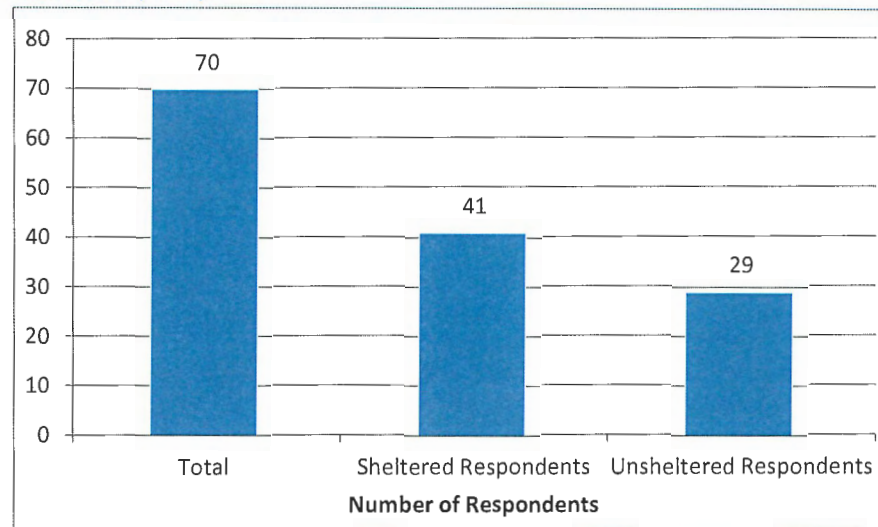
The Metro Vancouver Homeless Count has been conducted regionally every three years since 2002. The 2017 Metro Vancouver Homeless Count found 70 individuals experiencing homelessness; this is an 84% increase from the number of individuals counted in 2014. This change is largely consistent with trends seen across the Metro Vancouver region, although the Richmond count has seen greater variation over time, as depicted in Figure 1.

Figure 1: Homeless Individuals Surveyed for Richmond and Metro Vancouver (2005-2017)



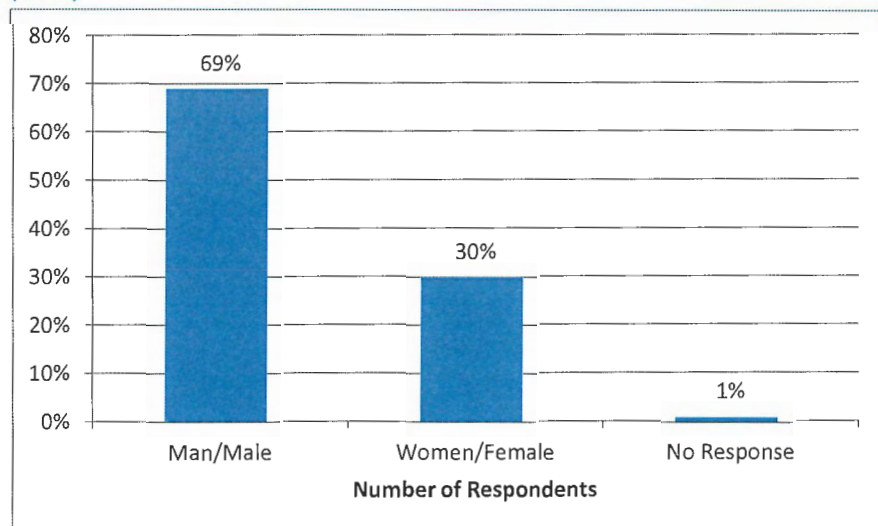
Of the 70 homeless individuals identified by the Richmond count in 2017, 41 individuals were sheltered and 29 individuals were unsheltered. Four of those counted were youth. In the 2018 Metro Vancouver Homeless Count identified 18 youth experiencing homelessness in Richmond.

Figure 2: Homeless Respondents by Sheltered/Unsheltered Status for Richmond (2017)



Consistent with prior Homeless Counts and regional trends, men represented a substantially higher proportion of individuals counted. This imbalance may be partially due to the “hidden homelessness effect,” whereby women are more likely to find temporary and insecure lodging with friends and family instead of sleeping outdoors while experiencing homelessness.

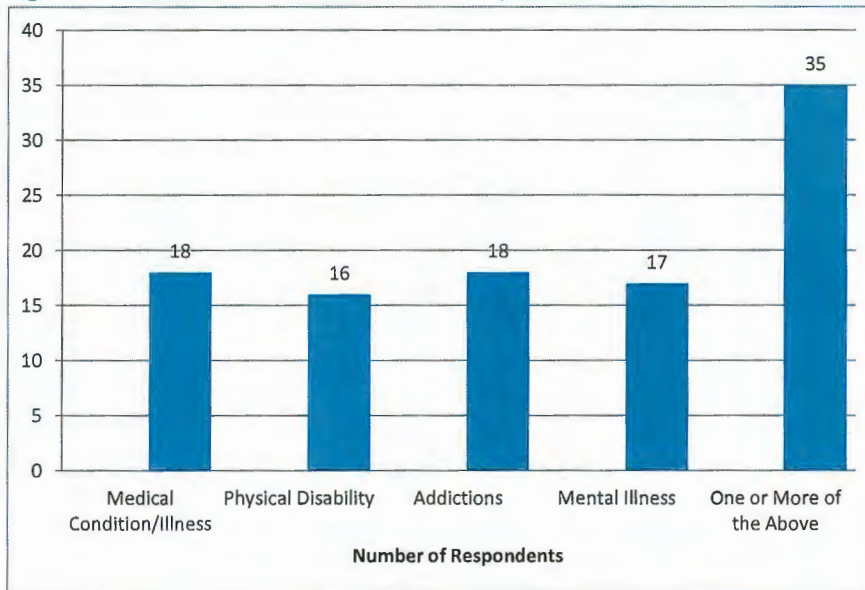
Figure 3: Percentage of Homeless Respondents by Gender for Richmond (2017)





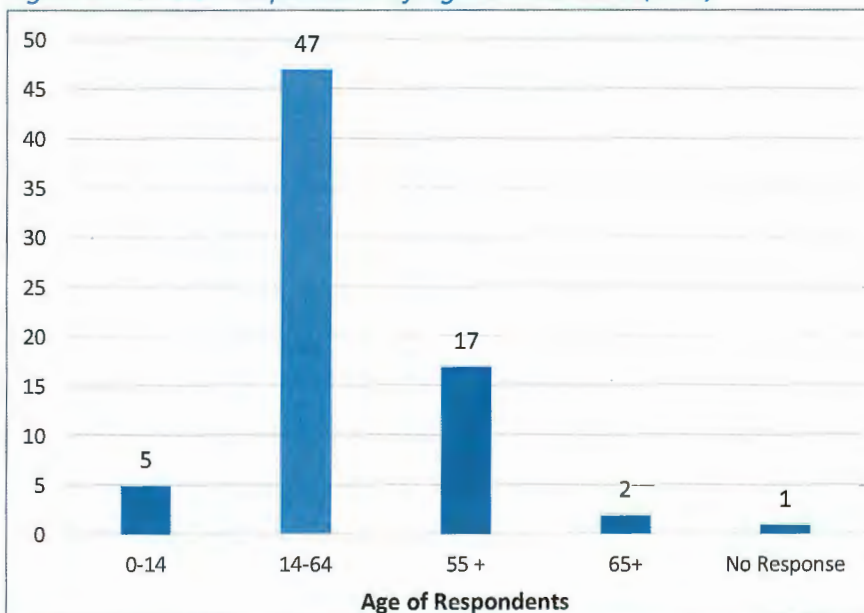
In the 2017 Metro Vancouver Homeless Count, 35 Richmond individuals identified with one or more health concerns. As depicted in Figure 4, a substantial proportion of individuals were dealing with multiple health concerns.

Figure 4: Health Concerns of Homeless Respondents for Richmond (2017)



In the 2017 count, 17 of the 70 individuals surveyed were aged 55 and over, two of which were 65 and over. Five individuals were under 15 in the 2017 count; however, in 2018, Metro Vancouver reported a total of 18 children and youth (age 24 and younger) experiencing homelessness in Richmond.

Figure 5: Homeless Respondents by Age for Richmond (2017)



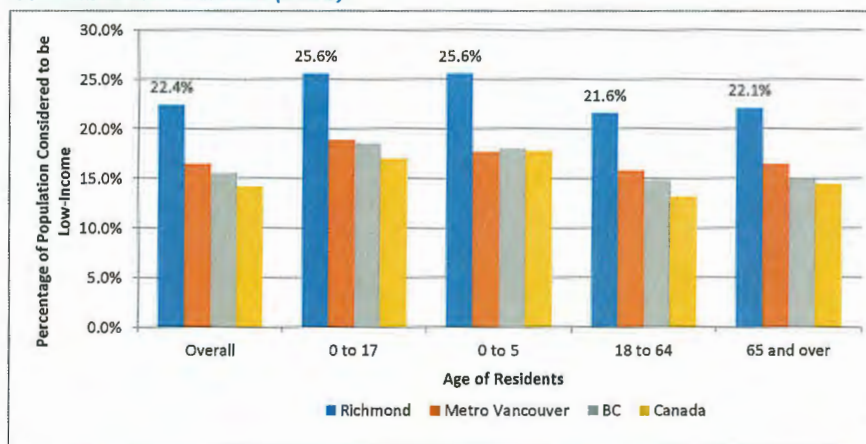
Despite the data that the Metro Vancouver Homeless Count provides, it is recognized that the 24-hour survey is an underestimation since all homeless persons cannot be located in one day. Undercounting is also due to the number of people experiencing hidden homelessness and therefore not captured by the survey and the number of people who are experiencing homelessness but decline to participate in the survey.

Who is at risk of homelessness in Richmond?

Overrepresentation of Low-income Households

The Low-Income Measure after Tax (LIM-AT)² provides municipalities with an indicator of the number of households that may be struggling to find housing. According to this measure, Statistics Canada estimates that 22% of Richmond residents were considered low-income in 2016. The percentage of Richmond residents is significantly greater than the regional (16.5%) and provincial (15.5%) averages (2016 Census). However, these estimates may be inflated due to incomplete income data for Richmond residents.

Figure 6: Low Income Measures for Richmond, Metro Vancouver, British Columbia and Canada (2016)



Increasing Shelter Costs and Persistently Low Vacancy Rates

Similar to Metro Vancouver, shelter costs have increased significantly in Richmond since 1990. Average rents for purpose built rental units have increased 80% from 1990 to 2017. In 2018, market rental vacancy rates were 0.7%. In comparison, the average vacancy for purpose-built apartments in Canada's 35 major urban centres was 2.2%. Richmond's lower than average vacancy rates are indicative of a constrained rental market adding pressure for higher rents and making it increasingly difficult for renters to find adequate housing. Low vacancy rates also increase competition among renters, which can lead to landlords discriminating against people who experience barriers to housing.

² This measurement is a fixed percentage (50%) of median adjusted after-tax income of households observed at the person level, where "adjusted" indicates that a household's needs are taken into account. Adjustment for household sizes reflects the fact that a household's needs increase as the number of members increases, although not necessarily by the same proportion per additional member. For example, if a household of 4 persons has an after tax income of less than \$38,920 all members of the household are considered low-income (Statistics Canada, 2010).

Figure 7: Average Primary Rental Market Rents by Bedroom Type for Richmond (1990–2017)

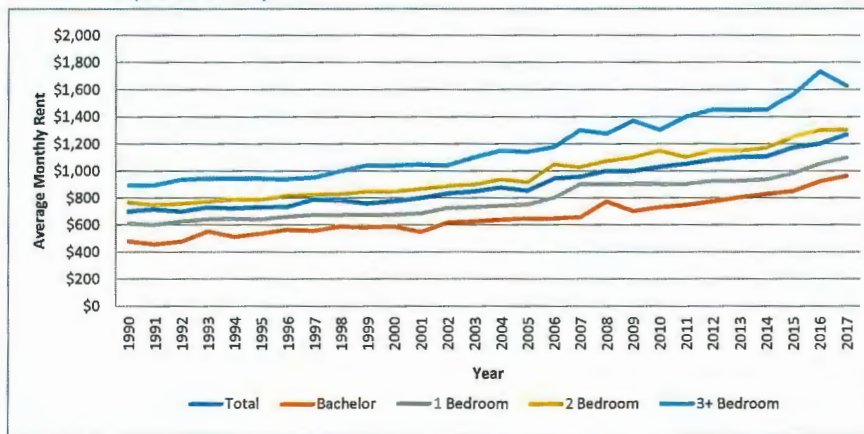
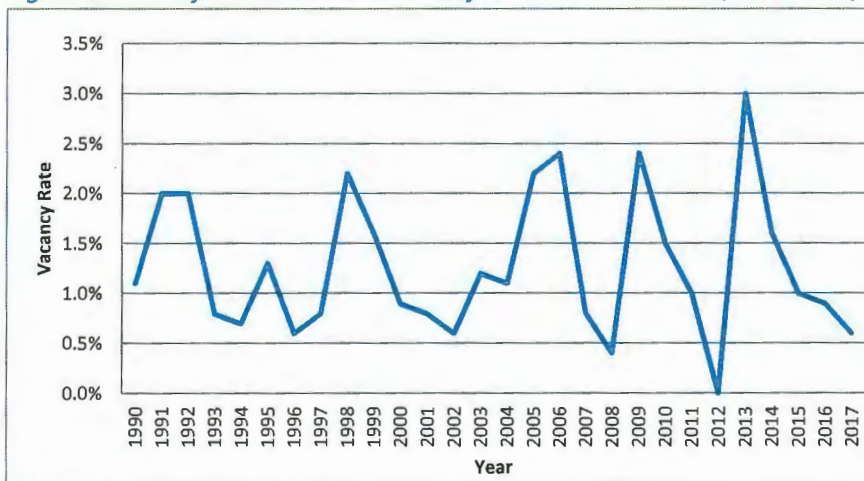


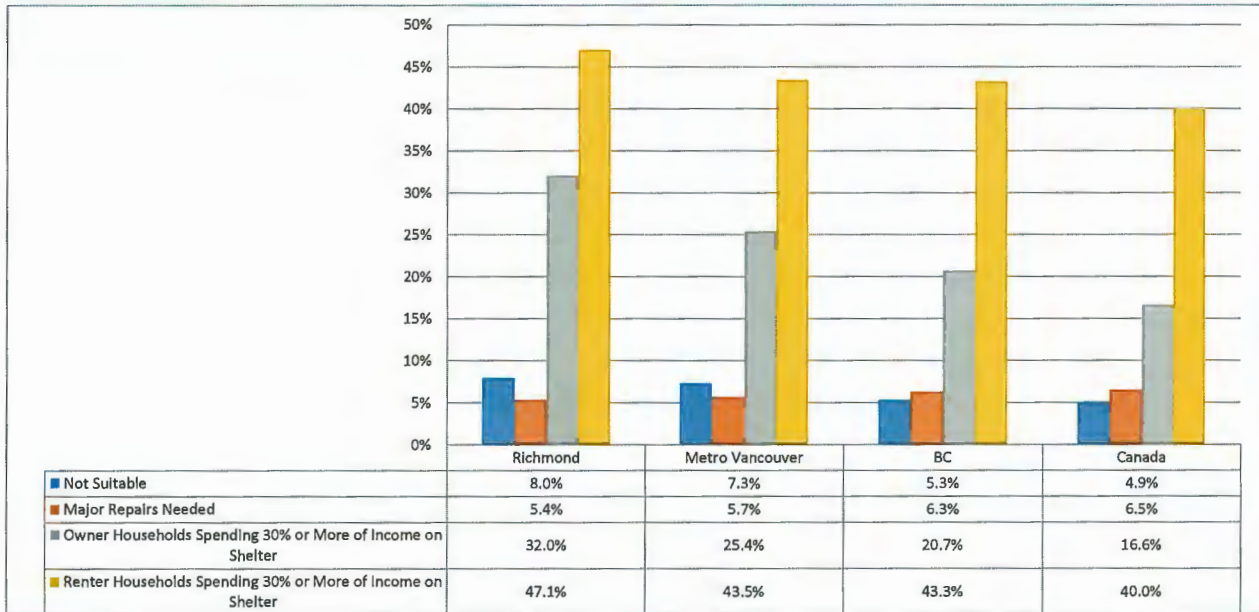
Figure 8: Primary Rental Market Vacancy Rates for Richmond (1990–2017)



Residents Living in Unsuitable Housing

Richmond has a high proportion of households living in unsuitable housing and experiencing affordability challenges. According to the 2016 Census, 8% of Richmond households were living in unsuitable housing that has too few bedrooms for the size and make-up of the resident household. This is greater than the regional (7.3%) and provincial (5.3%) averages. According to the Canadian Mortgage and Housing Corporation, to be deemed affordable, households should not spend more than 30% of their before tax income on shelter costs. In 2016, 32% of Richmond owner households and 47% of renter households spent greater than 30% of their before tax income on shelter costs, signalling that these households may be facing housing affordability challenges.

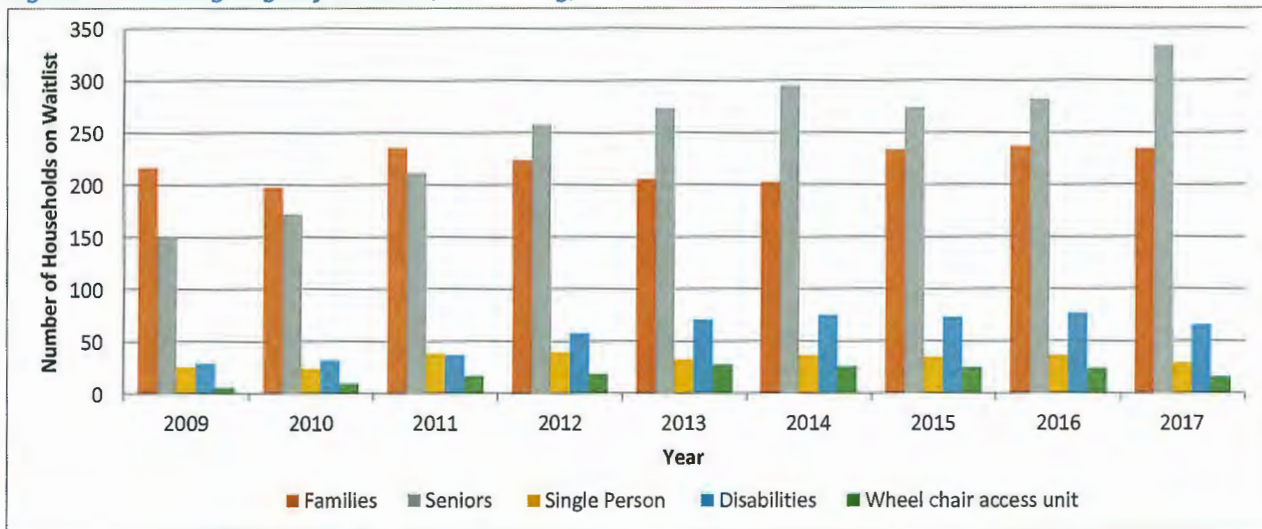
Figure 9: Housing Indicators for Richmond, Metro Vancouver, and BC (2016)



Growing Number of Richmond Households Waiting for Subsidized Housing

BC Housing provides non-market, subsidized housing throughout the province, including rent-geared-to-income for households under specific income thresholds. The Housing Registry Waitlist (BC Housing) for this type of housing in Richmond has increased 58% from 2009 (429 applications) to 2017 (680 applications), with a waiting time of five to seven years. This list is an important indicator of need of households who may be struggling with housing affordability and may be at risk of homelessness. Of note is the number of applicants on the waitlist that are seniors and applicants with disabilities that require affordable housing with wheelchair access. BC Housing currently administers the waitlist.

Figure 10: Housing Registry Waitlist (BC Housing) for Richmond (2009–2017)



What is the Local Understanding of Homelessness in Richmond?

There are limitations to the available data regarding homelessness in Richmond. Local service providers estimates that at least 193 individuals experienced homelessness between June 2018 and April 2019 in Richmond. Many other clients that access these services are living in precarious situations and may be at risk of homelessness. Other local trends that non-profit organizations witness include:

- There are an increasing number of women and youth experiencing homelessness who access services from local non-profit organizations. However, due to the methodology of the Metro Vancouver Homeless Count, they are underrepresented;
- The Metro Vancouver Homeless Count data does not accurately reflect the magnitude of seniors who are experiencing homelessness and accessing local services;
- Immigrant populations experiencing hidden homelessness are accessing services, however this population was not captured in the Metro Vancouver Homeless Count; and
- There is an increasing number of residents experiencing chronic homelessness who have multiple barriers, including addiction or mental health challenges, and therefore may require more services and support.

Local non-profit organizations continue to work together to provide services and adapt to the changing needs of Richmond residents experiencing homelessness.

Homelessness Services Gaps and Needs

The homeless-serving sector in Richmond is comprised of a variety of dedicated non-profit organizations, advocates, and government partners that have the expertise to meet the needs of individuals experiencing homelessness. Accordingly, a key component of the Homelessness Strategy update process was identifying and building on the existing strengths and capacity of community partners. Despite the strengths existing in the community, a number of specific program and policy gaps were identified. This section evaluates the findings from the data analysis and stakeholder engagement phases of the Homelessness Strategy 2019–2029 to highlight five major gaps that currently exist.

1. The right mix of affordable housing options

Between 2007 and 2018, the City of Richmond helped secure more than 2,000 affordable housing units. Despite this success, housing affordability remains a critical issue in Richmond and across Metro Vancouver. While a number of organizations provide a critical supply of affordable housing in Richmond, stakeholders suggested that there are inadequate housing options for individuals at risk of experiencing homelessness with unique needs. The following housing gaps were identified during the stakeholder engagement and research phases of the Homelessness Strategy project:



- Emergency housing options for youth;
- Second stage and transitional housing units for women and children;
- Housing units for people experiencing homelessness that are suitable to their needs and requirements;
- Culturally appropriate affordable housing for Indigenous individuals; and
- Accessible and affordable rental housing at non-market housing rates for a range of income and demographic groups.

Figure 11: Richmond's Housing Continuum

Subsidized Short-term Accommodation		Affordable Housing				Market Housing	
Emergency Shelter (including Extreme Weather Response Shelters)	Transitional Housing	Supportive Housing	Non-Market/ Social Housing	Low-end Market Rental Housing	Affordable Homeownership	Market Rental (including purpose built and secondary)	Market Homeownership

The need for dedicated low-barrier housing that meets the individual needs of people experiencing homelessness was emphasized by stakeholders. These types of units may be most appropriate for individuals who have experienced chronic or episodic homelessness, as they may require more intensive and specialized types of supports. In May 2018, Richmond City Council approved the development of 40 units of temporary supportive housing units for five years. Additional units of permanent supportive housing were still identified as a need.

Despite the development of affordable housing in Richmond, there are significant unmet needs at all points of the housing continuum (Figure 11). As highlighted by Figure 12, Metro Vancouver estimates that Richmond will require 14,000 new housing units to meet the needs of new Richmond residents between 2016–2026.

Figure 12: Metro Vancouver Housing Demand Estimates 2016–2026 for Richmond

Richmond Housing Demand Estimates 2016–2026		
Types of Housing	Annual	10 Year
Very Low-income Rental	130	1,300
Low-income Rental	70	700
Moderate Income Rental	60	600
Above Moderate Market Rental	30	300
High Income Market Rental	30	300
Total Rental	320	3,200
Ownership	1,080	10,800
Total Demand	1,400	14,000

Source: Metro Vancouver, 2016.

The current housing market trends in Richmond place significant pressure on the entire housing continuum, and without a sufficient supply of affordable housing, individuals experiencing homelessness face significant challenges when searching for appropriate longer-term housing options.

2. Coordinated service delivery

Richmond has many dedicated organizations that are committed to providing high quality services to individuals who are experiencing homelessness or are at risk of experiencing homelessness in the community. Since the 2002 Richmond Homelessness Strategy, efforts have been made to provide informal and formal collaboration to integrate service provision. This has resulted in a number of successes for Richmond, including the establishment of a Drop-in Centre and an Extreme Weather Response Program.

Multiple stakeholders who provided input into the Homelessness Strategy 2019–2029 however, expressed that the direct delivery of services to persons experiencing homelessness remains uncoordinated and that non-profit providers are largely working in isolation. This lack of coordination can cause challenges for individuals navigating services, including geographical barriers and a lack of coordinated access points, meaning that clients have to make multiple calls and trips to access all relevant services. A lack of systems planning can lead to a number of challenges including duplication of services and the suboptimal use of limited resources. Stakeholders suggested that specific gaps exist regarding coordination at both the strategic (governance) and the outreach and service delivery levels.

3. Population-specific services

Services in Richmond support a range of population groups. Despite this, youth are consistently identified as an under-served group by stakeholders, both in terms of services and housing. In the 2017 Metro Vancouver Homeless Count, 12% of all Richmond residents counted were youth. Service providers state that due to the lack of youth-specific resources, youth who experience homelessness are likely to seek support in other municipalities. The 2017 Metro Vancouver Homeless Count also found that 30% of Richmond's homeless population identified as Indigenous. Despite this overrepresentation, stakeholders suggested that there may be gaps in culturally-responsive services that are able to reduce institutional barriers to Indigenous individuals experiencing homelessness.

Stakeholders emphasised that more youth and Indigenous specific services are required in Richmond. While knowing that these populations are underserved in Richmond, little is known about the need for specific services on an ongoing basis. Stakeholders suggested that additional research is needed and that future programs and services need to be designed to respond to changing needs.



4. Public education and awareness about homelessness in Richmond

There are a number of community groups and faith-based organizations that organize and volunteer for programs to support vulnerable residents who are experiencing homelessness or are at risk of experiencing homelessness. Grass-roots programs, including community meals and the creation of 'survival kits,' are an important part of creating a socially inclusive community.

However, as homelessness is not always visible in Richmond, many residents are not aware of hardships associated with the experiences of homelessness. Public attitudes and stigmatization have the potential to create opposition to critical homeless-centered housing and support services. Critical projects have the potential to be delayed or cancelled over perceived safety concerns and misunderstandings about homelessness. Stakeholders stated that discrimination and stigma towards persons with an experience of homelessness is the main barrier that individuals face in accessing safe and secure housing.

Stakeholders also noted that a comprehensive public education campaign regarding homelessness is needed. It was suggested that local initiatives that are already underway (i.e. public art installations and theatre performances focusing on lived experiences of homelessness) may create a broader culture of social inclusiveness and understanding around homelessness.

5. Coordinated and reliable data

Stakeholders have highlighted that local coordinated data is needed in Richmond to complement data from Metro Vancouver Homeless Count. It was further noted that local data, including basic demographic information and information about the individual's use of service, would support service coordination and integration in Richmond. Stakeholders believe that coordinated data would provide an opportunity to better understand Richmond's homeless population and to understand how best to adapt specific resources to the needs of people experiencing homelessness as they change over time.

4. BEST PRACTICES

As part of the Homelessness Strategy 2019–2029 update process, the following national best and emerging practices were analysed. These best practices were chosen due to their proven effectiveness in other communities and their transferability to the Richmond context.



Housing First Program

Housing First programs provide access to independent housing units for people experiencing homelessness. Housing First programs focus on quickly moving people from homelessness into housing and then providing individualized supports and services as needed. Services may include mental and physical health care, addictions treatment, employment and life skills training. The primary assumption underlying Housing First programs is that people are better able to move forward with their lives if they are first housed.

Housing First programs have six main principles that include:

1. Rapid housing placement with supports.

This involves helping clients locate and secure accommodation as quickly as possible and providing moving assistance.

2. Providing clients with choice.

Clients must be given a reasonable choice in terms of housing options as well as the services they wish to access.

3. Separating housing provision from treatment services.

Acceptance of treatment, following treatment or compliance with services is not a requirement for clients to access securing housing.

4. Providing tenancy rights and responsibilities.

Clients need to be informed about tenant rights and responsibilities of a typical tenancy prior to moving in to a Housing First unit. Clients need to contribute a portion of their income towards rent. Understanding tenant expectations will add to a client's life skills training.

5. Integrating housing into the community.

Ideally, Housing First options are integrated into the community and not segregated. If a client is interested, their outreach worker will work with them to encourage participation in the community.

6. Recovery based and promoting self-sufficiency.

Housing First programs focus on the capabilities of the client, based on individualized and self-determined goals. These may include employment and life skills training, education and participation in the community.

Housing First programs aim to include these core elements; however, implementing Housing First differs significantly between communities due to specific needs of people experiencing homelessness, resources and local context.

Housing First programs are designed to be temporary and enable clients to transition into long-term housing options that meet their specific needs. When leaving the program, many Housing First clients become financially independent and are able to secure independent, private-market housing, while others require access to non-market housing to maintain housing stability. For clients with complex health, addiction, or other challenges, maintaining long-term stability may require access to supportive housing with on-site supports.

Evidence from other Canadian communities, such as Calgary and Winnipeg, shows that Housing First programs to address homelessness can have a significant impact in reducing the number of individuals experiencing chronic or episodic homelessness in a community.

While there is desire to implement a Housing First program in Richmond, several limitations have been identified. For example, since Housing First programs often provide housing units in private-market rental buildings, Richmond's very low rental vacancy rate may act as a structural barrier to implementing a conventional Housing First model.

Systems Approach to Homelessness

Creating a systems approach to addressing homelessness is built on the foundation of viewing the homeless-serving system as an integrated set of parts that work towards common goals. Research indicates that collaborative decision-making is a core component of this approach. Collaboration means that government (including local, provincial and federal governments) and non-government stakeholders of all types work together to make collective decisions about priority needs, strategies and resources required to address these needs. This includes supporting local and sub-regional planning tables, supporting new partnerships, building consensus on new regional initiatives, and encouraging networking, information exchange and education amongst partners.

A systems approach to homelessness often includes the following elements:

- Collaborative decision making;
- Coordinated outreach and access points;
- Community wide use of data systems;
- Coordinated service delivery; and
- Integration with other systems and services, including justice, health and poverty reduction.

An emerging approach within systems planning is to identify a specific organization to act as the lead “systems planner” organization in the areas of strategic planning and program administration.

Prevention

In communities across Canada, local responses to homelessness have typically focused on emergency service provision. In recent years however, there has been an effort to shift resources and funding to incorporate homelessness prevention practices into local housing strategies.

In 2017, the Canadian Observatory on Homelessness outlined three major forms of homelessness prevention:

1. Primary Prevention

These strategies involve working on structural barriers (e.g. poverty and lack of affordable housing options) that may cause a household to experience homelessness and can include poverty reduction measures and ensuring that all households have access to affordable housing that meets their needs within the community.

2. Secondary Prevention

These strategies involve identifying households who are at imminent risk of experiencing homelessness and then providing intervention measures and necessary supports to stabilize their housing and keep the household from experiencing homelessness. These strategies can include rent supplements for low-income and vulnerable households to maintain housing and one-time forgivable loans that may support households who are not able to make a rent payment.

3. Tertiary Prevention

These strategies involve supporting people who have experienced homelessness to decrease the likelihood they will enter into homelessness again and to mitigate any negative impacts that may have been caused by the experience of homelessness. These strategies break the cycle of homelessness and can involve housing search support and dealing with physical and mental health concerns that may have led to or been worsened during experiences of homelessness.

Prevention also involves coordinating local outreach and intake processes to help families and individuals move through a crisis quickly. The goal of this type of service coordination is the reduction of the type of barriers that often prevent individuals and families from successfully navigating local services and accessing critical supports before a crisis deepens.

Education and Awareness

Public perception regarding homelessness can be a significant barrier to a community's ability to increase the supply of supportive housing and services for residents experiencing homelessness. Especially in suburban communities, the lack of visible homelessness can often create a misperception that homelessness does not exist. Community opposition to the development of supportive housing for people experiencing homelessness can be the result of misunderstanding and fear that the presence of future tenants may cause increases in crime and safety concerns and decreases in surrounding property values.

Local research shows that neighbourhood crime and property values are not negatively affected by proximity to supportive housing sites. Monitoring supportive housing sites after development and publishing findings can help to educate community members on the positive effects of this type of housing. Continuing to share these research reports and having in-person meetings with community members may also help to better address any public concerns at the initial stages of future projects as well as improve relationships with neighbours.



Public education and awareness about experiences of homelessness and the benefits of supportive housing and services can lead to the creation of a more liveable and inclusive community. Advocacy groups often include perspectives of people with lived experience, which is proven to be a powerful tool. Some examples are sharing stories of experiences of homelessness through social media and news campaigns and supporting the production of art installation and theatre plays that are developed by people with lived experience. These activities can help residents understand the difficulties associated with homelessness and create a more inclusive and accepting community.

As with any change in public perception, creating a culture of inclusiveness takes time. It requires a multifaceted approach, involving many stakeholders including local governments, health authorities, school boards, the non-profit and private sector, and community and faith-based organizations.



5. STRATEGIC FRAMEWORK

The Homelessness Strategy 2019–2029 sets out 5 strategic directions and 32 recommended actions to be completed over a 10 year period to respond to the needs of vulnerable Richmond residents that are at risk or are experiencing homelessness. Homelessness is complex and each person's experience of homelessness is unique. Therefore, solutions and actions to address homelessness need to be individualized and adaptable to changing needs over time. The Homelessness Strategy 2019–2029 is centered on a partnership approach and includes actions that will allow for continuous evolution and responsiveness to homelessness in Richmond. The recommended actions build upon ongoing initiatives and work that has been accomplished to date, consider current and emerging needs, and seek to foster collaboration and cooperation among stakeholders.

The vision for the Homelessness Strategy 2019–2029 is:

"By 2029, homelessness in Richmond will be rare, brief and non-recurring. Richmond is an inclusive community that works in collaboration to provide a continuum of housing and support services".

The Homelessness Strategy 2019–2029 includes 5 strategic directions to guide this vision:

1. Prevent pathways into homelessness;
2. Support residents who are experiencing homelessness;
3. Provide pathways out of homelessness;
4. Foster collaboration among community partners; and
5. Communicate, research and monitor homelessness.

Actions for Implementation

Over the 10 year time frame for the Homelessness Strategy 2019–2029, the recommended actions have been identified as short-term (1–3 years), medium-term (4–6 years), long-term (7–10 years) or ongoing. Seven actions have been identified as priorities. It is important to acknowledge that while the strategic framework covers a 10 year period, some actions may require adaption to respond to changing needs or opportunities as they arise.

Strategic Direction 1: Prevent pathways into homelessness

In recent years there has been an effort to shift resources and funding to incorporate homelessness prevention practices into local housing strategies. For example, eviction prevention programs and education programs for market landlords can support housing stability for low-income households. Prevention-related programs can include coordinating local outreach and intake processes to help families and individuals access available supports (i.e. rent subsidies) and move through a crisis quickly. The goal of this type of service coordination is the reduction of barriers that often prevent individuals and families from successfully navigating local services and accessing critical supports before the crisis deepens. From a municipal standpoint, the role of the City is to ensure that the right mix of affordable housing options are available to meet the housing needs of vulnerable residents and to facilitate collaboration among community partners to develop prevention services.

1. Continue to create affordable housing rental options across the housing continuum. (Ongoing, PRIORITY)

Ensuring the right mix of affordable housing options are available to meet the needs of vulnerable residents can prevent people from experiencing homelessness. In line with the City's Affordable Housing Strategy 2017–2027 and the Market Rental Policy, the City, in partnership with senior levels of government and the private and non-profit sectors, will continue to secure a range of housing options, with an emphasis on developing housing for vulnerable residents who are at risk of experiencing homelessness. Regular reviews of land acquisition needs will also help the City to capitalize on partnership opportunities with the private and non-market sectors regarding the development of affordable housing. Staff will continue to support non-profit-driven affordable housing developments through the development application process.

2. Facilitate the creation of a collaborative homeless prevention program in Richmond. (Short-term: 1–3 years)

Experiences of homelessness are unique and can occur abruptly. A collaborative homeless prevention program will limit experiences of episodic homelessness in Richmond. The creation of this program will benefit from alignment with both provincial and senior funding opportunities available from homeless prevention, and may include a Rent Bank, landlord education and relationship-building building initiatives, and active case management for individuals with more complex needs.

3. Work with Vancouver Coastal Health and other community partners to explore opportunities to enhance wrap-around supports to increase housing stability. (Ongoing)

While supportive housing residents have access to wrap-around services, such as health and wellness supports, employment referrals, and life skills training, residents in other types of housing are often more isolated or lack knowledge about supports available in the community. Mobile supports, such as low barrier physical and mental health in-reach services, can assist individuals in meeting residents' daily needs and maintaining housing stability.



4. Explore solutions for discharge planning practices for individuals leaving Richmond-based institutions. **(Medium-term: 4–6 years)**

Without proper discharge planning, people leaving institutions, including hospitals, corrections, or addiction treatment and mental health facilities, can quickly experience homelessness. Through this action, the City together with community partners will coordinate the review of discharge planning with Vancouver Coastal Health and non-profit housing providers to help ensure that people are prepared to live independently in a non-institutional setting and are able to access appropriate, stable housing, primary health care and other supports necessary for recovery.

Strategic Direction 2:

Support residents who are experiencing homelessness

Homelessness prevention programs unfortunately will not be able to prevent all experiences of homelessness. As each experience of homelessness is unique, it is important for a community to have a variety of services to respond to the needs of each client. Homelessness serving agencies have an important role in supporting residents by providing compassionate, non-judgmental services that work to support people and to create stability within their lives. The City's role within these actions is to facilitate partnerships and collaboration among service providers.

1. Ensure accurate and up-to-date information on supportive services is available. **(Short-term: 1–3 years)**

Providing information on how to access specific supports is the foundation for efficient service referral and navigation. A regularly updated inventory of supportive services will provide residents experiencing homelessness and non-profit services providers with up-to-date knowledge of existing and emerging community assets. The City and its partners will also work to improve system navigation for services and supports.

2. Coordinate a Front-line Service Provider Working Group to focus on coordination of supports for individuals experiencing homelessness or at risk of experiencing homelessness. **(Short-term: 1–3 years)**

It is important for service providers and outreach workers from various agencies to work together to share client-specific challenges, develop common understanding of services being provided throughout the community, and help facilitate service referrals between agencies and systems. This working group will consist of representatives from various community organizations involved in outreach in Richmond.

3. Secure permanent space and sustainable operating funding for an enhanced drop-in program for individuals experiencing or at-risk of homelessness. **(Short-term: 1–3 years, PRIORITY)**

Drop-in programs provide safe spaces for people experiencing homelessness to access social connection and services including meals, programming, referrals to housing and supports. Currently, the Richmond drop-in program does not have security of tenure or an optimal space to provide all required programming

(e.g. enhanced meals, shower, laundry, mail delivery and storage solutions for personal belongings, including government issued identification). The City will work in collaboration with community partners to secure adequate space required to provide enhanced programming for individuals experiencing homelessness.

4. Enhance coordination of food programs and outreach for residents experiencing homelessness. (Ongoing)

Food is an important way that people experiencing homelessness access nutrition and social connection. Social service and faith-based organizations provide access to food through a number of community meals, Food Bank programs and mobile food outreach. Coordination among food providers and an updated inventory of meal programming is necessary to ensure that people experiencing homelessness have options to access daily nutrition in ways that meet their individual needs.

5. Advocate to senior levels of government to secure funding for the Extreme Weather Response Program or a Winter Shelter. (Short-term: 1–3 years)

BC Housing provides funding to communities throughout the province to host Extreme Weather Response Shelters during the winter months. These shelters are only activated on nights when weather is deemed severe enough to present a substantial threat to the health of persons who are living outdoors and are typically closed during day-time hours. In contrast, Winter Shelters provide 24 hour shelter during the winter months, so that people living outside are given the option of sleeping indoors during the winter, regardless of the severity of conditions. Richmond requires long-term funding to ensure that residents experiencing homelessness have the opportunity to access shelter during extreme weather.

6. Monitor outreach services available in the community and advocate to senior levels of government for additional resources as needed. (Ongoing)

Outreach workers engage with people experiencing homelessness to establish meaningful relationships, determine needs and develop individualized action plans to meet client goals. Engaging with an outreach worker is often the first-step that a person experiencing homelessness makes before accessing supportive services and transitioning into housing. Therefore, it is necessary to ensure that the appropriate outreach resources are available.

7. Explore the use of City spaces as Warming Centres. (Short-term: 1–3 years)

Warming Centres provide safe, warm and non-judgmental spaces for people experiencing homelessness to find temporary shelter during periods of extreme weather. Unlike Extreme Weather Response or Winter Shelters, Warming Centres do not provide sleeping mats, but may be open during day or nighttime hours and typically provide snacks. Additional resources would likely be required to operate Warming Centres and will need to be considered when exploring this additional programming in City facilities.



8. Dedicate appropriate resources in order to enhance service provision at City facilities for individuals experiencing homelessness. (Ongoing)

People experiencing homelessness continue to seek services provided at City community facilities, including public libraries and community centres. Working to enhance service provision for people experiencing homelessness will help to ensure that City facilities remain inclusive and provide opportunities for healthy, active living for all Richmond residents. In order to achieve this action, additional or reallocated resources would likely be required in City facilities to support new service provision. Staff will also consider implementing enhanced procedures to ensure community centres remain inclusive and accessible places for all residents.

9. Continue to refine the City's approach to responding to individuals experiencing homelessness on City-owned property. (Ongoing)

The City will take an appropriate, compassionate, and consistent approach to meeting the needs of individuals experiencing homelessness on City-owned property. The City will work in partnership with local health and service providers to enhance outreach and referral supports for these individuals, while ensuring that City-owned property, including public parks, remain clean and safe for all community residents.

10. Explore opportunities to address storage needs for people experiencing homelessness. (Medium-term: 4–6 years)

Lack of storage is a challenge for individuals experiencing homelessness, as they have no safe space for personal and sentimental items. Experiencing removal of personal belonging negatively impacts a person experiencing homelessness and can create additional barriers to people trying to stabilize their lives. Working together with community partners to improve processes and communication practices related to the removal and storage of personal belonging may improve peoples' experiences of homelessness.

11. Create shelter and transitional beds for youth experiencing homelessness in the community. (Short-term: 1–3 years)

Currently, shelter and wraparound support services for youth (14–24 years) are accessible only in surrounding municipalities. Therefore, many youth who experience homelessness, including youth ageing out of care, in Richmond are required to leave the community and support network to access needed services. Staff will work with the Richmond School District and other key stakeholders, to develop a working group and action plan for how to create youth shelter and transitional options, as these services will help youth transition into stable longer-term housing options, while staying connected to their community.

12. Explore opportunities to address the need for culturally-appropriate supports, services, and housing for people experiencing homelessness. (Ongoing)

People who identify as Indigenous are overrepresented in the local and regional homeless population and often require culturally specific services to stabilize their lives. In addition, there are a number of other groups (e.g. seniors and members of the LGBTQ2S community) that may benefit from adaptive and culturally specific housing and supportive services. It is important to explore opportunities to develop new services and training of existing service providers to enhance their service delivery for specific groups who are experiencing homelessness.

Strategic Direction 3: Provide pathways out of homelessness

Individuals experiencing homelessness are better able to move forward with their lives if they are first housed then provided with services and supports. Various models, including Housing First and supportive housing, supplement housing units with supports related to physical and mental health, education, employment, or substance abuse. The City's role within these actions is to support service provider organizations in coordinating service delivery, and to advocate to the provincial and federal governments for increased funding for affordable housing in Richmond.

1. Enhance the existing coordinated access and referral system in Richmond. (Medium-term: 4–6 years)

A standardized intake and assessment process for linking individuals with housing and supports is an essential element of efforts to prevent and address homelessness. The City will work with service providers to review existing coordinated access systems to ensure they are effective for both organizations and clients.

2. Work with service providers to create a Supportive Housing Action Plan. (Short-term: 1–3 years)

While there is general consensus in the community that additional supportive housing units are needed in Richmond, further work is required to identify the specific housing types and number of units required. The Action Plan will enable collaborative planning to increase the supply of supportive housing, and will be used to inform future advocacy efforts with provincial and federal governments.

3. Explore the potential of creating a Housing First program in Richmond. (Short-term: 1–3 years)

Richmond's low vacancy rate and increasing rental costs make it especially challenging for people experiencing homelessness to access stable and long term housing options. The establishment of a Housing First Program, managed by non-profit housing providers with dedicated affordable housing units would allow homeless-serving organizations to quickly access housing options for their clients.

4. Secure funding and a permanent site for supportive housing in Richmond. (Short-term: 1–3 years, PRIORITY)

Permanent supportive housing is an effective option to house and support clients who are experiencing chronic or episodic homelessness, as they may require more intensive and specialized types of supports. Supportive housing remains a critical need in Richmond. A permanent site for supportive housing needs to be secured. City staff will work with BC Housing and a selected non-profit housing provider to secure funding for the development of the site and the required wrap around supports.



5. Ensure that emergency housing services focus on achieving long term housing options. **(Ongoing)**

Accessing services is the first step people who are experiencing homelessness take when starting to stabilize their lives. It is important that non-profit organizations that provide emergency services (e.g. emergency shelter and drop-in programs) work in collaboration with one another to connect clients with the correct services, including housing search support. Supportive services, including life skills and employment training, and addictions and mental health resources may help to break the cycle of homelessness.

Strategic Direction 4: Foster collaboration among community partners

Homelessness is a complex issue, and cannot be solved by one organization or one level of government alone. Collaboration and service coordination is the most efficient and cost effective way to meet the needs of people experiencing homelessness and to build capacity within the non-profit sector to provide enhanced service provision. The role of the City within this strategic direction is to facilitate and support collaboration among non-profit housing and services providers to address agreed upon actions.

1. Dedicate appropriate staff resources for homelessness service coordination at the City of Richmond. **(Short-term: 1–3 years, PRIORITY)**

Dedicated staff and resources are required to support the continued implementation of the actions within the Homelessness Strategy 2019–2029. The Richmond non-profit community has stated the need for an individual to coordinate homelessness initiatives among stakeholders. A dedicated City position (i.e. Homelessness Services Coordinator) would benefit the community by liaising with community partners to facilitate service coordination and systems-level planning.

2. Develop a Community Homelessness Table for collaboration among agencies working to prevent or addressing homelessness. **(Short-term: 1–3 years, PRIORITY)**

The Community Homelessness Table will play an important role in guiding the implementation of the Homeless Strategy. The table will build on the strengths of the various organizations, promote collaboration, foster innovation, and encourage ongoing learning amongst local organizations. The table will continue to advocate to the provincial and federal governments on behalf of the community, and explore opportunities to enhance existing programs and services in the community.

3. Engage with residents with lived experience when designing and implementing significant policies or programs related to addressing homelessness in Richmond. **(Ongoing)**

Individuals with lived experience related to homelessness are a valuable source of information regarding issues and solutions for addressing homelessness. Individuals with this perspective, when appropriate, will be included as key stakeholders during engagement processes for new policies and programs related

to addressing homelessness. Engagement efforts should value the time of people with lived experience and work to foster relationships between people with lived experience and other stakeholders.

4. Continue the annual Health, Social and Safety Grants to support local homelessness services. (Ongoing)

Annually, the City provides Health, Social and Safety Grants for local non-profit organizations to increase organizational capacity and enhance current program services. A number of these grants support homelessness services that work to enhance the health and wellbeing of Richmond residents experiencing homelessness.

5. Monitor and pursue funding opportunities for support services for residents at-risk or experiencing homelessness. (Ongoing)

The City will continue to monitor funding available through provincial and federal programs, including Reaching Home – Canada's Homelessness Strategy, as well as non-profit and philanthropic funding sources, and pursue funding opportunities for support services for residents at-risk or experiencing homelessness. In addition, the City will disseminate funding information to community partners.

Strategic Direction 5:

Communicate, research and monitor homelessness

Richmond is committed to fostering an inclusive and healthy community. Public perception can be a significant barrier to a community's ability to provide critical supportive housing and services for residents experiencing or at risk of homelessness. Positive changes in public perceptions regarding homelessness can help people experiencing homelessness in the community feel accepted, safe and supported. The City's main role is to help facilitate awareness and education opportunities regarding homelessness and supportive services, and to trade information.

1. Implement a local data system to track trends and the changing needs of individuals experiencing homelessness. (Short-term: 1–3 years)

A local data system will supplement the point-in-time data provided by the Metro Vancouver Homeless Count with more detailed statistics regarding homelessness in Richmond. This tool will enable the development of more effective programs and projects that meet the needs of Richmond residents experiencing homelessness.

2. Provide training regarding homelessness service provision to City and community partner staff working in City facilities. (Short-term: 1–3 years)

People experiencing homelessness are increasingly seeking programming and support at City facilities. Training of staff at City facilities (i.e. libraries and community centres), Parks, Community Bylaws, Fire Rescue and RCMP will support enhanced service provision for Richmond residents experiencing homelessness. This training should include education about homelessness and poverty, skills to interact with persons experiencing homelessness (including persons experiencing mental health and addictions challenges), and an understanding of self-care for frontline workers.

3. Raise awareness and educate the community of the factors contributing to homelessness and the benefits of affordable housing and supportive services. **(Short-term: 1–3 years, PRIORITY)**

A communications strategy, including public awareness events regarding housing and homelessness will provide an opportunity for residents to learn about and discuss housing affordability and homelessness issues in the community and help to destigmatize experiences of homelessness. In addition, awareness training will assist in educating the community on the benefits of supporting vulnerable residents. Awareness activities would benefit from the perspectives of people with lived experience to ensure that their voices are included in community dialogue and to provide local context to experiences of homelessness. Continuing to research best and emerging practices related to public education will help ensure that communication is effective and adaptive to any cultural shifts.

4. Work with community partners to ensure volunteer opportunities are communicated to the public. **(Ongoing)**

Many services provided for people at risk of experiencing homelessness and delivered by social services and faith-based organizations in Richmond are supported by dedicated volunteers. Richmond continues to be a caring and inclusive community and many residents are interested in meaningful volunteer opportunities. A local database of volunteer opportunities will provide information to interested members of the public and will continue to help build capacity for Richmond social service sector.

5. Advocate to senior governments regarding the changing needs of homelessness in Richmond and the need for additional funding. **(Ongoing, PRIORITY)**

Richmond requires additional funding to support program and project development for residents who are experiencing homelessness. The City will continue to advocate to senior levels of government to request funding and resources to meet the housing and homelessness services need of Richmond residents and to build awareness of the homelessness needs in Richmond.

6. Report out annually on the progress of the Homelessness Strategy 2019–2029. **(Ongoing)**

Presenting annual update reports to City Council will ensure that the Strategy's actions are being addressed and will provide a transparent and public record of ongoing progress made. Annual reporting will also provide opportunities to refine the Strategy as appropriate to respond to the changing homelessness needs in the community.



6. MONITORING AND EVALUATION

The performance measures and targets defined below are intended to guide the ongoing evaluation of the Homelessness Strategy 2019–2029 and to monitor if experiences of homelessness are rare, brief and non-recurring in Richmond by 2029. The measures will be used to monitor the effectiveness of the Strategy as a whole, as well as the impact of specific projects and programs. Additional or revised measures may be developed as determined by City staff and the Leadership Table.

Table 1: City of Richmond Homelessness Strategy 2019–2029 Monitoring and Evaluation Framework

Strategic Direction	Performance Measure	Target
Prevent pathways into homelessness	Percentage of individuals receiving support from homeless prevention programs who are still housed three months after program intervention.	90% of all program clients by 2029.
Support residents who are experiencing homelessness	Number of individuals turned away from emergency shelters due to insufficient capacity. Percentage of shelter clients who are referred to appropriate housing options within 30 days.	Zero individuals turned away annually by 2029. 100% of shelter clients are referred to housing options within 30 days by 2029.
Provide pathways out of homelessness	Number of individuals who are experiencing chronic homelessness (individuals without permanent shelter for one year or longer) in Richmond. Number of long-term supportive housing units created for individuals experiencing homelessness.	Zero individuals experiencing chronic homelessness by 2029. 100 long-term units by 2029.
Foster collaboration and capacity-building among community partners	Number of Leadership Table members satisfied with the Table (to be collected through annual membership surveys).	Average membership rating 4 out of 5 on an annual basis.
Communicate, research and monitor the needs of Richmond residents experiencing homelessness	Percentage of front line workers in City facilities and services who have participated in homelessness awareness training.	85% by 2025.

7. NEXT STEPS

Moving forward, the City will work with community stakeholders to undertake the recommended actions outlined within the Homelessness Strategy 2019–2029. An immediate priority is creating the Leadership Table to build support amongst local stakeholders to guide the implementation of the Strategy. Other short-term actions include promoting the Strategy and its actions to the provincial and federal governments, Metro Vancouver, and other key stakeholders. On an ongoing basis, the City will monitor the progress and performance of the Homelessness Strategy 2019–2029.



8. CONCLUSION

There are many factors that may lead someone to experience homelessness. These can include lack of adequate income, access to affordable housing options and medical services, experiences of discrimination, traumatic events and personal crisis, physical health problems, disability or mental health concerns.

The City of Richmond is committed to playing a proactive leadership role to facilitate solutions to homelessness in partnership with a wide range of community stakeholders. The Homelessness Strategy 2019–2029 will be the guiding document to further the goal of making experiences of homelessness in Richmond rare, brief and non-recurring. The Homelessness Strategy 2019–2029 identifies partnerships with senior governments and the private and non-profit sector to accomplish the recommended actions set out in its Implementation Plan. Dedicated resources, including City staff time and financial contributions will also be required to meet the needs of Richmond residents experiencing homelessness and to implement the Homelessness Strategy 2019–2029.

With involvement from all sectors—public, non-profit, and the private sector—all Richmond residents experiencing homelessness can receive the supports and housing options necessary to achieve stability in their lives.



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone: 604-276-4000
richmond.ca

CNCL - 117

Summary of Public Engagement

The purpose of this attachment is to summarize key themes that emerged through the various public engagement activities completed in support of the Homelessness Strategy 2019–2029 project.

Engagement Activities

Public engagement was an important component of the Homelessness Strategy 2019–2029 project. The public engagement process included the following activities:

- An online feedback form posted at the Let's Talk Richmond website from May 27 to June 9, 2019;
- A Public Open House held at the Richmond Cultural Centre on June 5 from 4:00-8:00 p.m.; and
- 20 different focus groups held in May and June 2019 with a range of organizations and residents based in Richmond.

The various activities gathered input on two primary questions:

- What needs to be revised in the Draft Strategy?
- What else needs to be included in the Draft Strategy to address homelessness?

Engagement Participants

In total, approximately 275 individuals participated in the engagement activities. These individuals included members of the public and representatives from the following organizations:

- Atira Women's Resource Centre
- BC Housing
- Brighthouse United Church
- Chimo Community Services
- City Centre Community Centre staff
- Connections Community Services
- Development Disabilities Association
- Gilmore Park United Church
- Family Services of Greater Vancouver
- Hamilton Community Centre staff
- Homelessness Services Association of BC
- Kehila Society
- Ministry of Social Development and Poverty Reduction
- Our Saviour Lutheran Church
- Pathways Clubhouse
- Peace Mennonite Church
- Province of BC, Office of Homelessness Coordination
- RainCity Housing staff
- Residents of the temporary modular supportive housing at 6999 Alderbridge Way
- Richmond Addiction Services Society (RASS)

- Richmond Cares, Richmond Gives
- Richmond Centre for Disability
- Richmond Chamber of Commerce
- Richmond Community Services Advisory Committee
- Richmond Family and Youth Court Committee
- Richmond Food Bank
- Richmond MH Consumers and Friends
- Richmond Poverty Response Committee
- Richmond Public Library
- Richmond RCMP
- Richmond School District No. 38
- Richmond Seniors Advisory Committee
- South Arm United Church
- St. Alban Anglican Church
- Steveston United Church
- Tapestry Church
- The Grade 10/11/12 Citizenship Class at A.R. MacNeill Secondary
- The Salvation Army
- Thrive Church
- Touchstone Family Association
- Turning Point Recovery Society
- Union Gospel Mission
- Vancouver Coastal Health Richmond
- YMCA

What We Heard - Key Engagement Themes

The raw notes from all engagement activities (focus groups, Let's Talk Richmond feedback form and open house) were compiled and analyzed to reveal the following key themes.

- *Support for increasing the supply of affordable and supportive housing* – A number of focus group participants supported a strong focus on increasing the supply of affordable housing, particularly supportive housing to meet the needs of individuals experiencing chronic or episodic homelessness.
- *Focus on specific priority groups, particularly youth and seniors* – Many focus group participants acknowledged that a diverse group of Richmond residents experience homelessness. There was particular interest in expanding services for youth, seniors, indigenous people, individuals with complex needs, recent immigrants, young mothers, individuals who are newly homeless and living in a car, and families. Several stakeholders suggested there was a need to enhance language services and other culturally-specific supports for individuals experiencing or at risk of homelessness. Other stakeholders expressed that community partners should prioritize the most vulnerable individuals experiencing homelessness.
- *Support for enhanced collaboration* – Collaboration and coordination were common topics amongst stakeholders. A wide range of stakeholders, including other levels of government,

service providers, community organizations, the faith community, and the private sector, are supportive of enhancing collaborative actions related to addressing homelessness. Let's Talk Richmond respondents suggested enhancing collaboration with the Richmond School District, individuals with lived experience, members of the public, and organizations working in education, health, and employment.

- *Business community support for addressing homelessness* – The Richmond Chamber of Commerce expressed support in being more involved in meetings and initiatives related to homelessness. Specific ideas included future workshops with members of the business community.
- *Support for expanded service delivery* – Multiple focus groups, including representatives from the faith community, noted that a variety of services are currently delivered in the community—for example, meal programs, health supports, events, referrals and other services for individuals experiencing homelessness. Faith community representatives brainstormed new or expanded services, including support for different cultural groups, and new programs and facilities. Similarly, the Poverty Response Committee expressed interest in seeing expanded food programs, nighttime outreach services, and dedicated services for seniors experiencing homelessness.
- *Acknowledgment that there is no single solution to homelessness and that a variety of solutions are needed* – Multiple groups mentioned that actions need to be responsive to specific needs of individuals. In addition, multiple stakeholders stated that various supports must be provided, as a basic housing unit is not always sufficient for individuals who have more complex needs.
- *Acknowledgement that homelessness happens throughout Richmond* – Stakeholders referenced the fact that people are experiencing homelessness in various parts of Richmond, including the City Centre, Steveston and Hamilton. As such, there was support for expanding housing and other programs throughout the city.
- *Need to quantify and monitor homelessness trends* – There was strong support for improving data collection regarding homelessness in the community. In particular, there was interest in having a detailed understanding of the individuals currently experiencing homelessness, including their specific housing and support needs.
- *Preference for budget estimates and performance measures* – Multiple stakeholders, including the Chamber of Commerce, recommended developing budget estimates for several actions in the plan to support advocacy efforts with the provincial and federal governments. In addition, multiple stakeholders expressed support for performance measures and targets to help monitor progress made in implementing the Strategy.
- *Satisfaction with the Vision Statement* – Let's Talk Richmond respondents were asked about their level of agreement with the Vision Statement included in the Draft Richmond Homelessness Strategy. The results were the following:
 - 48 per cent of respondents strongly agreed with the Vision Statement, 35 per cent agreed, 12 per cent disagreed, and 5 per cent strongly disagreed. In general, individuals

who strongly agreed or agreed supported the vision statement, but had suggestions for wording changes or other revisions. Individuals who disagreed or strongly disagreed generally objected to the concept of City involvement in addressing homelessness.

Conclusion

A number of the comments received through the engagement activities were incorporated into the final Richmond Homelessness Strategy. Other comments will be considered as the City and its community partners implement specific projects and programs in the future. In total, the majority of engagement participants were generally supportive of the Homelessness Strategy, and were committed to supporting the work moving forward.



City of Richmond

Report to Committee

To: Planning Committee **Date:** July 26, 2019
From: Kim Somerville
Director, Community Social Development **File:** 12-8060-20-
010037/Vol 01
Re: **Housing Agreement Bylaw No. 9933, Amendment Bylaw No. 10037 to Permit the City of Richmond to Amend the Existing Housing Agreement Securing Affordable Housing Units located at 5333 No. 3 Road (formerly 7960 Alderbridge Way and 5333 and 5411 No. 3 Road)**

Staff Recommendation

That Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment Bylaw No. 10037 be introduced and given first, second and third readings to permit the City to amend the existing Housing Agreement pursuant to an Amending 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 the Rezoning Application RZ 15-692485.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The purpose of this report is to recommend that Council approve the amendment of the existing Housing Agreement Bylaw No. 9933, Amendment Bylaw No. 10037 that secures 38 affordable housing units and 115 market rental units in the development located at 5333 No. 3 Road (formerly 7960 Alderbridge Way and 5333 and 5411 No. 3 Road). The amendment is required to align the description of the lands in the Housing Agreement with the fully assembled Development Lot (defined below) and to release the Housing Agreement from the Rem. 46 (defined below).

This report and bylaw 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.

This report and bylaw also supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

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

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

This report and bylaw are consistent with the Richmond Affordable Housing Strategy 2017–2027, adopted on March 12, 2018, which specifies the creation of affordable rental housing units as a key housing priority for the City.

On October 22, 2018, Council adopted Housing Agreement Bylaw 9933 to secure the 38 affordable rental housing units and the 115 market rental units at 5333 No. 3 Road. The Housing Agreement was signed and annotation of the Housing Agreement was filed against the original lands owned by the Developer.

Analysis

At the time Housing Agreement Bylaw No. 9933 was adopted, there were three lots subject to the rezoning and the Housing Agreement (Lot 46, Lot 79 and Lot 80).

Following the adoption of the Housing Agreement and as part of the rezoning process, the Developer subdivided the original three lots (Lot 46, Lot 79 and Lot 80) and an adjacent portion of a closed road to create a development lot (the "Development Lot") and a remainder lot 46 ("Rem. 46") (Attachment 1). Both the portion of the road as well as the Rem. 46 were transferred to the City as part of the Rezoning Conditions.

A Housing Agreement amendment is now required to release the Housing Agreement from the newly created and now City-owned Rem. 46 and to amend the legal description in the Housing Agreement to match the legal description of the Development Lot. The proposed revised Housing Agreement (Bylaw No. 9933, Amendment Bylaw No. 10037) is presented here.

It is recommended that the proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9933, Amendment Bylaw No. 10037) be introduced and given first, second and third readings. Following adoption of the Amendment Bylaw, the City will modify the Housing Agreement as per the Modification Agreement, file a notice of modification of the Housing Agreement on title to the subject lands, and release the Housing Agreement from title to Rem. 46.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9933, Amendment Bylaw No. 10037, is required to permit the City to amend the existing Housing Agreement, which will release the Housing Agreement from the City-owned Rem. 46.



Cody Spencer
Program Manager, Affordable Housing
(604-247-4916)

Att. 1: Map of 5333 and 5411 No. 3 Road



**Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment
Bylaw No. 10037**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a Housing Agreement modification, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 030-721-733 Lot 1 Section 5 Block 4 North Range 6 West New Westminster
District Plan EPP86098

2. The Mayor and City Clerk for the City of Richmond are authorized to execute for filing in the Land Title Office a release of Housing Agreement dated October 22, 2018, a notation of which is filed in the Land Title Office under number CA7160625, from title to the lands legally described as:

PID: 003-587-100 Lot 46 Section 5 Block 4 North Range 6 West New Westminster
District Plan 34468 Except Part in Plan EPP87559


This Bylaw is cited as **Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment
Bylaw No. 10037**

FIRST READING

SECOND READING

THIRD READING

ADOPTED

_____ _____ _____ _____	<div>CITY OF RICHMOND</div> <div>APPROVED for content by originating dept. </div> <div>APPROVED for legality by Solicitor</div>
----------------------------------	--

MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment Bylaw No. 10037

HOUSING AGREEMENT MODIFICATION BETWEEN ALDERBRIDGE WAY LIMITED
PARTNERSHIP AND THE CITY OF RICHMOND

**HOUSING AGREEMENT – AFFORDABLE AND MARKET RENTAL HOUSING
MODIFICATION**

(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference _____, 2019,

AMONG:

ALDERBRIDGE WAY LIMITED PARTNERSHIP, a limited partnership duly formed under the laws of the Province of British Columbia and having its registered office at 2000 – 250 Howe Street, Vancouver BC V6C 3R6, by its general partner **ALDERBRIDGE WAY GP LTD.**, a corporation duly incorporated under the laws of the Province of British Columbia and having its registered office at 2000 – 250 Howe Street, Vancouver BC V6C 3R6

(the “**Beneficiary**”)

AND:

0989705 B.C. LTD. (INC. NO. BC0989705), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 1600 – 925 West Georgia Street, Vancouver British Columbia V6C 3L2

(the “**Nominee**”)

(the Beneficiary and the Nominee are, together, the “**Owner**” as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the “**City**” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

A. On October 22, 2018, the City, the Nominee and the Beneficiary entered into a Housing Agreement (the “**Housing Agreement**”) pursuant to section 483 of the *Local Government Act* in respect to certain lands and premises legally described as:

- (i) Parcel Identifier: 003-583-902, Lot 80 Section 5 Block 4 North Range 6 West New Westminster District Plan 37118;

- (ii) Parcel Identifier: 003-587-100, Lot 46 Section 5 Block 4 North Range 6 West New Westminster District Plan 34468; and
- (iii) Parcel Identifier: 003-582-663, Lot 79 Section 5 Block 4 North Range 6 West New Westminster District Plan 37118; and

B. The parties wish to modify the Housing Agreement as set out herein.

NOW THEREFORE, in consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

1. All capitalized terms in this Agreement have the same meaning as in the Housing Agreement, unless expressly stated otherwise.

2. Section 1.1(s) is hereby deleted and the following is substituted:

“**Lands**” means the lands and premises legally described as follows:

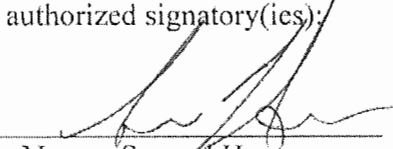
Parcel Identifier: 030-721-733

Lot 1 Section 5 Block 4 North Range 6 West New Westminster District Plan EPP86098

3. Except as set out in this Agreement, the Housing Agreement remains in full force and effect.

[SIGNATURE BLOCKS FOLLOW]

ALDERBRIDGE WAY LIMITED PARTNERSHIP,
by its general partner
ALDERBRIDGE WAY GP LTD.,
by its authorized signatory(ies):

Per: 
Name: Samuel Hanson

Per: _____
Name:

0989705 B.C. LTD.,
by its authorized signatory(ies):

Per: 
Name: Samuel Hanson

Per: _____
Name:

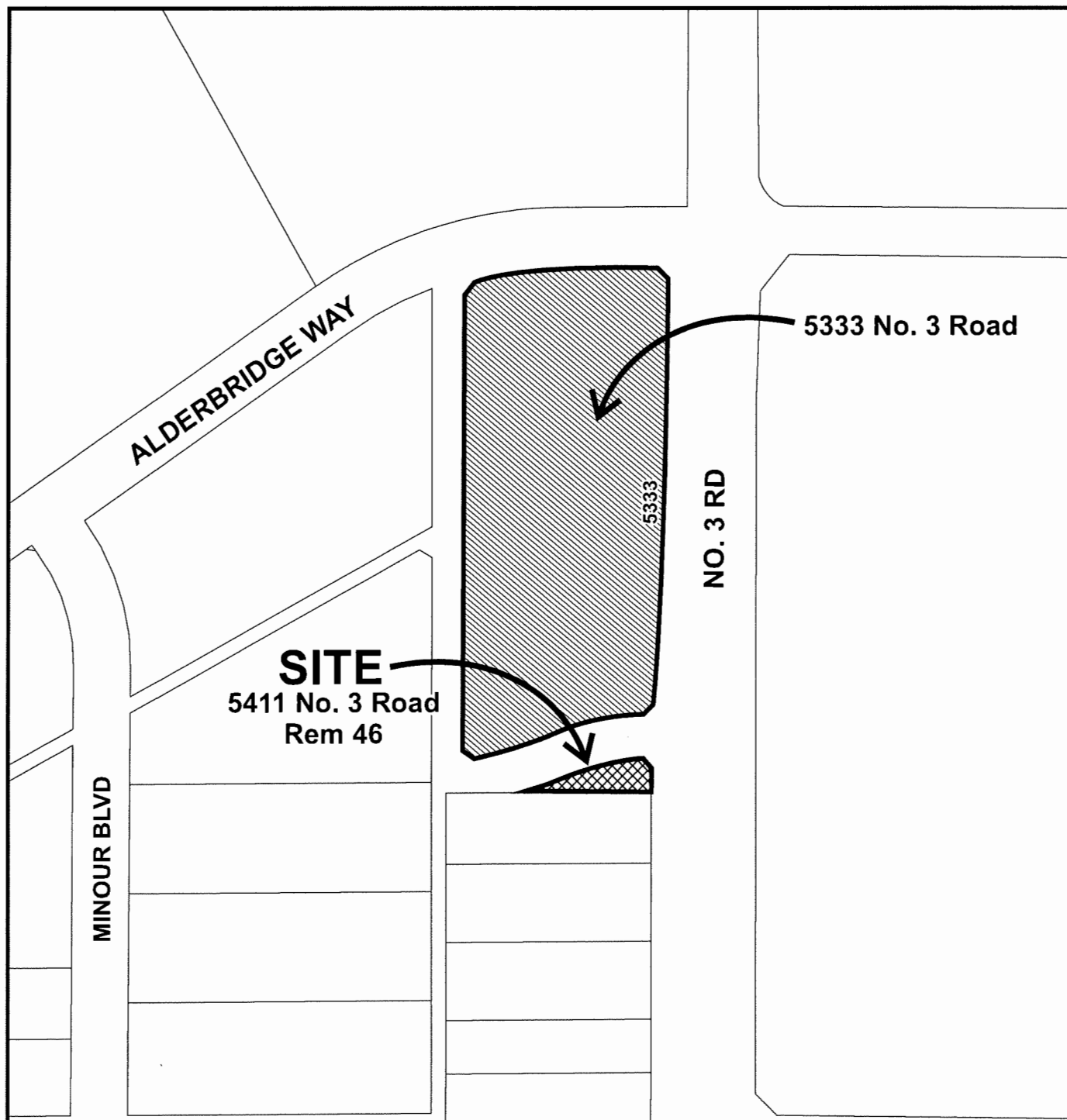
CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer



City of
Richmond



5333 and 5411 No. 3 Road

CNCL - 130

Original Date: 05/28/19

Revision Date:

Note: Dimensions are in METRES



To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 19, 2019
File: RZ 18-807620

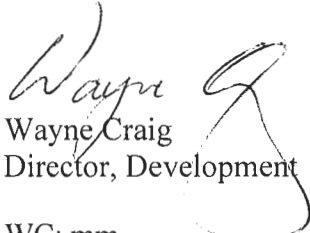
Re: **Application by GBL Architects to Amend Schedule 2.11A of Official Community Bylaw 7100 (West Cambie Area Plan), Create the “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” Zone, and Rezone the Site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”**

Staff Recommendations

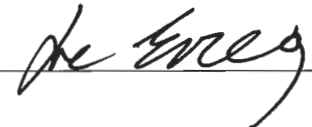
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006 to amend Schedule 2.11A (West Cambie Area Plan) to amend the “Alexandra Neighbourhood Open Space System Map”, the “Alexandra Neighbourhood Character Area Map” and the “Character Area 1 – Mixed Use Employment-Residential Alexandra Map” to include a pedestrian and bicycle connection between Garden City Road and Dubbert Street, be introduced and given First Reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in conjunction with:
 - a. The City’s Financial and Capital Program; and
 - b. The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 to create the “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”, be introduced and given First Reading.


Wayne Craig
Director, Development

WC: mm
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
District Energy	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to rezone a 12,691 m² (3.14 acre) site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” (Attachment 1). The 12,691 m² (3.14 acre) gross site area includes the 10,856 m² (2.68 acres) development site, 336 m² (3,617 ft²) to be subdivided and transferred to the City and 1,499 m² (16,135 ft²) to be provided as road dedication to widen Dubbert Street.

The proposed rezoning would permit the development of a four-storey commercial building fronting Garden City Road and two five-storey residential buildings facing Odlin Road and Dubbert Street, all over a common parkade.

The proposed development will contain approximately 174 residential units including nine Affordable Housing units, 15 Modest Market Rent Controlled units and 17 Market Rental units as discussed further below in this report. Details on the proposed rental housing is provided within the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”. The total net area of the proposed project is approximately 21,032 m² (226,386 ft²) of which 5,821 m² (62,656 ft²) is located within the commercial building that has been designed to accommodate a range of employment uses.

Findings of Fact

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

Subject Site Existing Housing Profile

The existing six lots each included a single family dwelling, all of which have been demolished. One of the single family dwellings had a secondary suite.

Surrounding Development

- To the North: Across Odlin Road, single family dwellings and a duplex on lots respectively zoned “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan.
- To the South: Single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.
- To the East: Dubbert Street and a four-storey apartment project on a site zoned “Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)” and designated

“Residential Area 1” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.

- To the West: Garden City Road and single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “General Urban T4 (25m)” on the Aberdeen Village Specific Land Use Map and “Industrial Reserve: Limited Commercial” within the City Centre Area Plan.

Related Policies & Studies

Official Community Plan/West Cambie Area Plan – Schedule 2.11.A

Official Community Plan

The Official Community Plan (OCP) designates the subject site as “Mixed Use”. The proposed rezoning is consistent with this designation. Section 3.3 of the OCP also encourages the development of Market Rental units and allows for up to a 0.10 FAR density bonus for projects such as the one proposed. Consistent with the OCP, this proposal includes a 0.08 FAR density bonus associated with the proposed Market Rental units.

West Cambie Area Plan

The subject site is designated “Mixed Use Employment-Residential” in the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan (Attachment 3). The Area Plan requires that 0.52 FAR of the total floor area proposed be comprised of only employment/commercial uses, and allows for up to a 1.28 FAR density bonus for residential uses subject to the provision of Affordable Housing units, Modest Market Rent Controlled units, and Market Rental units (for a maximum total of 1.80 FAR). Consistent with the Area Plan, this proposal includes:

- a 0.52 FAR base density for employment/commercial uses; and,
- a 1.28 FAR density bonus for residential apartments, of which:
 - 5% of the residential floor space is for Affordable Housing units;
 - 7.5% of the residential space is for Modest Market Rent Controlled units; and,
 - 2.5% of the residential floor space is for Market Rental units (note: this is separate from and in addition to the above-noted 0.08 FAR density bonus permitted by the OCP).

A description of the three rental tenures is provided in the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”.

In summary, the total density proposed with this project is 1.88 FAR, consistent with both the OCP and the West Cambie Area Plan.

West Cambie Area Plan Amendment

This application includes proposed amendments to the West Cambie Area Plan to add a pedestrian and bicycle connection between Garden City Road and Dubbert Street under OCP Amendment Bylaw 10006 (see Attachment 4). The pathway and landscaping would have an ultimate 10 m (32.8 ft.) wide Statutory Right-of-Way (SRW) of which 5.0 m (16.4 ft.) will be

provided on the subject development site and a further 5.0 m (16.4 ft.) to be provided by the future development to the south. This is further described under the “Vehicle and Pedestrian Access” section below in this report.

Zoning Bylaw Amendment with Affordable and Market Rental Housing

Zoning Amendment Bylaw 9999 proposes to create and rezone the site to a new site-specific zone, "Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)". It includes density bonuses consistent with the affordable housing and market rental housing policies within the OCP and West Cambie Area Plan.

The proposed ZMU41 zone provides for the following:

- There is 0.52 FAR base density that permits only employment uses including office, retail, restaurant, and a range of commercial and public services.
- A density bonus of 1.28 FAR under the West Cambie Area Plan for residential uses plus the 0.08 FAR Market Rental Bonus under the OCP provided that 41 rental units are provided in the following rental tenures:
 - Nine Affordable Housing (Low-End Market Rental) units comprising 5% of the residential floor space is provided as required under the Area Plan.
 - 15 Modest Market Rent Controlled units comprising 7.5% of the residential floor space being provided as rental housing units required under the Area Plan.
 - 17 Market Rental Units comprising 8.3% of the total residential floor space of which 2.5% is provided as required under the Area Plan and 0.08 FAR or 5.8% of the total residential floor area being provided as required under the OCP Market Rental policy.

Over 40% of each of the above unit tenure types are comprised of family-friendly units (i.e., two-bedroom or larger), specifically: 77% of the Affordable Housing units; 46% of the Modest Market Rent Controlled units; and 58% of the Market Rental units. Overall, 68% of the units in this proposal consist of family-friendly units.

Separate housing agreements and covenants are required to be registered on Title for the Affordable Housing units and the Modest Rent Controlled units. The legal agreements for the Affordable Housing units and the Modest Rent Controlled units will provide that:

- Occupants of the units enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces at no additional cost.
- The units in each tenure type be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the Housing Agreement shall apply in perpetuity.
- No parking fees are charged to residents of the units.

In addition to the above-noted common terms of the agreements, the housing agreement for the nine Affordable Housing units ensures that City-wide Low-End Market Rental (LEMR) rates

apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	2	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

In addition to the above-noted common terms of the agreements, the housing agreement for the 15 Modest Rent Controlled Rental units ensures that the West Cambie Council Policy 5004 rates apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index. It should be noted that this is the first project in West Cambie to implement West Cambie Modest Rent Controlled Rental Council Policy No. 5004.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	8	50 m ² (535 ft ²)	\$750	\$38,000 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,100	\$46,500 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,400	\$57,500 or less

A Market Rental Agreement and covenant are required to be registered on Title for the Market Rental units, which will provide that:

- Occupants of the units may access and use of all on-site indoor and outdoor amenity spaces.
- No fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant). This provision will allow for separate sale of two groups of rental units within the two residential buildings to facilitate ease of management and development phasing.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the market rental agreement shall apply in perpetuity.

There will be no restriction on tenant incomes or rental rates for the Market Rental units.

There will also be registration of a covenant and/or other legal agreements to ensure that the building with the employment/commercial uses be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses as required under the West Cambie Area Plan.

Other Policies, Strategies & Bylaws

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Given this, there is a requirement for registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m.

Aircraft Noise Sensitive Development Policy

The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Policy. The proposed rezoning is consistent with this policy. Registration of an aircraft noise covenant is required prior to rezoning adoption. This will require that project be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces.

Mixed-use Noise Covenant

There will be registration of a legal agreement on title identifying the development as mixed-use, and specifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces. Furthermore, the commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated from penetrating into residential uses.

Public Consultation

Rezoning signs have been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning signs on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

The table below clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond School Board	No referral necessary, as the proposed amendment would generate less than 50 school aged children (typically around 295 multiple-family housing units).
The Board of Metro Vancouver	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment pertains to a pedestrian walkway only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
TransLink	No referral necessary, as no transportation road network changes are proposed, and the proposed amendment pertains to a pedestrian walkway only.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed OCP amendment to add a walkway does not change the amount residential floor area permitted. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, OCP amendments are only referred to the School District if they involve a density increase which generates more than 50 school aged children (e.g., typically around 295 multiple family housing units).

Analysis

Built Form and Architectural Character

The proposed development will consist of three modern-style, low-rise buildings including one commercial (retail/office) building and two residential buildings constructed on top of a common parkade (Attachment 5). The commercial building will face Garden City Road and is proposed to be four storeys in height. The larger of the two residential buildings will be five storeys in height along Odlin Road and four to five storeys along Dubbert Street. The smaller residential building will face Dubbert Street and is proposed to be five storeys in height.

The parkade is situated as low as possible within approximately 0.30 m (1.0 ft.) of the water table and can only be partially located below the existing grade. By lowering the parkade as much as possible, the grade difference between the main floor of the two residential buildings in relation to Odlin Road and Dubbert Street is limited to between 1.5 m (5.0 ft.) to 1.7 m (5.6 ft.) with stepped with landscaping along the street frontages. The ground floor of the commercial building has been able to be lowered down to street level fronting Garden City Road due to no parkade being located beneath this section of the building.

A grade separation of approximately 2.9 m (9.4 ft.) would exist between the main floor of the buildings to the existing grade on the remaining adjacent single-family lots to the west. For this site, the applicant has demonstrated that a five-storey, 1.8 FAR mixed-use development consistent with the West Cambie Area Plan could be developed should a rezoning application be submitted for this site.

Subdivision and Transfer of Lot to the City

As a condition of this rezoning application, the owner will subdivide and transfer to the City a 336 m² (3,617 ft²) portion of land, located adjacent to and south of the development site. This parcel is intended to be consolidated with the anticipated land assembly to the south.

Transportation and Site Access

Vehicle and Pedestrian Access

The vehicle access for the proposed surface parking lot for the commercial building is to be provided by a driveway leading from Odlin Road. There is one driveway from Dubbert Street leading to the parkade beneath the two residential buildings (Attachment 5). There will be a Statutory Right of Way (SRW) registered on Title to allow the driveway from Odlin Road to provide a connection to the above-noted site to the west at such time that it is re-developed in the future.

Vehicle and pedestrian access from Dubbert Street will be improved with a 2.0 m (6.6 ft.) sidewalk on the west side, 11.2 m (36.7 ft.) wide driving surface and a 2.25 m (7.4 ft.) wide grassed boulevard. A 10.0 m (32.8 ft.) wide road dedication and corner cut at the intersection of Dubbert Street and Odlin Road will be provided to enable the frontage improvements.

There will also be an east-west pathway within a 5.0 m (16.4 ft.) wide SRW to be registered on Title of the development site that will provide a public pedestrian and bicycle connection between Garden City Road and Dubbert Street along the southern edge of the site. The SRW will

provide for public access for this pathway within the subject site and will be widened to 10.0 m (32.8 ft.) when a development is constructed to the south, and will be maintained by the subject developments. The inclusion of this pathway is facilitated by the proposed OCP amendment to the pathway network shown within the West Cambie Area Plan.

Parking

There will be a total of 224 resident and 164 commercial parking spaces. There will be a minimum of 32 residential visitor parking spaces shared with the commercial parking spaces. A covenant will be registered on Title that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit.

The proposed project includes 62 tandem resident parking spaces or 28% of the required residential parking spaces. A legal agreement will be registered on Title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

The proposed parking is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The proposed TDM measures include:

- Monthly bus passes (2-zone) offered to: 25% of market strata units (34 units); 50% of Market Rental units (9 units); and 100% of both the Affordable Housing units and Modest Rent-Controlled units (24 units) for one year. The contribution will be secured through a covenant registered on Title or other legal agreement.
- A bicycle end-of-trip facility for the commercial building and bicycle repair/maintenance stations for each of the two residential buildings secured by a restrictive registered on Title.
- Road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (90 m to Odlin Road and 170 m to Alexandra Road), that includes road widening to provide a separate 1.8 m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Based on the size of the development, there is one medium (SU9) loading space provided for residential uses and two medium (SU9) spaces for the commercial uses. The standard Zoning Bylaw requirement for one large (WB17) commercial loading space is proposed to not be included for this development based on the findings of the Traffic Impact and Parking Study and is supported by Transportation staff. Thus, the proposed ZMU41 zone does not require a large (WB17) commercial loading space for this development.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 49 bylaw-sized trees on the subject property, eight (8) trees on neighbouring properties to west and one (1) tree currently on City property (Attachment 6).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments below:

- Five (5) trees located on the site will be retained due to their good condition and being located on the lot to be transferred to the City and outside of the development site. (See tree nos. 21 to 25 in the tree plan in Attachment 6).
- The applicant intends to remove 44 on-site trees, of which:
 - 34 trees are in poor condition due to their tree structure, leaning angle or previous topping, and thus are required to be removed.
 - 10 trees are in good condition but are proposed to be removed due to the nature of the soils in the area, required excavation of the site for the proposed building and the widening of Dubbert Street. (See tree nos. 1, 5, 8, 9, 32 to 36 and 47) in the tree plan in Attachment 6).
- There is removal of one tree (tree no. ci061) from City property within the existing Odlin Road allowance which is in good condition but needs to be removed for the proposed road works.
- Eight trees on neighbouring properties are to be retained at the time of development of the subject site. The applicant has submitted a tree protection plan showing the trees to be retained (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to submit to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones.

Tree Retention

There are five trees proposed to be retained at the time of development of the subject site that are located within the lot proposed to be transferred to the City. Long-term retention of these trees would be assessed as part of the anticipated future rezoning of the site to the south. These trees include three Silver Birch, one Black Pine and one Cottonwood. A Tree Survival Security of \$35,000.00 for these trees will be provided and retained by the City for a period of three years after occupancy of the project.

Tree Replacement

In compensation for the 44 trees proposed to be removed, the OCP 2:1 replacement ratio would require a total of 88 replacement trees to be included within the final Development Permit landscape plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057.

Basic Universal Housing Units

All Affordable, Modest Rent Controlled and Market Rental units (a total of 41 units) will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.

West Cambie Area Plan Contributions

This West Cambie Area Plan requires that following contributions be made to the City prior zoning adoption:

- Childcare contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to the City childcare reserve fund.
- West Cambie Area Plan Beatification contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie.
- West Cambie Area Plan Planning Costs contribution of \$0.08 per buildable square foot (e.g. \$17,147.10) to assist with paying for community and engineering planning costs within West Cambie.

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

Public Art Contribution

The applicant will be making a contribution of approximately \$194,146.00 to the City's Public Art Reserve Fund. The applicant may choose to make a cash contribution for City-wide public art or to provide public art on-site through the Developer Public Art process. If the artwork is to be provided on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan to be reviewed by the City's Public Art Advisory Committee.

Renewable Energy and Sustainability Requirements

The subject site is within the Alexandra District Energy Utility (ADEU) and connection to the utility will be required for this development. The rezoning considerations include requirements for the registration of legal agreements ensuring that the building is designed with the capability to connect and be serviced by the utility and ensuring that the service connection will be made prior to occupancy.

The applicant has also submitted a letter indicating their intent to meet the sustainability requirements set out in the OCP and the applicable sections of Richmond's BC Energy Step Code.

Amenity Space

The proposed development provides 116 m² (1,250 ft²) of common indoor amenity space on the second level of the northerly residential building. The preliminary landscape plans also include approximately 1,399 m² (15,059 ft²) of common outdoor amenity space, of which 536 m² (5,770 ft²)

will be outdoor play area which will accommodate play equipment within the final Development Permit plans. These amenity areas exceed the OCP Development Permit guidelines. There will be registration of an easement and other legal agreements to ensure that residents of each residential building will have access to the common indoor amenity space and common outdoor amenity spaces.

Site Servicing and Frontage Improvements

The applicant will be required to enter into a Servicing Agreement that includes the design and construction of the following works:

Frontage Improvements

- Along the Dubbert Street frontage: Road widening to provide a 2.25 m (7.4 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the west side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Odlin Road frontage to Garden City Road: Road widening to provide a 2.5 m (8.2 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the south side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Garden City Road frontage of the site: Work includes the revision of the width of the two existing northbound traffic lanes to 3.5 m (11.5 ft.) each, and construction of a 1.5 m (5.0 ft.) wide grassed/treed boulevard, a 2.0 m (6.6 ft.) wide asphalt bike path, a 1.35 m (4.4 ft.) wide buffer strip with pedestrian lighting and a 2.0 m (6.6 ft.) wide sidewalk. The works will extend 30 m (98.4 ft.) north and south outside the limit of the development frontage.
- Further works that include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50 m (164 ft.) to Garden City Road, that includes road widening to provide a parking lane, and an interim 1.5 m wide paved sidewalk.
- Upgrade of the existing traffic signal at the Garden City Road/Odlin Road intersection to accommodate the road widening noted above which includes Accessible Pedestrian Signals and illuminated street signs.
- TDM works that include road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (853 ft.) (with 90 m (295 ft.) to Odlin Road and 170 m (558 ft.) to Alexandra Road), that includes road widening to provide a separate 1.8 m (6.0 ft.) wide bike lane and a 1.5 m (5.0 ft.) wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Servicing Works

- Installation of approximately 167 m (580 ft.) of new 200 mm diameter watermain along the proposed development's Dubbert Street frontage.
- Installation of fire hydrants as required by the City standards along the development road frontages.
- Installation of a new watermain to replace the existing watermain along the east side of Garden City Road may be required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing watermain.

- Possible replacement of the existing storm sewer on the Dubbert Street frontage.
- Construction of approximately 85 m (108 ft.) of 200 mm diameter sanitary line from 9080 Odlin Road to the intersection of Odlin Road and Dubbert Street.
- Provision of street lighting along the Garden City Road, Odlin Road and Dubbert Street frontages.
- Removal or placement underground of the existing private utility overhead lines (e.g. BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to 9211 Odlin Road.

Prior to issuance of the Building Permit, the applicant will be required to pay latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.

Development Permit Review

At the forthcoming Development Permit stage, design elements to be further addressed include:

- Providing detailed designs of the parkade walls and landscaping around the perimeter of the project.
- A detailed review of the façade materials and colours.
- Providing detailed landscape plans with the required number of replacement trees and plant lists.
- Providing additional landscaping specifications for the outdoor amenity and children's play areas.

Financial Impact

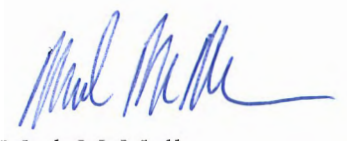
As a result of the proposed development, the City will take ownership of developer contributed assets including roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$10,500.00. This will be considered as part of the City's 2020 Operating Budget.

Conclusion

The proposed 174-unit mixed use development is the first development to be considered under the "Mixed Use Employment-Residential Neighbourhood Residential" designation within the West Cambie Area Plan. The project includes 17 Market Rental units, 15 Modest Rent-Controlled units and nine Affordable Housing units for a total of 41 rental units.

The development will also provide a new pedestrian and bicycle connection between Garden City Road and Dubbert Street.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, be introduced and given first readings.



Mark McMullen
Senior Coordinator – Major Projects

MM:rg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: West Cambie Area Plan Alexandra Neighbourhood Land Use Map

Attachment 4: Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

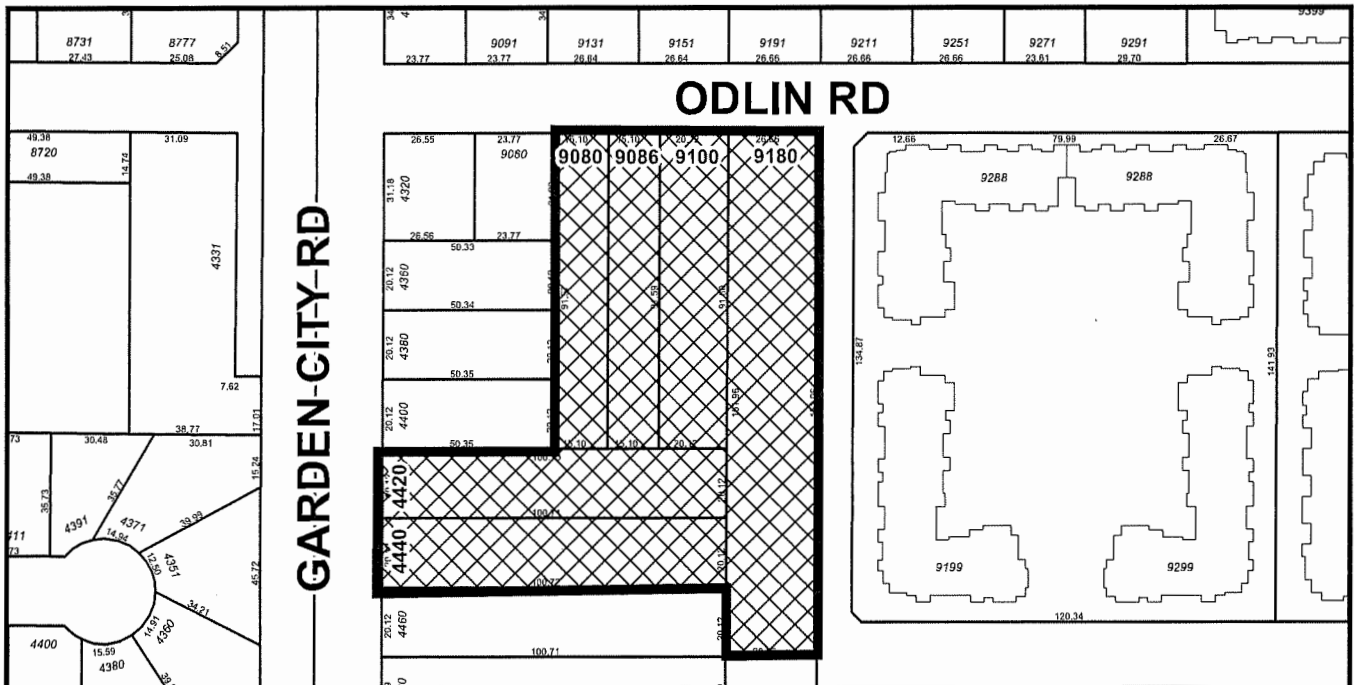
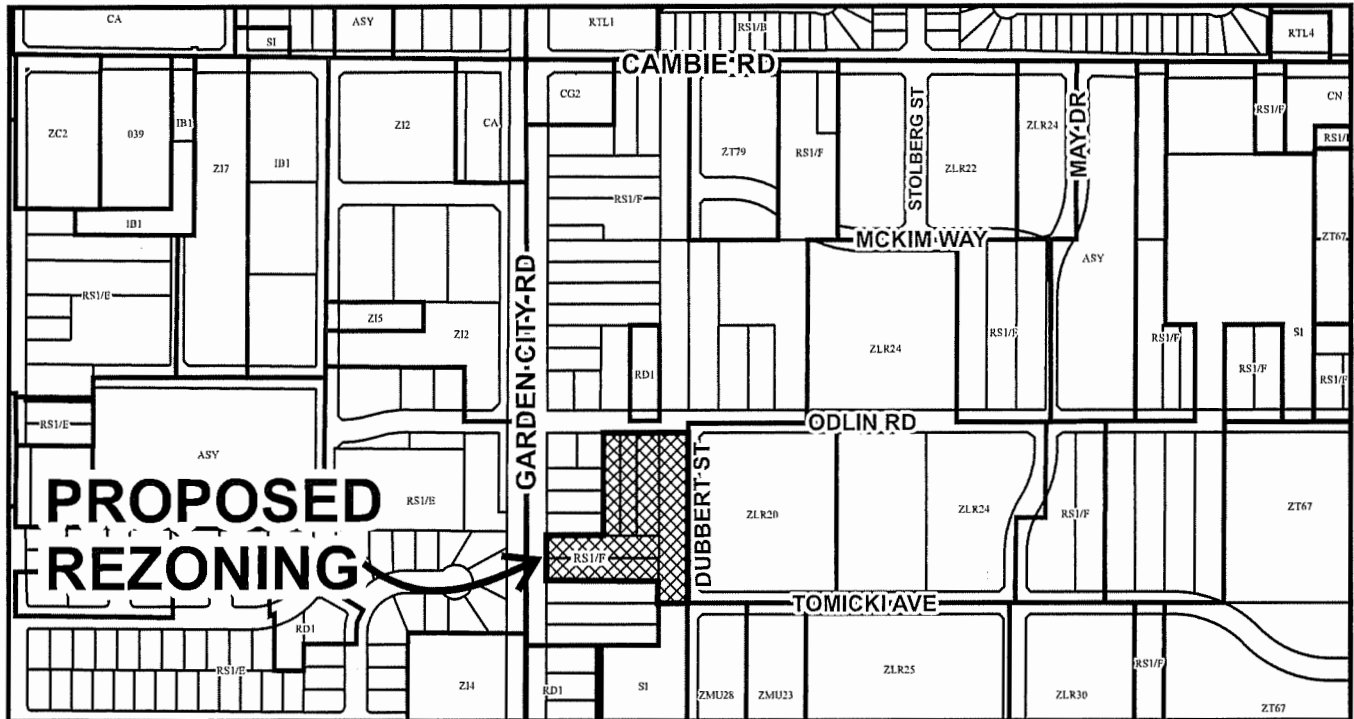
Attachment 5: Conceptual Development Plans

Attachment 6: Tree Preservation Plan

Attachment 7: Rezoning Considerations



City of
Richmond



RZ 18-807620

Original Date: 03/01/18

Revision Date: 07/31/19

Note: Dimensions are in METRES



City of
Richmond



RZ 18-807620

Original Date: 03/01/18

Revision Date: 07/31/19

Note: Dimensions are in METRES

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RZ 18-807620
Attachment 2

Address: 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road

Applicant: GBL Architects

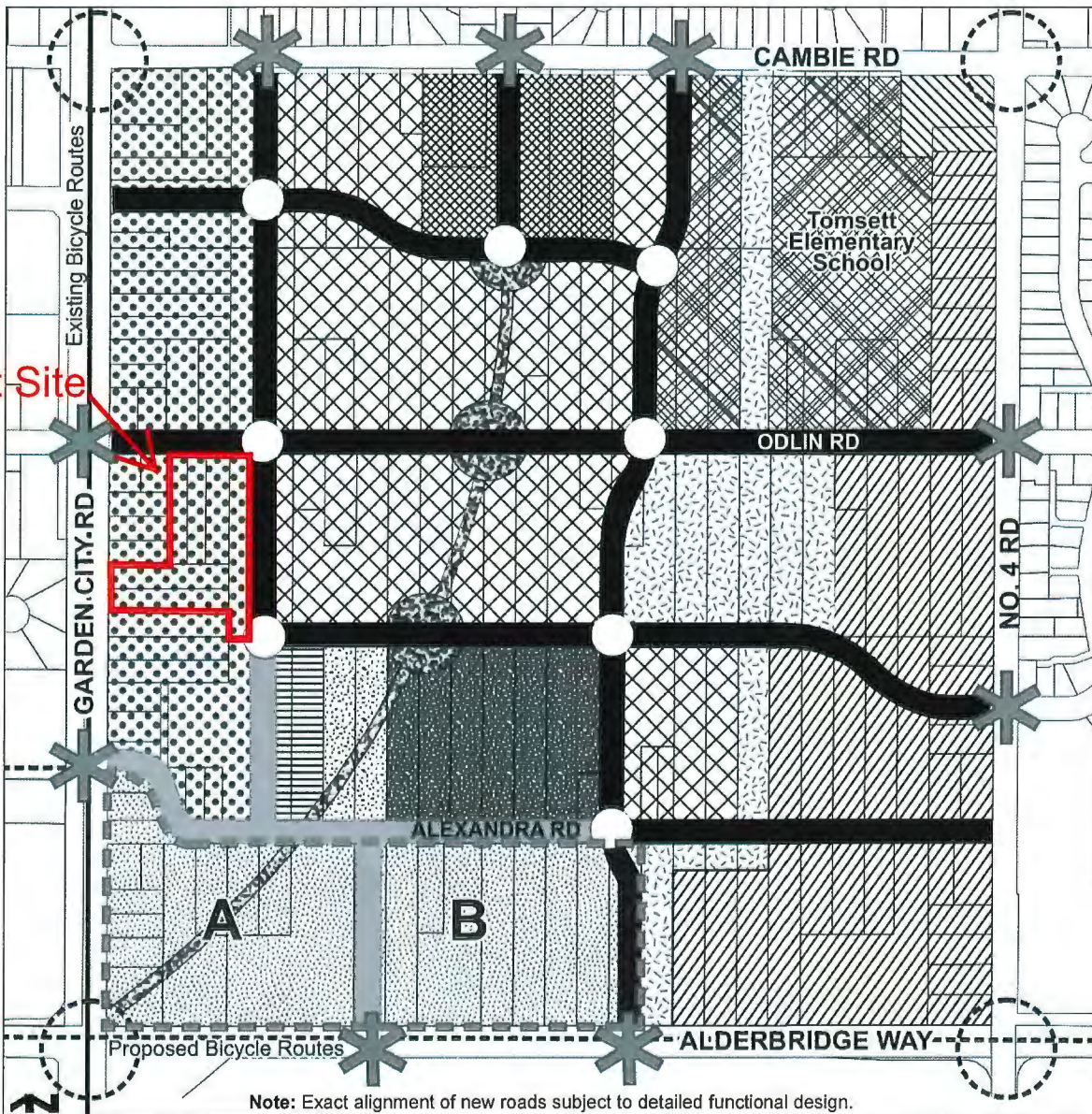
Planning Area(s): West Cambie – Alexandra Neighbourhood (Schedule 2.11 A)

	Existing	Proposed
Owner:	1074971 BC Ltd.	1074971 BC Ltd.
Site Size (m²):	12,691 m ²	12,691 m ² including: 10,856 m ² development site 1,499 m ² road dedication 336m ² to be transferred to the City
Land Uses:	Single-Family Residential	Apartment Residential and Commercial
OCP Designation:	Mixed Use	Mixed Use
Area Plan Designation:	Mixed Use Employment -Residential	Mixed Use Employment -Residential
Zoning:	RS1/F	ZMU41
Number of Units:	Six lots with single-family detached dwellings (now demolished)	174 apartment units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.8 FAR under Area Plan & 0.08 FAR under OCP Market Rental Policy	Total 1.88 FAR per Area Plan & OCP Market Rental Policy	none permitted
Lot Coverage (% of lot area):	Max. 55%	52%	none
Lot Size:	Min. 10,000 m ² for development lot	10,856 m ² for development lot	none
Lot Dimensions (m):	Min. lot width is 35.0 m and min. lot depth is 110.0 m for the development lot	Min. lot width is 40.2 m and min. lot depth is 117.4 m for the development lot	none
Setbacks (m):	North (Odlin Rd): 3.5 m North (Interior): 3.0 m East (Dubbert St): 4.5 m West (Interior): 14.5 m West (Garden City): 1.5 m South (Interior): 5.0 m	North (Odlin Rd): 3.7 m North (Interior): 3.0 m East (Dubbert St): 4.6 m West (Interior): 14.8 m West (Garden City): 1.7 m South (Interior): 7.2 m	none
Height (m):	Buildings facing Garden City Rd: 23 m Buildings facing Odlin Rd & Dubbert Rd: 20 m	Buildings facing Garden City Rd: 21.9 m Buildings facing Odlin Rd & Dubbert Rd: 19.2 m	none
Off-street Parking Spaces –Residential (R) / Visitor (V) (Shared w/Commercial):	224 (R) 32 (V)	228 (R) 32 (V)	none
Off-Street Parking Spaces – Total Commercial and Office	Min. 161	164	none
Tandem Parking Spaces:	Max. 50% (112) of required spaces	28% (62) of required spaces	none
Amenity Space – Indoor:	Min. 100 m ²	116 m ²	none
Amenity Space – Outdoor:	Min. 1,068 m ²	1,399 m ²	none

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City of Richmond

Alexandra Neighbourhood Land Use MapBylaw 9121
2015/06/15

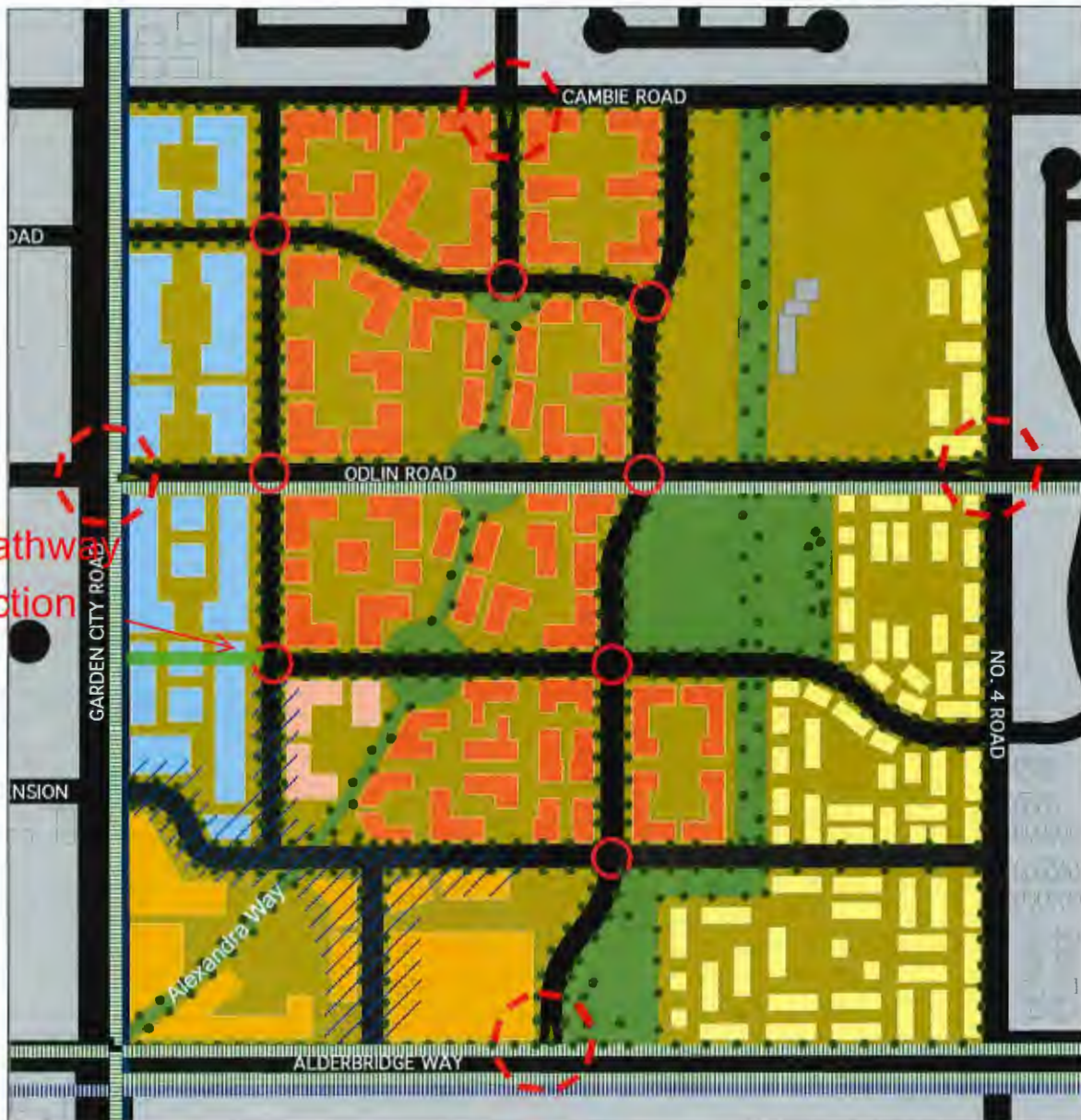
<p>Area of No Housing Affected by Aircraft Noise</p> <p>Mixed Use Employment - Residential (Minimum 0.52 FAR Employment space) - base FAR of 0.52 (Maximum 1.8 FAR, subject to Section 8.2.1.)</p> <p>Convenience Commercial</p> <p>Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)</p> <p>Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (5-storey maximum).</p> <p>Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (5-storey maximum).</p>	<p>Residential Area 2 0.85 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.</p> <p>Residential Mixed Use • a mix of low to medium density residential with low to medium density residential over retail or live/work uses. Max. 1.25 FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).</p> <p>Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR</p>	<p>Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing)</p> <p>Community Institutional</p> <p>Park: North Park Way, Central Park, South Park Way</p> <p>Alexandra Way (Public Rights of Passage Right-of-way)</p> <p>Proposed Roadways</p> <p>High Street</p>	<p>New Traffic Signals</p> <p>Feature Intersections - details to be developed</p> <p>Feature Landmarks in Combination with Traffic Calming Measures</p>
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CNCL - 149

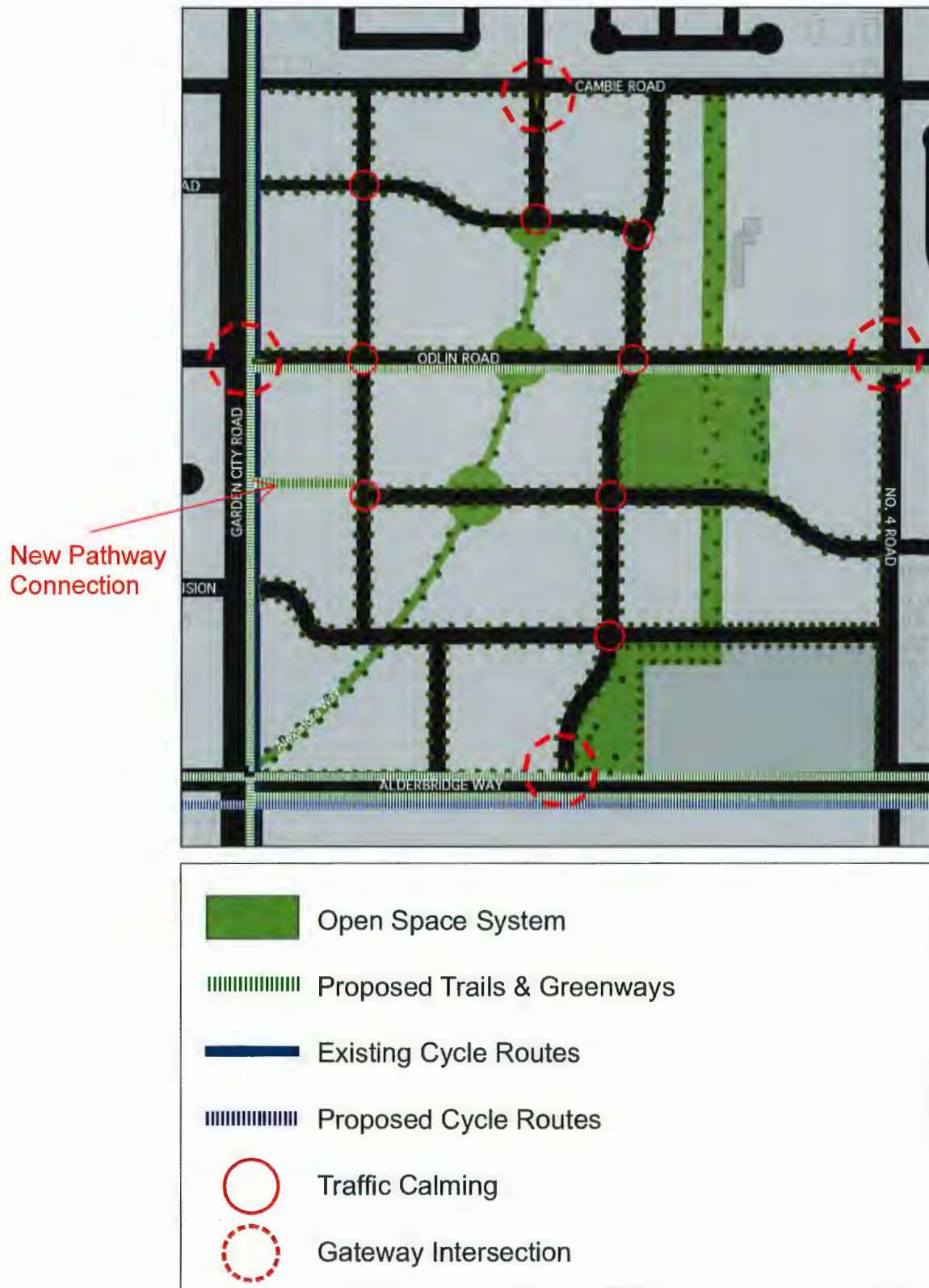
Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

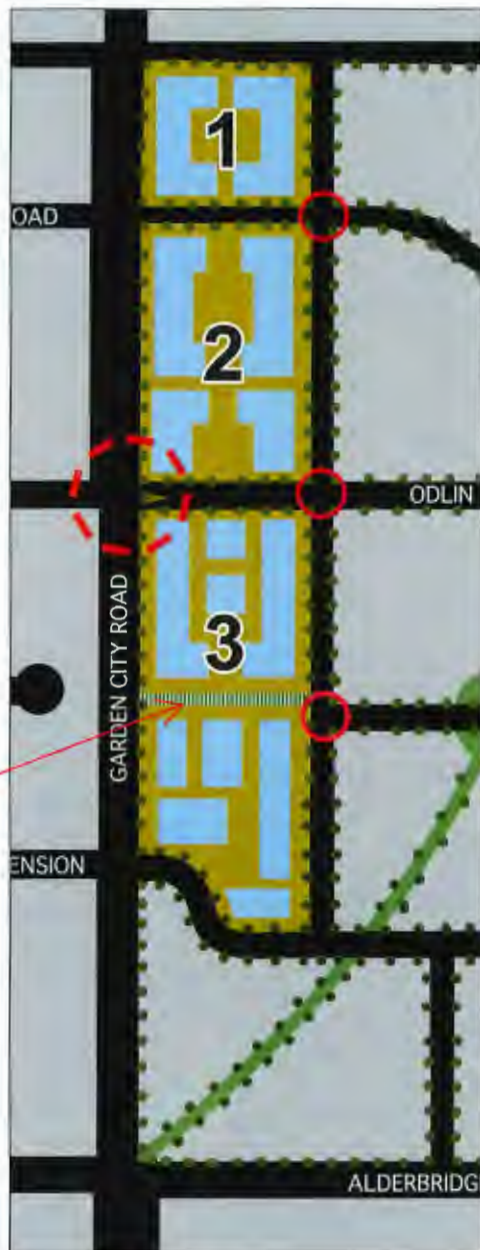
City of Richmond






Alexandra Neighbourhood Character Areas MapBylaw 9121
2015/06/15New Pathway
Conenction**LEGEND**

1 Mixed Use Employment-Residential	5 Low Density Housing	Proposed Trails & Greenways	Gateway Intersection
2 Mixed Use (Retail/Office/Hotel)	Mixed Use: • a mix of low to medium density residential with low to medium density residential over retail or live/work uses.	Existing Cycle Routes	The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on Figures 3 through 8.
3 The High Street	Open Space System	Proposed Cycle Routes	
4 Medium Density Housing		Traffic Calming	



New Pathway
Connection



-  Mixed Use Employment-Residential
-  Open Space System
-  Proposed Trails & Greenways
-  Traffic Calming
-  Gateway Intersection

A-0.00	COVER
A-0.01	STATISTICS
A-0.02	CONTEXT
A-0.03A	SURVEY
A-0.03B	SURVEY
A-0.03C	SURVEY
A-0.04	SHADOW ANALYSIS
A-0.05	DESIGN RATIONALE
A-1.01	SITE PLAN
A-1.02	SITE PLAN - Mill ADJACENT SITE
A-2.01A	LEVEL P1
A-2.01B	LEVEL P1 - BICYCLE ROOMS W/ ACCESS
A-2.01C	LEVEL P1 - NORTH
A-2.01D	LEVEL P1 - SOUTH
A-2.02	LEVEL 1
A-3.01B	WASTE MANAGEM. OVERLAY PLAN
A-3.01C	LEVEL 1 - NORTH
A-3.01D	LEVEL 1 - SOUTH
A-3.02A	LEVEL 2
A-3.02B	LEVEL 2 - NORTH
A-3.02C	LEVEL 2 - SOUTH
A-3.03A	LEVEL 3 - NORTH
A-3.03B	LEVEL 3 - SOUTH
A-3.03C	LEVEL 3 - SOUTH
A-3.04A	LEVEL 4
A-3.04B	LEVEL 4 - NORTH
A-3.04C	LEVEL 4 - SOUTH
A-3.05A	LEVEL 5
A-3.05B	LEVEL 5 - NORTH
A-3.05C	LEVEL 5 - SOUTH
A-3.06A	ROOF - NORTH
A-3.06B	ROOF - NORTH
A-3.06C	ROOF - SOUTH
A-4.01	ELEVATIONS
A-4.02	ELEVATIONS
A-5.01	SECTIONS
A-5.02	SECTIONS
A-5.03	SECTIONS
A-5.04	3D VIEWS - RESIDENTIAL
A-5.05	3D VIEWS - RESIDENTIAL
A-5.06	3D VIEWS - OFFICE
A-5.07A	FAR - P1
A-5.07B	FAR - P1 - NORTH
A-5.07C	FAR - P1 - SOUTH
A-5.08A	FAR - L1
A-5.08B	FAR - L1 - NORTH
A-5.08C	FAR - L1 - SOUTH
A-5.09A	FAR - L2
A-5.09B	FAR - L2 - NORTH
A-5.09C	FAR - L2 - SOUTH
A-5.09A	FAR - L3
A-5.09B	FAR - L3 - NORTH
A-5.09C	FAR - L3 - SOUTH
A-5.09A	FAR - L4
A-5.09B	FAR - L4 - NORTH
A-5.09C	FAR - L4 - SOUTH
A-5.09A	FAR - L5
A-5.09B	FAR - L5 - NORTH
A-5.09C	FAR - L5 - SOUTH
A-5.07A	FAR - ROOF
A-5.07B	FAR - ROOF - NORTH
A-5.07C	FAR - ROOF - SOUTH
A-10.01	STATISTICS - ADJACENT SITE
A-11.01	FAR - 11 - ADJACENT SITE
A-11.02	FAR - 11 - ADJACENT SITE
A-13.03	FAR - 12TH - ADJACENT SITE
A-13.04	FAR - 12 - ADJACENT SITE
A-13.05	FAR - 13 - ADJACENT SITE
A-13.06	FAR - 13 - ADJACENT SITE
A-13.07	FAR - 15 - ADJACENT SITE
A-13.08	FAR - ROOF - ADJACENT SITE
A-15.01	SECTION

9080 ODLIN RD

REZONING APPLICATION - RESUBMISSION - 04.04.2019



JUL-19

ADDRESS: 9080 ODLIN ROAD
 OCP DESIGNATION: CHARACTER AREA 1: MIXED USE EMPLOYMENT-RESIDENTIAL

HEIGHT	ALLOWED	PROPOSED
	6 ST. (65.6 ft)	5 ST. (65.6 ft)
SITE AREA	120,443 sf	2,77 ac
NET SITE AREA (not including 325 sqm dedication to City)	116,851 sf	
LOT COVERAGE	43.07%	52%

F.A.R. PROPOSED	AREA (SF)	RATIO	F.A.R.	AREA ALLOWED	FAR ALLOWED
RETAIL-OFFICE	62,656	28%	0.52	62,441	0.52
RESIDENTIAL	154,186	68%	1.28	154,193	1.28
MARKET RENTAL BONUS (up to 0.1 FAR)	9,543	4%	0.08	12,046	0.10
TOTAL	226,385		1.88	228,680	1.90

RETAIL-OFFICE	RESIDENTIAL	MARKET RENTAL BONUS (up to 0.1 FAR)
AREA REQUIRED (SF)	AREA PROPOSED (SF)	
7,709.6	7,740.1	
11,564.4	11,564.4	
3,854.8	3,854.8	
23,129.0	23,129.0	
TOTAL	35,428.8	9,542.78

RETAIL	OFFICE	AMENITY	SERVICE ROOM	RETAIL/OFFICE EXCLUSIONS	RESIDENTIAL EXCLUSIONS	GROSS AREA	RESIDENTIAL FAR	RET-OFF-FAR
27,114	13,167	1,808	-805	-2,779	-2,779	42,091	23,532	14,975
38,558	-	-	-	-1,058	-1,058	38,558	34,252	-
38,558	-	-	-	-353	-353	38,558	37,500	15,894
38,558	-	-	-	-353	-353	38,558	37,500	15,894
30,002	-	-	-	-1,058	-1,058	30,002	28,944	15,894
918	93	217	-730	-126	-126	1,227	143,729	42,454
TOTAL SF	172,710	13,240	50,743	-1,335	-2,382	237,332		

AMENITY SPACE (per City of Richmond OCP 14.4.5.0)	REQUIRED SF	PROPOSED SF
1,076 sf (100m ²) per 40 units or more	1,076	1,248
11,310 sf (1,040m ²) per 40 units or more	11,310	15,059
5,548 sf (514m ²) outdoor amenity space per residential unit	5,548	5,770

RESIDENTIAL UNIT MIX - MARKET	1B	2B	3B	3B + BUH	AREA
L1	8	7	6	21	17,378.4
L2	11	18	10	39	32,428.0
L3	15	18	9	42	34,168.6
L4	15	18	9	42	34,168.6
L5	6	13	11	30	24,193.4
TOTAL	55	74	45	174	144,937.0

RESIDENTIAL UNIT MIX - AFFORDABLE	1B	2B	3B	3B + BUH	AREA
L1	-	-	-	-	-
L2	2	11	6	19	17,199.4
L3	15	16	11	42	34,168.6
L4	15	16	11	42	34,168.6
L5	6	13	12	30	24,193.4
TOTAL	28	56	40	124	111,720.0

RESIDENTIAL UNIT MIX - MARKET RENTAL	1B	2B	3B	3B + BUH	AREA
L1	7	3	3	13	10,204.5
L2	1	1	1	2	1,451.9
L3	-	-	-	-	-
L4	-	-	-	-	-
L5	-	-	-	-	-
TOTAL	8	4	4	16	11,656.4

PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL - MARKET RENTAL (ZBL 7.7.2.1)	200	200
1.5 per APARTMENT UNIT	-20.0	-20.0
10% REDUCTION (TDM)	180	180
TOTAL		
RESIDENTIAL - MARKET RENTAL AND MODEST MARKET RENTAL UNITS (ZBL 7.7.2.1)	38	38
1.2 per APARTMENT UNIT	-3.8	-3.8
10% REDUCTION (TDM)	35	35
TOTAL		
RESIDENTIAL - AFFORDABLE HOUSING UNITS (ZBL 7.7.2.1)	9.0	9.0
1 per UNIT	-8.9	-8.9
10% REDUCTION (TDM)	9	9
TOTAL		
TOTAL RESIDENTIAL PARKING STALLS	224	228
HC STALLS (min. 2% of total parking stalls required)	4	4
SMALL CARS (max. 50% of total parking stalls allowed)	112	110
TANDEM ARRANGEMENT (max. 50% of total parking stalls allowed)	112	62
COMMERCIAL (ZBL 7.7.2.3)	11	11
3 PER 1076 SF UP TO 3747 SF	35	35
4 PER 1076 SF ABOVE 3747 SF	-3	-3
10% REDUCTION (TDM)		
RESIDENTIAL VISITOR 0.2 PER UNIT (SHARED W/ COMM)		
HC STALLS (min. 2% of total parking stalls required)	42	44
TOTAL COMMERCIAL	1	2
OFFICE (ZBL 7.7.2.3)	133	133
3 PER 1076 SF	13	13
10% REDUCTION (TDM)	119	120
TOTAL OFFICE	2	2
HC STALLS (min. 2% of total parking stalls required)		
PARKING TOTAL	385	392

BICYCLE PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL (ZBL 7.14.4.1)	218	233
CLASS 1 1.25 per DWELLING UNIT	35	36
CLASS 2 0.2 per DWELLING UNIT	283	249
TOTAL RESIDENTIAL	72	35
VERTICAL SPACES - maximum 33% of total CLASS 1		
RETAIL AND OFFICE (ZBL 7.14.4.1)	16	40
CLASS 1 0.27 per 100 m ² (1076.4 sf)	24	24
CLASS 2 0.4 per 100 m ² (1076.4 sf)	40	44
TOTAL RETAIL	5	-
VERTICAL SPACES - maximum 33% of total CLASS 1		
TOTAL BICYCLE STALLS	292	333

LOADING CALCULATION	REQUIRED	PROVIDED
NON-RESIDENTIAL USES (ZBL 7.13.4.2)		
LARGE SIZE:	1	-
1 per 53,820 sf above 20,021 sf	1	-
TOTAL	1	-
MEDIUM SIZE:		
1 per 20,021 sf	1	2
1 per 53,820 sf above 20,021 sf	2	-
TOTAL		
RESIDENTIAL USE (ZBL 7.13.4.1)		
MEDIUM SIZE:	1	1
Number of dwelling units: 81 to 240	1	1
TOTAL		

9080 ODLIN ROAD

STATISTICS

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REVISIONS

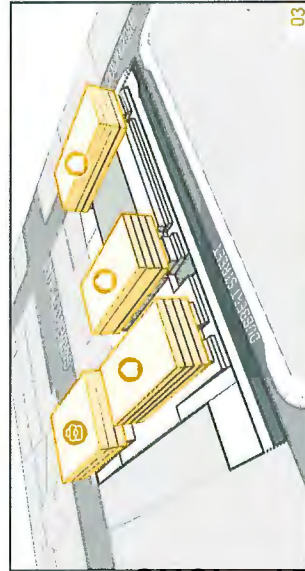
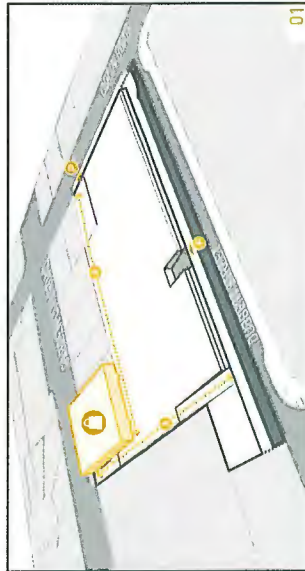
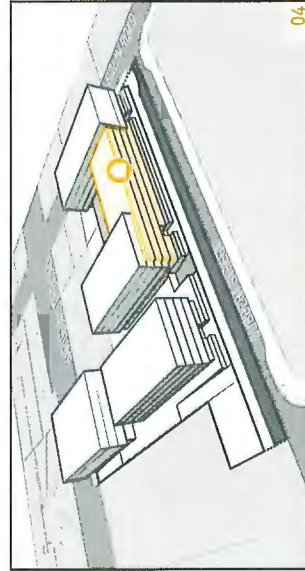
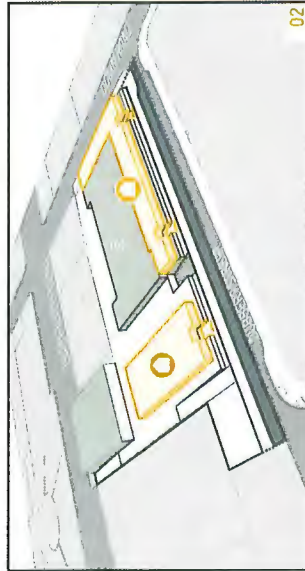
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9080 ODUN ROAD

DESIGN RATIONALE

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INTENT

The intent of this mixed use development is to build a 4-story employment office and two 5-story residential units. The overall development, comprising 175 residential units (75 of which designed to affordable units standards and 17 designated for market rental), office and commercial space, will be served by a half level below grade parking structure, a surface retail parking and a parcel covered residential parking at L1. Three medium size loading docks located at L1 will be serving all the uses with one of them dedicated to the residential use and two to the office and commercial component.

The proposed development consists of 62,856 sq ft (0.52 PM) employment, 156,194 sq ft (1.28 PM) residential component and a bonus 7,408 sq ft of market rental housing (0.08 PM) at maximum GLTAR allowed, for a combined overall density of 1,368 PSM. The residential component includes 75 of which are designated for affordable housing, 1,025 sq ft of market rental housing, 17 designated for market rental housing and 17 designated for market rental housing. A common private outdoor amenity of approximately 8,800 sq ft is located at L1. One of approximately 8,800 sq ft is located at L2 in association with 1,245 sq ft of internal amenity space and additional 3,175 sq ft are provided at L1.

FORM OF DEVELOPMENT

The building form responds to the complex site form and to the different needs of the functional components. The office and retail component is located along Garden City Road while the residential component faces Odun Road and Dubbert Street.

A retail base with access from Garden City Road is sited by one main pedestrian connection to the South through the site, creating a link between Garden City Road and Dubbert Street and providing access to the commercial space from the residential part of the neighborhood, and a second one to the North. Another main pedestrian connection, provides direct access from Odun Road and

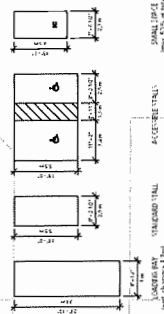
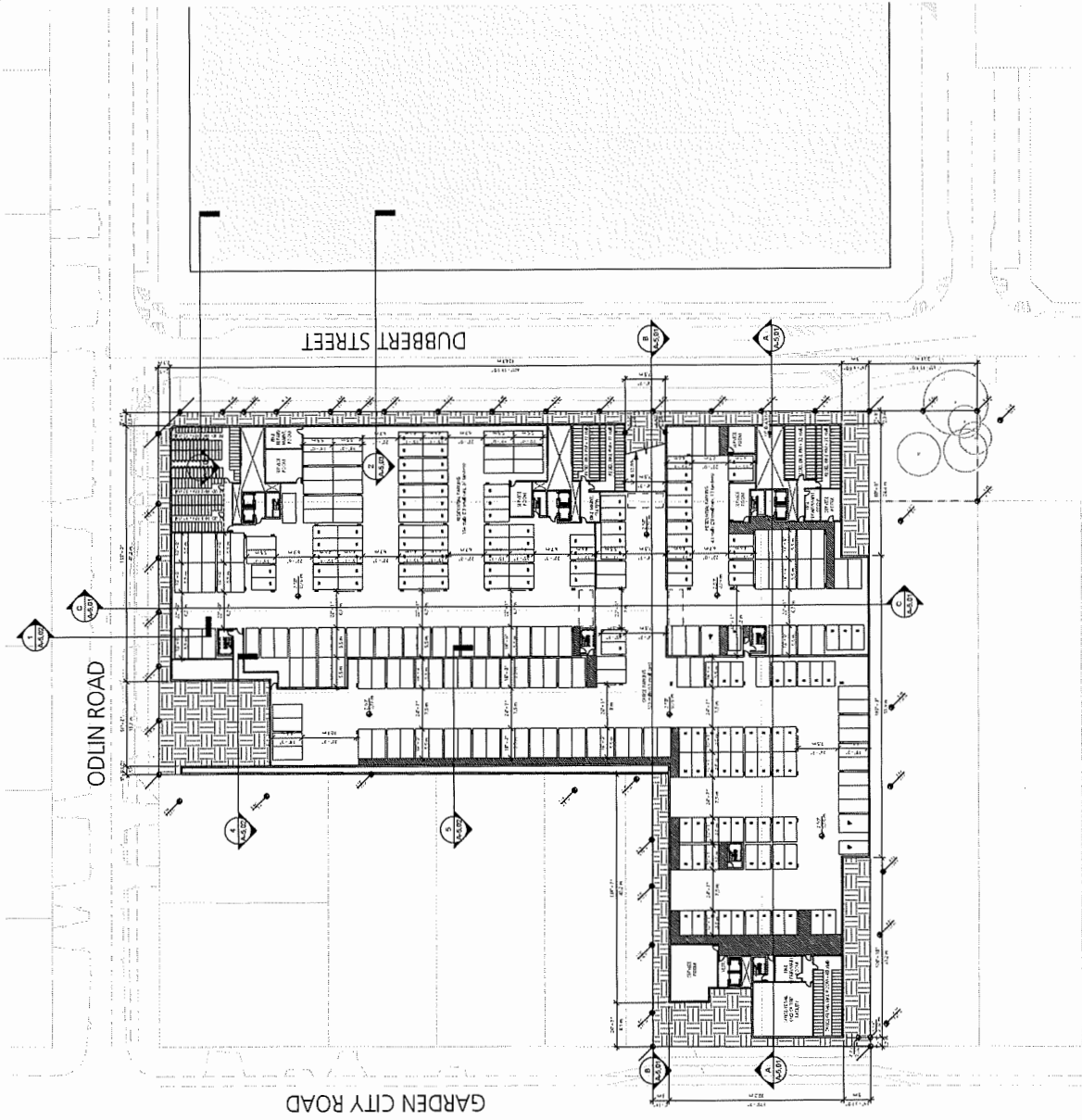
links the site in the North-South direction, parallel to the vehicle aisle serving the retail surface parking, whilst animating the edge between the site and the adjacent urban lot. The driveway access to the below grade parking structure is located mid-block along Dubbert Street to minimize the traffic impact on the closest street intersections.

The ground oriented residential base is split in response to the pedestrian paths and driveway access, providing a large landscaped area at L1 which breaks the continuity of the residential frontage along Odun Road as well as Dubbert Street. All accesses to residential lobes are provided along Dubbert Street which has a more residential character.

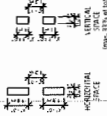
The office volume above the retail base and the three main residential volumes emphasize the Garden City Road-Dubbert Street connection with their West-East orientation. At the same time, they maximize the residential exposure towards private and public outdoor spaces within the site as well as mediate the interaction with the neighbouring site to the East with their linear balconies. A lower residential volume is positioned to link two of the three residential main volumes, one of which is set back, to define a 4 stories Dubbert Street frontage. Reducing the impact along the residential street, it provides animation to the streetscape with its verticality in height and different elevation treatment.

The intervention provides a separation of functions addressing the nature of the streets surrounding the site and mediating the transition between the employment area along Garden City Road and the residential neighbourhood to the East. It grants permeability through the site with a pedestrian friendly public realm and an extensive ground oriented residential frontage.

1



ALL DIMENSIONS SHOWN IN THIS DRAWING ARE IN FEET AND INCHES. DIMENSIONS IN METERS ARE SHOWN IN PARENTHESES. DIMENSIONS IN METERS ARE SHOWN IN PARENTHESES. DIMENSIONS IN METERS ARE SHOWN IN PARENTHESES.



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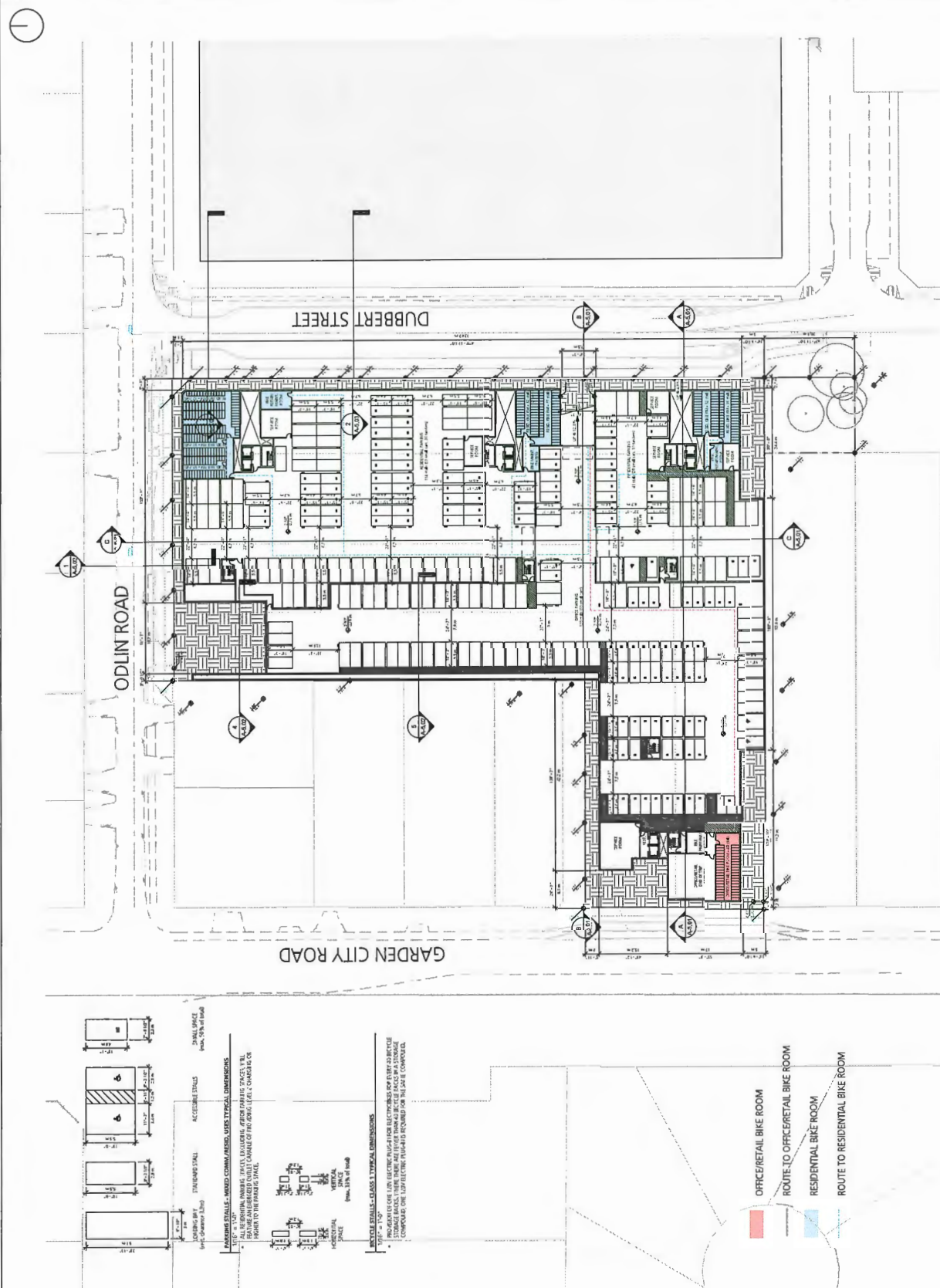
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9080 ODLIN ROAD

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ROOMS W/ ACCESS

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CHECKED BY DE
SCALE As indicated
JOB NUMBER 1654

A-2.01B



gbl

GBL ARCHITECT, INC.
1000 PINE STREET, SUITE 100
PHILADELPHIA, PA 19107
TEL: 215.561.1100
FAX: 215.561.1101
WWW.GBLARCHITECT.COM

NOTES

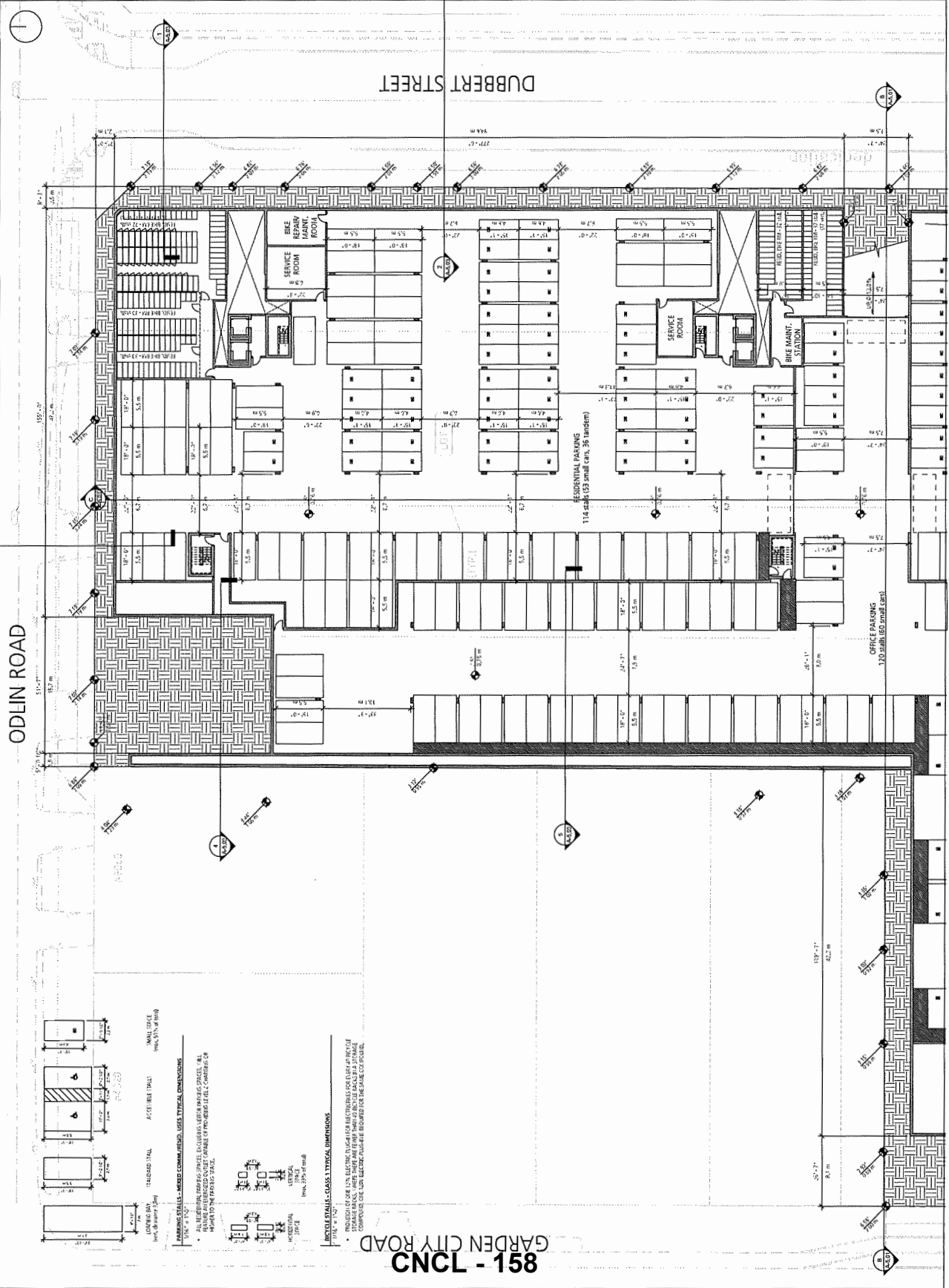
REVISIONS
Rev. Description

9080 ODLIN ROAD

LEVEL P1 - NORTH

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GARDEN CITY ROAD
CNCL - 158

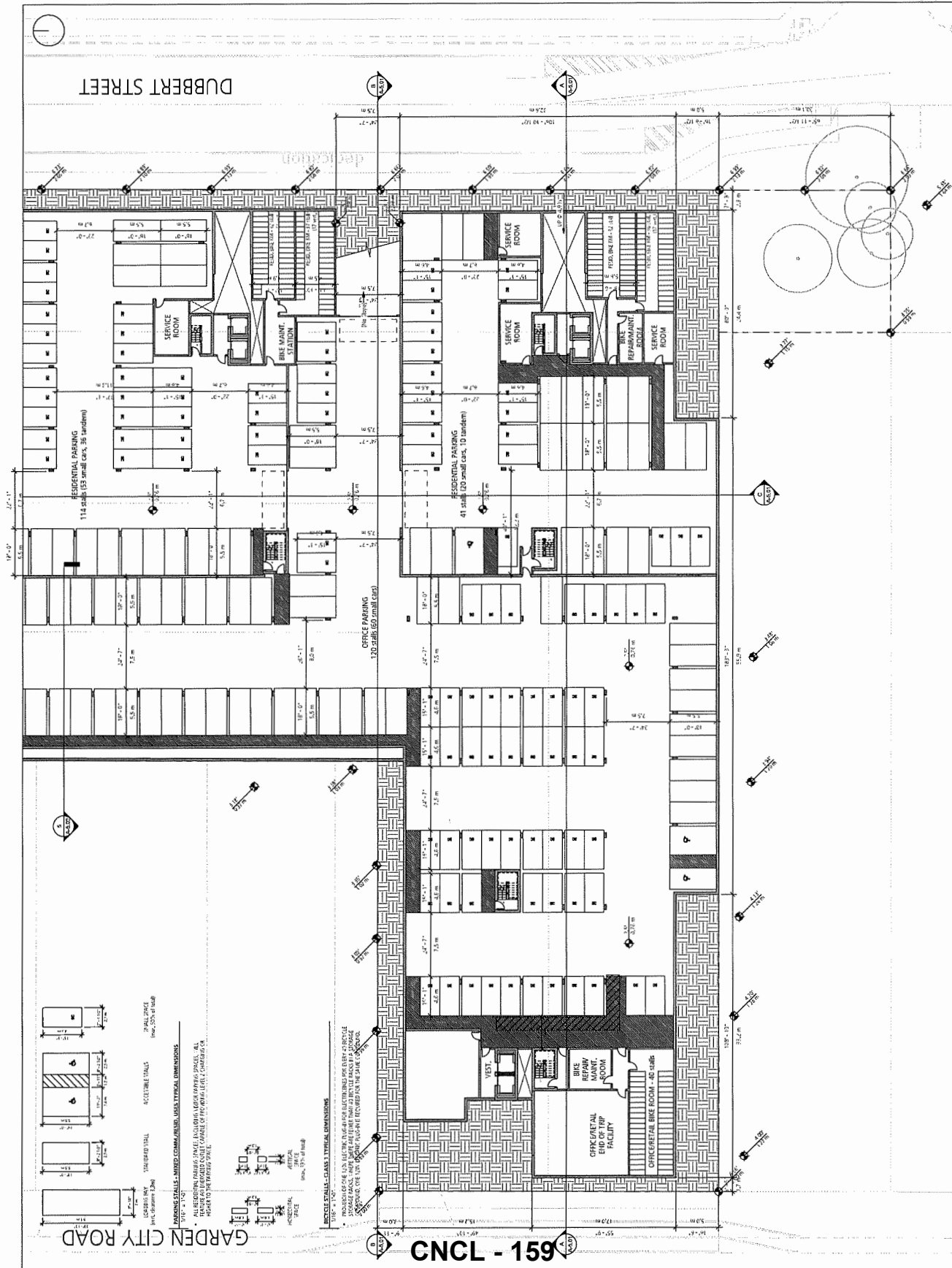
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9080 ODLIN ROAD

LEVEL P1 - SOUTH

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JOB NUMBER 1654

A-2.01D



gbl

GBL ARCHITECTS INC.
 1111 W. 10TH AVE. SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1188
 FAX: 303.733.1179
 WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

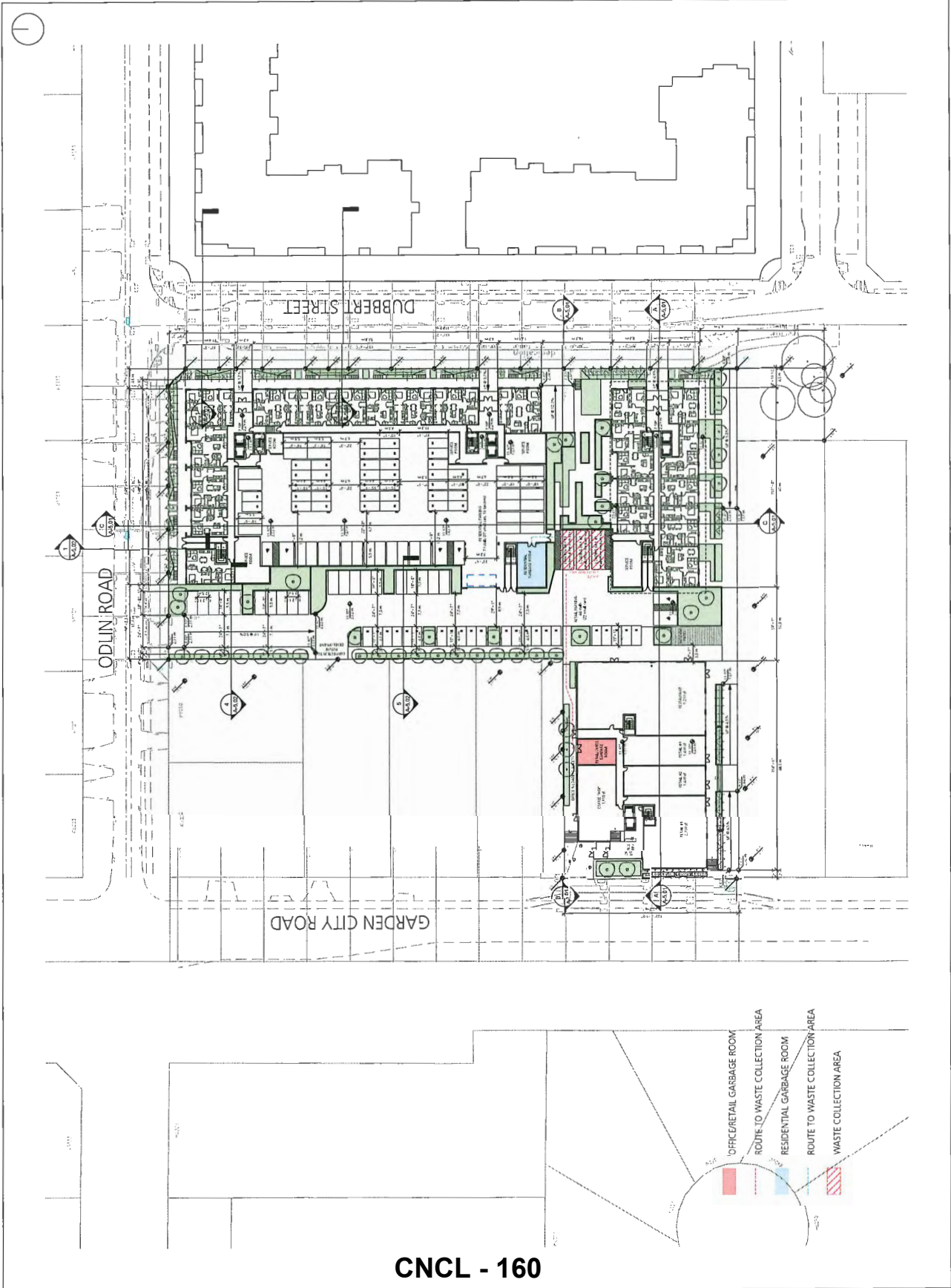
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9080 ODLIN ROAD

WASTE MANAGEMENT
OVERLAY PLAN

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 CHECKED BY: CK
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A-3.01B



CNCL - 160

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GBL ARCHITECTS INC.
1150 AVENUE OF THE STARS
SUITE 1000
VALENTI, ARIZONA 85718
TEL: 480.712.1181
FAX: 480.712.1279
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

No. Date Description

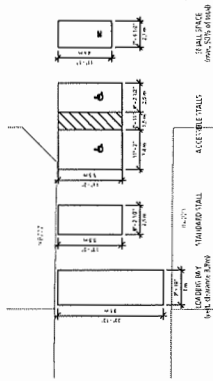
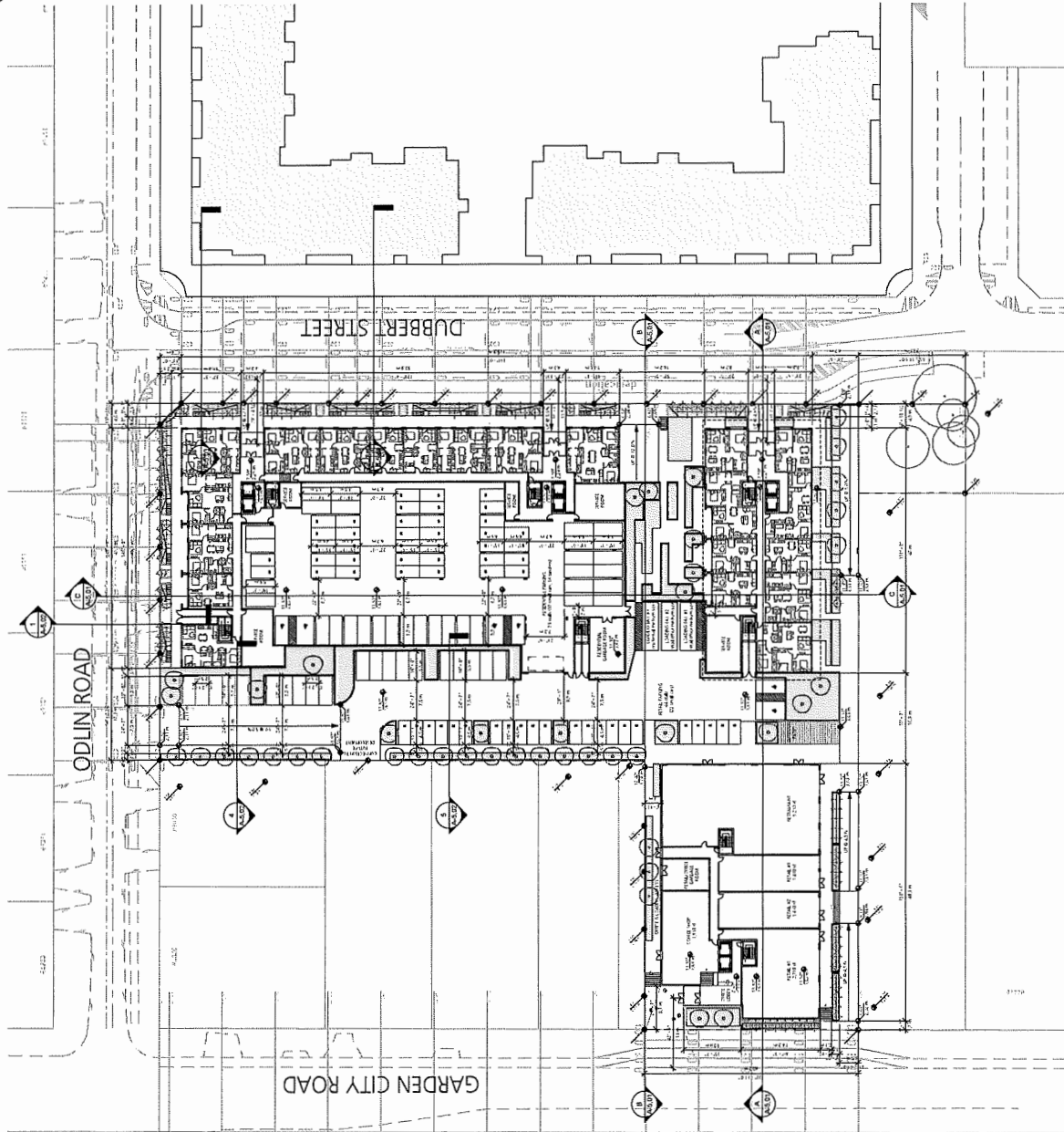
9080 ODLIN ROAD

LEVEL 1

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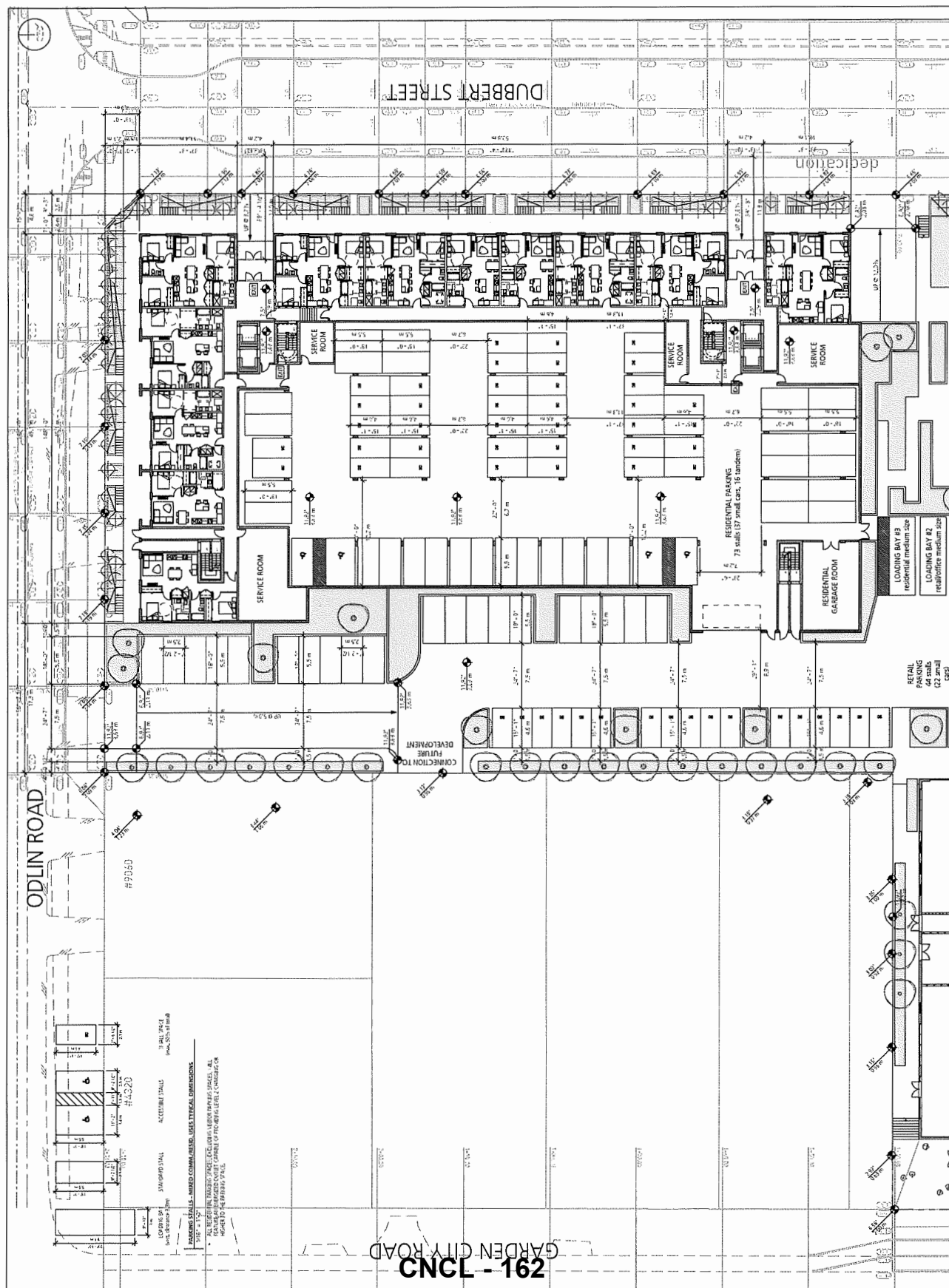
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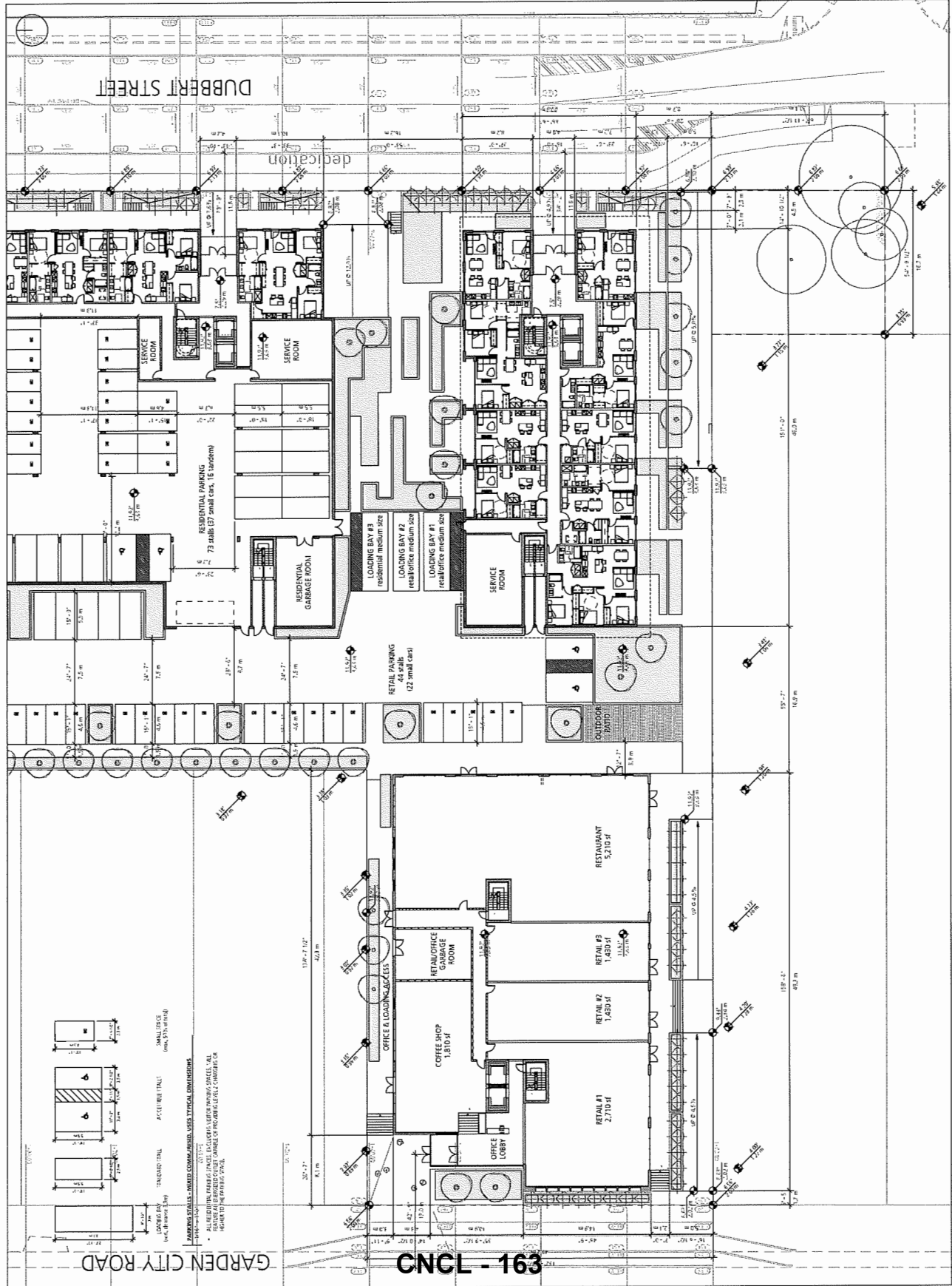
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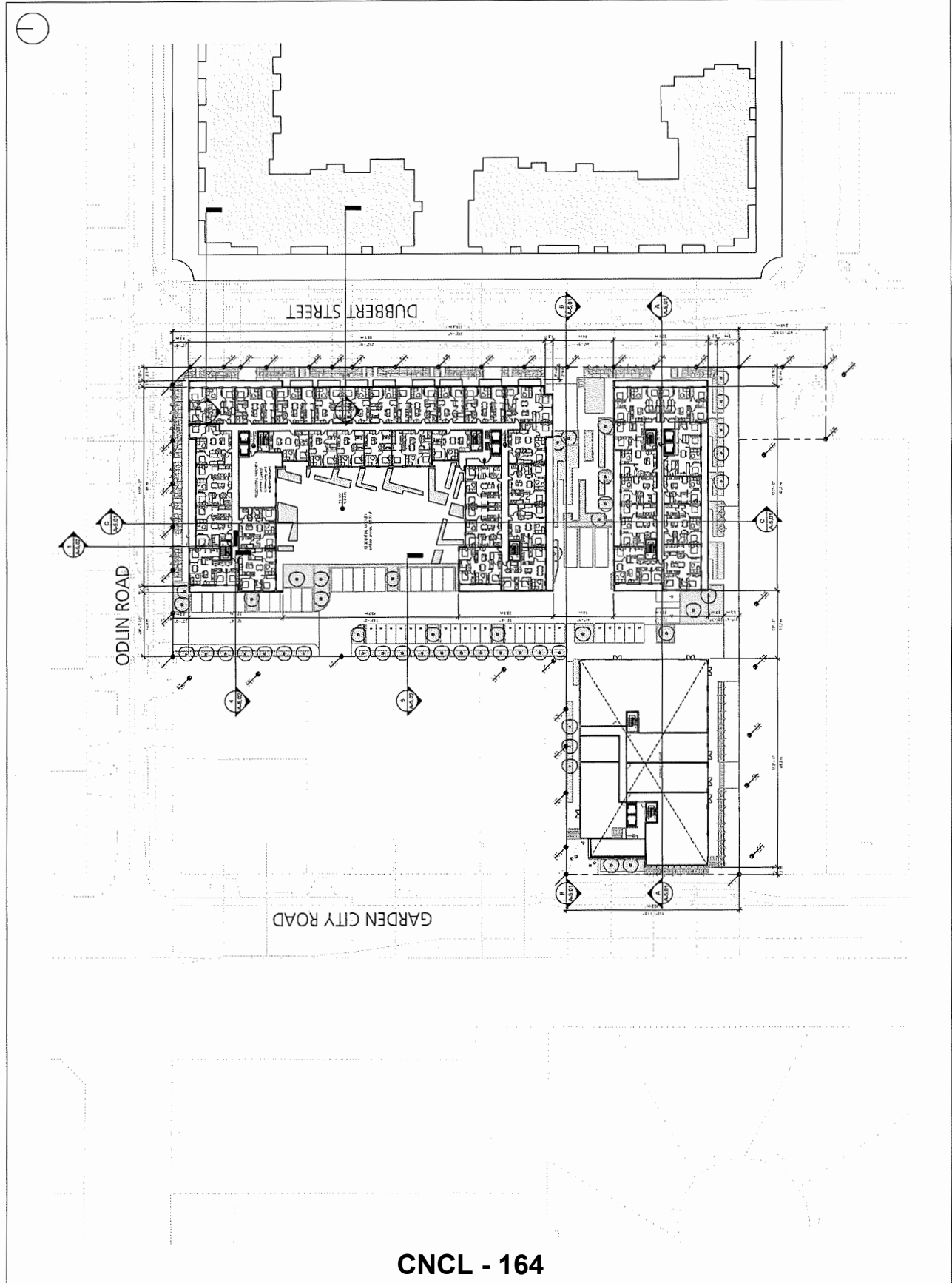


PARKING STALLS - MINIMUM CONCRETE THICKNESS 12" (MINIMUM 12" THICKNESS)
REINFORCEMENT - 10# BARS (MINIMUM 10# BARS)
FOR THE UNREINFORCED CONCRETE WALLS OF THE STALLS, SEE THE NOTES TO THE STALLS.

CNCL - 161







gbl

■ GBL ARCHITECTS INC.
100 EAST WASHINGTON
CHICAGO, IL 60601-4109
TEL: 312.525.1100
FAX: 312.525.1101
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

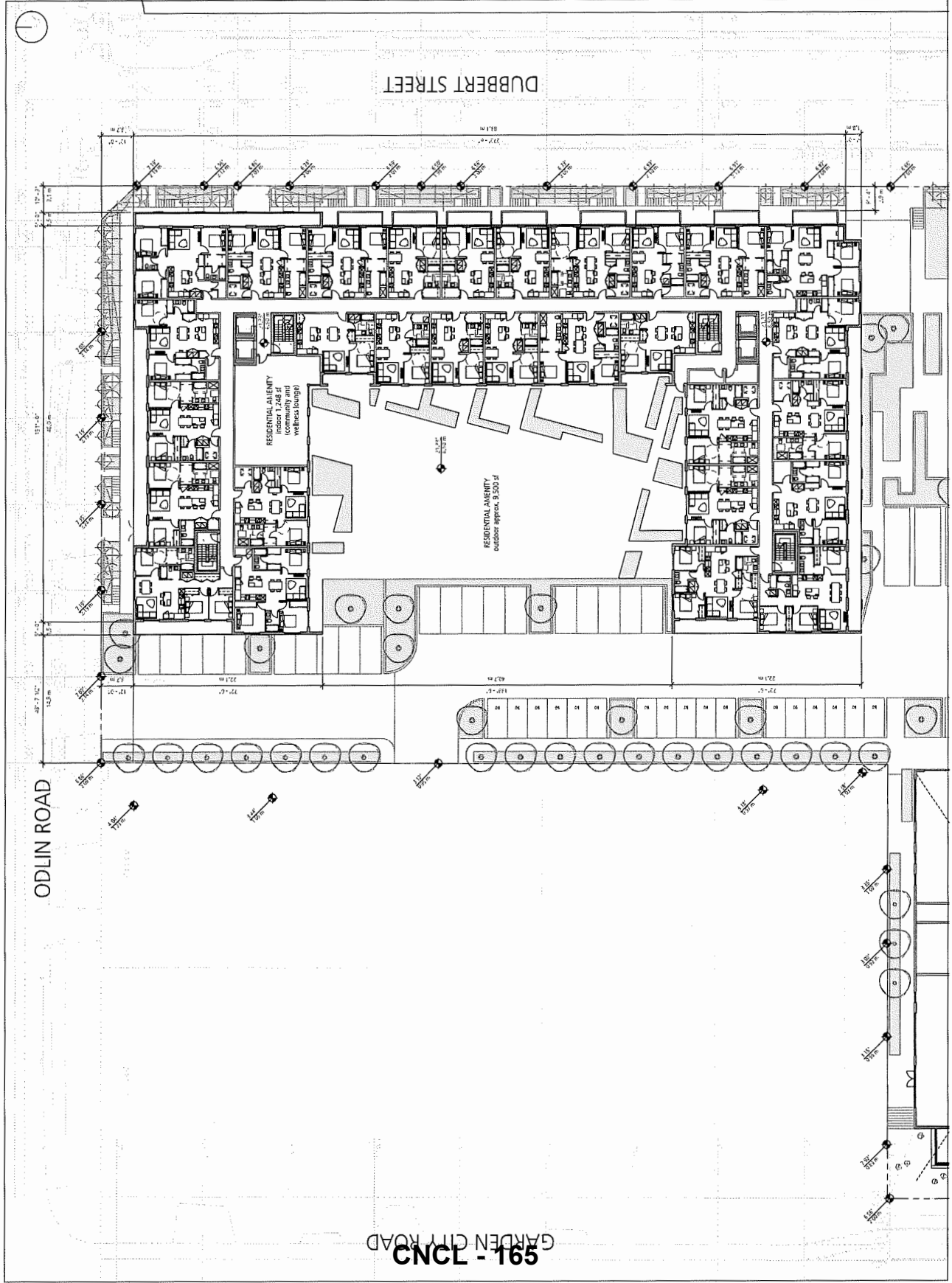
Rev. Date Description

9080 ODLIN ROAD

LEVEL 2 - NORTH

DATE: 04/20/19 11:59 AM
DRAWN BY: JH
CHECKED BY: JH
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.02B



CNCL - 165

gbl

GBL ARCHITECTS, INC.
1115 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-4712
TEL: 303.733.1155
FAX: 303.733.1279
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

Date

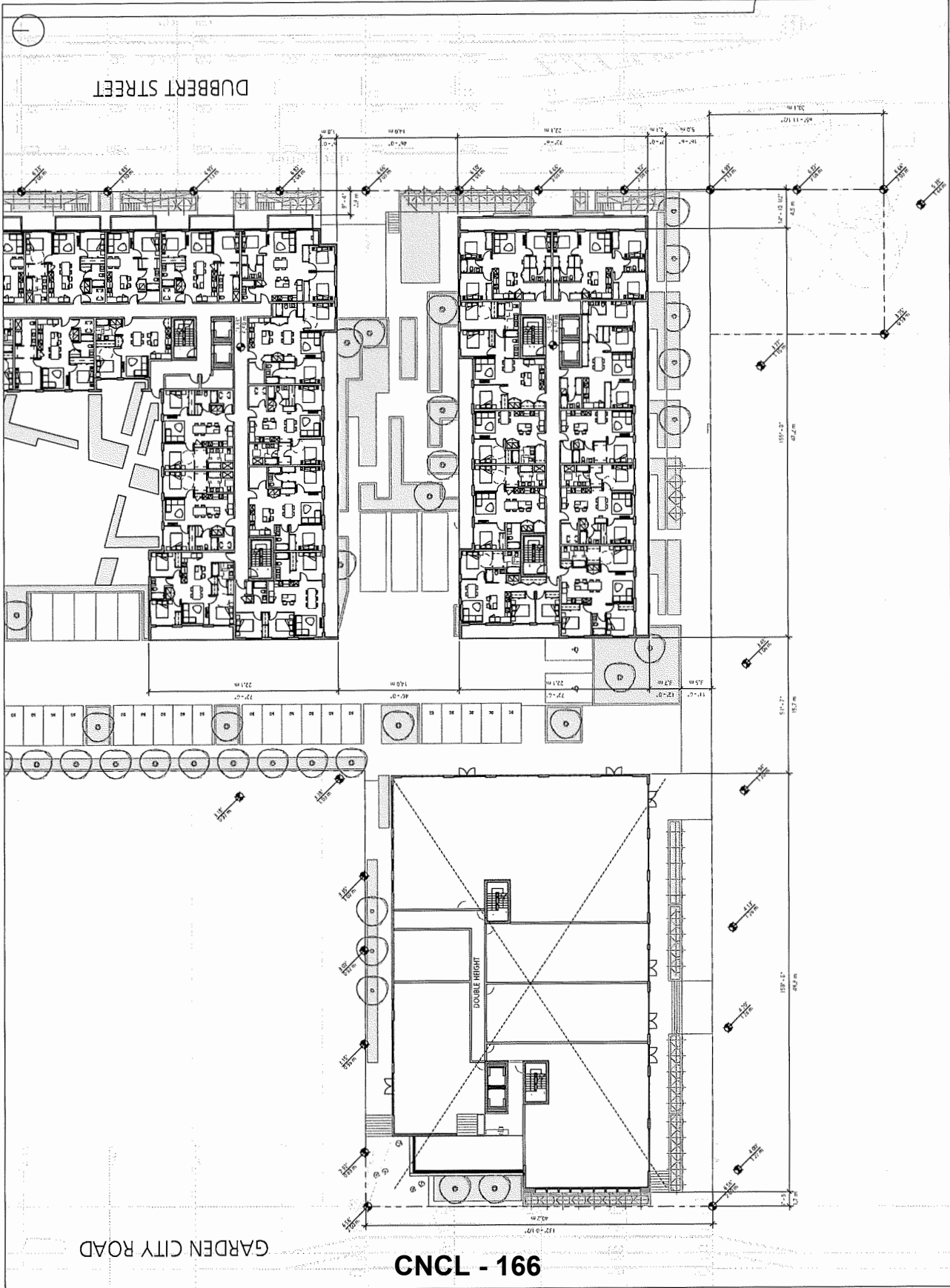
Description

9080 ODLIN ROAD

LEVEL 2 - SOUTH

DATE: 6/10/2011 11:58:10 AM
BY: [Signature]
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.02C



gbl

■ GBL ARCHITECT INC.
 11111 15th Ave S, Suite 100
 Golden, CO 80401
 TEL: 303.733.1111
 FAX: 303.733.1111
 WWW.GBLARCHITECT.COM

NOTES

REVISIONS

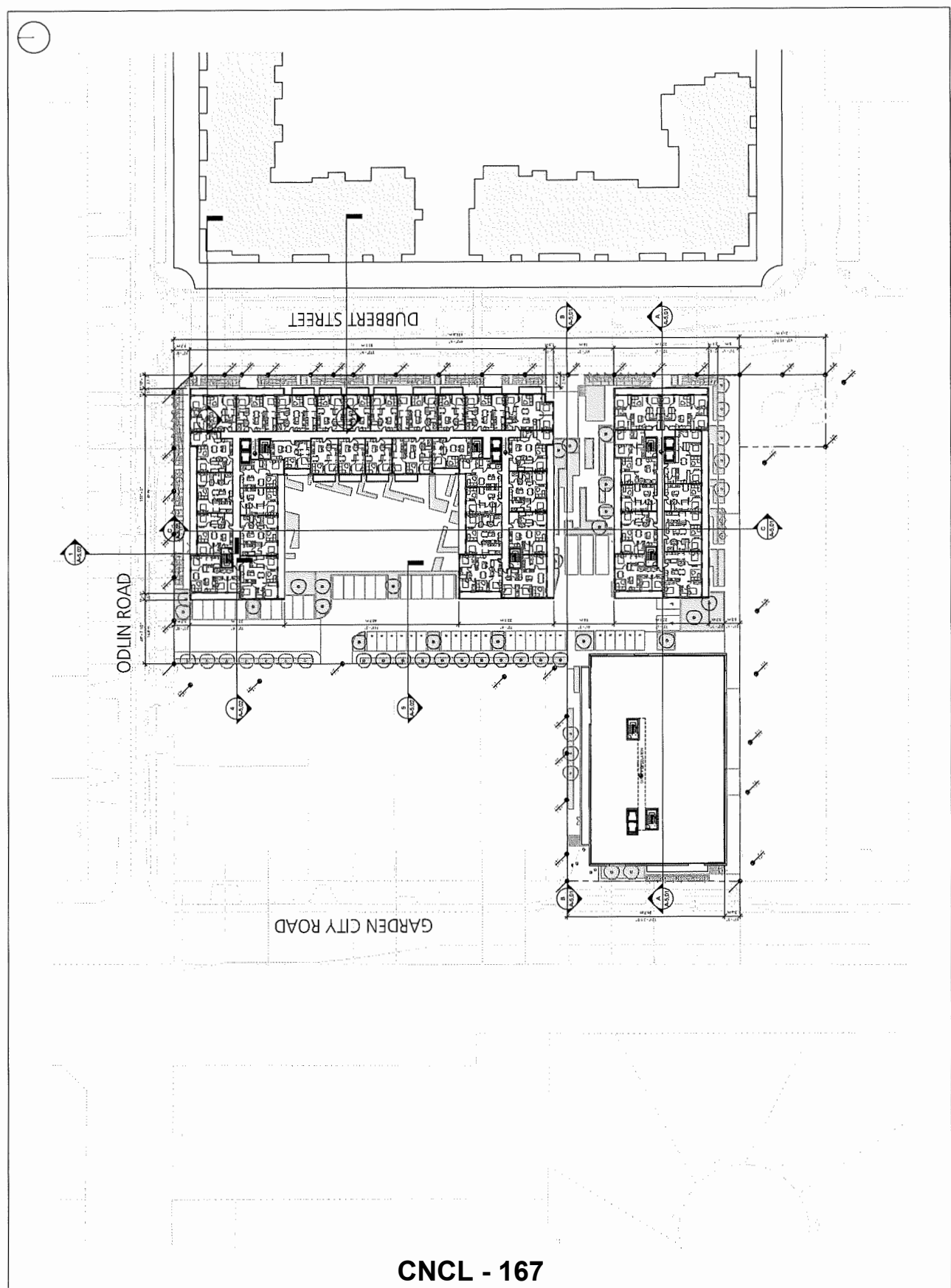
No. Date Description

9080 ODLIN ROAD

LEVEL 3

DATE: 6/25/2019 11:18:47 AM
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 CHECKED BY: DE
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1654

A-3.03A



CNCL - 167

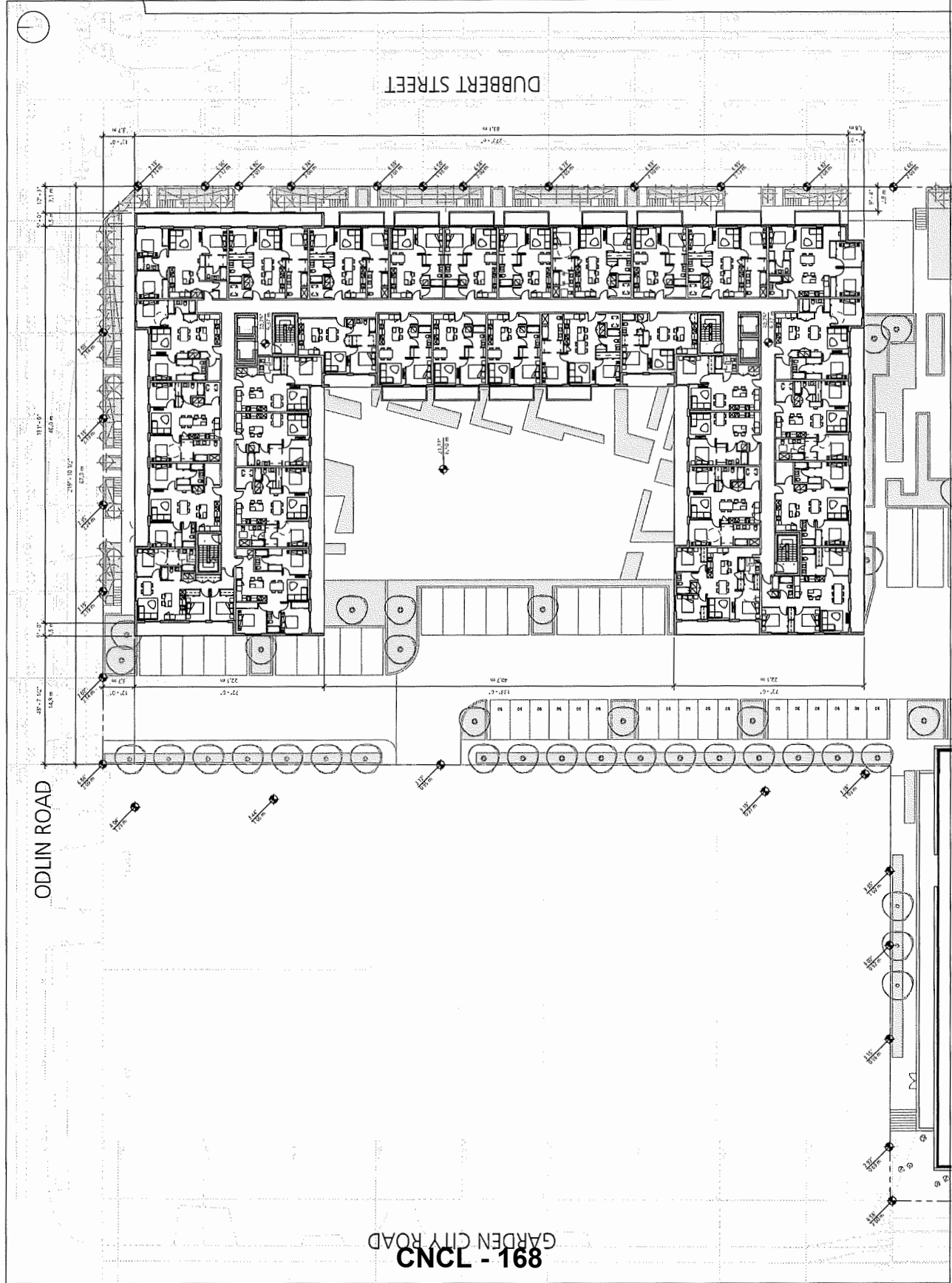
REVISIONS	No.	Date	Description

9080 ODLIN ROAD

LEVEL 3 - NORTH

DATE: 6/20/2019 11:15 AM
DRAWN BY: BR
CHECKED BY: DE
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.03B



gbl

■ GBL ARCHITECT, INC.
1100 W. 10TH AVE. SUITE 1100
DENVER, CO 80202-1100
TEL: 303.733.1100
FAX: 303.733.1101
WWW.GBLARCHITECT.COM

NOTES

REVISIONS

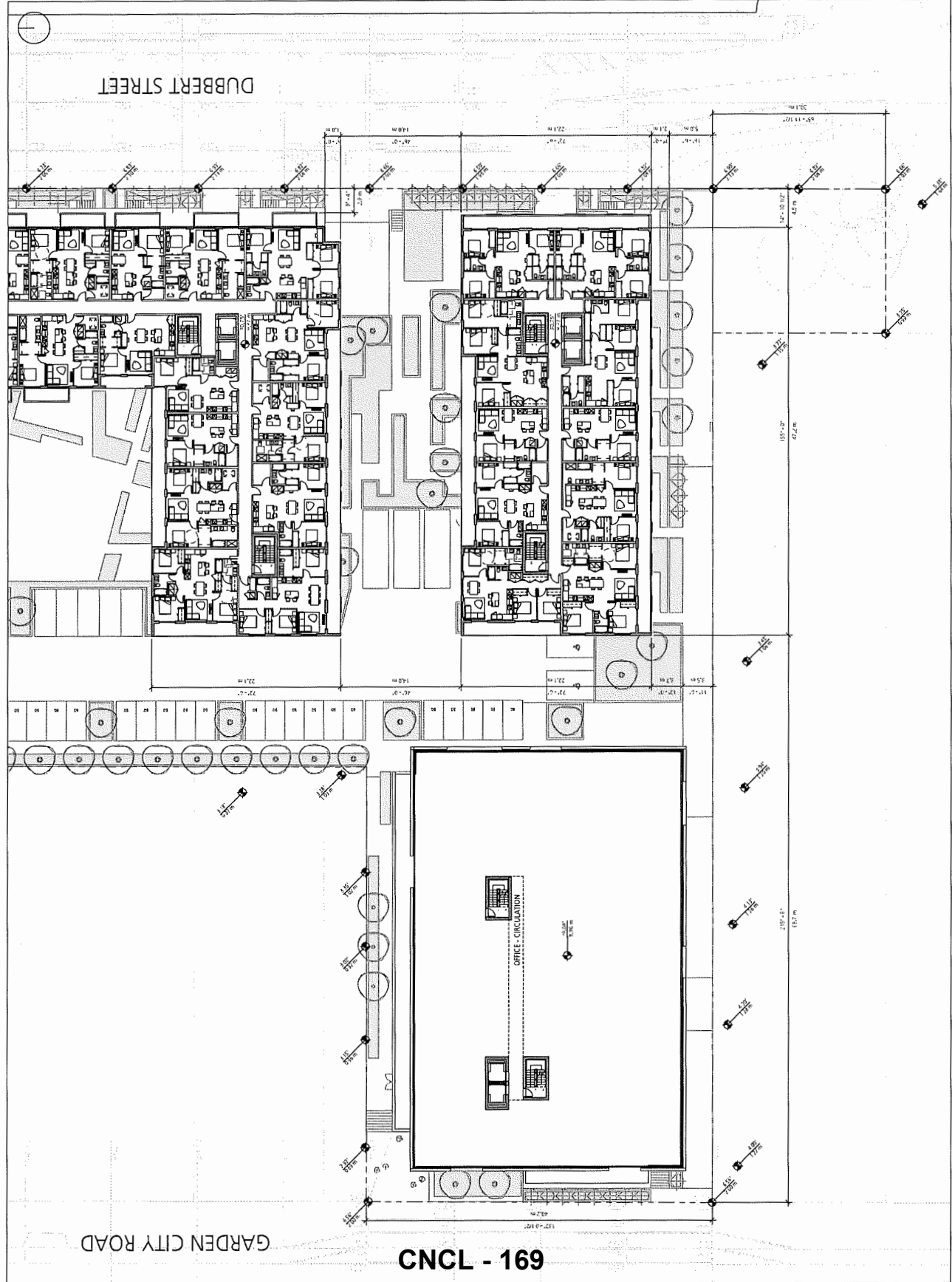
No. Date Description

9080 ODLIN ROAD

LEVEL 3 - SOUTH

DATE: 6/20/2019 11:53:24 AM
DRAWN BY: DE
CHECKED BY: DE
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.03C



GARDEN CITY ROAD

DUBBERT STREET

CNCL - 169

gbl

GBL ARCHITECTS, P.C.
1100 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-1500
TEL: 303.733.1100
FAX: 303.733.1100
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

No. Date Description

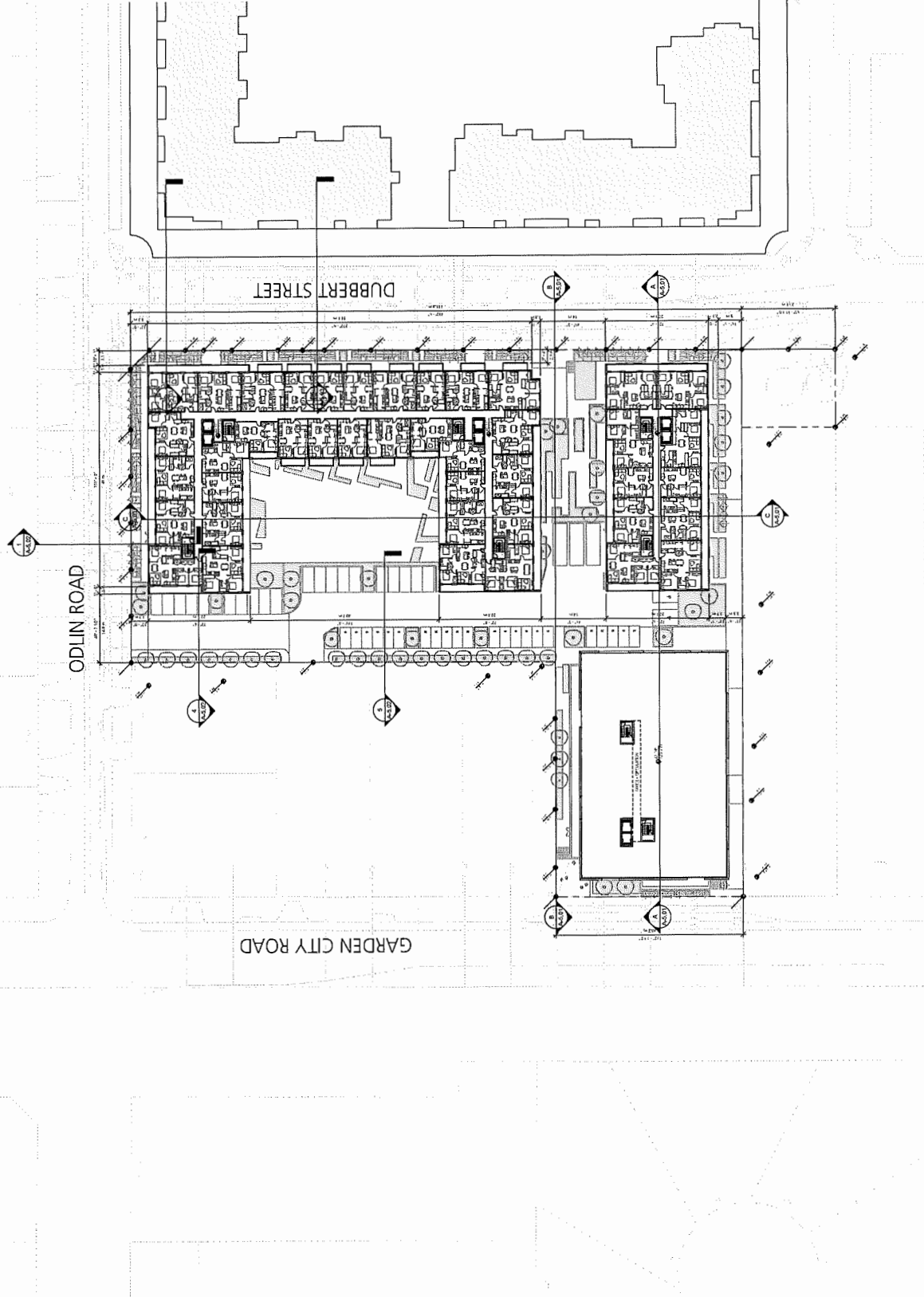
9080 ODLIN ROAD

LEVEL 4

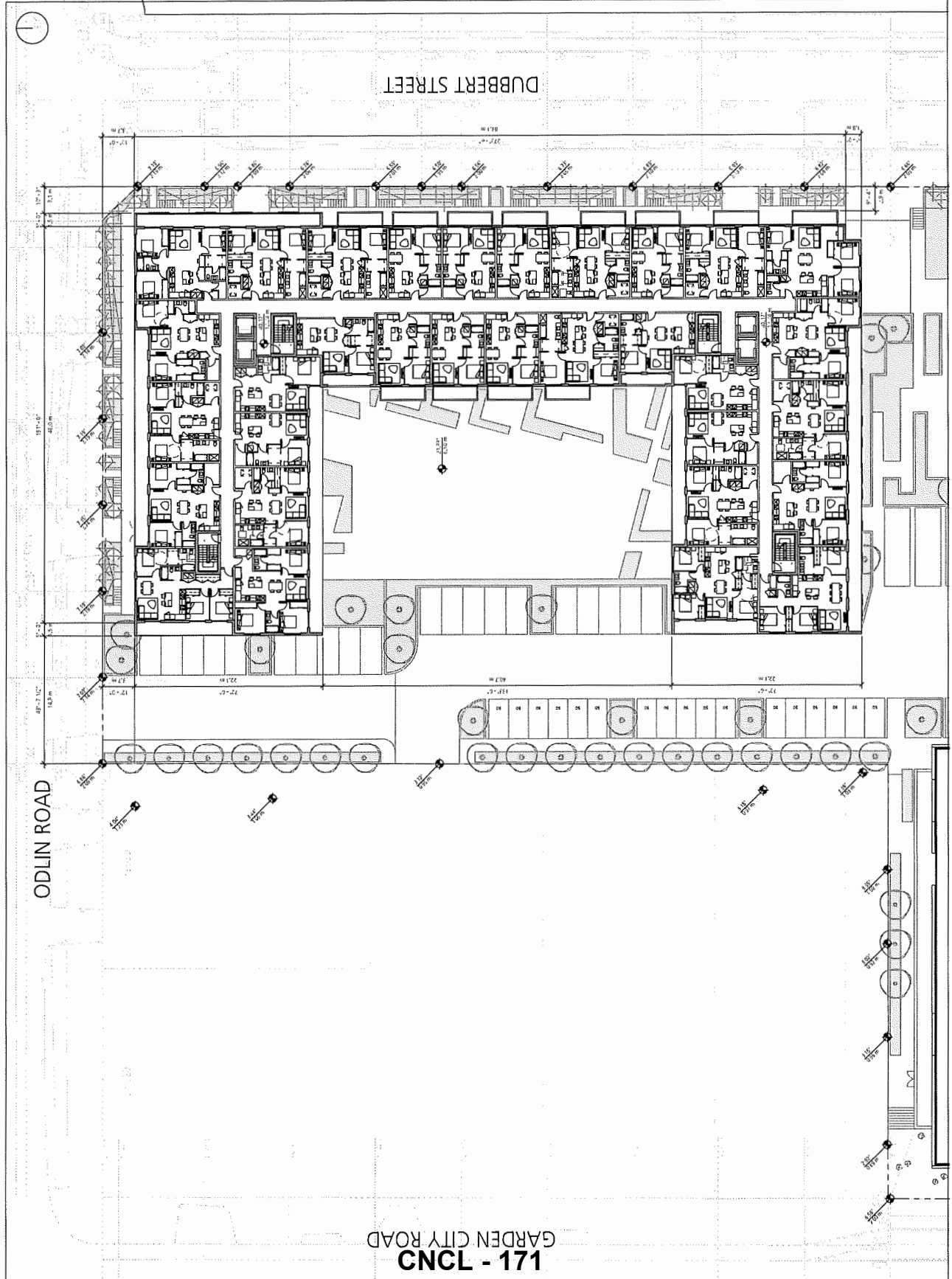
DATE: 6/29/2018 11:18:41 AM
BY: RF
CHECKED BY: CR
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.04A

1



CNCL - 170



gbl

■ GBL ARCHITECTS, INC.
1000 WEST 10TH AVENUE
SUITE 1000 DENVER, CO 80202
TEL: 303.733.1155
FAX: 303.733.1275
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

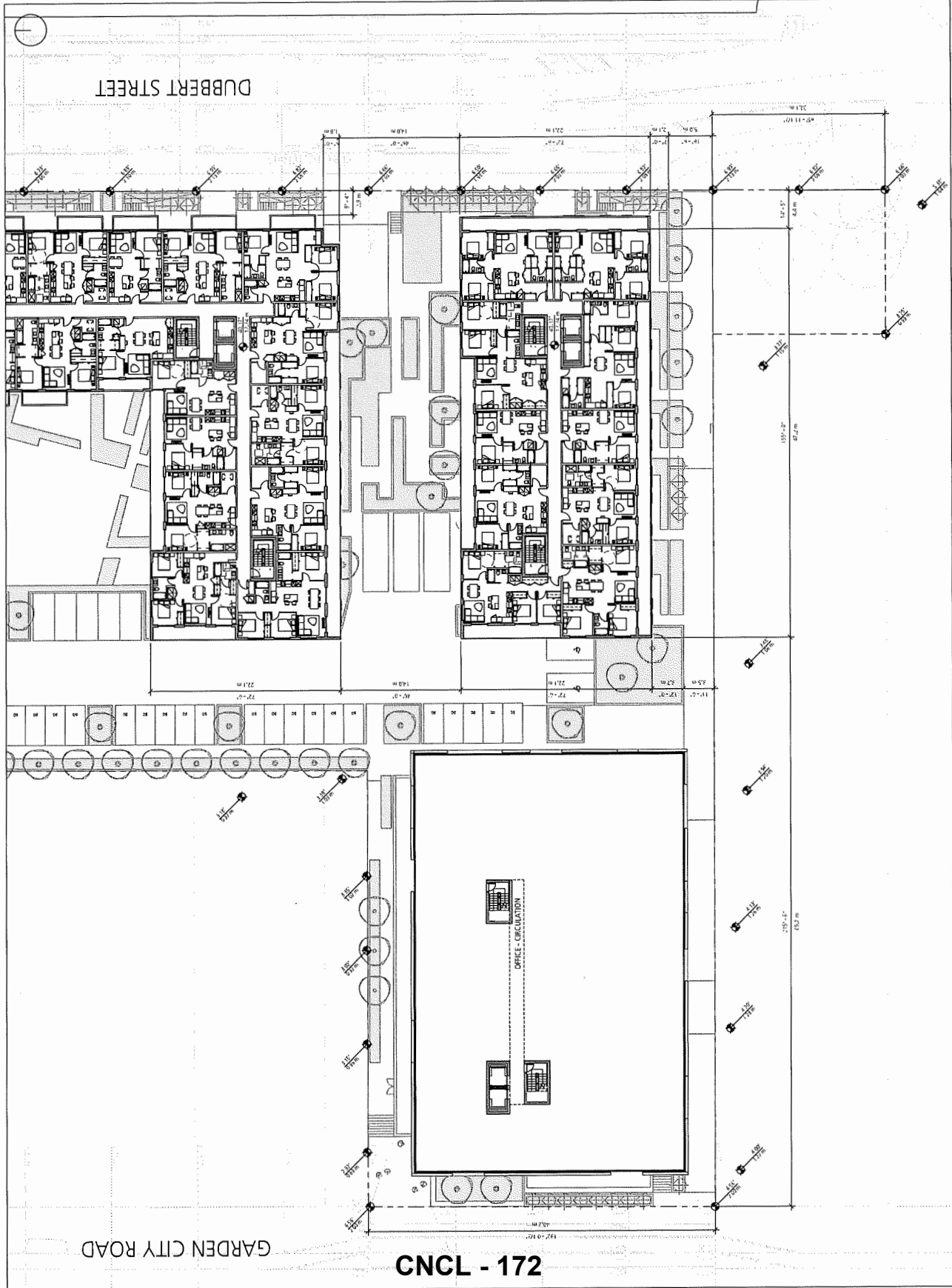
No. Date Description

9080 ODLIN ROAD

LEVEL 4 - SOUTH

DATE: 6/21/2018 11:25:59 AM
BY: RF
CHECKED BY: DE
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.04C



CNCL - 172

gbl

■ GBL ARCHITECT, INC.
1000 N. GARDEN CITY AVENUE
SUITE 1000 GARDEN CITY, NY 11530
TEL: 516.466.1100
FAX: 516.466.1101
WWW.GBLARCHITECT.COM

NOTES

REVISIONS

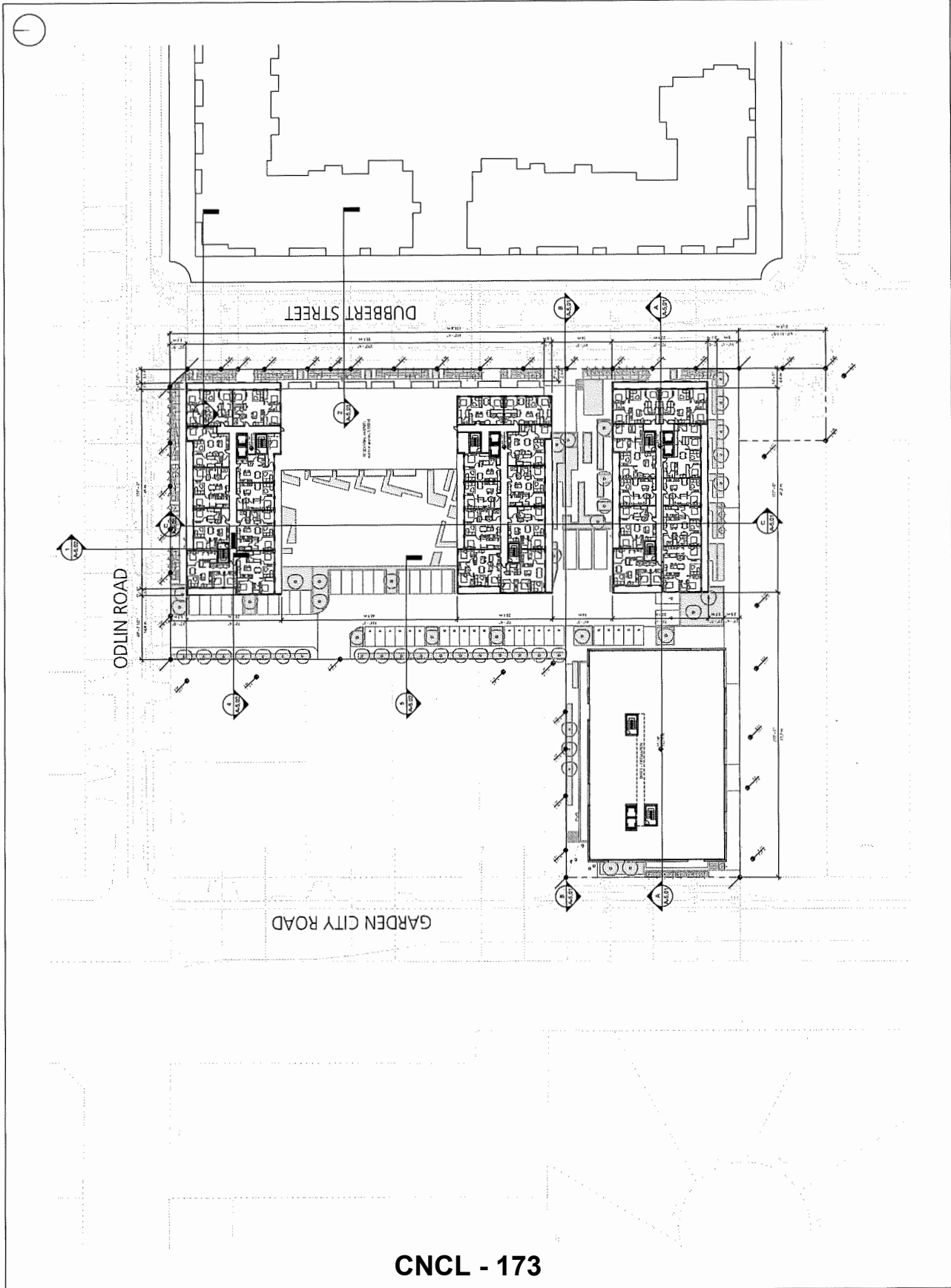
No. Date Description

9080 ODLIN ROAD

LEVEL 5

DATE 6/20/2019 11:52:30 AM
DRAWN BY RF
CHECKED BY DE
SCALE 1/8" = 1'-0"
JOB NUMBER 1654

A-3.05A



gbl

■ GBL ARCHITECTS, INC.
1100 AVENUE OF THE ARTS, SUITE 100
VIRGINIA BEACH, VIRGINIA 23462
TEL: 757.491.1155
FAX: 757.491.1156
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

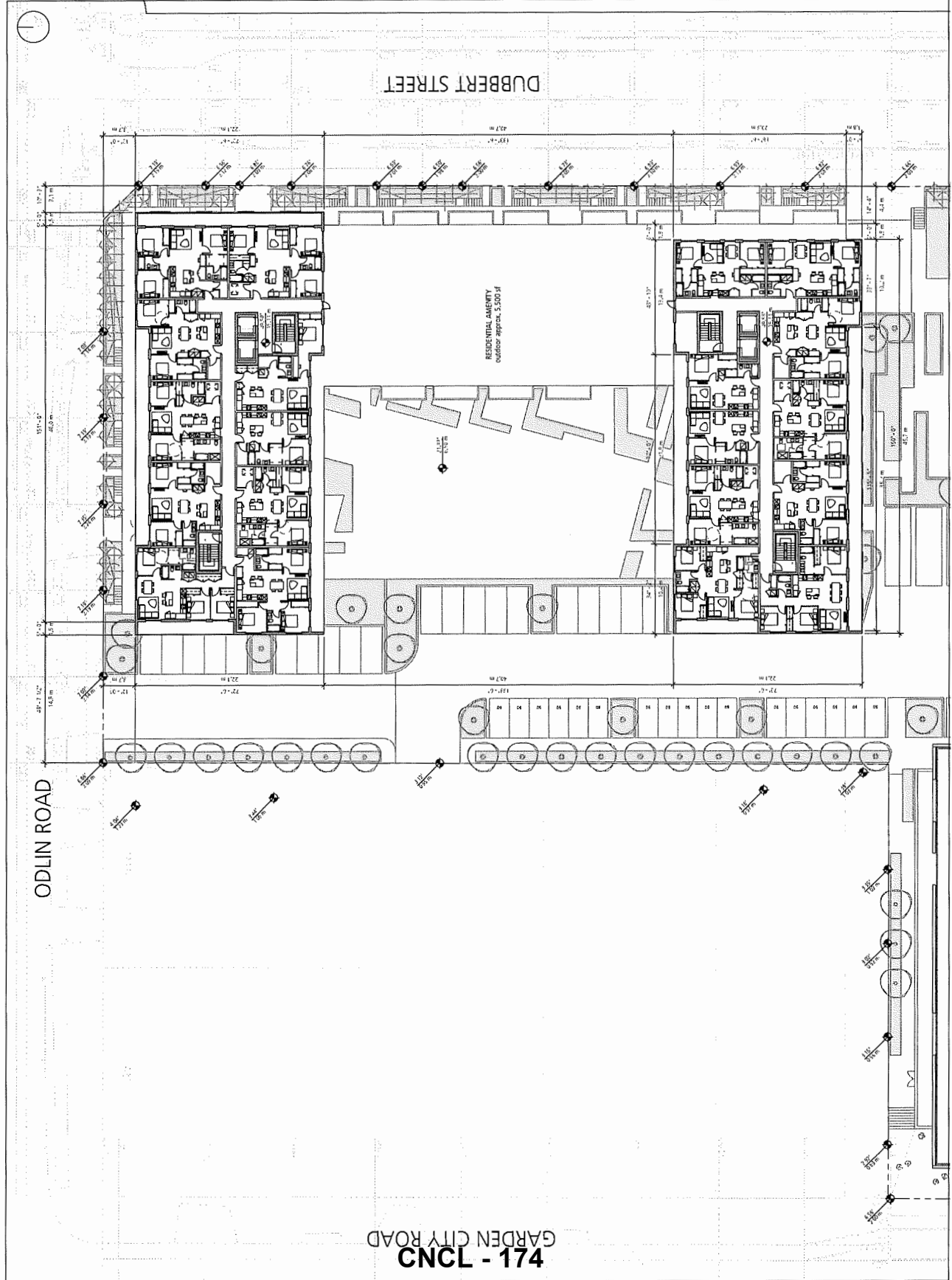
No. Date Description

9080 ODLIN ROAD

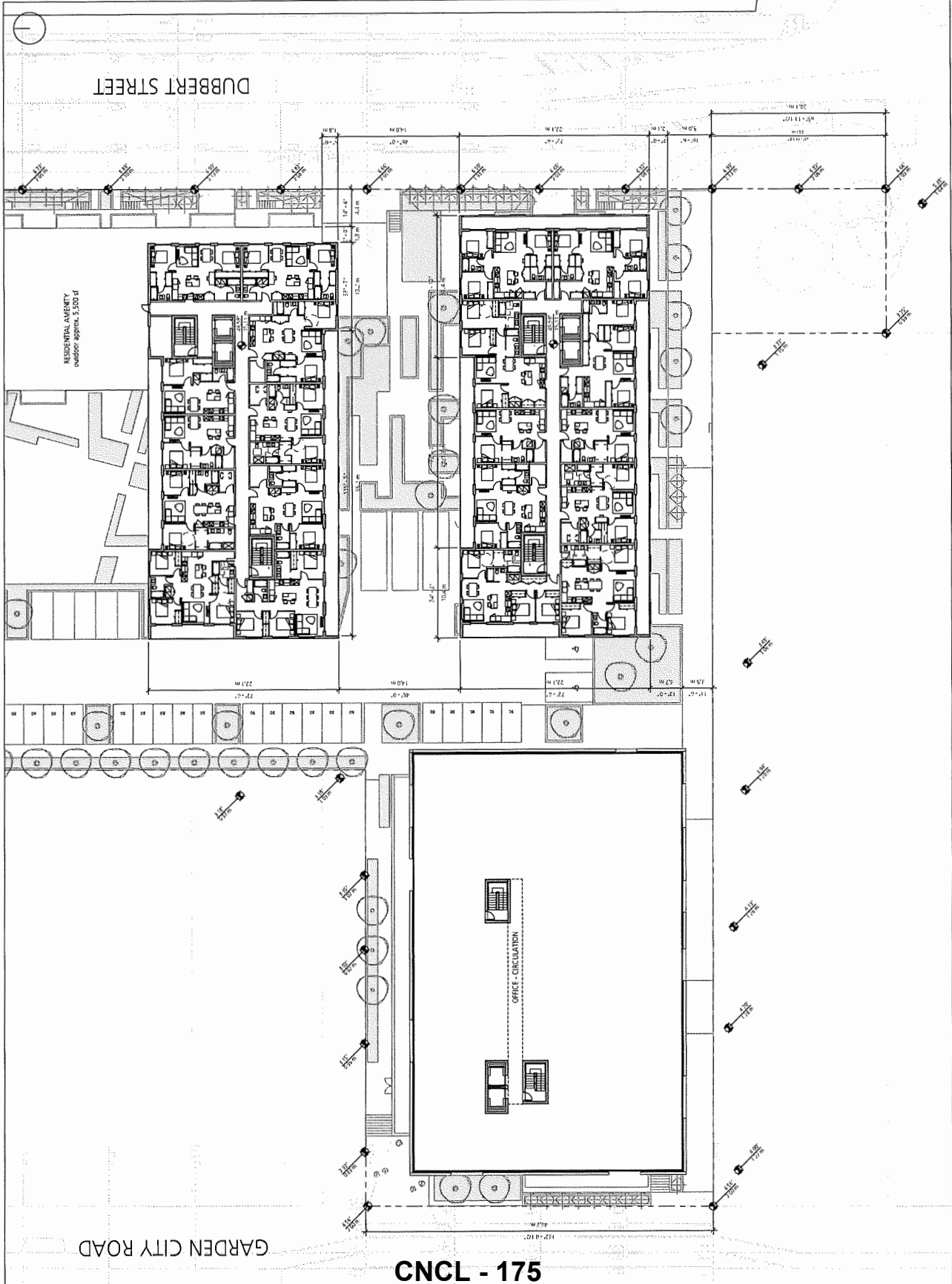
LEVEL 5 - NORTH

DATE: 6/26/2019 11:52:38 AM
DRAWN BY: [signature]
CHECKED BY: [signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.05B



GARDEN CITY ROAD
CNCL - 174



gbl

GBL ARCHITECTURE INC.
 1101 WEST 11TH STREET
 SUITE 100
 MINNEAPOLIS, MN 55408
 TEL: 612.338.1111
 FAX: 612.338.1112
 WWW.GBLARCHITECT.COM

NOTES

REVISIONS

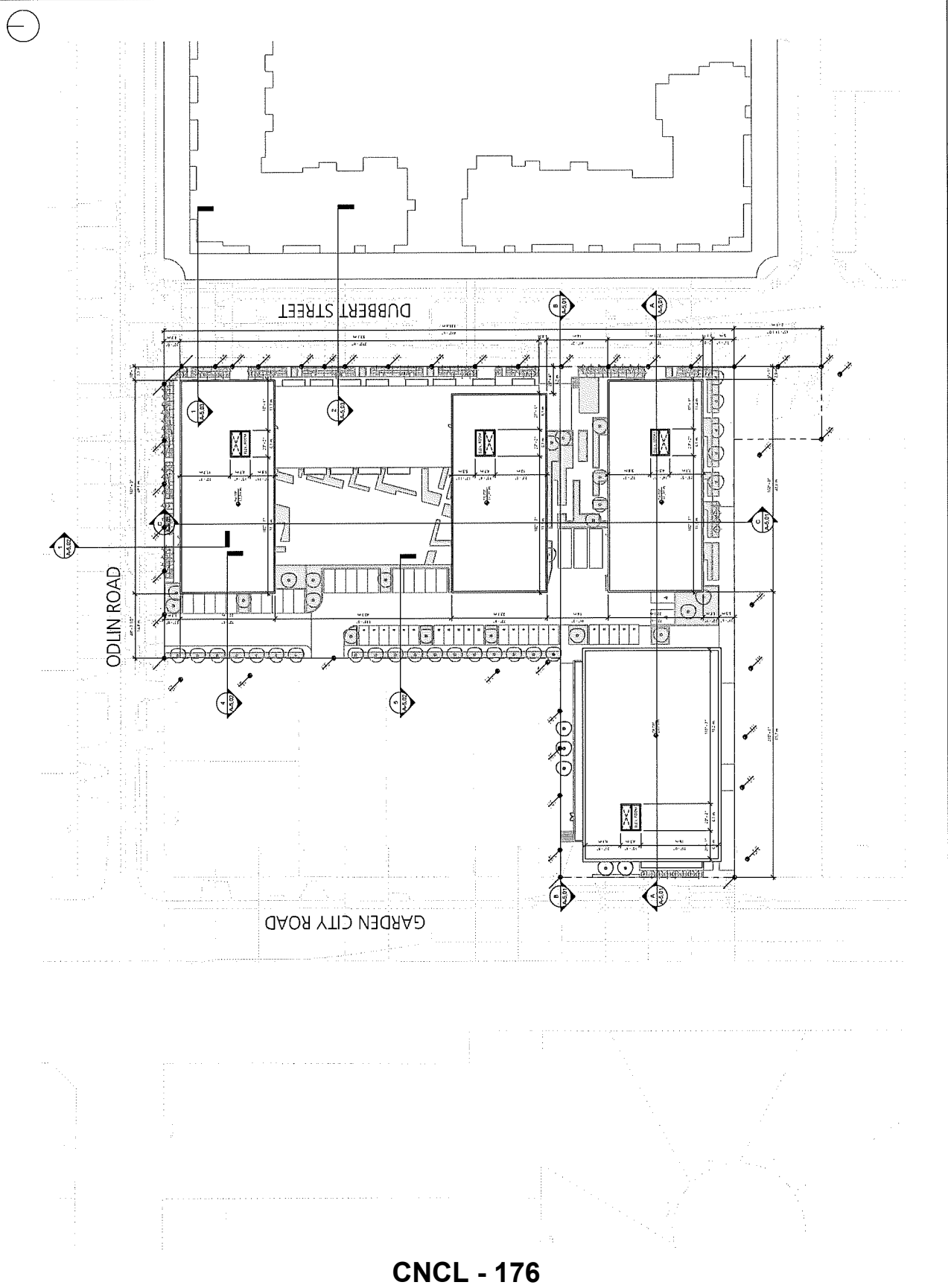
No. Date Description

9080 ODLIN ROAD

ROOF

DATE 6/25/2018
 DRAWN BY JF
 CHECKED BY JF
 SCALE 1/8" = 1'-0"
 JOB NUMBER 1654

A-3.06A



gbl

GBL ARCHITECTS, INC.
 1000 N. 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1100
 FAX: 303.733.1101
 WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

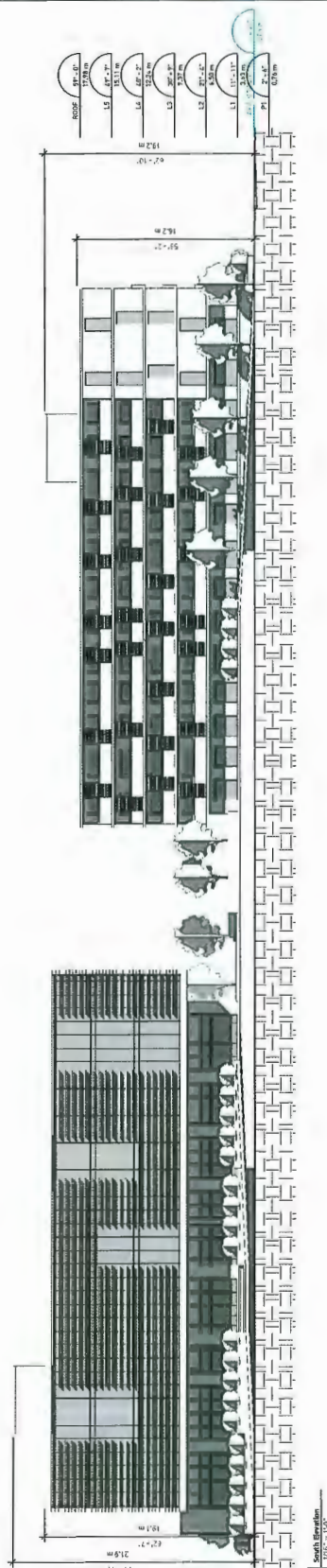
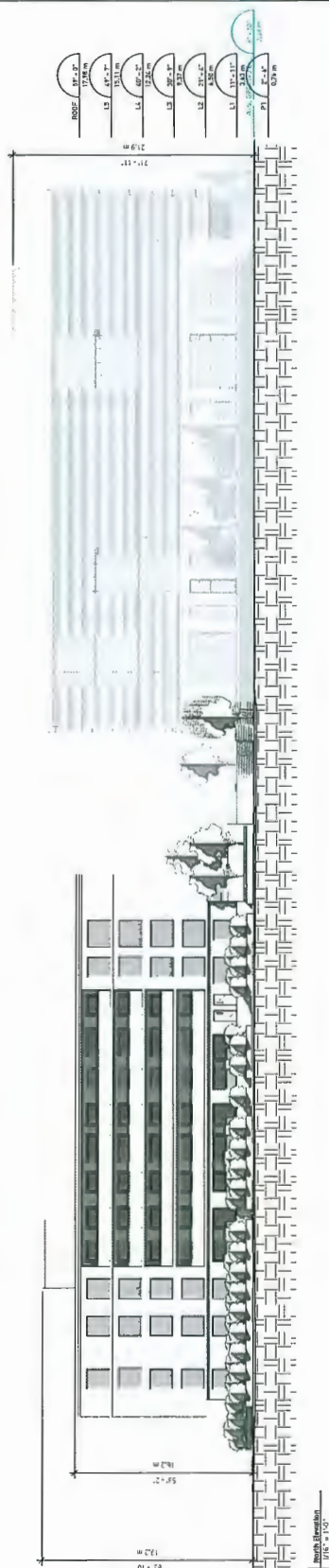
No.	Date	Description
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9080 ODLIN ROAD

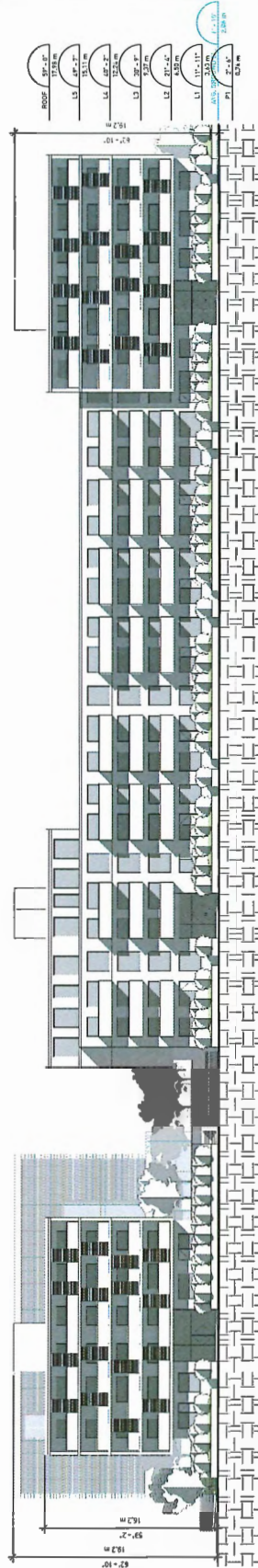
ELEVATIONS

DATE: 6/27/2019 11:52:15 AM
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 CHECKED BY: JAC
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 JOB NUMBER: 1654

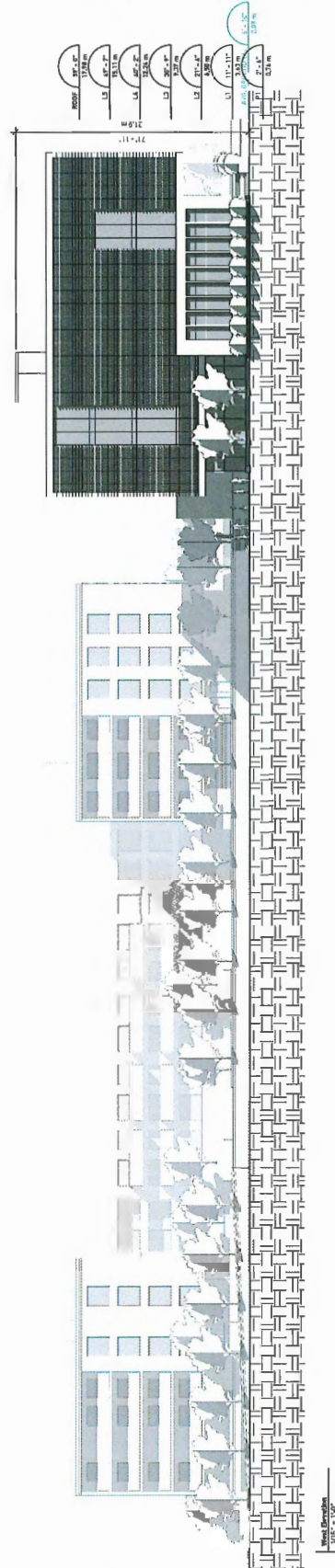
A-4.01



CNCL - 177



CNCL - 178



gbl

GBL ARCHITECTS, INC.
179 EAST 17TH AVENUE
DENVER, CO 80202
TEL: 303.733.1300
FAX: 303.733.1301
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

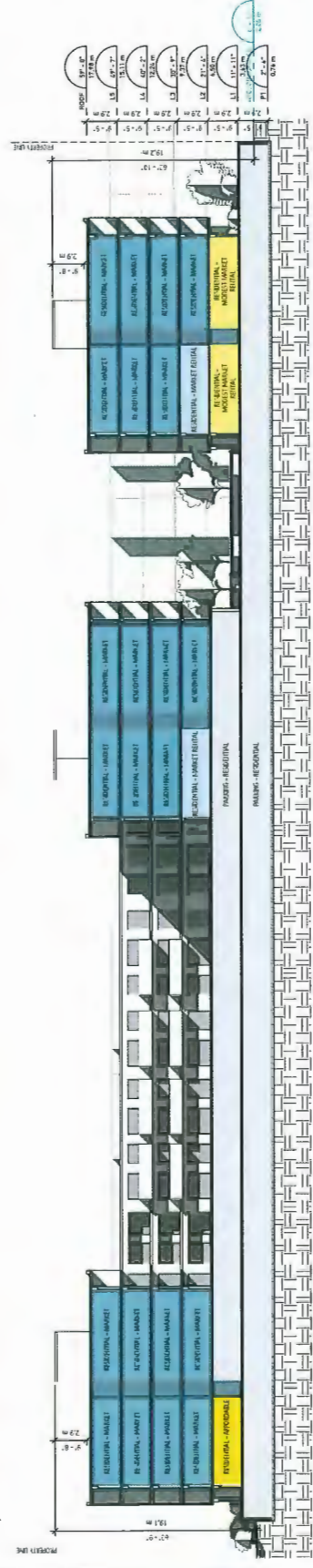
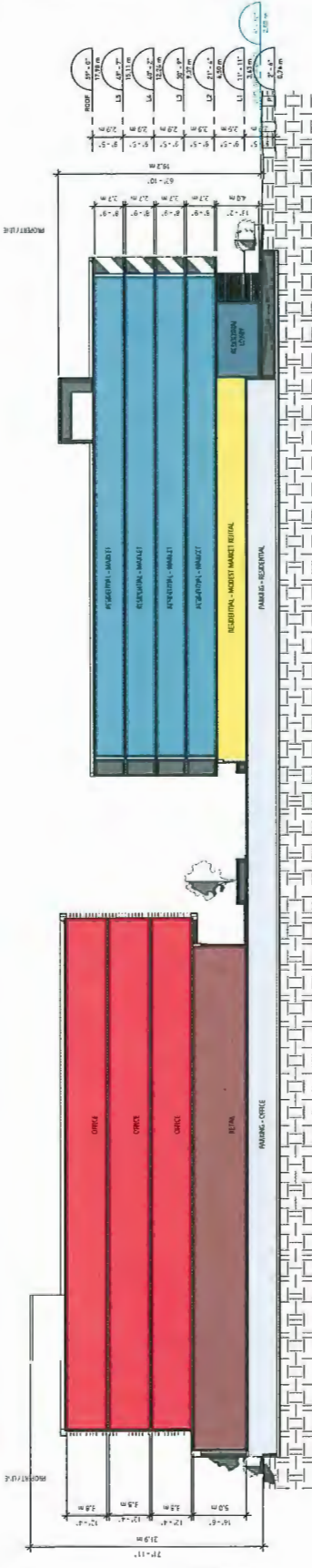
Rev. Date Description

9080 ODIN ROAD

SECTIONS

DATE: 6/20/2011 04:39 AM
DRAWN BY: DR
CHECKED BY: DR
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-5.01



CNCL - 179

REVISIONS

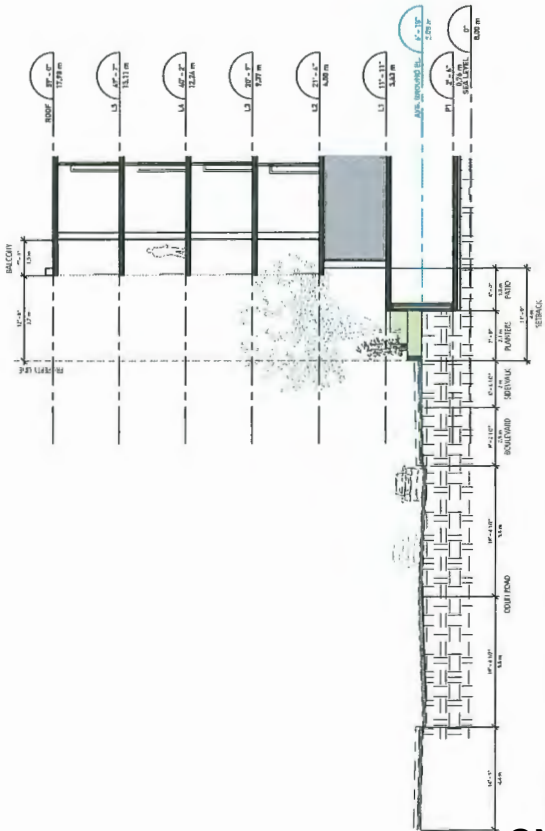
No. Date Description

9080 ODLIN ROAD

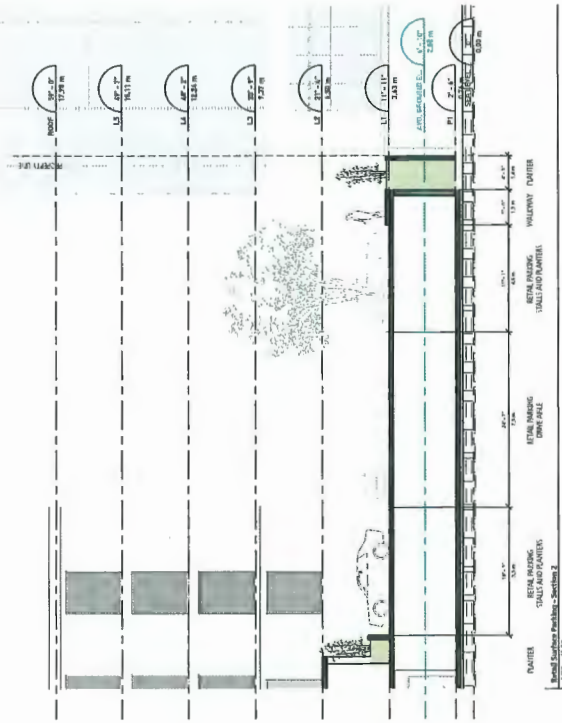
SECTIONS

DATE: 6/25/2019 11:55 AM
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CHECKED BY: J. Chou
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-5.02



CNCL - 180



CNCL - 180

REVISIONS

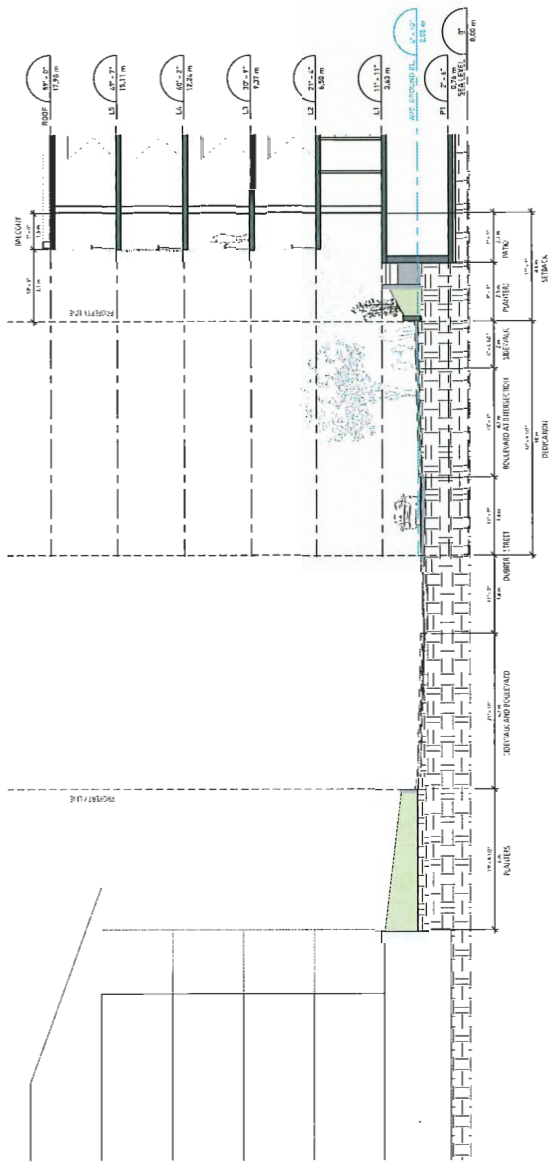
No.	Date	Description
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9080 ODJIN ROAD

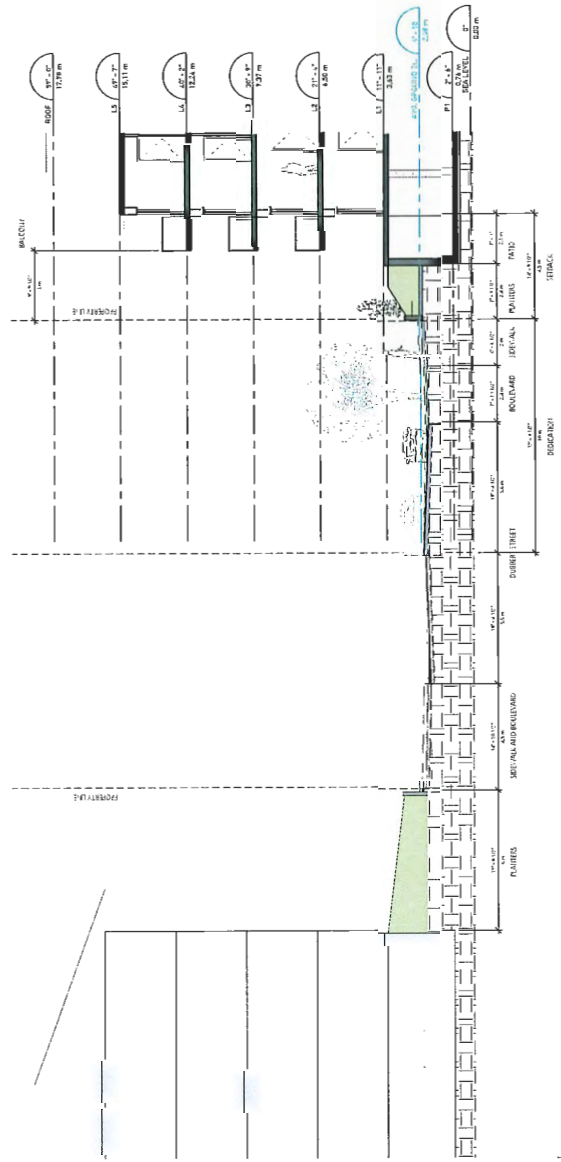
SECTIONS

DATE: 6/24/2018 11:58 AM
 DRAWN BY: BP
 CHECKED BY: BP
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1654

A-5.03



Doubled Street - Section 1
1/8" = 1'-0"



Doubled Street - Section 2
1/8" = 1'-0"

REVISIONS

Rev.	Date	Description
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9080 ODLIN ROAD

3D VIEWS -
RESIDENTIAL

DATE	6/15/2019 11:08:19 AM
DRAWN BY	JP
CHECKED BY	DE
SCALE	
JOB NUMBER	1654

A-6.01



3D view 1 - view of the Residential building from Dubbert Street at Tornicki Street intersection

REVISIONS

Rev.	Date	Description
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9080 ODLIN ROAD

3D VIEWS -
RESIDENTIAL

DATE	6/20/2019 11:58:19 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	
JOB NUMBER	1654

A-6.02

BRICK

CEMENTITIOUS PANEL

SOLAR SCREEN



3D view 2 - view of the Residential building from Dubbert Street at parkade entrance

REVISIONS

No.	Date	Description
1		

9080 ODLIN ROAD

3D VIEWS - OFFICE

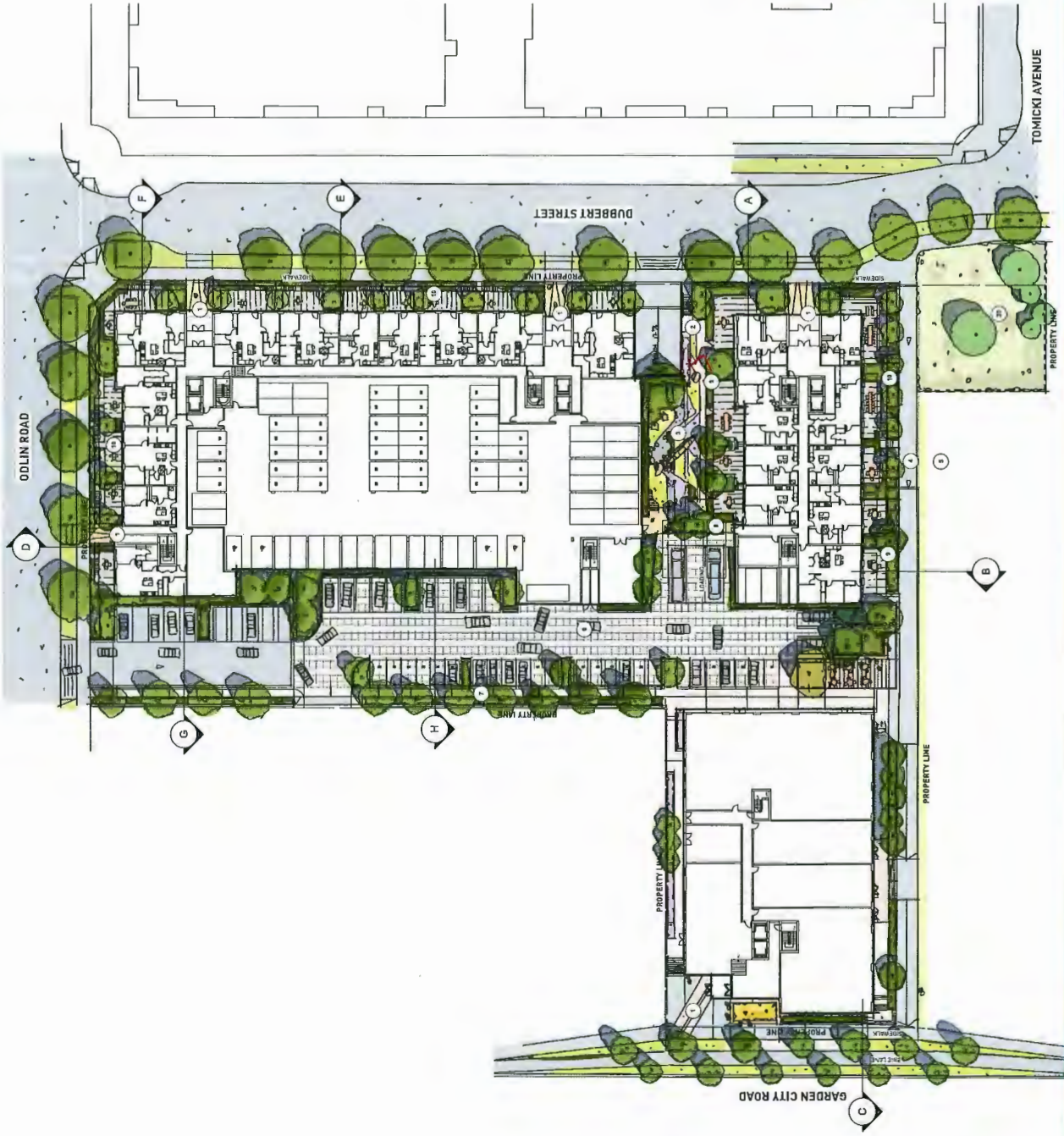
DATE	6/20/2019 11:58:42 AM
DRAWN BY	RP
CHECKED BY	DE
SCALE	
JOB NUMBER	1654

A-6.03



CNCL - 184

3D view 3 - view of the Retail/Office building from Garden City Road at office lobby entrance



LEGEND

- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH ON THE ADJACENT SITE
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (PLAY ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 L2 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 L2 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE EXISTING 5 TREES TO BE RETAINED

NOTE:

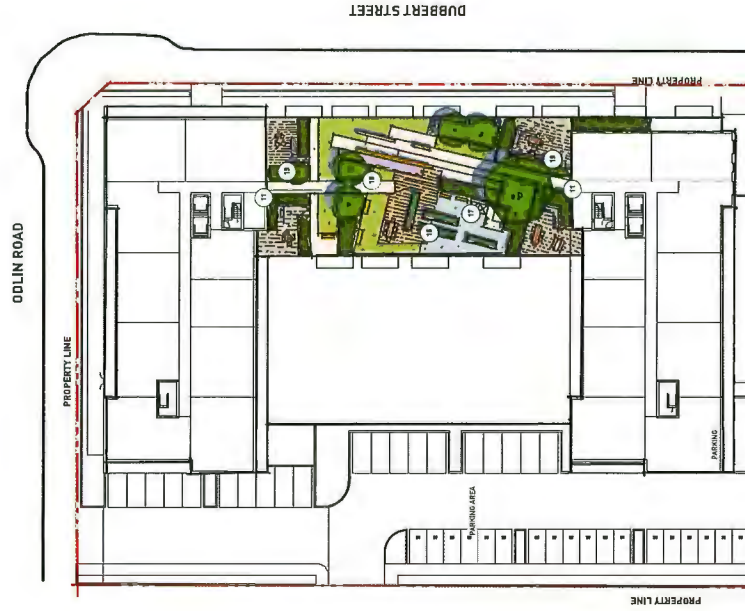
TREES REPLACEMENT AT 2:1 RATIO REQUIRED BY OCP



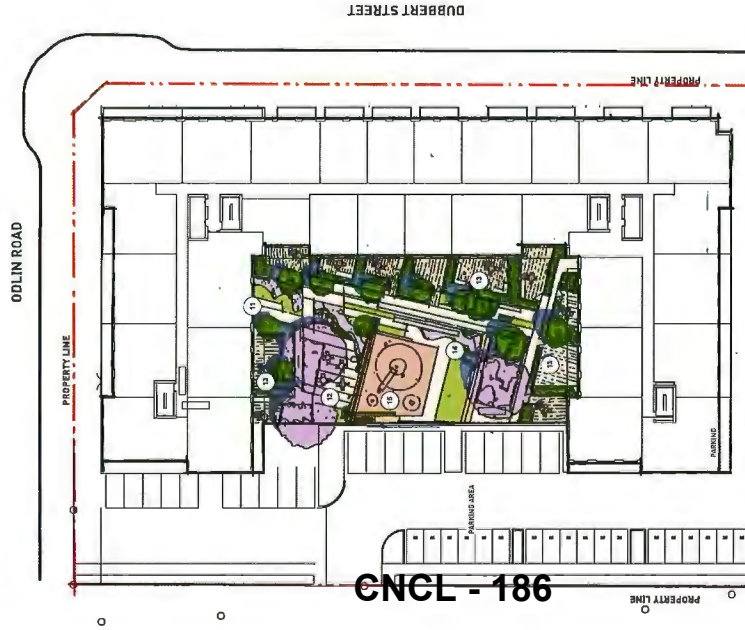
INFORMAL CHILDREN'S PLAY PERSPECTIVE

LEGEND

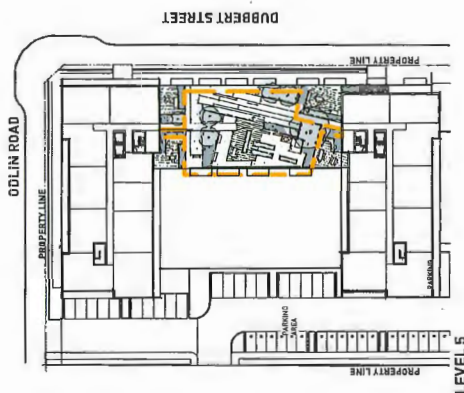
- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (FLAT ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE



LEVEL 5 LANDSCAPE PLAN



LEVEL 2 LANDSCAPE PLAN



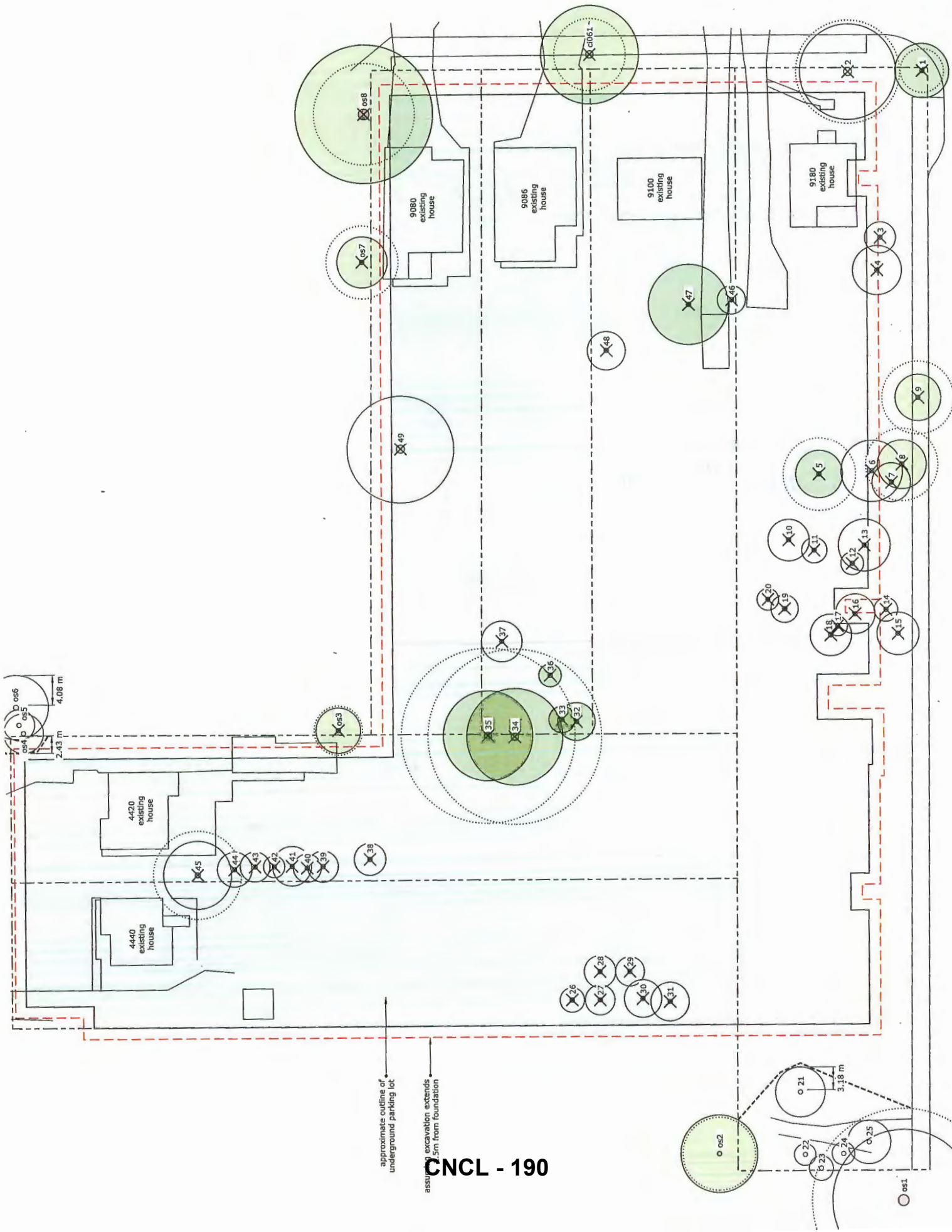
	LEVEL 1	LEVEL 2	LEVEL 5	TOTAL
OUTDOOR AMENITY SPACE	295 SQM	564 SQM	540 SQM	1,399 SQM
FACILITATE CHILDREN'S PLAY	180 SQM	355 SQM	N/A	535 SQM

REQUIRED FACILITATE CHILDREN'S PLAY AREA :525 SQM
BASED ON 175 UNITS AS PER ARCHITECTURE STATISTICS, 3 SQM PER UNIT AS PER OCP



ODLIN ROAD

DUBBERT STREET





Address: 9080, 9086, 9100, 9180 Odlin Road, 4420, 4440 Garden City Road **File No.:** RZ 18-807620

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9999, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 10006.
2. **Subdivision:** Registration of a subdivision plan for the subject site as generally as shown in the sketch plan (Schedule 1) that: (1) consolidates the existing lots; (2) provides road dedication with a width of approx. 10 m and 4m x 4m corner cut with an approx. area of 2213 m² to widen Dubbert Street; (3) creates a development lot with an approx. area of 10,856 m²; and (4) create a lot with an approx. area of 335.6 m² to be transferred to the City. The plan is subject to final dimensions established by a BCLS surveyor prepared on the basis of the functional road plan completed to the satisfaction of the City.
3. **City Lot:** Transfer of the approx. 335.6 m² fee simple remainder lot to the City, free and clear of charges to the satisfaction of the City.
4. **Greenway/Pathway Statutory Right-of-Way :** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a public greenway/pathway between Dubbert Street and Garden City Road, with a width of approx. 5.0 m from the southern edge of the site shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;
 - c) public access for pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - d) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - e) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;
 - f) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
 - g) three-dimensional survey plan and other plans as determined by the City.
5. **Shared Driveway Statutory Right-of-Way:** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a shared driveway access from Odlin Road along the west edge of the side of the development lot, with a width of approx. 10.2 m and an area of approx. 412.5 m² as shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;
 - c) public access for vehicles, pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - c) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - d) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;

Initial: _____

- e) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
 - f) three-dimensional survey plan and other plans as determined by the City.
6. **On-site Tree Survival Security:** Submission of a Tree Survival Security to the City in the amount of \$35,000 for the 5 on-site trees to be retained as identified by tag nos. 21 to 25 in the arborist report prepared by Woodbridge Tree Consulting Arborists Ltd dated February 6, 2018; with the security retained by the City for a period of three years after occupancy of the project.
7. **On-Site Tree Protection:** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. **On-Site Replacement Trees:** Submission of an on-site landscape plan for the subject project site that includes at least 88 replacement trees based on a ratio of at least 2:1 to compensate for the 44 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will be required to provide \$500 to the City's Tree Compensation Fund for each and any number of trees short of the required 88 replacement trees included within the Development Permit landscape plans.
9. **Off-Site Trees:** City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the removal of one tree (tag no. ci061) within the Odlin Road allowance with proceeds to be used for the planting of replacement trees within the City.
10. **Flood Construction Level:** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC.
11. **Aircraft Noise:** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.
12. **Mixed-Use Noise:** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- Commercial use are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
13. **West Cambie Area Plan (WCAP) Childcare:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to the City's child care fund (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will increase to \$0.80.
14. **West Cambie Area Plan (WCAP) Beatification:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives **CNCL at 192** the rate will increase to \$0.80.

15. **West Cambie Area Plan (WCAP) Planning Costs:** City acceptance of the developer's offer to voluntarily contribute \$0.08 per buildable square foot (e.g. \$17,147.10) to assist in playing for community and engineering planning costs (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will remain at \$0.08.
16. **Public Art:** City acceptance of the developer's offer to voluntarily contribute \$0.87 per buildable square foot of residential use and \$0.46 per buildable square foot of commercial use (e.g. \$194,146.48) to the Public Art Program Reserve (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). The developer may choose to make a cash contribution to the City for City-wide public art or to provide public art on-site in consultation with City Public Art staff. The developer may request 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. If the artwork is to be on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan prepared by a qualified public art consultant for review by City staff and the Richmond Public Art Advisory Committee. The public art consultant is to review the Alexandra Neighbourhood Public Art Plan for additional information.
17. **Affordable Housing Units (City-Wide Low End Market Rental Rates):** Entering into the City's standard Housing Agreement and registration of a covenant to:
- Secure 9 affordable housing units, the combined habitable floor area of which shall comprise at least 5% for 716 m² of the subject development's total residential building area.
 - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
 - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
 - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	2	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

- Ensure that no parking fees are charged to residents of the units.

18. **Modest Rent Controlled Units (West Cambie Council Policy 5004 Rates):** Entering into a Housing Agreement and registration of a covenant to:
- Secure 15 modest rent controlled rental housing units, the combined habitable floor area of which shall comprise at least 1,074 m² or 7.5% of the subject development's total residential building area.
 - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
 - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
 - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	8	50 m ² (535 ft ²)	\$750	\$38,000 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,100	\$46,500 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,400	\$57,500 or less

1. As per Policy 5004 adopted by Council on June 15, 2015.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

g) Ensure that no parking fees are charged to residents of the units.

19. **Market Rental Housing Units:** Entering into a housing agreement and registration of a covenant to:

- Secure 17 market rental housing units, the combined habitable floor area of which shall comprise at least 1,245 m² or approx. 8.3% of the of the subject development's total residential building area. (This amount is based on 2.5% of the total residential floor area as per the West Cambie Plan plus 0.08 FAR as per the OCP Market Rental Policy)
- Ensure occupants of the units subject to the housing agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
- Require that no fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant).
- Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.

The terms of the housing agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units
One bedroom	7
Two bedroom	6
Three bedroom	4

- Tandem Parking:** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.
- Commercial & Visitor Parking Non-Assignment Covenant:** Registration of a covenant that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.
- Transit Passes:** Voluntary contribution of the following Transportation Demand Management (TDM) measures to be secured with a covenant and/or legal agreement with a provision that a security for the value of the following Bus Passes be held until they are provided to the strata unit owners and rental unit occupants as follows: Monthly bus pass (2-zone): Bus passes offered to: 25% of market strata units (34 units); 50% of market rental units (9 units); and 100% of the affordable and modest rent-controlled units (24 units) for one year.
- Bicycle End of Trip & Repair Facilities:** Registration of a legal agreement on title ensuring bicycle repair rooms are provided in each of the residential buildings and end of trip bicycle facilities within office/retail building within the Development Permit Plans and prior to Building Permit issuance.
- District Energy Utility:** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on

terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;

- c) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
25. **Energy Step Code:** As a Development Permit application has not been received prior to the City's adoption of the Energy Step Code on July 16, 2018, the developer is advised that the project is subject to the Energy Step Code.
26. **Indoor and Outdoor Amenity Space:** The registration of an easement and/or other legal agreements to ensure that residents of each residential building will have access to the indoor amenity space and outdoor amenity space irrespective of the Air Space Parcel Subdivision or Phased Strata approach taken.
27. **Employment Uses:** The registration of a covenant and/or other legal agreements to ensure that the building with the employment uses (including office and retail uses) be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses.
28. **Development Permit:** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
29. **Servicing Agreement:** Enter into a Servicing Agreement* for the design and construction of the Engineering and Transportation works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the Engineering, Transportation and Parks works in Schedule 3.

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

1. **Acoustical Report:** Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan pertaining to the Aircraft Noise Sensitive Area Policy and Noise Bylaw requirements pertaining to mixed-use developments. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. **Accessible Housing Measures:** Include notations on the Development Permit Plans demonstrating at least 41 units (all Affordable, Modest Rent Controlled and Market Rental units) will meet the Basic Universal Housing provisions and as requested for calculation of density within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.
3. **Air Space Parcel Subdivision and/or Phased Strata:** The developer is to confirm the approach to Air Space Parcel Subdivision and/or Phased Strata to ensure the project can be constructed as required under the zoning and the BC Building Code.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Payment of the City-Wide DCC and Supplementary Local Area DCC for the Alexandra Area under Bylaw 9499 in addition to the Greater Vancouver Sewerage and Drainage District Levies and Richmond School Site Acquisition Charges.
4. Payment of latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.
5. As may be required by the City and Approving Officer, the developer is to submit a Building Code Analysis addressing the phasing of the construction to the satisfaction of the City, receive approval or approval-in-principal of the Phased Strata Declaration from the Approving Officer and Air Space Parcel Subdivision Application, and register any covenants, easements or other documents required to facilitate the Phased Strata and/or Air Space Parcel Subdivision and the phasing of construction as determined by the City and Approving Officer.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

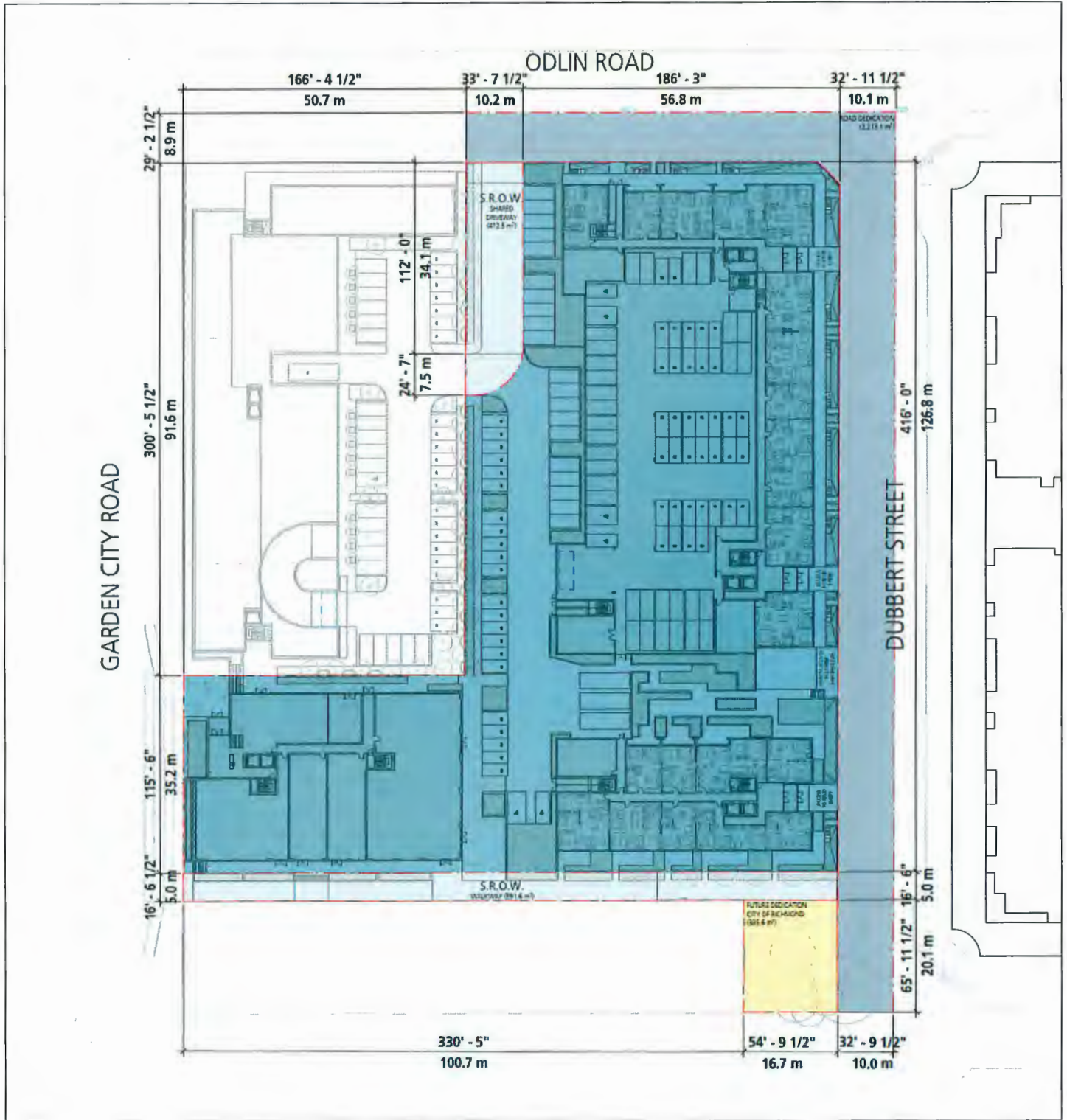
Signed _____

Date _____

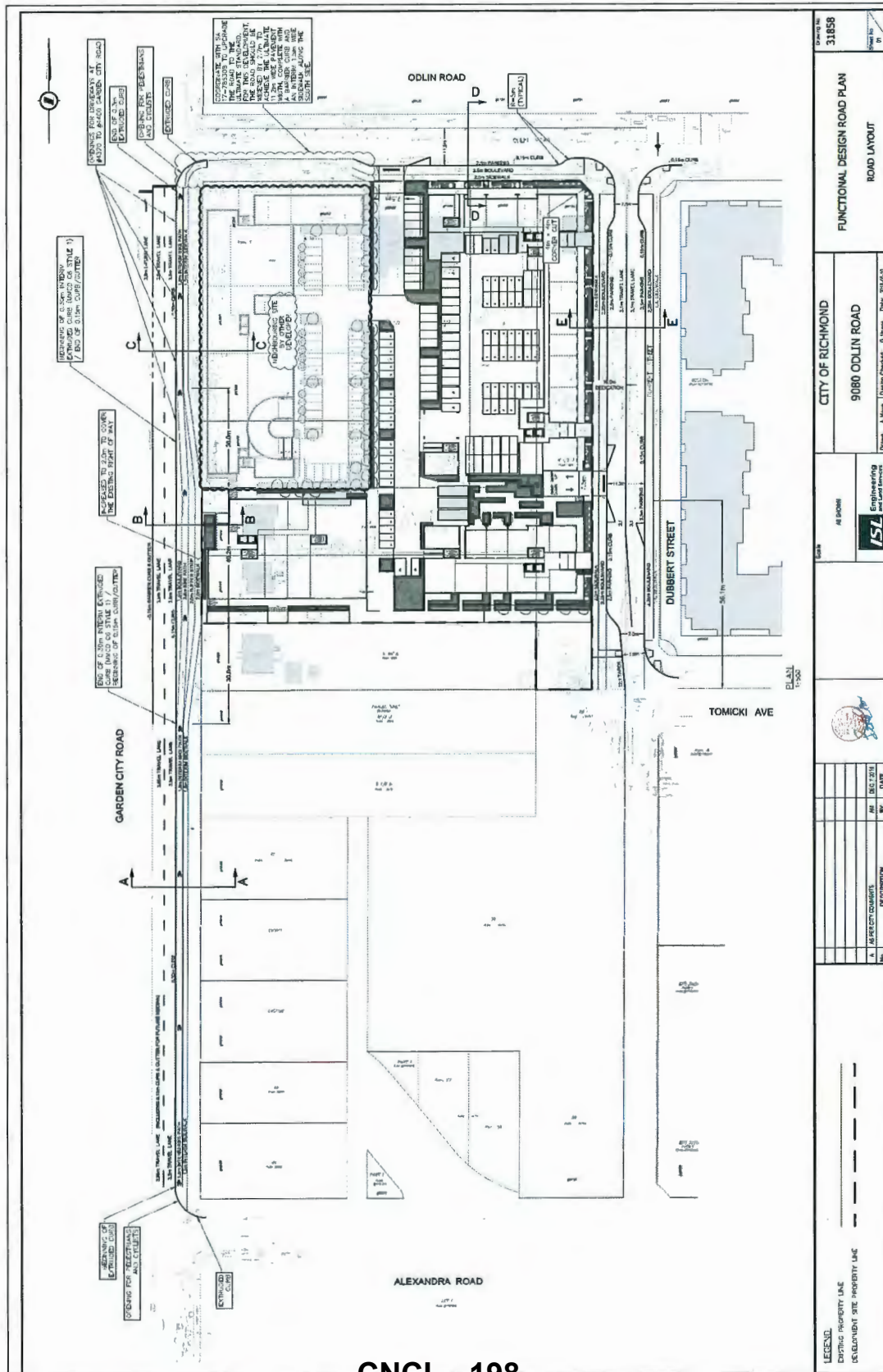
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Schedule 1
Subdivision Sketch Plan

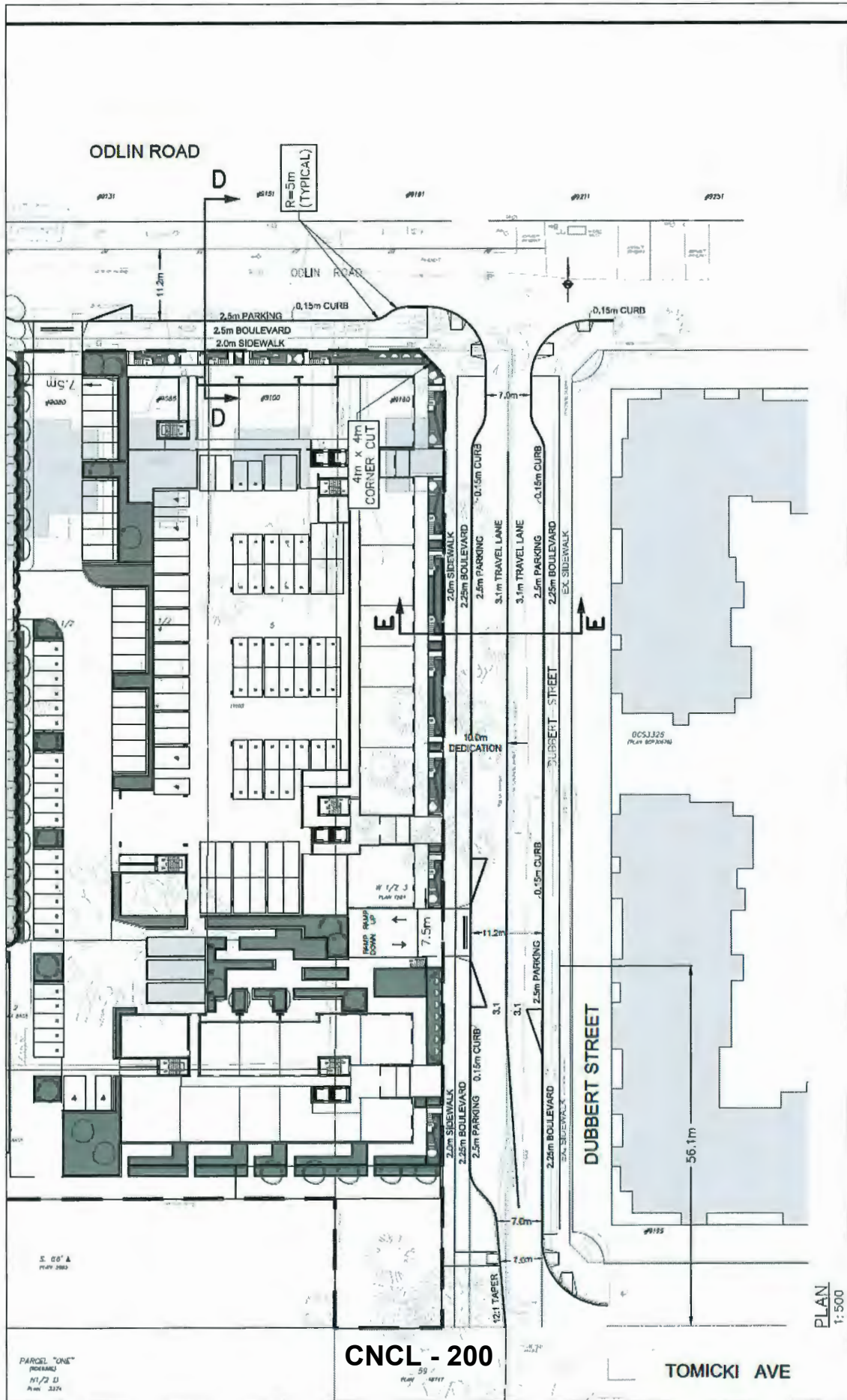


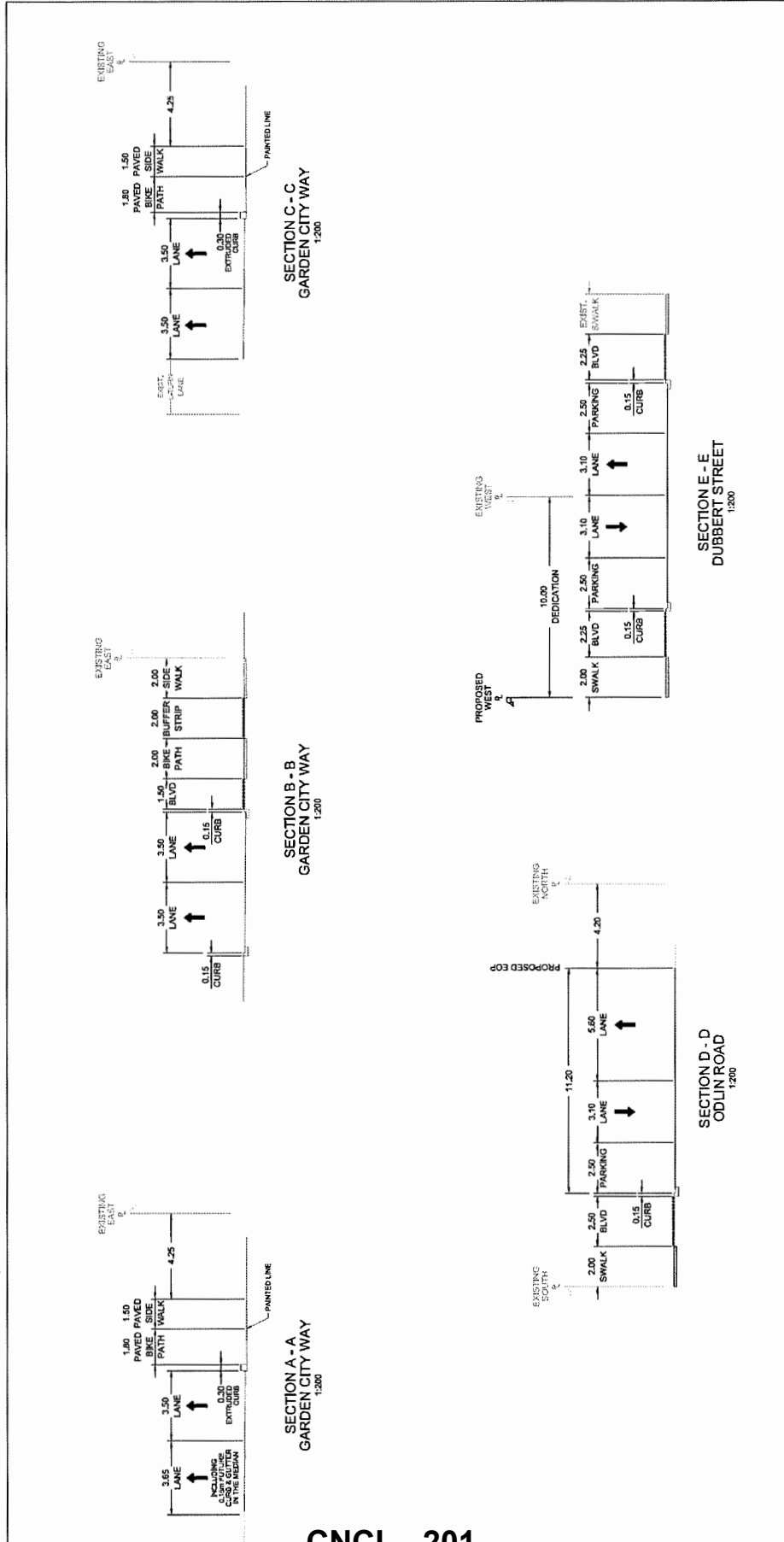
Schedule 2 Function Road Plan and TDM Works



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Schedule 3

Servicing Agreement Works

A. Engineering Servicing Works

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Engineering as follows:

- **Water Works:**
 - Using the OCP Model, there is 640 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 4400 Garden City Road and 391 L/s available at 20 psi residual at the hydrant located at the frontage of 9151 Odlin Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - At the developer's costs, the developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Installation of a new watermain to replace the existing AC watermain along the east side of garden City Road (within the Garden City roadway) is required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing AC watermain. The replacement may extend to 30 meters north and south outside the limit of the development frontage (to cover the transition of the frontage improvements to existing edge of asphalt).
 - Install approximately 167 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's Dubbert Street frontage. The new watermain shall be tied-in to the existing watermain along Tomicki Avenue and Odlin Road.
 - Install a water service connection off of the new water main along Dubbert Street, complete with water meter. The meter will be located on site and shall be part of the on-site Mechanical design.
 - At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing water service connections and tie-in of all proposed works to existing City water infrastructures.

- **Storm Sewer Works:**

- At the developer's costs, the developer is required to:
 - Cut, cap, and remove all existing storm service connections and inspection chambers located at the frontages along Garden City Road and Odlin Road.
 - Video inspect the existing storm sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the storm sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
 - If existing storm sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.
 - If the existing storm sewer at Dubbert Street will require replacement, the new storm sewer shall be placed at an alignment with adequate clearance from the existing sanitary sewer and proposed watermain.
 - Install a new storm service connection, complete with an Inspection Chamber off of the existing 900 mm storm sewer along Odlin Road to service the proposed development.

- At the Developer's cost, the City will:

- Cut and cap at main all existing storm service connections.
- Remove all existing inspection chambers and storm service leads and dispose offsite.
- Complete all required storm sewer tie-ins.

- **Sanitary Sewer Works:**

- Provide approximately 85 meters of 200mm diameter sanitary line from the west property line in 9080 Odlin Street and tie-in to the existing manhole SMH51174 at the intersection of Odlin Street and Dubbert Street., complete with new manholes spaced as per City Standard.
- Install a sanitary service connection, complete with an Inspection Chamber, off of the new 200mm diameter sanitary line placed in the Odlin Street frontage of the property.
- Video inspect the existing sanitary sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the sanitary sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
- If existing sanitary sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.

- At the Developer's cost, the City will:

- Cut and cap at main all existing sanitary service connections to the proposed site.
- Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
- Complete all required sanitary sewer service connections and tie-ins.

- **Frontage Improvements:**
 - At the developer's costs, the developer is required to:
 - Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - Provide street lighting along Garden City Road, Odlin Road and Dubbert Street frontages. Ensure that existing and new lighting does not impede upon frontage requirements.
 - Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to the pole fronting 9211 Odlin Road. The developer is required to coordinate with the private utility companies.
 - Pre-duct for future hydro, telephone and cable utilities along all Garden City Road, Odlin Road, and Dubbert Street frontages.
 - Coordinate with BC Hydro (Transmission), prior to start of soil densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Garden City Road frontage. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - Confirm with BC Hydro (Transmission) whether the clearance between the proposed building and the existing BC Hydro transmission lines are acceptable.
 - Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing AC watermain along the Garden City Road property line, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Garden City roadway, etc.) shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
 - Video inspections of adjacent sewer mains along Odlin Road and Garden City Road to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development permit design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
-

- BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
 - Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
 - General Items:
 - The Developer is required to:
 - Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
-

B. Transportation Works

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Transportation works as generally shown in Schedule 2 and as follows:

- a) Along the Dubbert Street frontage: road widening to provide (from the existing sidewalk along the east side of street):
- 2.25m wide grassed/treed boulevard
 - 0.15m wide curb and gutter
 - 11.2m wide driving surface
 - 0.15m wide curb and gutter
 - 2.25m wide grassed/treed boulevard
 - 2m wide sidewalk.

Note: Dedicated land and road construction eligible for Alexandra Area DCC credits.

- b) Along the Odlin Road frontage to Garden City Road: coordinate the works to be completed via. SA 17-785308, road widening to provide (from north to south):
- 11.2m wide driving surface
 - 0.15m wide curb and gutter
 - 2.5m wide grassed/treed boulevard
 - 2m wide sidewalk
 - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

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Note: Works not eligible for Roads DCC credits.

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- c) Along the Garden City Road frontage of the site, complete the following (from west to east):
- 0.15m wide curb and gutter along the east edge of the centre median
 - Revise (reduce) width of the two existing northbound traffic lanes to 3.5m each
 - 0.15m wide curb and gutter
 - 1.5m wide grassed/treed boulevard
 - 2m wide asphalt bike path
 - 1.35m wide buffer strip, complete with pedestrian lighting
 - 2.0m wide sidewalk
 - The above cross-section should be maintained 30m north and south outside the limit of the development frontage to allow for proper tie-in's.
 - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

Note: Works not eligible for Roads DCC credits.

- d) TDM Off-Site Works on Garden City Road, complete the following interim sidewalk and off-road bicycle track along the east side:
- Total frontage of retrofit work: Approximately 260m (170m south to Alexandra Road plus 90m north to Odlin Road). Extent of work: Revise the width of two northbound lanes to 3.5m each and install an extruded curb along the edge of the northbound traffic lane, that includes widening the existing pavement to provide a separate 1.8m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane..
- e) Intersection Upgrades:
- Upgrade of the existing traffic signal at Garden City Road/Odlin Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

Note: Works not eligible for Roads DCC credits.

C. Greenway Works

Under the Servicing Agreement, the developer is responsible for the design and construction of a pedestrian and bicycle pathway within the required 5.0m wide SRW along southern edge of the property to the satisfaction of the Senior Manager, Parks which includes:

- a) Design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants) coordinated with the Development Permit plans;
- b) The inclusion of a 3.2m wide hard-surfaced pathway and a 1.8 m wide grass/landscape strip on the north side of the SRW;
- c) Adequate below grade structure to support all functions, including possible use by emergency services vehicles; and
- d) Provision of a decorative metal fence along the southern property line.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9999 (RZ 18-807620)
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 20.41 thereof the following:

**“20.41 Mixed Use Employment-Residential (ZMU41) – Alexandra Neighbourhood
(West Cambie)**

20.41.1 Purpose

The **zone** provides for medium density, mixed-use, employment-residential apartment **development** with a **density bonus** for the construction of additional **market rental units, modest rent controlled units and affordable units**, and other limited supporting and accessory uses.

20.41.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- education, commercial
- education, university
- government service
- health service, minor
- housing, apartment
- library and exhibit
- religious assembly
- retail, convenience
- retail, general
- restaurant
- service, business support
- service, financial
- service, personal
- studio
- veterinary service

20.41.3 Secondary Uses

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

20.41.4 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a **site** area of 11,191 m².
2. The maximum **floor area ratio** is 0.52 with up an additional 0.10 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.41.4.2, the reference to “0.52” is increased to a higher **floor area ratio** of “1.88” if the **owner**:
 - a. provides on the **development site** uses other than **housing, apartment**, having a combined **floor area** of no less than 0.52 **floor area ratio** or 5,821 m², whichever is greater;
 - b. provides on the **development site** no less than 9 **affordable housing units** having a combined **floor area** of at least 716 m²;
 - c. provides on the **development site** no less than 15 **modest rent controlled units** having a combined **floor area** of at least 1,074 m²;
 - d. provides on the **development site** no less than 17 **market rental units** having a combined **floor area** of at least 1,245 m²;
 - e. enters into a **housing agreement** with the **City** for the **affordable housing units** and the **modest rent controlled units** and registers the **housing agreement** against the title of the **development site**, and files a notice in the Land Title Office; and
 - f. enters into a **market rental agreement** with the **City** for the **market rental units** and registers it against the title of the **development site**.
4. Notwithstanding Section 20.41.4.3, the maximum **floor area ratio** for the **development site** shall be 1.94 provided that the **owner** has created a new **lot** with an area not less than 336 m² adjacent to and south of the **development site** outside of the **development site** and that the **owner** has transferred this new **lot** to the **City**.

20.41.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 55% for **buildings**.

20.41.6 Yards & Setbacks

1. The minimum **building setback** is:
 - a. 3.5 m from the north **lot line** on Odlin Road;

- b. 3.0 m from the north interior **lot line**;
 - c. 4.5 m from the east **lot line** on Dubbert Street;
 - d. 14.5 m from the west interior **lot line**.
 - e. 1.5 m from the west **lot line** on Garden City Road.
 - f. 5.0 m from the south **lot line**.
2. Notwithstanding Section 20.41.6.1, the following setbacks apply:
 - a. A parking **structure** may project into the **lot line setbacks** to a minimum of 1.0 m from to Odlin Road and Dubbert Street, into the **setbacks** to the west interior **lot line** and north interior **lot line** to a minimum of 0.0 m provided that such projections are landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**; and
 - b. Entry stairs may have a **setback** of 0.0 m provided the stairs are within a Development Permit approved by the City

20.41.7 Permitted Heights

1. The maximum **height** for a **building** fronting the west **lot line** on Garden City Road is 23 m.
2. The maximum **height** for a **building** fronting the east **lot line** on Dubbert Road or the north **lot line** on Odlin Road is 20 m.
3. The maximum **height** for **accessory buildings** and **structures** is 9.0 m.

20.41.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements with the exception of the **development site**.
2. The minimum **lot width** is 35.0 m and minimum **lot depth** is 110.0 m for the **development site**.
3. The minimum **lot area** for the **development site** is 10,000 m².

20.41.9 Landscaping & Screening

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

20.41.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0 with the exception that requirement for one large (WB17) loading space be not applicable.

20.41.11 Residential Rental Tenure

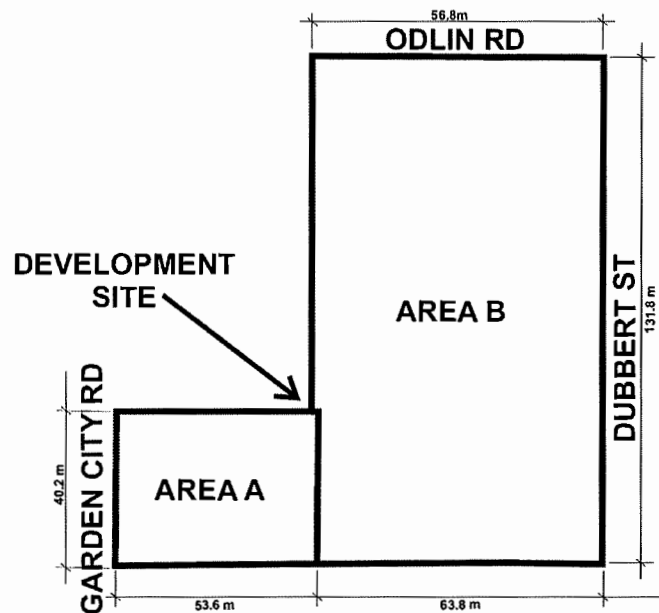
1. For the purposes of this zone, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** that includes a **modest rent controlled unit** or an **affordable housing unit**, in accordance with a **housing agreement** registered on title or a **market rental unit** in accordance with a **market rental agreement** registered on title, and governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.
2. For the purposes of this zone, **modest rent controlled unit** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** under a housing agreement as provided for in the West Cambie Area Plan.
3. A minimum of 41 **dwelling units** shall be **residential rental tenure**.

20.41.12 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. A maximum **site** area of 11,191 m² shall be used for calculation of **density** on the **development site**.
3. Notwithstanding Section 20.41.2, only the following uses are permitted in Area A as shown on Figure 1:
 - a) **animal grooming**
 - b) **broadcasting studio**
 - c) **child care**
 - d) **education, commercial**
 - e) **education, university**
 - f) **government service**
 - g) **health service, minor**
 - h) **library and exhibit**
 - i) **religious assembly**
 - j) **retail, convenience**
 - k) **retail, general**
 - l) **restaurant**
 - m) **service, business support**
 - n) **service, financial**
 - o) **service, personal**
 - p) **studio**

q) veterinary service

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and designating it **MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**:

P.I.D. 003-903-222

WEST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-607-169

EAST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 009-453-253

LOT 5 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-904-449
 WEST HALF LOT 3 BLOCK "B" SECTION 34 BLOCK 5 NORTH RANGE 6
 NEW WESTMINSTER DISTRICT PLAN 1224

P.I.D. 010-141-235
 LOT 2 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER
 DISTRICT PLAN 8805

P.I.D. 011-363-053
 LOT 1 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER
 DISTRICT PLAN 8805

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9999"**.

FIRST READING



PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	<div style="border: 1px solid black; padding: 2px;"> CITY OF RICHMOND APPROVED by  APPROVED by Director or Solicitor  </div>

 MAYOR

 CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10006 (RZ 18-807620)
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.11A [West Cambie Area Plan] by:
 - a) Adding a new policy c) in Section 5.3 [Connections], Objective 1 [Design and implement pedestrian and cyclist connections within the West Cambie area] as follows:
 - “c) Provide a pedestrian and bicycle connection generally between Garden City Road and Dubbert Street. The connection will be:
 - Acquired through the development process and maintained through operating agreements between the City and the landowners;
 - Provided by a privately-owned, publicly accessible (POPA) right-of-way;
 - Approximately 10 metres in total width, shared between adjoining development sites; and
 - Designed to include a combination of soft and hard landscaping treatments.”
 - b) replacing the “Alexandra Neighbourhood Open Space System Map” shown in Section 5.3 [Connections] with the map shown in Schedule A attached to and forming part of this bylaw.
 - c) replacing the “Alexandra Neighbourhood Character Areas Map” shown in Section 8.2 [Alexandra’s Character Areas], with the map shown in Schedule B attached to and forming part of this bylaw.
 - d) replacing the “Character Area 1 – Mixed Use Employment-Residential Map” shown in Section 8.2.1 [Character Area 1 – Mixed Use Employment Residential] with the map shown in Schedule C attached to and forming part of this bylaw.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER

Schedule A



-  Open Space System
-  Proposed Trails & Greenways
-  Existing Cycle Routes
-  Proposed Cycle Routes
-  Traffic Calming
-  Gateway Intersection

Schedule B



Schedule C





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 13, 2019

File: RZ 18-824565

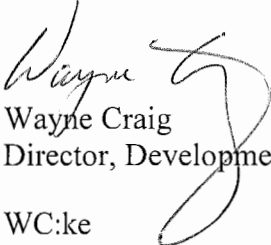
Re: Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agriculture (AG1) and Light Industrial (IL) to a Site Specific Zone

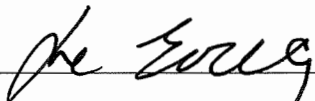
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agriculture (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.


Wayne Craig
Director, Development
WC:ke
Att.

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

Staff Report

Origin

SNC Lavalin Inc., on behalf of BC Ferry Services Inc. (BC Ferries), has applied to the City of Richmond for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agriculture (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) located in the Shellmont Planning Area between No. 5 Road and Highway 99. The site will be consolidated into one parcel bisected by the existing CN Rail line which runs through the property.

This report responds to the following referral from the June 18, 2019 Planning Committee meeting:

That the staff report titled "Application by SNC Lavalin Inc. for Rezoning of Portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agriculture (AG1) and Light Industrial (IL) to a Site-Specific Zone" be referred back to staff to consult with the Ministry of Transportation and Infrastructure and all appropriate bodies for acknowledgement that they understand the implications of this application on the George Massey Tunnel enhancement project and City of Richmond property and report back as soon as possible.

Findings of Fact

At the June 18, 2019 Planning Committee meeting, there was discussion about the corporate structure of BC Ferries in relation to project approval to upgrade the BC Ferries FMU. The applicant has provided this information, summarized as follows:

- BC Ferries is an independently managed company.
- The BC Ferries Commissioner acts as an independent commercial regulator. Their responsibility includes reviewing and considering any proposals for major capital expenditures for approval.
- The Province of BC establishes policy and service levels.
- The Province of BC does not make decisions on deploying capital assets or incurring capital expenditures. Those are left to BC Ferries management, although BC Ferries Commissioner review and approval is required for large capital expenditures.
- The proposal to upgrade the BC Ferries FMU requires approval from the BC Ferries Commissioner. This approval process would be sequenced with the development applications required from the City.
- The applicant anticipates this project will be submitted to the BC Ferries Commissioner in late 2019.

Additional Consultation Undertaken

In response to the June 18, 2019 Planning Committee referral, a letter (dated June 27, 2019) was sent from the City to applicable groups within the Ministry of Transportation and Infrastructure (the Ministry), including the staff lead for the George Massey Crossing project team (Attachment A – copy of City letter to the Ministry).

The City's letter sought confirmation that the George Massey Crossing project team is aware of and also has no concerns with the proposed rezoning application involving the BC Ferries site, and City properties located north of the BC Ferries site at 12851 Rice Mill Road and 12100 Hartnell Road (Attachment B – Property Map).

In addition, the City requested further clarification of the Ministry's expectations, anticipated process and timing related to the City's property at 10640 No. 5 Road (i.e., the Gardens Agricultural Park) located near the northwest corner of Highway 99 and Steveston Highway.

Prior to the June 18, 2019 Planning Committee meeting, City staff consulted with and received a response on February 8, 2019 from Ministry staff at the Lower Mainland District office indicating no objection to the proposed rezoning application.

Ministry Response

In response to the City letter, written correspondence has been received from the Ministry and additional communication occurred amongst City and Ministry staff (including the project lead on the George Massey Crossing project team). The following is a summary of the Ministry responses to City staff on this matter:

- Confirms that the Ministry, including the George Massey Crossing project team, continue to have no objection to the BC Ferries FMU rezoning proposal (12700 & 12800 Rice Mill Road, 12280 No 5 Road, 12300 No 5 Road), consistent with the Ministry's response to the City on February 8, 2019.
- For City properties (10640 No. 5 Road; 12851 Rice Mill Road and 12100 Hartnell Road), the Ministry communicated that as potential solutions for the George Massey Crossing are still under study, the Ministry is not in a position to comment further on these sites.

City staff work closely and are in continuous contact with Ministry staff with the George Massey Crossing project team. Council will be updated as soon as additional information and updates become available on this matter.

Analysis

In relation to the BC Ferries FMU rezoning proposal, the position of the Ministry, including the George Massey Crossing project team, remains unchanged and consistent with their previous comments provided to the City on February 8, 2019 indicating no objection to the rezoning.

For the three separate City properties (12851 Rice Mill Road, 12100 Hartnell Road and 10640 No. 5 Road), the Ministry indicates that a review of the George Massey Crossing is underway

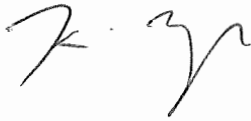
and that until a solution has been confirmed, they would not be in a position to comment on the City properties at this time.

The previous staff report and accompanying attachments, including rezoning considerations, remain applicable and are contained in Attachment C.

Conclusion

This report responds to the June 18, 2019 Planning Committee referral for staff to undertake additional consultation with the Ministry, including the George Massey Crossing project team, and report back. Ministry staff has responded confirming no objections to the subject rezoning as summarized in this report.

Based on the additional consultation with and response from the Ministry, Staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9940, to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agriculture (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries FMU, be introduced and given first reading.



Kevin Eng
Planner 2

KE:lce

Attachment A: City letter (dated June 27, 2019) to the Ministry (includes Attachments 1-3)

Attachment B: Property Map

Attachment C: Original Staff report and attachments (includes Attachments 1-8)



City of Richmond

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

June 27, 2019
File: 10-6350-05-08/2019-Vol 01

Planning and Development Division
Transportation

Lina Halwani
Director, Planning and South Coast Region Major Project Lead
Ministry of Transportation and Infrastructure
Suite 310 – 1500 Woolridge Street
Coquitlam, BC V3K 0B8

Dear Ms. Halwani:

Re: Council Referral Regarding BC Ferries, City-Owned Lands and the George Massey Crossing Project

At the City of Richmond's Planning Committee meeting held June 18, 2019, the Committee considered a rezoning application (RZ 18-824565) for portions of the BC Ferries Fleet Maintenance Unit site on the south side of Rice Mill Road in the vicinity of Highway 99 and the north entrance to the George Massey Tunnel. The staff report can be found at: https://www.richmond.ca/_shared/assets/_4_-_BL9940_PLN_06181953869.pdf. The Committee minutes can be found at: https://www.richmond.ca/cityhall/council/agendas/planning/2019/061819_minutes.htm (scroll to Item 4).

Following discussion amongst Committee members regarding the potential impacts of this application on the future George Massey Crossing project, the report was referred back to staff *"to consult with the Ministry of Transportation and Infrastructure and all appropriate bodies for acknowledgement that they understand the implications of this application on the George Massey Tunnel enhancement project and City of Richmond property and report back as soon as possible."*

For your reference, Attachment 1 is the response from Ministry staff to the City indicating no objection to the proposed rezoning application. The City is seeking confirmation that the George Massey Crossing project team is aware of and also has no concerns with the rezoning application, particularly with respect to the BC Ferries and City properties at 12851 Rice Mill Road and 12100 Hartnell Road as shown in Attachment 2.

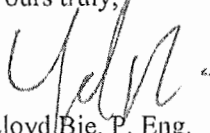
The City further requests clarification of the Ministry's expectations, anticipated process and timing related to the City's property at 10640 No. 5 Road (i.e., the Gardens Agricultural Park) located near the northwest corner of Highway 99 and Steveston Highway (Attachment 3).

For clarity, the table below provides further details on the properties identified in Attachments 2 and 3.

Owner	Address	PID	Legal
City of Richmond	12100 Hartnell Road 12751 Rice Mill Road	003-538-451	LOT 6 SEC 6&7 BLK 3N RG 5W PL NWP23654 Lot 6, Block 3N, Plan NWP23654, Section 6&7, Range 5W, New Westminster Land District
	12851 Rice Mill Road	004-203-691	SEC 6 BLK 3N RG 5W PL NWP25346 Parcel A, Block 3N, Plan NWP25346, Section 6, Range 5W, New Westminster Land District
BC Ferry Services Inc	12700 Rice Mill Road 12280 No. 5 Road	004-203-780	SEC 7 BLK 3N RG 5W PL NWP25346 Parcel B, Block 3N, Plan NWP25346, Section 7, Range 5W, New Westminster Land District, Except Plan 20. 834 AC TAKEN FOR HWY
	12300 No. 5 Road	004-161-980	LOT 7 SEC 7/8 BLK 3N RG 5W PL NWP27577 Lot 7, Block 3N, Plan NWP27577, Section 7/8, Range 5W, New Westminster Land District
	12800 Rice Mill Road	026-081-181	LOT 1 SEC 7 BLK 3N RG 5W PL BCP14018 Lot 1, Block 3N, Plan BCP14018, District Lot 6852, Section 7, Range 5W, Group 1, New Westminster Land District, & DL 8018 DEAS FERRY BASIN
City of Richmond	10640 No. 5 Road	028-631-595	LOT F SEC 31 BLK 4N RG 5W PL EPP12978 Lot F, Block 4N, Plan EPP12978, Section 31, Range 5 W, New Westminster Land District

We request a response to this letter prior to July 31, 2019 so that the Ministry's comments can be taken into consideration by Committee and Council at the first meeting in September 2019. If you have any questions, you may contact me directly at lbie@richmond.ca or 604-276-4131.

Yours truly,



Lloyd Bie, P. Eng.
Director, Transportation

pc: Elena Farmer, District Manager, Lower Mainland District, Ministry of Transportation and Infrastructure
David Sharpe, FMU Executive Director, BC Ferries
David McWalter, Project Manager, SNC Lavalin
Wayne Craig, Director, Development, City of Richmond

LB:jc

Brownlee, David

From: Cruz, Roanna S TRAN:EX <Roanna.Cruz@gov.bc.ca>
Sent: Friday, 8 February 2019 10:43
To: Brownlee, David
Subject: RE: Rezoning Within the Controlled Area-12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road BC Ferries FMU - RZ 18-824565

Hi David:

Richmond File: RZ 18-824565

MOTI File: 2019-00692

I apologize, unfortunately I did not assign this referral to anyone and it has just come to my attention that we have not provided any comments.

We have no objection to the proposed rezoning. Please note the following comments:

- The Provincial Approving Officer has confirmed that he does not need to sign off on the subdivision plan for the consolidation of properties.
- The proposed dike alignment within MOTI right-of-way will require permit approval from the ministry. Detailed design drawings will need to be submitted to this office for review and approval.
- The existing building within the encroachment into Rice Mill Road has a permit that was issued from this office on October 5th, 2018, Permit No. 2018-05498. The permit was issued to British Columbia Ferry Services Inc. and allows an existing building to be located approximately 1.82 metres from the Highway 99 right-of-way. When this building is demolished, any replacement buildings must meet our minimum setback of 3 metres or the municipal setback, whichever is greater.
- The provincial building/structure setback is 4.5 metres (from the Highway 99 right-of-way). The building/structure setback can be reduced to 3 m when there is existing alternative access to a municipal street. See Section 12 of the Provincial Public Undertakings Regulation BC Reg. 513/2004. If the municipal setback is greater, the greater setback will apply. http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/513_2004#section12
- An access permit for the existing Rice Mill Rd access road has been issued from this office. Permit No. 2016-04984 was issued to British Columbia Ferry Services Inc. dated November 21, 2016 for the installation, operation and maintenance of and access/access road (within Ministry right-of-way) along Hwy 99 at Rice Mill Road.
- Please provide the storm water management plans for our review.

Roanna Cruz
Sr. District Development Technician
Ministry of Transportation and Infrastructure
Lower Mainland District
#310 – 1500 Woolridge Street
Coquitlam, B.C. V3K 0B8
Phone: 604-527-2243
Email: Roanna.Cruz@gov.bc.ca

From: Brownlee, David [<mailto:DBrownlee@richmond.ca>]
Sent: Monday, October 15, 2018 12:34 PM
To: Cruz, Roanna S TRAN:EX
Subject: Rezoning Within the Controlled Area-12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road BC Ferries FMU

Good afternoon Roanna;
Attached is our request for review of the BC Ferries Fleet Maintenance Facility (FMU) at the Deas Basin adjacent to the Massey Tunnel in Richmond.
The application is for a partial rezoning of the BC Ferries FMU site.
Please feel free to contact me if you have any questions regarding the submission.

Regards

David Brownlee | Planner 2
City of Richmond
Development Applications Department
6911 No. 3 Road, Richmond, B.C., V6Y 2C1
Tel: 604-276-4200
Oct 15 2018

City and BC Ferries Properties on Rice Mill Road

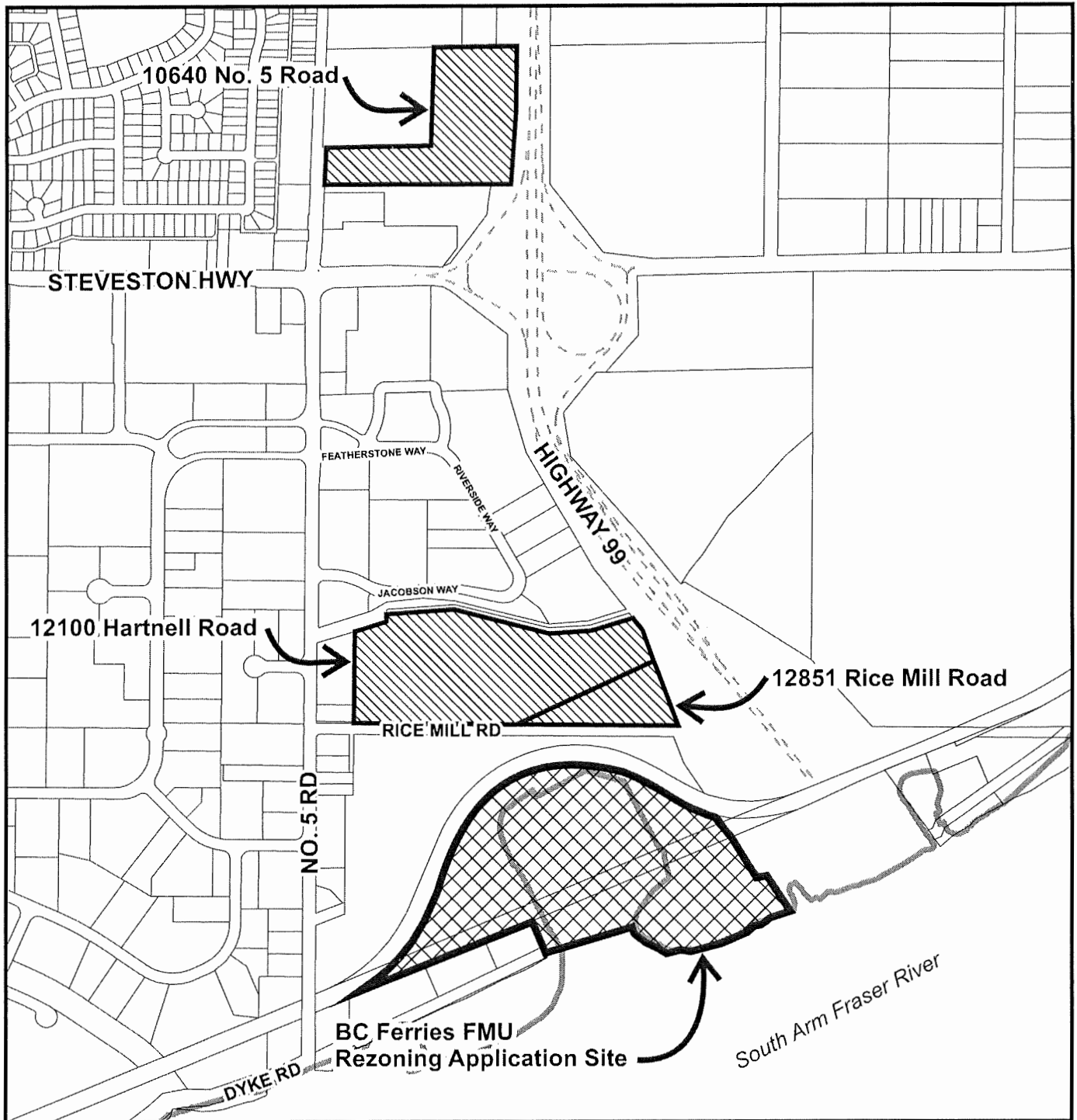


City Property near northwest corner of Highway 99 and Steveston Highway





City of
Richmond



Property Context Map

CNCL - 228

Original Date: 08/13/19

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee

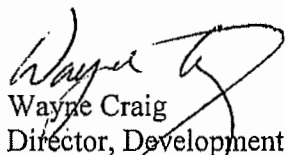
To: Planning Committee **Date:** June 3, 2019
From: Wayne Craig **File:** RZ 18-824565
 Director, Development
Re: **Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agricultural (AG1) and Light Industrial (IL) to a Site Specific Zone**

Staff Recommendation

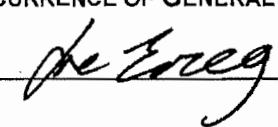
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.


 Wayne Craig
 Director, Development

WC:db
 Att. 8

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

Staff Report

Origin

SNC Lavalin Inc., on behalf of BC Ferry Services Inc. (BC Ferries), has applied to the City of Richmond for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agricultural (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) located in the Shellmont Planning Area between No. 5 Road and Highway 99 (Attachment 1). The site will be consolidated into one parcel bisected by the existing CN Rail line which runs through the property.

The redevelopment project is intended to replace ageing infrastructure, improve the efficiency of the operation, implement flood protection measures for the site, and generally ensure that the facility meets the long-term demands of the BC Ferries fleet. This application represents the first two phases of a longer term planned upgrade of the BC Ferries Fleet Maintenance site.

BC Ferries was transformed from a Provincial Crown Corporation into an independent commercial operation in April, 2003. As a result of this transformation, BC Ferries is required to seek municipal approvals which previously it was not obligated to do. The nature and extent of the proposed redevelopment have necessitated the request for rezoning of a portion of the site to bring the land use designations into line with the use of the site.

Findings of Fact

BC Ferries Fleet Maintenance Unit (FMU) site is generally located south of Rice Mill Road between No. 5 Road and the Highway 99 right of way and is centered around the Deas Basin where the ferry vessels moor while being repaired and serviced. Some outdoor storage occurs on lands immediately to the west of the basin and there is an existing small office building and staff parking lot at the northeast corner of the site, but the majority of the land side active fleet maintenance operations occur east of the basin and south of the CN Rail corridor which bisects the site. That area contains more than 20 larger buildings and numerous smaller structures that support BC Ferries on-going maintenance operations providing parts storage, mechanical workshops, paint shops, fabrication areas, office space and staff amenities, etc. The site is a secured facility with 24 hour security provided in accordance with Federal regulations.

The foreshore area of the site and the vegetated forest stands in the northwest corner of the site north of the CN Rail corridor are designated in the City's Official Community Plan (OCP) as Environmentally Sensitive Areas (ESA). Riparian Management Areas (RMA) have been designated along the south side of Rice Mill Road and along the MOTI slough just east of the site. (Attachment 2, Plan # q).

Surrounding Development

Surrounding Development is as follows:

- To the North: An 8.26 ha (20.41 acre) Agriculture (AG1) zoned vacant parcel at 12751 Rice Mill Road owned by the City and the 1.67 ha (4.13 acre) model airplane park at 12851 Rice Mill Road. The airplane park is also zoned Agriculture (AG1). The watercourse along the south side of Rice Mill Road is designated as a Riparian Management Area (RMA).
- To the East: A Ministry of Transportation and Infrastructure (MOTI) right-of-way containing the access road to the BC Ferries site, Highway 99 and the beginning of the George Massey Tunnel. A drainage watercourse that runs along Highway 99 just east of the BC Ferries site is designated as a 15 m Riparian Management Area (RMA).
- To the South: The Fraser River. The foreshore area of the Fraser River is designated as an Environmentally Sensitive Area.
- To the West: Five "Agricultural (AG1)" and two "Light Industrial (IL)" zoned parcels lie between BC Ferries property and No. 5 Rd. Only the south-west portion of BC Ferries' property abuts No. 5 Rd. The five agricultural parcels range in area between 1,335 m² (0.33 ac) and 6,677 m² (1.65 ac). All of these agricultural lots are outside of the Agricultural Land Reserve. The two light industrial parcels are 1,780 m² and 2,266 m² (0.44 ac and 0.56 ac) in area respectively.

A CN Rail right-of-way bisects the site curving around, and just north of, the Deas Basin.

Development Information

The proposed rezoning will apply to only the portion of the BC Ferries owned lands south of the CN Rail corridor (i.e. the Deas Basin and lands on both sides of the basin as shown in Attachment 1). BC Ferries lands north of the CN Rail corridor will retain their current zoning. The rationale for the partial rezoning is primarily to focus on the active area of the site.

This redevelopment project involves a two phased redevelopment of the FMU facility spread over a period of approximately five years (2019-2024). The scope of work generally includes:

- Demolition of a number of existing buildings;
- Site preparation and services;
- Construction of new consolidated industrial buildings;
- Raising portions of the site by approximately 0.55 +/- m to adjust for anticipated climate change induced sea level rise;
- Supplying and installing a new basin crane with up to 50 ton capacity;
- Constructing marine foundations and a loading pier for the basin crane;
- Upgrading of utility connections (e.g. water, sanitary, etc.);
- Providing compensation and enhancement for Environmentally Sensitive Area (ESA) and Riparian Management Area (RMA) impacts; and
- Building an advanced section of the dike network planned for the facility.

The two phases of redevelopment will result in the construction of approximately 15,502.0 m² (166,862 ft²) of new building construction and the retention of approximately 6,209.5 m² (66,838.5 ft²) of existing buildings. Each development phase will be coordinated with increases in the site grades intended to mitigate flood risk.

Although the majority of the works will occur in the south-east area of the site south of the CN Rail line, some utility upgrades will also occur along Rice Mill Road and through portions of the lands north of the CN Rail to accommodate pipe upgrades. An overview of the utility works is provided in the “Analysis” section of this report.

Conceptual Development Plans are provided in Attachment 2 and a Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 4.

In addition to the conceptual plan set submission, SNC Lavalin has undertaken and submitted a number of technical studies (listing provided in Attachment 6) in support of its Rezoning application. Each of these submissions have been reviewed by staff and comments on key aspects from the documents are included in the “Related Policies & Studies” and “Analysis” sections below.

Related Policies & Studies

Official Community Plan

BC Ferries FMU site is designated for “Industrial” land use in the Official Community Plan (OCP).

BC Ferries current and proposed future use of the FMU site is principally industrial use oriented to marine vessel repair and maintenance. The proposed uses are compliant with the OCP’s “Industrial” designation.

Portions of the site are also designated as Environmentally Sensitive Areas (ESA). This is discussed further in the following section.

Environmentally Sensitive Areas and Riparian Management Areas

Portions of the site along the waterfront and in the northwest corner of the site north of the CN Rail right-of-way are designated in the City’s Official Community Plan (OCP) as Environmentally Sensitive Areas (ESA). The area paralleling the southern edge of Rice Mill Road is designated as a 5 m wide Riparian Management Area (RMA). As required by the City’s OCP, SNC Lavalin, on behalf of BC Ferries, has submitted a separate Development Permit application (DP 18-824566) to address potential impacts to the ESA and RMA designated areas as a result of the proposed development. A description of the proposed ESA impacts and compensation/enhancement is provided in the “Analysis” section of this report. The proposed compensation plan will create a net gain of over 2:1 in functional habitat, improving poor to low quality habitat within the industrial site.

BC Ferries Agriculturally Zoned Parcels

As noted earlier, portions of the BC Ferries properties are zoned "Agricultural (AG1)", however, none of the properties involved are within the BC Agricultural Land Reserve. The Agricultural zoning is a remnant from when the area was farmed prior to the Massey Tunnel construction. The zoning was not updated when BC Ferries acquired the site as they were originally a Provincial Crown operation and not subject to Municipal land use jurisdiction. Under the current application only those portions of the agriculturally zoned lands south of the CN Rail corridor are proposed to be rezoned.

Floodplain Management Implementation Strategy

The operational portions of the BC Ferries site will lie outside the City's diking system. Under the City's Flood Plain Designation and Protection Bylaw No. 8204 developments outside the dike system would typically be required to meet the Flood Construction Level (FCL) of 4.35 m GSC. The proponent is seeking a site-specific exemption on the basis of an engineer prepared flood protection plan which would see portions of the site raised in coordination with the site's redevelopment and the establishment of Statutory Right-of-Ways for current and future dike construction across portions of the BC Ferries site. BC Ferries Floodplain Management response and the City Engineering staff's analysis are discussed in more detail in the "Analysis" section of this report.

Fisheries and Oceans Canada (DFO)

As the proposed redevelopment will involve in-water works to accommodate a tower crane, stormwater outfall replacement and pier installation, a review was undertaken by the Federal Department of Fisheries and Oceans (DFO). On the basis of their assessment, DFO has issued a letter of advice to BC Ferries (Attachment 7) with a series of recommended measures such as working within instream timing windows, use of an Environmental Monitor, installation of silt curtains, pile installation via vibratory hammer instead of impact pile driving, etc. Subject to BC Ferries implementing these measures, DFO concluded that the project would not result in serious harm to fish or prohibited effects on listed aquatic species at risk. Authorization under the Fisheries Act or a permit under the Species at Risk Act would therefore not be required.

NAV Canada

NAV Canada reviewed the proposed works and subsequently issued a letter to BC Ferries (dated October 25, 2018) advising that "they have no objection to the project as submitted".

Transport Canada

Transport Canada has reviewed the proposed development plans and determined that "the work is not likely to substantially interfere with navigation". On the basis of their review and subject to adherence to five terms and conditions relating to the quality of construction, lighting, removal of piles and prohibitions to obstruction of navigation aids/navigation, Transport Canada has issued their permission to proceed.

BC Ministry of Transportation and Infrastructure (MOTI) Review

Correspondence from the Ministry of Transportation and Infrastructure (MOTI) was received on February 11, 2019 advising that the Ministry has no objection to the proposed rezoning.

BC Ministry of Environment Review

A site profile and a remediation plan were submitted to the Ministry of Environment & Climate Change Strategy by BC Ferries and SNC Lavalin. Their submission noted that all contamination at, and migrating from, the site has been delineated and outlined a remediation plan that would be coordinated with the site's redevelopment.

The Ministry has issued a release letter (dated October 29, 2018) indicating that the site profile was satisfactory and that they have accepted the proposed remediation plan. The Ministry's letter states that "pursuant to the Local Government Act (section 557(2)(e)), that the City of Richmond may approve the zoning and development permit application under this section because the Director has received and accepted a notice of independent remediation with respect to the site". The Ministry's release applies to the entire BC Ferries site, not just to the area to be rezoned.

Analysis**Transportation and Site Access**

A Traffic Impact Study (TIS – report dated December 6, 2018) was prepared and submitted by SNC Lavalin. The intent of the report was to:

- Determine the current level of traffic to the site and whether the site's traffic can be accommodated in surrounding roads with future growth;
- Review the parking requirements;
- Review site accessibility by alternate modes;
- Establish improvements needed to accommodate traffic as required;

The report notes that during peak season the facility employs a workforce of approximately 200 staff consisting of 140 BC Ferries employees and 60 contractor employees with the peak season running from early September to early May. The site typically operates with two shifts during that period and only one shift during non-peak season. The report also indicates that BC Ferries does not anticipate any increase in the number of workers at the site after it has been redeveloped.

The TIS conclusions are that the site's operation and associated traffic can be accommodated with no additional off-site upgrades required. Rice Mill Road was found to be adequate for pedestrian and cyclist travel. The development will provide on-site showers, change rooms and bike parking/lockers to encourage more bicycle commuting as recommended in the TIS.

The development will provide approximately 257 parking spaces, including 5 accessible spaces, 7 medium and 4 large loading bays, 42 Class 1 and 42 Class 2 bicycle spaces. Each of these provisions meet, or exceed, the current Zoning Bylaw No. 8500 requirements.

Transportation staff advise that the findings and recommendations provided by the TIS are supportable and that no new signal, intersection or road upgrades are required as a result of the proposed development.

Access to the site is, and will continue to be, provided through permit with the Ministry of Transportation and Infrastructure (MOTI) through an access permit (MOTI 2016-04984) issued November 21, 2016 providing for the installation, operation maintenance access via the roadway along the east side of the site that connects to Rice Mill Road.

Submission of a construction parking and traffic management plan to the Transportation Division is required prior to the issuance of a Building Permit (this requirement is included in the Rezoning Considerations in Attachment 8).

Engineering Review – Utilities and Site Servicing

The proposed redevelopment will require the consolidation of all the properties and the installation or upgrading of various services and utilities to service the site. Retained buildings are being reviewed through Building Approvals for BC Building Code equivalencies with some internal upgrading measures being made through separate building permit applications as necessary. A requirement for consolidation of the lots prior to Rezoning adoption is included in the Rezoning Considerations (Attachment 8).

The site's overall redevelopment will require a separate Servicing Agreement in order to provide the necessary works and services needed to support the development as proposed. A summary of site servicing requirements, as determined by Engineering, includes the following:

- Upgrading of approximately 680 m of watermain along Rice Mill Road;
- Installation of fire hydrants along Rice Mill Road per City spacing requirements;
- Establishing a right of way for a new water meter;
- Fill and abandon the storm sewer culverts at the entrance on Rice Mill Road;
- Upgrading the sanitary sewer works within the City right-of-way at No. 5 Road;
- Entering into a license agreement for the encroachment of the privately owned sanitary forcemain into the City road right-of-way;
- Undergrounding of overhead service lines (hydro, Telus, other); and
- Provision of approximately 1,010 m of dike and dike right-of-way through the development site with the physical dike construction to occur, through legal agreements, in three segments each with different timing and criteria:
 - i) Segment 1, located roughly in the east half of the site, will be constructed by the proponent to elevation 4.7 m in the future when needed for flood protection. The timing of constructing this segment will be determined by the City;
 - ii) Segment 2, located roughly in the centre of the site, will be constructed by the proponent to an interim elevation of 4.0 m through this development's Servicing Agreement, then raised in the future by the proponent to elevation 4.7 m when needed

for flood protection. The timing of raising this segment from 4.0 m to 4.7 m will be determined by the City;

- iii) Segment 3, located roughly on the west half of the site, will be constructed by the proponent to elevation 4.7 m through this development's servicing agreement.
- iv) In the future, Segments 1, 2, and 3 will be raised to elevation 5.5 m (separately from this development). The rights-of-ways secured through this development will provide adequate space for the future 5.5 m dike.

The Rezoning Considerations (Attachment 8) include a requirement for registration of a statutory right-of-way covering the entire dike alignment prior to Bylaw adoption. This SRW shall begin at the NE corner of the bay and shall connect to the existing dike at the southern extent of Rice Mill Road, as shown on Appendix (1) attached to the Servicing Agreement requirements in Attachment 8. The width of this SRW, will be determined through the servicing agreement and shall be sufficient to fit a standard City dike with erosion protection.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 82 bylaw-sized trees that will be impacted on the subject site. No street trees or trees on neighbouring properties will be impacted by the proposed redevelopment.

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

- 22 trees impacted by sanitary line (tag# 443-459, 462-466)
 - 59 trees impacted by new dike (tag# 1-56, 898,899 and 900)
 - 1 tree conflicts with on-site functions (tag# 600)
 - A total of 82 trees impacted by the development and noted to be removed.
 - Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
 - Replacement trees should be specified at 2:1 ratio as per the OCP.
 - The applicant proposes to plant 70 replacement trees. 94 trees cash-in-lieu (\$47,000).
- The Tree Management Plan provided in Attachment 3 shows the locations of the trees proposed for removal.

Engineering staff note that the proposed sanitary line will be a private system which cannot be located within Rice Mill Road. The proponent worked with staff to propose an alternative alignment along an internal gravel pathway and thereby minimize the tree impacts to the extent possible.

Tree Replacement

The applicant wishes to remove 82 on-site trees. The 2:1 replacement ratio would require a total of 164 replacement trees. The applicant has agreed to plant 70 trees on site. The required

replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
24	6 cm	3.5 m
46	8 cm	4 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$47,000 to the City's Tree Compensation Fund in lieu of the remaining 94 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

No trees on neighbouring properties will be impacted by the proposed development however protective fencing will be required along portions of the foreshore area. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 3, Plans # w-x: "Tree Management Plan Drawings"). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Environmental Review

Environmentally Sensitive Area (ESA) Detailed Assessment

Three ESAs have been designated on site (Attachment 2, Plan #q: "City of Richmond Environmentally Sensitive Areas and Riparian Management Areas"):

- 6.80 ha (16.8 ac) located north of the CN rail line, classified as "Upland Forest" and "Old Fields and Shrublands";
- 3.38 ha (8.35 ac) located within the 30 m (98.4 ft.) above high water mark of the Fraser River, classified as "Shoreline"; and
- 3.34 (8.25 ac) ha located 30 m (98.4 ft.) below high water mark of the Fraser River, classified as "Intertidal";

The ESA north of the CN rail line is designated as a "site", as opposed to a "hub", in the Ecological Network Management Plan in recognition of the ecological services that this area provides.

Proposed Impacts to ESA

Within the area north of the CN Rail, impacts to the “Upland Forest” and “Old Fields and Shrublands” ESA will result from the installation of a new sanitary sewer line. The area of impact is estimated as 1,134 m² (12,206 ft²) by SNC Lavalin based on a working width of 4 m (to accommodate a 1.2 m wide trench).

Within the main BC Ferries work site, impacts to the “Shoreline” and “Intertidal” ESA are estimated as 1,514 m² (16,297 ft²) by SNC Lavalin as follows:

- 1,252 m² (13,476 ft²) within the Shoreline ESA for the buildings, roads and diking which impact permeable or vegetated areas within the site. Redevelopment of Shoreline ESA areas that are already impacted by buildings or roads are not considered to impact the ESA;
- 10 m² (107.6 ft²) within the Intertidal ESA; and
- 252 m² (2,713 ft²) within the Intertidal ESA to permit construction of the new access pier, trestle and tower crane.

(Attachment 2, Plan #: “Area in ESA SH-5 and IT-5 Impacted by the Proposed Development”).

Total impacts to all ESA areas is estimated to be 2,648 m² (28,503 ft²). Detailed information from the biophysical inventory and wildlife survey assessments will be provided through the Development Permit review (DP 18-824566).

Tree Inventory within the ESA

The arborist report submitted by Diamond Head Consulting identified 22 trees proposed to be removed within the ESA due to conflicts with the proposed sanitary alignment (tag# 443-459, 462-466).

18 Bylaw-sized trees were inventoried within the areas of Shoreline and Intertidal ESA. Of these only one tree is proposed to be removed within the Shoreline ESA (Tree tag # 600) as it would interfere with the clear working area of the future crane operations.

Tree replacements for the 23 trees removed from the ESA are proposed to be replaced through 45 new tree installations within the proposed compensation area north of the CN Rail line and an additional 25 new trees along the shoreline ESA adjacent to the Fraser River resulting in a better than 2 for 1 replacement. The tree removals and replacements are included in Attachment 3 (Plans # w-x: “Tree Management Plan Drawings”).

Mitigation Measures

To minimize impacts to the ESA, the new sanitary sewer line is proposed to be aligned within a gravel pathway and cleared area on the site. Fencing will be installed to limit access outside of the working width, and the disturbed ground will be re-seeded with native grasses and wildflowers post-development.

Proposed Compensation and Landscape Restoration

Total ESA disturbance across the site is calculated at 2,648 m² (28,503 ft²) with total compensation of 6,251 m² (67,285 ft²) resulting in a net gain of 2.36:1 (Attachment 2, Plan # v, “Habitat Balance Sheet”).

The proposed compensation plan will result in a net-gain of functional habitat within the ESA with no net loss of total ESA designated on site. The establishment of native shrubs and herbaceous vegetation throughout the enhancement areas, with pockets of trees to provide canopy, will create moderate to high quality habitat, restore ecological function and promote biodiversity within the ESA. Preliminary plans are provided in Attachment 2. Detailed plans will be included in the Development Permit review (DP 18-824566).

Monitoring and Maintenance

To ensure that the proposed enhancements have the best chance of survival and that invasive species are controlled, monitoring, maintenance and annual reporting by a Qualified Environmental Professional (QEP) will occur for 5 years following installation of the landscape restoration plan. Reports will be provided to the City.

Securities acceptable to the Director of Development will be sought through the Development Permit review to ensure the landscape restoration including plants, soil, irrigation and the five year monitoring program; tree installations within the ESA; installation of tree and ESA protection fencing. Registration of legal agreements to ensure protection and retention of ESA on private land will also be required through the Development Permit review.

Riparian Management Areas

There are two Riparian Management Areas (RMAs) designated at the perimeter of the site, consisting of a 5 m RMA associated with a watercourse along the south side of Rice Mill Road and a 1.5 m RMA associated with the slough located to the east of the site. The two watercourses do not connect, but an RMA designated watercourse on the north side of Rice Mill Road does connect to the slough to the east.

5 m RMA

The 5 m (16.4 ft.) RMA is associated with a drainage watercourse that is daylighted for approximately 550 m (1,805 ft.) and connects to the City's drainage system to the west. The south bank is vegetated with grasses, Himalayan blackberry, black cottonwood and small shrubs such as red-osier dogwood. The north bank adjacent Rice Mill Road is grass on gravel, which is regularly mowed by the City. No fish were present within the RMA.

Impacts to the RMA will result from excavation of a 1.2 m trench for a new water line, which will be restricted to the impervious/disturbed area of the RMA. Total disturbance is calculated as 695 m² (7,481 ft²). The exact alignment of the waterline will be subject to review by Engineering through the required Servicing Agreement.

Proposed Compensation and RMA Restoration

In addition to hydroseeding the area that will be disturbed during installation of the water main, restoration is proposed in the form of removal of two undersized and dormant 300 mm diameter corrugated steel culverts. Habitat value and ecological function will be improved within the 5 m RMA when the 54 m² that is currently occupied with redundant culverts is converted to a vegetated, open watercourse. After the culverts are removed, the ditch geometry will be restored

covering areas of 30 m² and 24 m². The watercourse will be hydroseeded to promote ground cover within the watercourse.

Mitigation Measures

Prior to any works being taken in this area, a site-specific Erosion and Sediment Control Plan must be submitted to the City and approved by the Environmental Manager. City of Richmond Environment Department staff will conduct a site visit to inspect the installed mitigation measures, prior to giving leave to commence with construction.

Works are to be completed in accordance with the City of Richmond's Riparian Management Areas Bulletin INFO-23, the approved Construction Environmental Management Plan, and the site-specific Erosion and Sediment Control Plan. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best Practices for Instream Works. Disturbed areas will be re-vegetated with a native riparian seed mix in accordance with the Riparian Area Regulation Re-vegetation Guidelines.

The mitigation measures have been added to the Servicing Agreement requirements attached to the Rezoning Considerations (Attachment 8- "Sustainability").

15 m RMA

The 15 m (49.2 ft.) RMA is associated with an off-site watercourse that drains south through a pump station to the Fraser River. No impacts are anticipated to the 15 m RMA as a result of the proposed BC Ferries development.

Flood Construction Elevation

Under the City's Flood Plain Designation and Protection Bylaw No. 8204 the required flood construction elevation for developments outside the City's dikes is 4.35 m GSC. Due to the operational necessity of needing to keep their infrastructure closer to the average water level, BC Ferries propose to build the two phases of development associated with this application so that their building slab elevations are at 3.85 m GSC. Land grades associated with each phase will be raised from the current elevations of approximately 3.2 m GSC to support these slab heights. BC Ferries long term flood strategy is to raise the site grades as necessary to correspond to sea level rise and as future buildings are replaced.

The City's Engineering Department has indicated that the City will permit the minimum Flood Construction Level for the site to be 3.85 m with the understanding that the owner and applicant accept all risks associated with flooding due to construction outside of the City's dike. The owner will be solely responsible for flood protection on their site. The owner/applicant will also be responsible for confirming that the proposed strategy addresses any provincial flood protection requirements with the provincial Inspector of Dikes, prior to rezoning adoption.

The Rezoning Considerations (Attachment 8) include a requirement for registration of a legal agreement establishing a minimum Flood Construction Elevation of 3.85 m GSC for all new buildings constructed after May 1, 2019. The Considerations also include a requirement for the owner/applicant to submit written confirmation from the provincial Inspector of Dikes, acceptable to the City's Director of Engineering, that the proposed strategy to incrementally raise

the subject site and structures in the future, as needed for flood protection, is acceptable to the Provincial Dike Authority. The confirmation from the Provincial Inspector of Dikes is required prior to Rezoning adoption.

Built Form and Architectural Character

BC Ferries new facilities will be constructed in two phases with the first phase including a machine shop, weld shop, life safety appliance shop, covered storage, a tower crane and supporting access pier. The second phase will include an outfitting trades building with two covered storage areas.

The industrial buildings will be one, two or three storey structures varying in height with the machine shop being the tallest at approximately 22.2 m (73 ft. measured from top of slab) and the outfitting trades building being approximately 13.7 m (45 ft. measured from top of slab).

The building exteriors are anticipated to consist of prefinished insulated metal panels painted "regal white" with curtain wall glazing and spandrel glass panels. Panelized translucent skylights will be incorporated into the machine shop building. Each building will include identification signage.

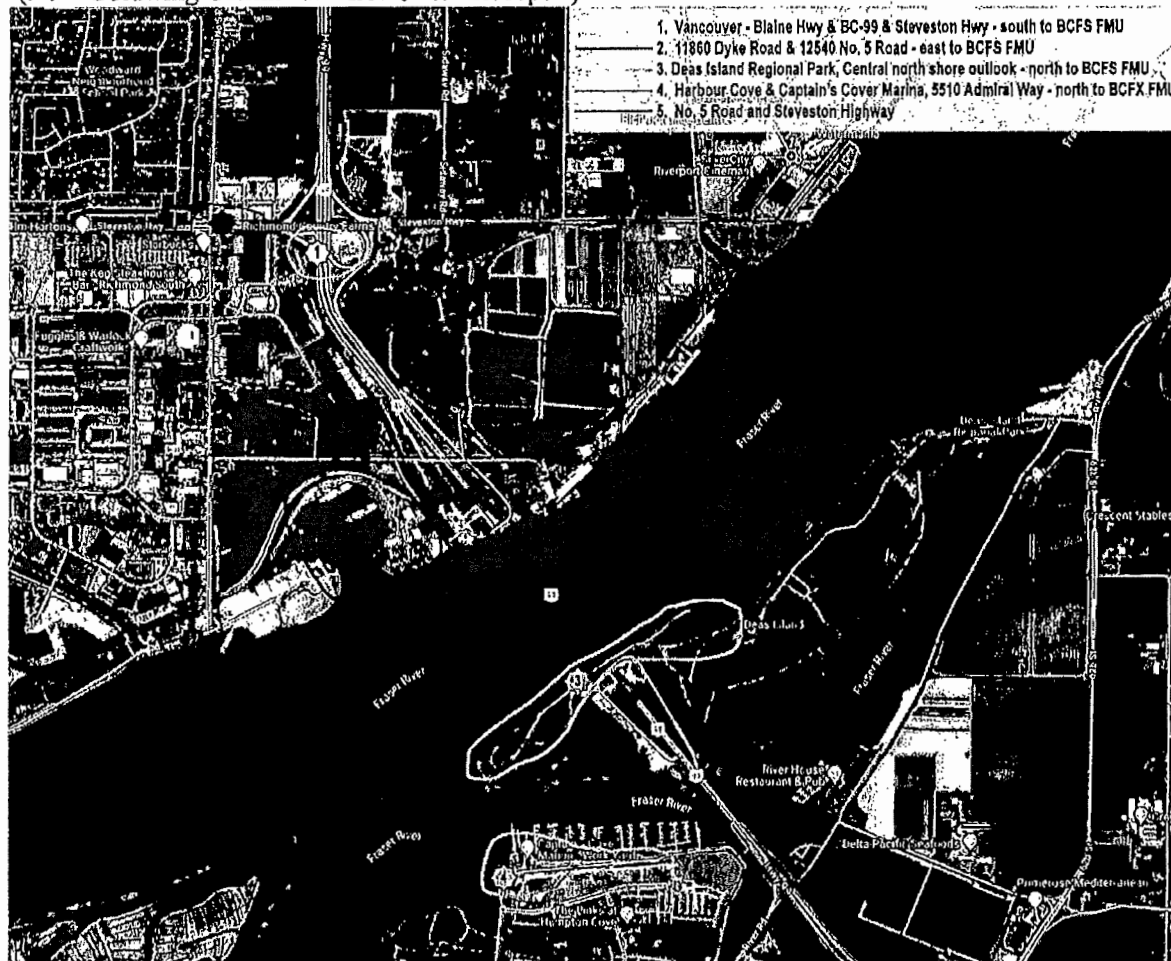
An 11.5m (38 ft.) wide steel and concrete pier with supporting pile structures will extend more than 70 m (230 ft.) into the Deas basin. A new sheet pile wall will be installed where the pier meets the land. The tower crane will be located at the end of the pier within the Deas Basin. The preliminary design accommodates a maximum crane height of 84 m (276 ft.) with a reach of approximately 96 m (315 ft.). The actual crane design which will be refined as the project moves forward. The crane will be of steel construction.

Visual Impact Assessment

A visual impact assessment report prepared by Goldwing Continuum Architects Inc (dated August 9, 2018) was reviewed and supported by Environment Sustainability staff. The purpose of the assessment was to determine the overall visual impact of the development, specifically the proposed tower crane, from nearby viewpoints. The impacts were assessed from five strategic visual sensitivity areas (circled areas on the diagram) and five viewpoint areas as listed below and numbered on the diagram.

1. BC Highway 99 and Transit Stop west side of Highway 99 south of Steveston Highway
2. Intersection of No 5 Road at 11860 Dyke Road, Richmond
3. Deas Island Regional Park - Pedestrian Pathway along south bank of the Fraser River
4. Harbour Cove & Captain's Cove Marina – 5510 Admiral Way, Delta
5. No. 5 Road and Steveston Highway, Richmond

Visual Impact Assessment Sensitivity and Viewpoint Locations
(from Goldwing Continuum Architects Inc. report)



The assessment concludes that the visual impact is considered low to medium for the Deas Island Regional Park (location 3) and the No. 5 Road and Steveston Highway (location 5) locations with the upper portion of the tower crane expected to be visible. The visual impact for all three remaining locations (locations 1, 2 and 4) is considered low with existing landscape vegetation and the new facilities helping to mitigate the overall visual impact.

The assessment notes that the visual impact of the proposed tower crane will vary depending upon factors such as the viewing distance, number and type of viewers and duration and angle of view of the crane. But notes that existing communication and hydro transmission towers in the area will have a greater impact than the crane.

Existing Legal Encumbrances

Several legal encumbrances exist on Title that will need to be addressed as part of the proposed development. The encumbrances are as follows:

- An earlier dike right-of-way was established over portions of the BC Ferries site in 1981 (RD144951 with reference to plan NWD 59814). The right-of-way does not entirely align with the dike alignment proposed for the current development and will need to be discharged after the new right-of-way has been registered on title. The Rezoning Considerations (Attachment 8) include a requirement for the discharge of RD144951 after the replacement dike right-of-way has been registered on title.
- A statutory right-of-way in favour of BC Hydro runs across portions of the BC Ferries site to accommodate an array of high voltage power lines. The location of the right-of-way carries restrictions over the type and height of vegetation that can be planted within the area controlled by the agreement. Compensation areas have been located to avoid conflicts with BC Hydro's right-of-way.
- A statutory right-of-way in favour of the Greater Vancouver Water District (GVWD -- aka Metro Vancouver) crosses through BC Ferries' site protecting a main water line leading to Delta. The applicant has been working in coordination with the GVWD and the City regarding the proposed dike alignment and intersections with the GVWD's water main. The Servicing Agreement requirements in the Rezoning Considerations (Attachment 8) include a requirement for BC Ferries to submit to the City confirmation of the GVWD's acceptance of the encroachment of the proposed dike and associated improvements into the GVWD water line right-of-way. The confirmation will be required as part of the Servicing Agreement.

Fire Prevention

Preliminary reviews of fire hydrant locations, access route widths, capacity of internal roadways to support fire vehicles and truck turning radii were undertaken by the Fire Department. A Construction Fire Safety plan submitted by the proponent has been reviewed and accepted by the Fire Department. BC Ferries have indicated that they do not plan to store fuel for the ferries at the Terminal.

Garbage and Recycling

A preliminary Waste Management Overlay Plan (WMOP) has been prepared and submitted by the applicant (plan dated December 12, 2018) indicating that sufficient waste collection and sorting facilities can be accommodated at the site. The plan provides for sorting of 11 different types of waste materials including compost, paper, glass, plastics, wood, metals, hazardous waste and asbestos. Sorting stations are located in several areas of the site associated with work areas where the different waste materials would be generated. Each location provides appropriate loading space for garbage/recycling collection. City Garbage and Recycling staff have reviewed and signed off on the proposed WMOP plan.

Public Art

Based on buildable floor area for the new construction of approximately 15,502 m² (166,862 ft²) industrial floor area, the recommended public art contribution based on Administrative Guidelines of \$0.24/SF (2018 rate) is approximately \$40,047.00. BC Ferries has agreed to make the contribution all at once. The Rezoning Considerations (Attachment 8) includes the requirement for the contribution the Richmond's Public Art Reserve prior to Bylaw adoption.

Site Specific Zoning

Because of the nature of the uses on the site and the foreshore topography considerations, a new site specific zone, "BC Ferries Fleet Maintenance and Moorage (ZI14)", was prepared for this development application.

The proposed site specific zone includes a range of permitted uses tailored to the site's ongoing operations as well as some broad industrial uses. The uses have been reviewed by BC Ferries. The zone also accommodates the calculation of building heights measured from top of slab rather than average finished grade as is typical within Zoning Bylaw No. 8500 and it provides for building heights in excess of the Zoning Bylaw's current 12 m (39.37 ft.) height standard in the industrial zoning schedules (see discussion under "Building Height Measurement" for more details). Finally it accommodates the installation of a single tower crane of up to 84 m GSC in height which is essential to BC Ferries future operations.

Building Height Measurement:

Under the City's Zoning Bylaw No. 8500, building height is typically measured from the average grade of the site not from the building slab elevations. BC Ferries site, however, includes the Deas basin, an area of submerged fee simple lands which would skew the calculation of the average site grade creating a flood construction elevation (FCL) that would be below the site's existing grade level.

The second building height consideration is that BC Ferries is proposing to place their building slabs at 3.85 GSC and raise grades over time as buildings are replaced.

Given these considerations, the site-specific zoning for the subject site accommodates the measurement of building heights from the slab elevation rather than the average grade of the site. The site specific zoning also restricts the maximum building height to the lesser of 22.2 m as measured from top of slab or a maximum building height of 26.6 GSC (approximately 4.35 GSC + 22.2 m). This allows BC Ferries to raise to the grades for future buildings up to City's current FCL of 4.35 m GSC (the City's current minimum FCL for sites outside the dike system) while at the same time restricting the maximum building height to 22.2 m.

Sustainability Features

Both design and operational measures are being incorporated into the development to address efficiency and sustainability. A list of the proposed sustainability features proposed for the site is provided in Attachment 5.

Development Permit Review

The proposed development will undergo a separate design review via Development Permit application (DP 18-824566). Specific issues to be addressed through the review will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- Verify setbacks, building heights and overall compliance with the Site Specific zoning;
- A review of the proposed exterior materials and colours;
- A review of vehicle parking spaces to ensure compliance with the parking requirements in the Zoning bylaw No. 8500;
- Review detailed landscaping species selections, sizes and quantities;
- Confirm habitat compensation requirements for ESA/RMA are addressed;
- Establish legal agreements to ensure appropriate monitoring and survival;
- Confirm plans reflect minimum flood construction elevations; and
- Confirm building setbacks from the dike right-of-ways.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, and dikes. The anticipated operating budget impact for the ongoing maintenance of these assets is estimated to be \$254,000; this will be considered as part of the 2020 Operating budget.

Conclusion

SNC Lavalin's application on behalf of BC Ferries for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agricultural (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) has undergone an extensive technical review addressing issues such as new dike alignment and construction, environmental impact mitigation and compensation, utility servicing, visual impact assessment and archaeological reviews. A custom site specific zoning schedule has been prepared to address the particulars of the site and the proposed uses anticipated.

On the basis of its technical review, staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.



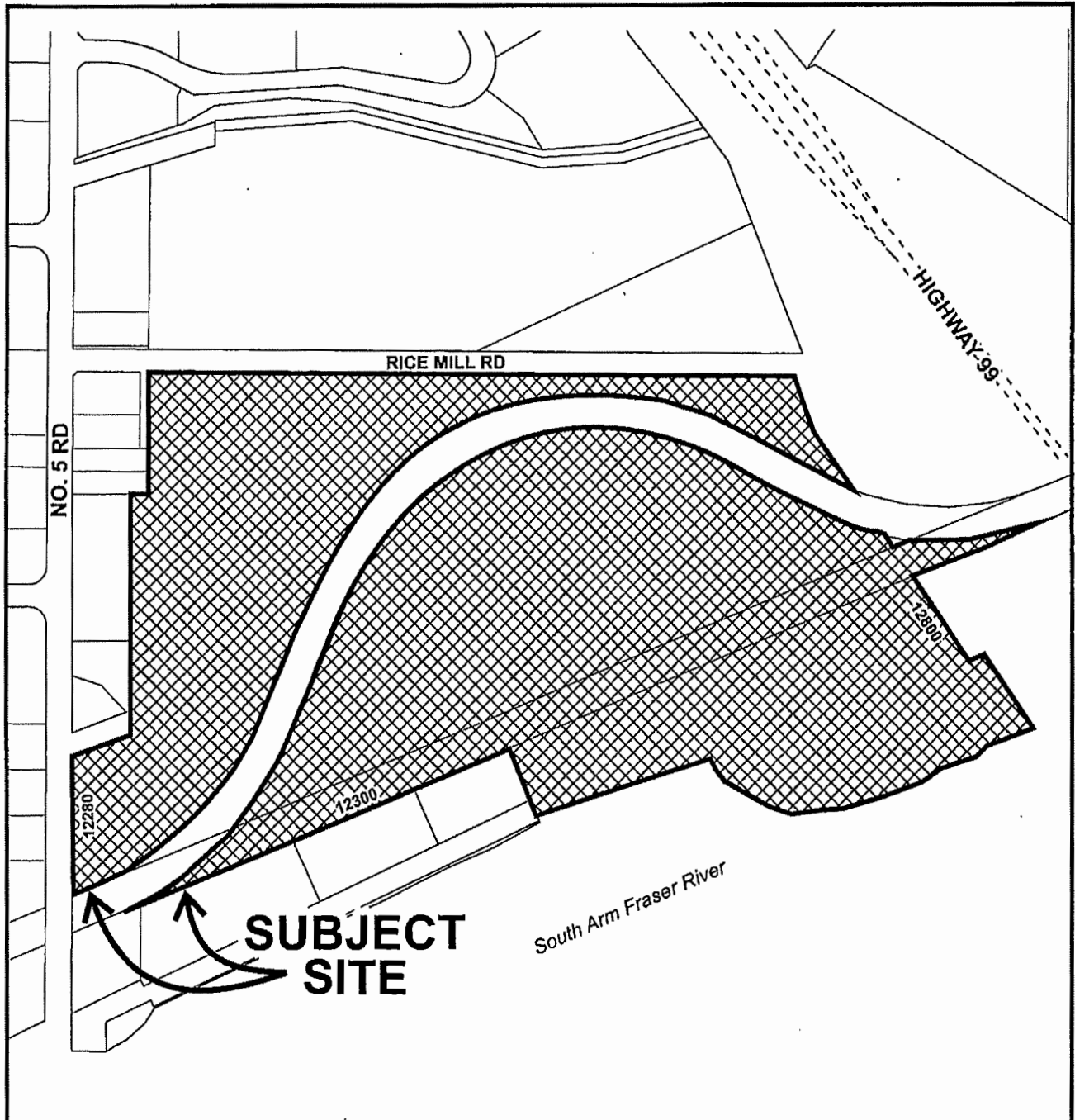
David Brownlee
Planner 2

DCB:rg

Attachment 1: Location Map and Area to be Rezoned
Attachment 2: Conceptual Development Plans
Attachment 3: Tree Management Plan
Attachment 4: Development Application Data Sheet
Attachment 5: Proposed Sustainability Features
Attachment 6: Technical Studies Submitted
Attachment 7: DFO Letter of Advice
Attachment 8: Rezoning Considerations



City of
Richmond



RZ 18-824565

Original Date: 04/23/19

Revision Date:

Note: Dimensions are in METRES

PLN - 171
CNCL - 247



City of
Richmond



RZ 18-824565

Original Date: 08/17/18

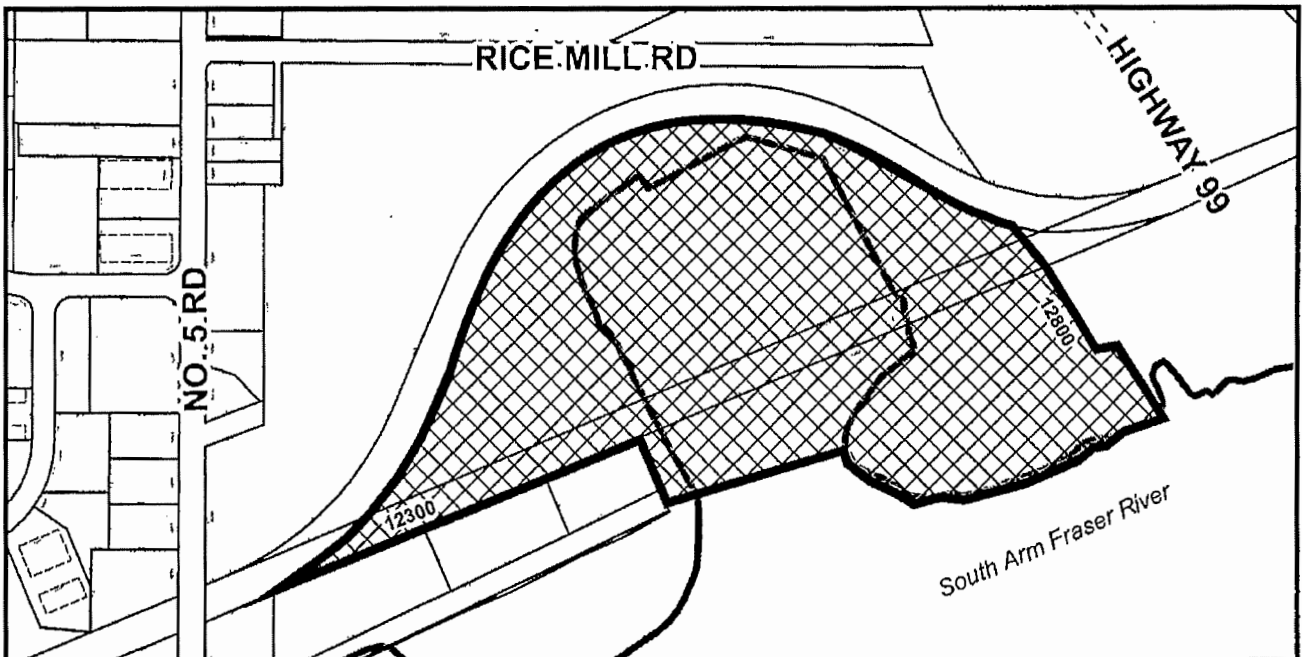
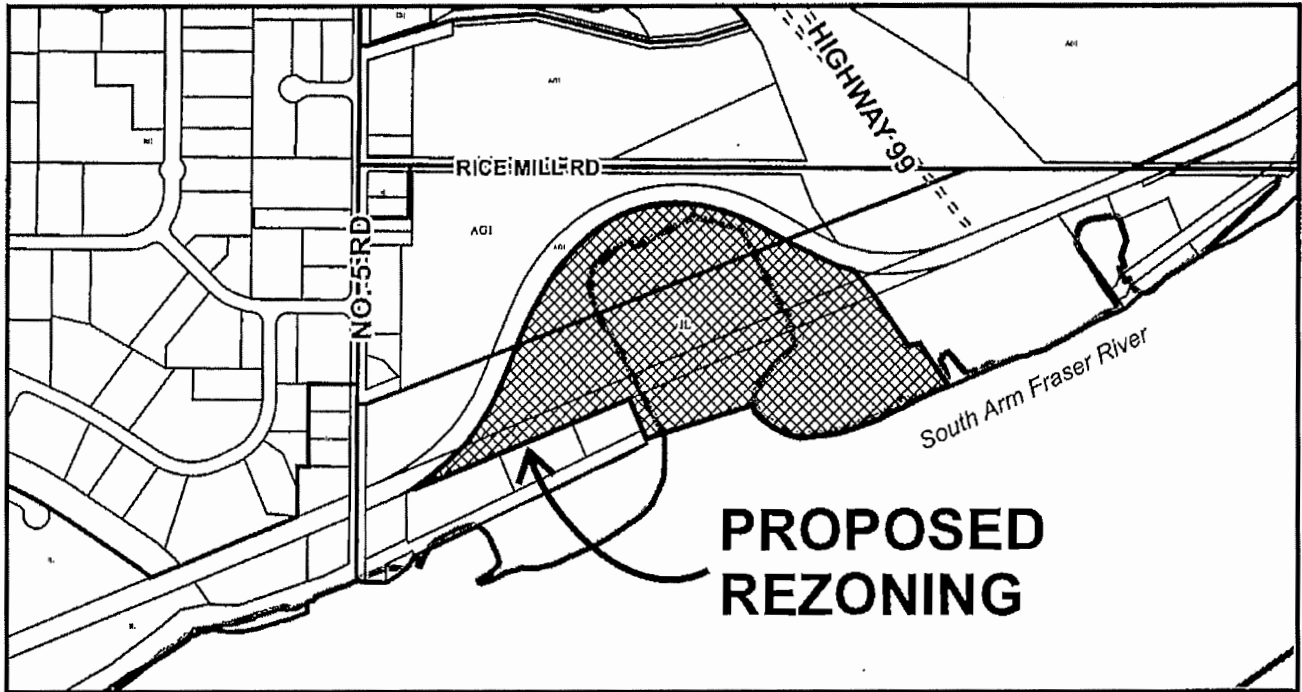
Revision Date:

Note: Dimensions are in METRES

PLN - 172
CNCL - 248



City of
Richmond



RZ 18-824565

Original Date: 06/20/18

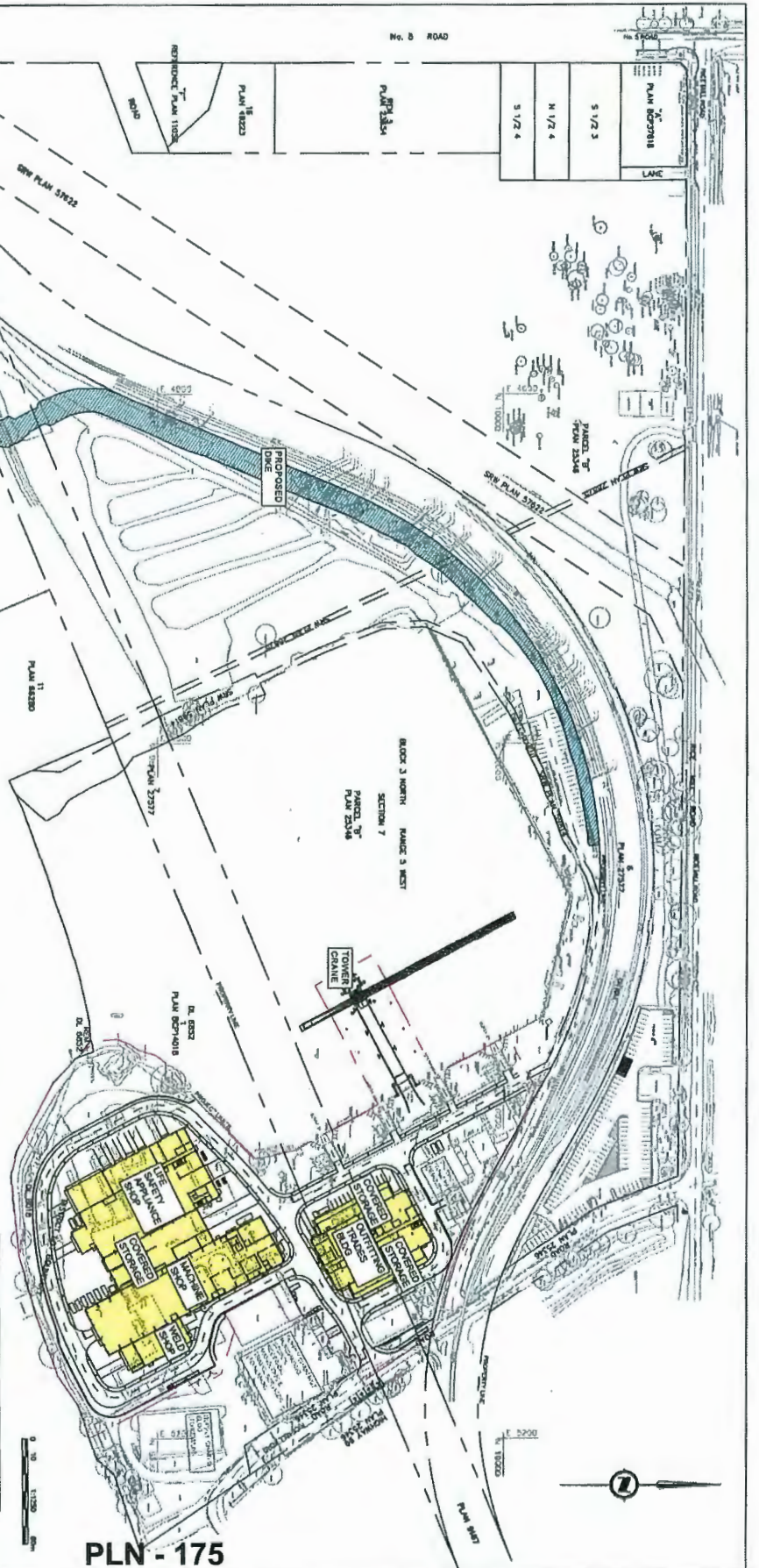
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Note: Dimensions are in METRES

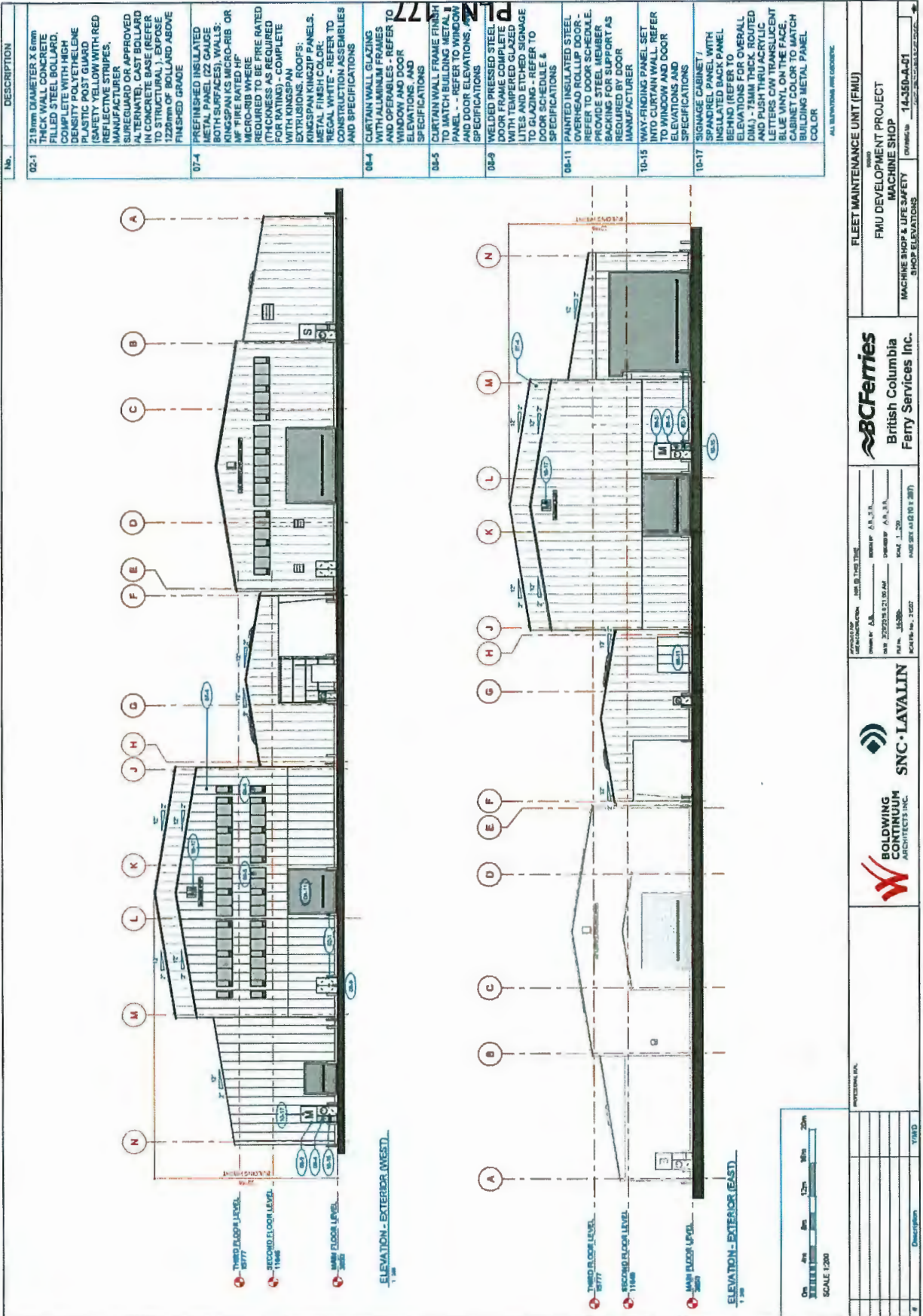
PLN - 173
CNCL - 249

Conceptual Development Plans - Index

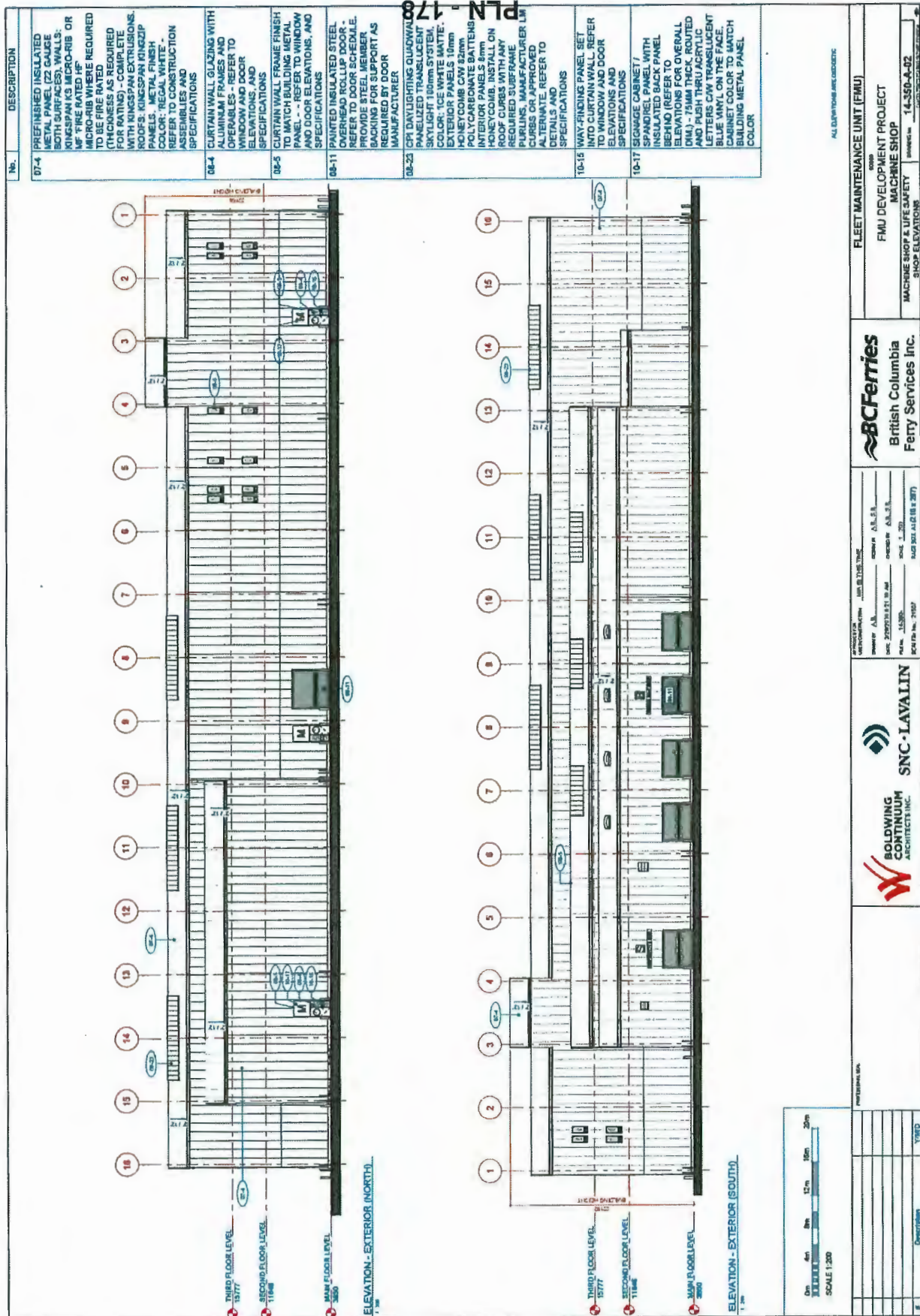
	Document:	Plan No.
1	Site Plan	a
2	Construction Phasing Plan	b
3	Building Elevation drawings	c-f
4	Basin Crane drawings	g-i
5	Grading Plan	j
6	Parking Plan	k-o
7	Waste Management Overlay Drawing	p
8	Environmentally Sensitive Areas and Riparian Management Areas	q
9	AREA in ESA SH-5 and IT-5 Impacted by the Proposed Development	r
10	Landscape Plan drawings	s-u
11	Habitat Balance Sheet	v



AREA	REQUIREMENTS	PROPOSED
1. BUILDING AREA	1. BUILDING AREA	1. BUILDING AREA
2. PARKING AREA	2. PARKING AREA	2. PARKING AREA
3. ACCESS ROAD	3. ACCESS ROAD	3. ACCESS ROAD
4. SURROUNDING INFRASTRUCTURE	4. SURROUNDING INFRASTRUCTURE	4. SURROUNDING INFRASTRUCTURE

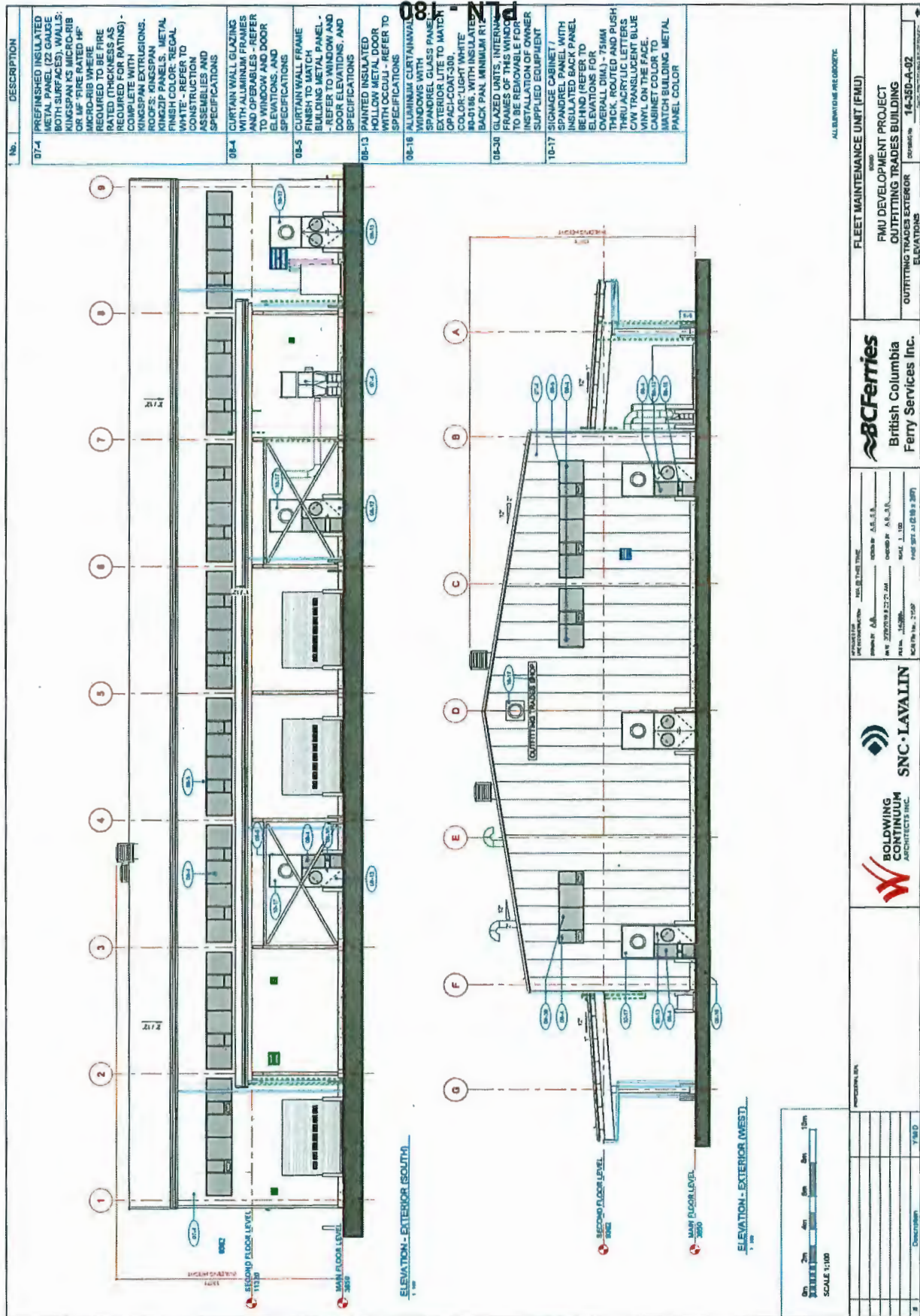


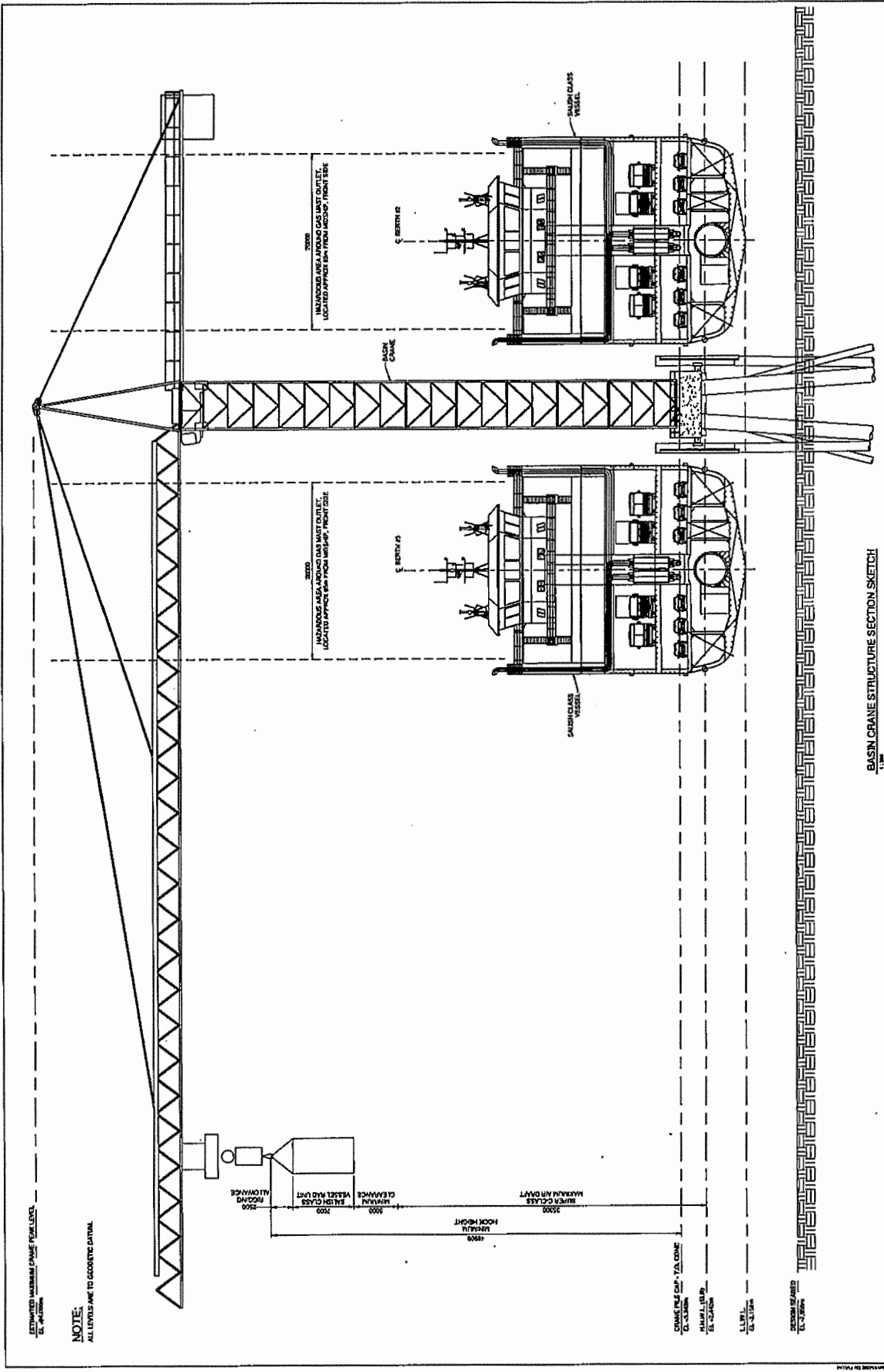
Plan #c



Plan #d



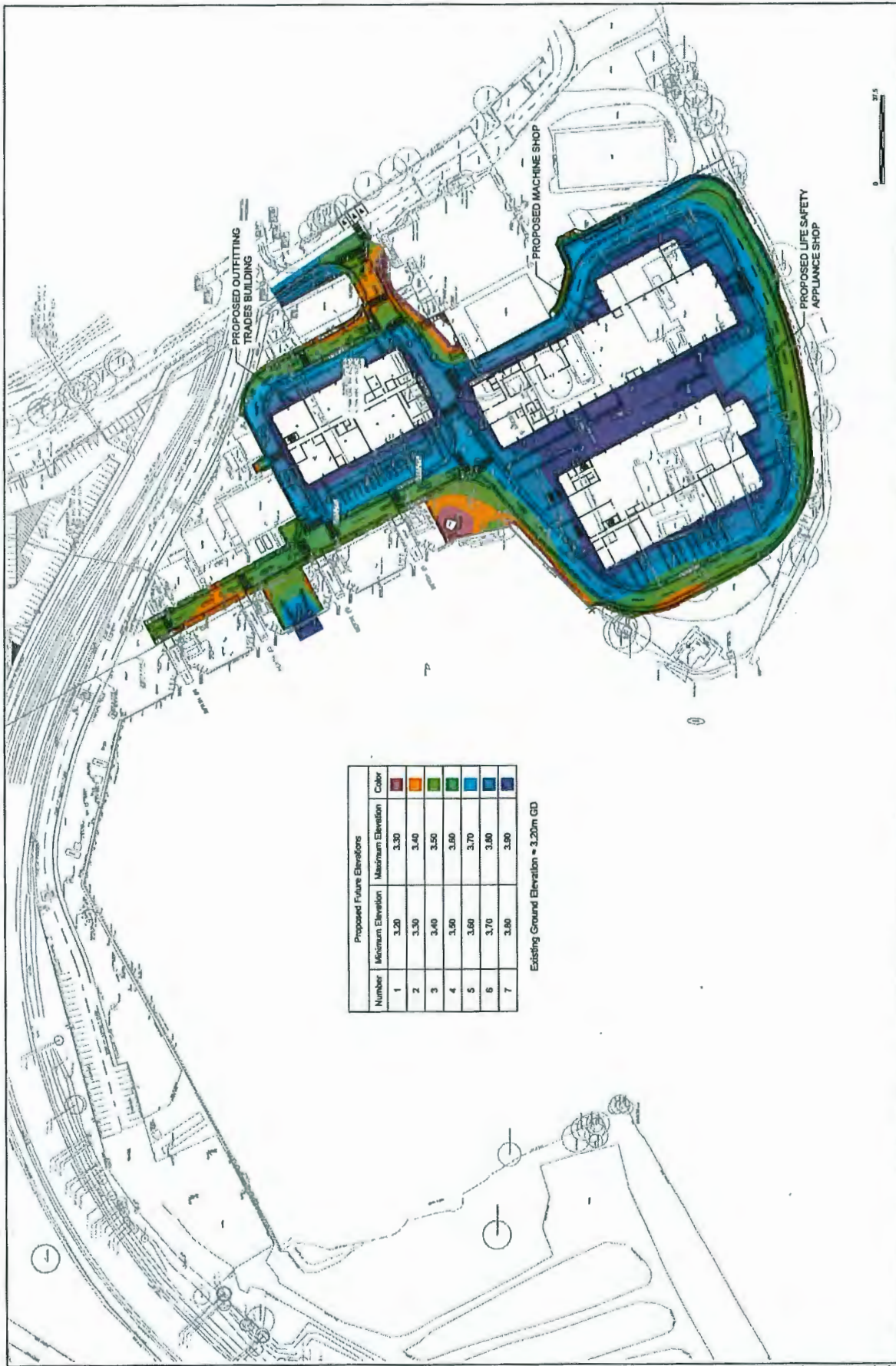




BC Ferries British Columbia Ferry Services Inc.		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT BASIN CRANE STRUCTURE	
PROJECT NO. 14-350-BC-4PDK-0001 SECTION	SCALE 1:1000 DATE 11/1/2014 PAGE 002 OF 01 (REVISED)	PROJECT NO. 14-350-BC-4PDK-0001 SECTION	SCALE 1:1000 DATE 11/1/2014 PAGE 002 OF 01 (REVISED)
SNC-LAVALIN SNC Lavalin Inc.		PROJECT NO. 14-350-BC-4PDK-0001 SECTION	
PROJECT NO. 14-350-BC-4PDK-0001 SECTION		SCALE 1:1000 DATE 11/1/2014 PAGE 002 OF 01 (REVISED)	

Plan # 1

PLN - 183
CNCL - 259



Proposed Future Elevations			
Number	Minimum Elevation	Maximum Elevation	Color
1	3.20	3.30	Red
2	3.30	3.40	Orange
3	3.40	3.50	Yellow
4	3.50	3.60	Green
5	3.60	3.70	Blue
6	3.70	3.80	Dark Blue
7	3.80	3.90	Dark Blue

Existing Ground Elevation = 3.20m GD

0 37.5

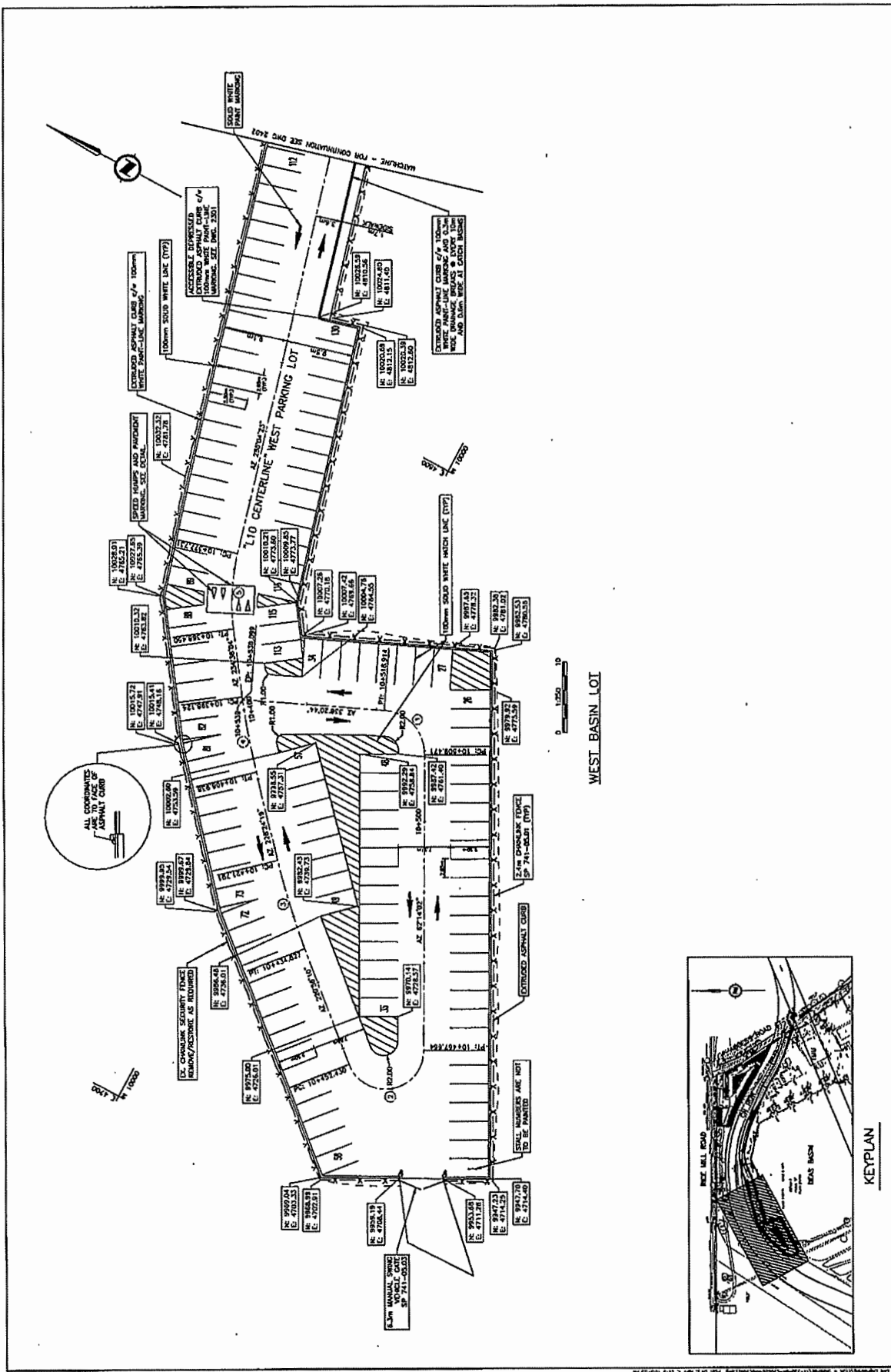
BC Ferries British Columbia Ferry Services Inc.		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT OVERALL SITE GRADING PLAN Drawing No. 14-350-DK-C0053																																		
REVISIONS <table border="1"> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> </tr> <tr> <td>7</td> <td></td> <td></td> </tr> <tr> <td>8</td> <td></td> <td></td> </tr> <tr> <td>9</td> <td></td> <td></td> </tr> <tr> <td>10</td> <td></td> <td></td> </tr> </table>		No.	Description	Date	1			2			3			4			5			6			7			8			9			10			PROJECT INFORMATION PROJECT NO. 14-350-DK-C0053 PROJECT NAME FLEET MAINTENANCE UNIT (FMU) DEVELOPMENT PROJECT PROJECT LOCATION 10000 100th Street, Delta, BC PROJECT OWNER BC Ferries PROJECT MANAGER [Name] PROJECT ENGINEER [Name] PROJECT DATE 2014-05-28 PROJECT SCALE 1:200 PROJECT STATUS [Status]	
No.	Description	Date																																		
1																																				
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Plan # j



				FLEET MAINTENANCE UNIT (FMU)	
PROJECT NO. 14-350-DK-C9002		SHEET NO. 14-350-DK-C9002		FMU DEVELOPMENT PROJECT	
PROJECT TITLE		PROJECT NO.		OVERALL SITE	
PROJECT NO.		PROJECT NO.		PARKING PLAN	
PROJECT NO.		PROJECT NO.		PROJECT NO.	

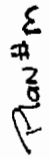
Plan # K



BC Ferries British Columbia Ferry Services Inc.		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT OVERALL SITE PARKING PLAN	
SHEET NO. 14-350-DK-C9002(9)	SHEET TOTAL 14-350-DK-C9002(10)	DATE 12/20/2014	DRAWN BY J. B.
PROJECT NO. 14-350-DK-C9002(9)	PROJECT NAME FLEET MAINTENANCE UNIT (FMU)	PROJECT LOCATION 14-350-DK-C9002(9)	PROJECT DESCRIPTION FLEET MAINTENANCE UNIT (FMU)
REVISIONS	REVISIONS	REVISIONS	REVISIONS
A	B	C	D
E	F	G	H
I	J	K	L

Plan # 1

PLN - 186
CNCL - 262





PRELIMINARY
NOT FOR CONSTRUCTION
2018-04-04

0 5 10 20m

FLEET MAINTENANCE UNIT (FMU)
FMU DEVELOPMENT PROJECT
OVERALL SITE
PARKING PLAN
14-350-DK-C9002(d) A

BC Ferries
British Columbia
Ferry Services Inc.

APPROVED FOR
DATE: 10/03/2018
BY: [Signature]
PROJECT NO. 14-350-DK-C9002(d) A

SNC-LAVALIN
SNC-Lavalin Inc.

REVISIONS		NO.	DATE	BY	REVISIONS
A					
B					
C					
D					
E					

PLN - 189
CNCL - 265

Plan #0



Figure 4: City of Richmond Environmentally Sensitive Areas and Riparian Management Areas

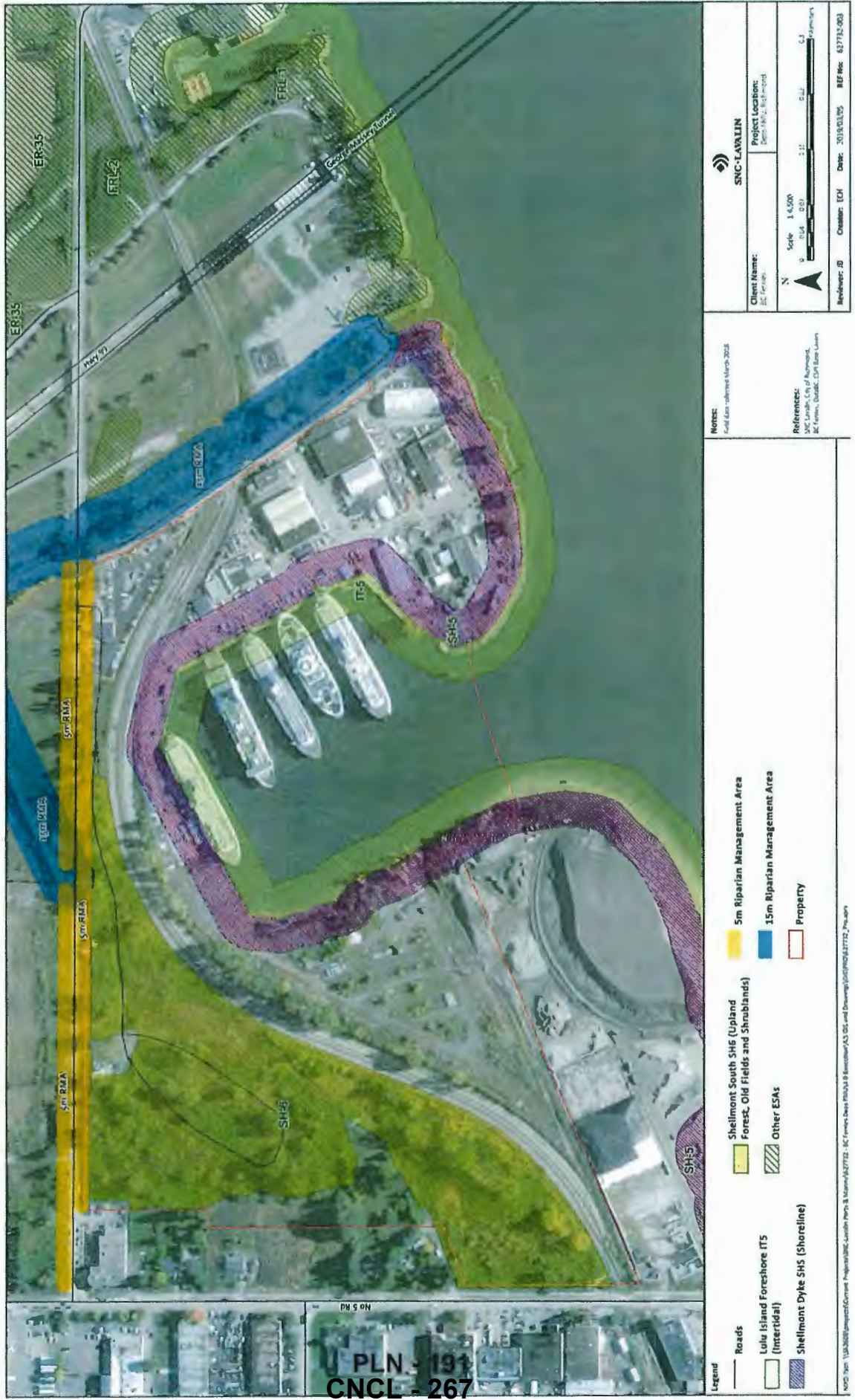
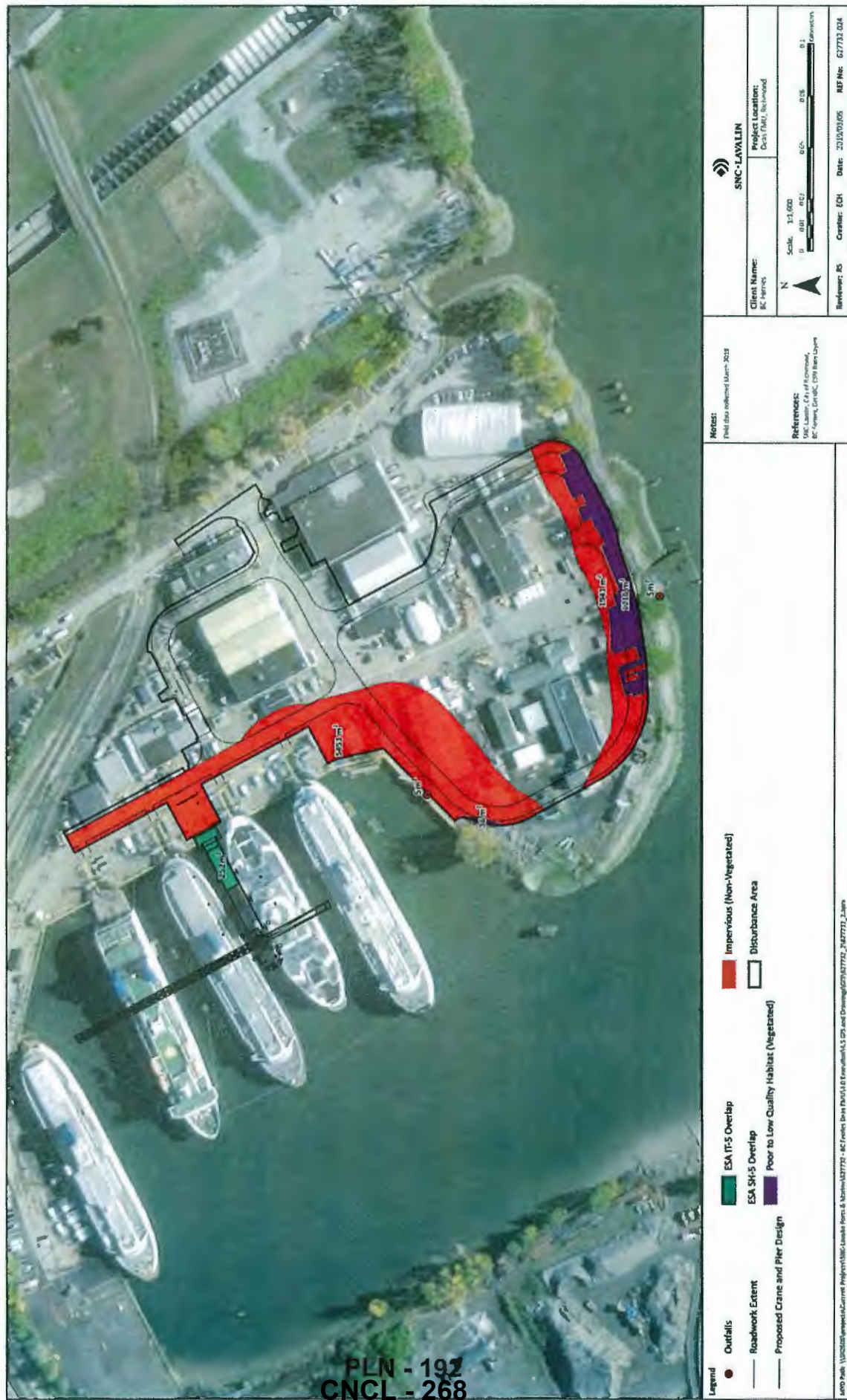
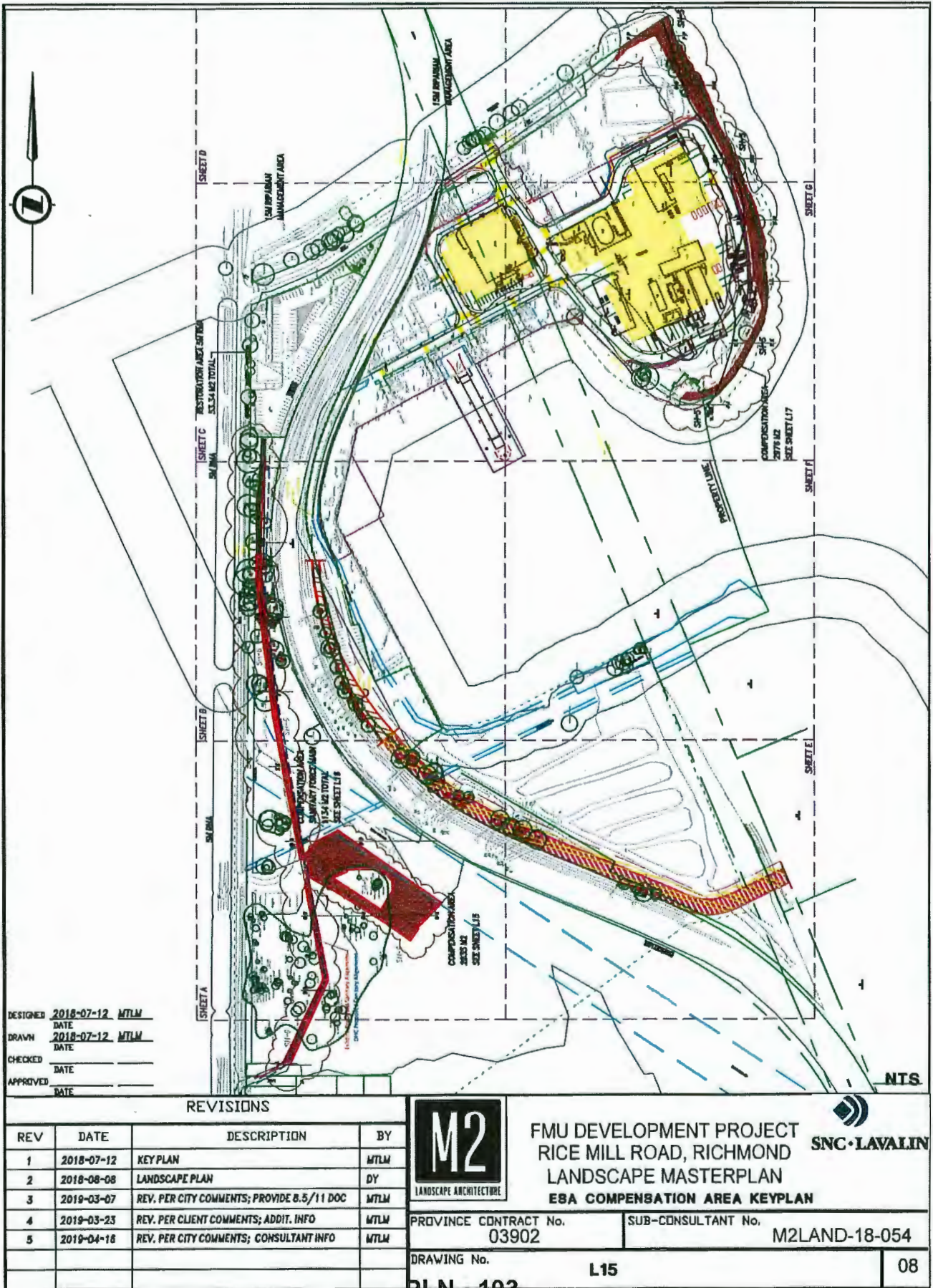


Figure 14: Area in ESA SH-5 and IT-5 Impacted by the Proposed Development



Plan # S



PLN - 193
 CNCL - 269

Plan # 4

ARBORIST

5-11

EXISTING TREE

5-11

EXISTING TREE REMOVED

ARBORIST SCOPE OF WORK AREA

ARBORIST TREE PROTECTION FENCING

(BASED ON ARBORIST REPORT; UTILIZE EXISTING CHAINLINK)

ARCHITECTURE

AREA OF DISTURBANCE

PROPOSED BUILDINGS

EXISTING STRUCTURES TO BE REMOVED

STRUCTURES TO BE RETAINED

LANDSCAPE ARCHITECTURE

PROPOSED LANDSCAPE AREA

PROPOSED ESA COMPENSATION AREA

6945 M² PROPOSED TOTAL

RIPARIAN MANAGEMENT AREAS AND ENVIRONMENTALLY SENSITIVE AREAS (ESA'S)

ENVIRONMENTALLY SENSITIVE AREA (IT-5)

INTERSTITIAL (30M SEAWARD SETBACK)

HIGH WATER MARK

15M RIPARIAN MANAGEMENT AREA

ENVIRONMENTALLY SENSITIVE AREA (SH-5)

SHORELINE 30M ABOVE HIGH WATER MARK

ENVIRONMENTALLY SENSITIVE AREA (SH-6)

UPLAND FOREST, OLD FIELDS, AND SHRUBLANDS

5M RIPARIAN MANAGEMENT AREA

5M RIPARIAN MANAGEMENT AREA (RESTORATION AREA)

AND SANITARY FORCE MAIN RESTORATION AREA

TERRALINK SEED; RIPARIAN / WETLAND REVEGETATION

SEED MIX; PRODUCT #22200330, 50-100 LB/ACRE

ARCHITECTURAL DIKE LOCATION

PHASE 1 DIKE LOCATION

PHASE 2 DIKE LOCATION

FUTURE DIKE LOCATION

ARBORIST NOTES

1. PLEASE REFER TO ARBORIST REPORT BY DIAMOND HEAD CONSULTING FOR:

BC FERRIES FMU FACILITY

PHASE 2, 3 AND 4 ARBORIST REPORT IN SUPPORT OF DEVELOPMENT PERMIT

12900 RICE MILL RD, RICHMOND, BC

MARCH 25, 2019

2. THE ARBORIST REPORT IDENTIFIES THREE PHASES OF WORK THAT ARE PHYSICALLY SEPARATED FROM EACH OTHER: PHASE 2 (MAIN SITE), PHASE 3 (DIKE), AND PHASE 4 (SANITARY LINE).

3. TREE FENCING IS REQUIRED IN TWO LOCATIONS:

a. IN THE PHASE 2 AREA, FENCING IS REQUIRED ALONG THE FRASER RIVER IN THE LOCATION OF THE PROPOSED HABITAT PROTECTION ZONE IN ORDER TO PROTECT THE MATURE TREES THAT WILL BE RETAINED. THE HABITAT PROTECTION ZONE WILL RESULT IN A LARGER, PERMANENT TREE PROTECTION ZONE THAN CURRENTLY EXISTS. THE FENCING SHOULD BE INSTALLED IN THE LOCATION OF THE EXISTING CHAIN-LINK FENCE AS A MINIMUM.

b. IN THE PHASE 4 AREA, FENCING IS REQUIRED WHERE THE NEW SANITARY LINE WILL BE INSTALLED. THIS FENCING WILL PROTECT MATURE TREES ALONG RICE MILL RD.

4. TREE TOTALS FROM PHASE 2 INCLUDE TREES THAT HAVE SINCE BEEN CONFIRMED TO BE OFF-SITE INCLUDING THE ONE HIGH RISK TREE 549. COMPLETE TREE INVENTORIES HAVE NOT BEEN GIVEN AS A RESULT OF CHANGING INFORMATION AND ONGOING REVISIONS. THE REPORT WILL FOCUS ON TREE REMOVALS AND TREE PROTECTION ADJACENT TO DEVELOPMENT. ONE ON-SITE TREE IN THE PHASE 2 SECTION WILL BE REMOVED DUE TO CONFLICTS.

A TOTAL OF 82 TREES HAVE BEEN IDENTIFIED FOR REMOVAL DUE TO CONFLICTS: 1 TREE IN THE PHASE 2 AREA (MAIN SITE); 59 TREES IN THE PHASE 3 AREA (DIKE); AND 22 TREES IN THE PHASE 4 AREA (SANITARY LINE).

5. TREE REPLACEMENT WILL BE AT A 2:1 RATIO, AS CONFIRMED BY THE CITY OF RICHMOND. WITH 82 TREES TO BE REMOVED, THAT WILL REQUIRE 164 REPLACEMENT TREES. IF TREES CANNOT BE PLANTED ON-SITE, THE CITY WILL DETERMINE THE COMPENSATION FOR THE DEFICIT.

6. NO TREES NOTED ON ADJACENT SITES THAT HAVE POTENTIAL TO BE IMPACTED BY WORK ON SITE.

ENVIRONMENTAL NOTES:

1. PLEASE REFER TO BC FERRIES FLEET MAINTENANCE UNIT (FMU) DEVELOPMENT PROJECT

ENVIRONMENTAL ASSESSMENT REPORT;

ENVIRONMENTALLY SENSITIVE AREA (ESA) DEVELOPMENT PERMIT REPORT

BY SNC LAVALIN

DATED: JUNE 04, 2019

CONSISTS OF REPORT FOR BOTH RIPARIAN/AQUATIC AND TERRESTRIAL AREAS

2. THREE AREAS OF ESA DELINEATED WITHIN THE SITE: SHELLMONT SOUTH SH-6 (UPLAND FOREST, OLD FIELDS AND SHRUBLANDS), SHELLMONT DYKE SH-5 (SHORELINE) AND LULU ISLAND FORESHORE IT-5 (INTERSTITIAL). THE PROJECT IS NOT EXPECTED TO AFFECT THE EXISTING CONNECTIVITY OF THE ESA'S.

3. THE MAJORITY OF CONSTRUCTION WILL TAKE PLACE ON PREVIOUSLY DEVELOPED LANDS. SPECIFIC PROPOSED CONSTRUCTION WORKS WITHIN THE SITE THAT HAVE THE POTENTIAL TO AFFECT FISH OF WILDLIFE HABITAT ARE: INSTALLATION OF NEW CRANE IN THE EASTERN AREA OF THE DEAS BASIN. CONSTRUCTION OF A PORTION OF THE FLOOD PROTECTION DIKE SYSTEM.

4. NO VEGETATION SPECIES AT RISK WERE NOTED AT TIME OF SITE VISIT (PLEASE SEE REPORT FOR FULL DISCUSSION OF SPECIES). TWO WILDLIFE SPECIES AT RISK WERE OBSERVED (DOUBLE CRESTED CORMORANT AND GREAT BLUE HERON). NO NESTING COLONIES ARE PRESENT IN OR NEAR THE SITE.

5. UNNAMED SLOUGH EAST OF SITE; NOT CONNECTED TO SLOUGH AT EAST END AND CONNECTED TO CITY OF RICHMOND SEWER DRAINAGE SYSTEM TO THE WEST; NOT CONSIDERED FISH HABITAT. DESIGNATED A 5M RMA BY CITY.

6. UNNAMED SLOUGH EAST OF SITE; WITH GRAVITY DRAINAGE PUMP SYSTEM; SMALL FISH SPECIES NOTED IN SAMPLING. SALMONIDS AND SPAWNING HABITAT CONSIDERED POOR DUE TO CHANNEL SUBSTRATES. REARING HABITAT MODERATE, OVERWINTERING HABITAT MODERATE TO GOOD. DESIGNATED A 15M RMA BY CITY.

7. PLEASE SEE ENVIRONMENTAL REPORT FOR AREA CALCULATIONS OF DISTURBANCE TO ESA'S. GENERALLY, SCOPE OF WORK OF DP AREA WILL HAVE LIMITED IMPACT WITH VEGETATED AREAS. FOOTPRINT WILL OVERLAP APPROX. 8028 M² OF SHORELINE (MAJORITY OF WHICH IS DEVELOPED PAVED, GRAVELLED INDUSTRIAL LAND). NO VEGETATION SPECIES AT RISK ARE KNOWN TO BE PRESENT ON THE SITE AND THE SITE HAS LIMITED POTENTIAL FOR OCCURRENCES OF PLANT SPECIES OF RISK DUE TO HISTORIC CONTEXT. DP AREA FOOTPRINT DOES NOT OVERLAP SENSITIVE TERRESTRIAL WILDLIFE HABITAT.

8. HABITAT COMPENSATION AREAS IS DISCUSSED IN ENVIRONMENTAL REPORT; TOTAL AREA IS 2976 M² AT SHORELINE, 2635 M² AT UPLANDS AND 1134 M² AT SANITARY LINE RESTORATION; 6945 M² TOTAL. M² LANDSCAPE ARCHITECTURE WILL PROVIDE PLANTING PLAN IN COORDINATION WITH SNC. SEE SHEETS L13-L15 FOR SUGGESTED SHAPES FOR PLANTING PLAN. SHELLMONT SOUTH SH-6 (UPLAND FOREST, OLD FIELDS AND SHRUBLANDS), SHELLMONT DYKE SH-5 (SHORELINE) ARE DENOTED AS COMPENSATION AREAS

9. AN IRRIGATION SYSTEM COMPRISED OF WATER HOSES AND SPRINKLERS WILL BE TEMPORARILY ESTABLISHED IN THE AREA AND OPERATED BY A TIMER (BASED ON SEASON). FOR THE FIRST THREE MONTHS POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED DAILY TO PROMOTE OPTIMAL SOIL-WATER BUDGET CONDITIONS FOR ESTABLISHMENT. FOR THE REMAINDER OF THE FIRST YEAR, POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY. FOR THE NEXT TWO YEARS THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY DURING SPRING AND SUMMER.

DESIGNED 2018-07-12 MTLW

DATE

DRAWN 2018-07-12 MTLW

DATE

CHECKED

DATE

APPROVED

DATE

REVISIONS

REV	DATE	DESCRIPTION	BY
1	2018-07-12	KEY PLAN	MTLW
2	2018-08-08	LANDSCAPE PLAN	DY
3	2019-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLW
4	2019-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MTLW
5	2019-04-16	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLW



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN
CONSULTANT REPORT NOTES



PROVINCE CONTRACT No.

03902

SUB-CONSULTANT No.

M2LAND-18-054

DRAWING No.

L3

08


PLN - 194
CNCL - 270

Plan # 11

PLANT SCHEDULE

SH-5 PLANT MATERIAL

M2 JOB NUMBER: 18-045

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
 15	ALNUS RUBRA	RED ALDER	8CM CAL; B4B
15	CORNUS NUTTALLII	PACIFIC DOGWOOD	8CM CAL; B4B
15	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	4M HT; B4B
A2 311	ANAPHALIS MARGARITACEA	PEARLY EVERLASTING	#1 POT
G 810	SAULTHERIA SHALLOON	SALAL	#2 POT; 1M O.C.
PP 44	PHYSCARPUS CAPITATUS	PACIFIC NINE-BARK	#2 POT
R 446	ROSA NUTKANA	NOOTKA ROSE	#2 POT
SA 448	SAMBUCUS RACEMOSA	ELDERBERRY	#2 POT; 40CM
SY 335	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 30CM
PERENNIAL			
L2 344	LUPINUS POLYPHYLLUS	LARGE LEAF LUPINE	#2 POT


NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNRA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

PLANT SCHEDULE

SH-5 PLANT MATERIAL

M2 JOB NUMBER: 18-045

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
 6	ACER MACROPHYLLUM	BIGLEAF MAPLE	8CM CAL; B4B
6	CORNUS NUTTALLII	PACIFIC DOGWOOD	8CM CAL; B4B
9	CRATAEGUS DOUGLASII	BLACK HAWTHORN	8CM CAL; B4B
4	MALUS FUSCA	PACIFIC CRABAPPLE	8CM CAL; B4B
SHRUB			
AR 412	ARONIA MELANOCARPA	CHOKEBERRY	#2 POT; 35CM
CC 643	CORNUS SERICEA	RED OSIER DOGWOOD	#2 POT; 50CM
O 410	HOLODISCUS DISCOLOR	OCEANSPRAY	#2 POT; 1M O.C. TRIANGULAR SPACING
RH 441	RUBUS PARVIFLORUS	THIMBLEBERRY	#2 POT
S 631	SALIX LASIANDRA	PACIFIC WILLOW	1.2M HT; B4B
PERENNIAL			
F 301	FRASARIA CHILOENSIS	COASTAL STRAWBERRY	#1 POT
B 310	LATHYRUS JAPONICAS	BEACH PEA	#2 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNRA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

DESIGNED 2018-07-12 MTLM

DATE

DRAWN 2018-07-12 MTLM

DATE

CHECKED

DATE

APPROVED

DATE

REVISIONS

REV	DATE	DESCRIPTION	BY
1	2018-07-12	KEY PLAN	MTLM
2	2018-08-08	LANDSCAPE PLAN	DY
3	2018-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLM
4	2018-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MTLM
5	2018-04-18	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLM



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN



E8A COMPENSATION PLANT LIST 8 SH-5 AND SH-6

PROVINCE CONTRACT No.

03902

SUB-CONSULTANT No.

M2LAND-18-054

DRAWING No.

L30

08

PLN - 195
CNCL - 271



HABITAT BALANCE SHEET

Disturbances and Compensation for Impacts in ESA SH-5 and ESA IT-5.

Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Buildings, roads and diking.	Shoreline ESA SH-5	Poor to low quality (vegetated)	1,252		
Stormwater outfalls	Intertidal ESA IT-5	Low quality rip rap and sheet pile wall	10		
Access pier, trestle and tower crane	Intertidal ESA IT-5	Subtidal (no true intertidal habitat)	252		
Shoreline Enhancement (Soil amendment, remove invasives, plant trees, shrubs and forbs)	Shoreline ESA SH-5	Moderate to high quality (vegetated)		2,976	
Intertidal Enhancement (Rock reef creation)	Intertidal ESA IT-5	Moderate quality habitat		440*	
Disturbance Summary			1,514	3,416	2.3:1

* Note: 440 m² of intertidal enhancement is equivalent to 176 m² after applying the rugosity factor, as accepted by DFO. Environmental Assessment Appendix A includes rationale and calculations regarding the application of a rugosity factor towards habitat productivity.

Disturbances and Proposed Compensation for Impacts in ESA SH-6

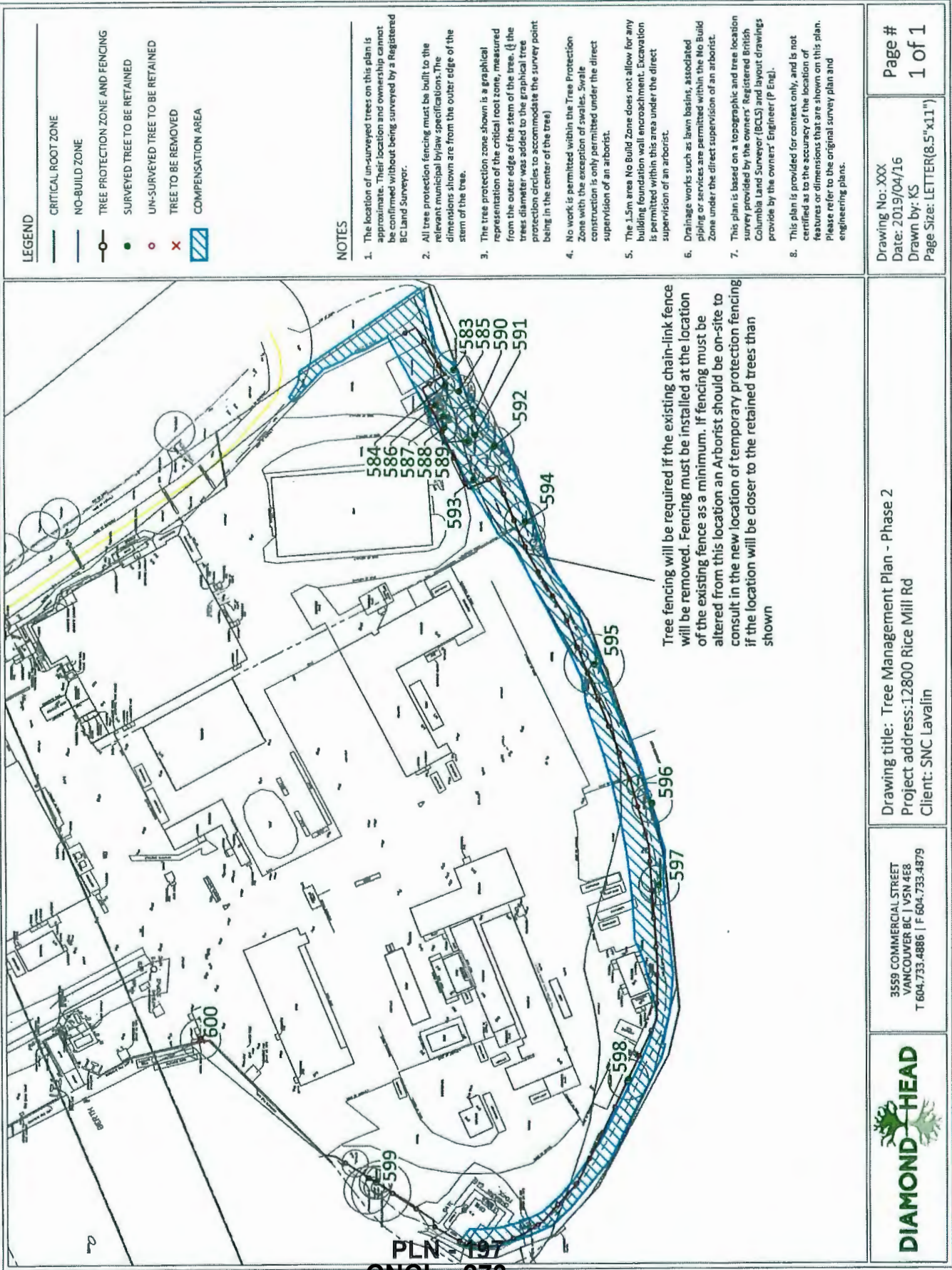
Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Sanitary force main	Upland forest, old field and shrublands ESA SH-6	Disturbed (poor to low quality), Shrubland, Upland Forest.	1,134		
Grassed Enhancement (hydroseeding to establish ground cover)	Upland Forest and Shrubland ESA SH-6	Low quality (vegetated)		1,134*	
Upland Forest and Shrubland Enhancement (Soil amendment, remove invasives, plant trees, shrubs and forbs)	Upland forest, old field and shrublands ESA SH-6	Moderate to high quality (vegetated)		2,835	
Disturbance Summary			1,134	2,835	2.5:1

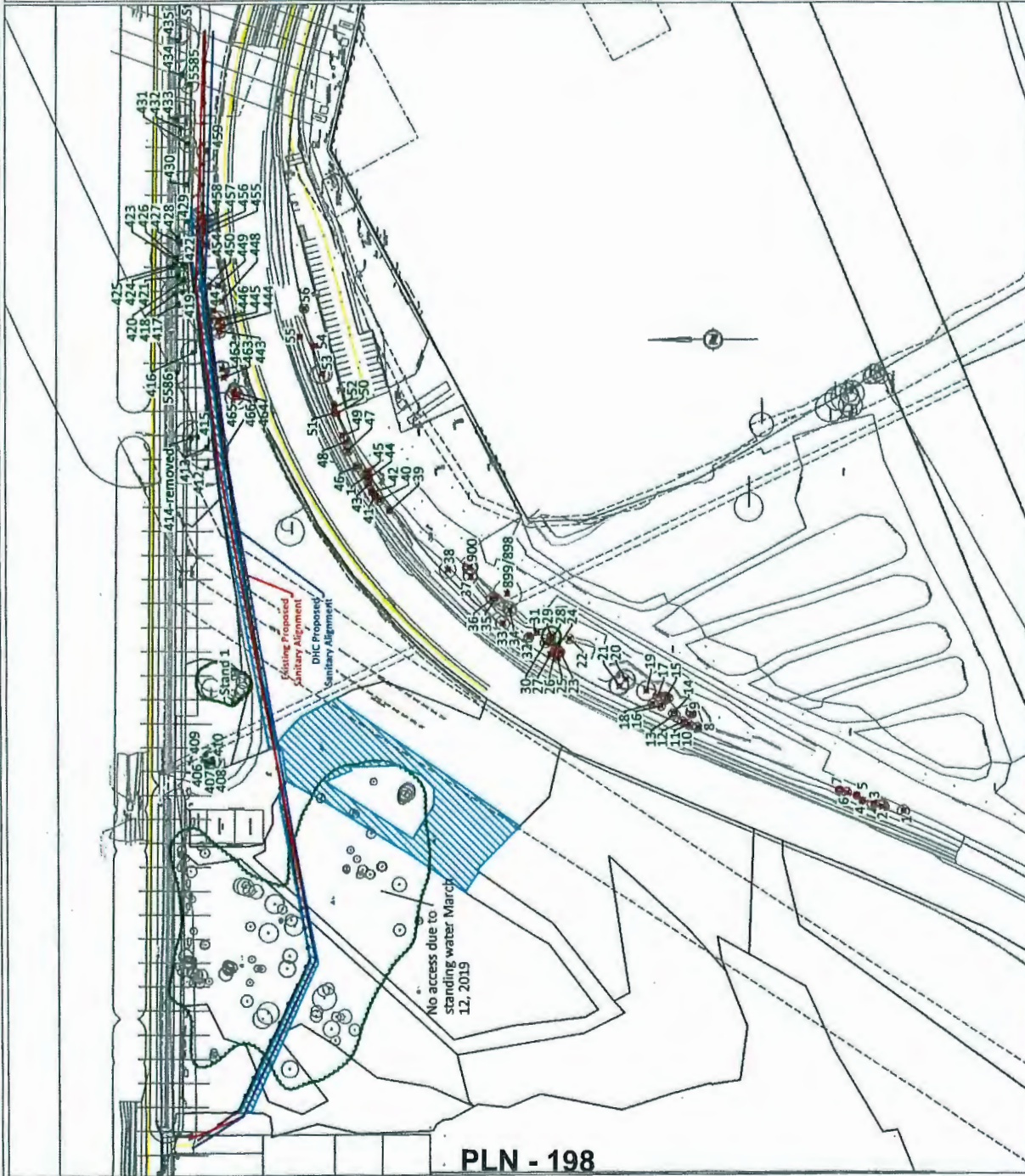
* Note: Although the 1,134 m² area of sanitary trenchline will be restored to enhance the habitat, it was not included in the total compensation area or compensation ratio calculation since the proposed grass habitat does not fully conform with the upland forest, shrublands and old fields designation of the ESA.

Disturbances and Proposed Compensation for impacts in 5m RMA

Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Water main	5 m RMA	Disturbed / Impervious (poor quality)	695		
Culvert Removal and Ditch Restoration	5 m RMA	Restored ditch		54	
5 m RMA Enhancement	5 m RMA	Restored ground surface and grass.		695	
Disturbance Summary			695	749	1.1:1

Plan # W





LEGEND

- CRITICAL ROOT ZONE
- NO-BUILD ZONE
- TREE PROTECTION ZONE AND FENCING
- SURVEYED TREE TO BE RETAINED
- UN-SURVEYED TREE TO BE RETAINED
- TREE TO BE REMOVED
- COMPENSATION AREA

NOTES

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (I the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
- No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
- The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
- Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
- This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
- This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

Drawing No: XXX
Date: 2019/04/16
Drawn by: KW
Page Size: LETTER(8.5"x11")

Drawing title: Tree Management Plan - Phase 3 and 4
Project address: 12800 Rice Mill Rd
Client: SNC Lavalin

3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886 | F 604.733.4879



PLN - 198
CNCL - 274

Plan # x



RZ 18-824565

Attachment 4

Address: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road

Applicant: SNC Lavalin Inc.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	BC Ferry Services Ltd.	No Change
Site Size (m²):	245,065.5 m ² (60.56 ac)	No Change
Land Uses:	Marine Vessel Repair and Moorage	No Change
OCP Designation:	Industrial	No Change
Zoning:	"Agricultural (AG1)" and "Light Industrial (IL)"	North of the CN Rail Corridor: No Change South of the CN Rail Corridor: "BC Ferries Fleet Maintenance and Moorage (Z114)"
Other Designations:	Environmentally Sensitive Areas over portions of the site	Encroachment and Compensation to be addressed via DP

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.1	None permitted
Buildable Floor Area (m ²) *	Max. 245,065.5 m ² (2,637,863 ft ²)	Proposed New: 15,502.0 m ² (166,862 ft ²) Existing Retained: Max. 6,209.5 m ² (66,838.5 ft ²) Combined Total: 21,711.5 m ² (233,701 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 60%	Building: Max. 7.1% Non-porous Surfaces: Max. 14.3% Total: Max. 21.4%	None
Lot Size:	245,065.5 m ² (60.56 ac)	Same	None
Setbacks (m):	Front (East PL): Min. 3.0 m Rear: Min. 0 m Side: Min. 0 m	Front (East PL) Min: 0.0 m for existing, min 3.0 m for new construction after May 1, 2019 Rear: Min. 3.0 m Side: Min. 3.0 m	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Buildings: 23 m GSC (measured from slab) Heavy Lift Crane: 84.0 m GSC	Buildings: 22.2 m GSC (measured from slab) Heavy Lift Crane: 83.1 m GSC	None
Accessible Spaces	Min. 5	5	None
Off-street Parking Spaces – Total:	Min. 218	257	None
Bicycle Spaces	Min. Class 1: 42 Min. Class 2: 42	Class 1: 42 Class 2: 42	None
Loading Spaces	Min. 5 medium Min. 4 large	7 medium 4 large	None

Proposed Sustainability Features

Both design and operational measures are being incorporated into the development to address efficiency and sustainability. These measures include the following:

1. Limited skylights to reduce energy consumption.
2. Light coloured roof to reduce heat build-up.
3. Low VOC interior paint coatings.
4. Central heating plant using condensing boilers and a low temperature heating system to allow future fuel switching and a lower carbon energy operation compared to a low budget business as usual gas-fired terminal heating appliances approach.
5. Use of air source heat pump chillers to generate a significant portion of low carbon heating during the shoulder seasons, and to allow heat recovery operation from steady-state year round cooling loads in the buildings.
6. Variable speed heating and chilled water pump systems to minimize electrical energy use during low load seasonal periods.
7. Chilled beam cooling and heating systems in the offices areas of each building using a dedicated outdoor air system equipped with heat recovery sections.
8. Occupancy controlled HVAC terminals in all offices and amenity spaces to allow reduction of system energy use when spaces are unoccupied.
9. Extensive use of ceiling de-stratification fans to mix space air and keep warm buoyant air driven down to the occupied zone in high bay areas.
10. Manually controlled point source local exhaust systems to minimize constant central exhaust fan operations.
11. Variable speed high efficiency shop air compressors with specifications for leak-free compressed air piping distribution, and large receiver tanks to minimize run-time cycling of the main air compressors.
12. Extensive System Commissioning requirements are specified to insure that the energy efficiency measures are tested, balanced, and commissioned prior to turnover to BC Ferries.
13. High efficiency gas-fired condensing domestic hot water heaters coupled with low flow plumbing fixtures to minimize service water heating energy use.
14. Local small electric domestic hot water heaters for remote service sink and emergency eye-wash and shower stations to minimize the amount of insulated domestic hot water distribution, and insulated recirculation piping.
15. Extensive floor drainage and sanitary drainage containment and oil interception with sediment filtration to insure sanitary sewer flows leaving the site are treated as much as possible at the source, and contained within the spaces.
16. Extensive local polluted drain water containment where chemical cleaning and contaminated sanitary waste drainage is produced (Chemical Cleaning and Wash area and Life Boat washing and cleaning area).

Technical Reports Submitted

1. Arborist Report, prepared by Diamond Head, dated April 9, 2019 (REDMS 6170332);
2. Archaeological Overview Assessment (AOA), prepared by Arrowstone Archaeological Research and Consulting Ltd., dated September 15, 2016 (REDMS 6165681).
3. Construction Environmental Management Plan (CEMP), prepared by SNC Lavalin, dated April 15, 2019, (REDMS 6170374).
4. Department of Fisheries Letter of Advice, dated February 27, 2019 (REDMS 6143363).
5. Environmental Assessment ESA DP Report, prepared by SNC Lavalin, dated April 15, 2019 (REDMS 6170298).
6. Fire Response Plan. Prepared by GHL Consultants Ltd., dated December 12, 2018 (REDMS 6135049)
7. Flood Protection Plan (powerpoint), prepared by SNC Lavalin, updated April 12, 2019 (REDMS 6167724).
8. Geotechnical Input to the West Dike Design (Segments 2 to 3), prepared by Tetra Tech, dated February 22, 2019 (REDMS 6135058).
9. Grading and Drainage Plan prepared by SNC Lavalin, dated February 1, 2019 (REDMS 6135062).
10. Letter from Nav Canada, dated October 25, 2018 (REDMS 6143393). (Air navigation)
11. Letter From Transport Canada Navigation Protection Program, Dated December 10th, 2018 (REDMS 6165138).
12. MOECCS Release Letter For Site Profile, Dated October 29th, 2018 (REDMS 6017755).
13. MOTI Setback Permit (For Existing Buildings), Dated October 5th, 2018 (REDMS 6165138).
14. Soil Management Plan, included within the CEMP document (REDMS).
15. Traffic Assessment (rev3), prepared by SNC Lavalin, dated December 6, 2018 (REDMS 6047959) – pending rev4 for minor edits;
16. Visual Impact Assessment (VIA), prepared by Boldwing Continuum Architects Inc., dated August 9, 2018 (REDMS 6165687).
17. Waste Management Overlay Plan prepared by SNC Lavalin, dated December 18, 2018 (REDMS 6065374).
18. Landscape Plan Revisions, dated April 16, 2019 (REDMS 6170361)



Fisheries and Oceans
Canada

Pacific Region
3190 Hammond Bay Road
Nanaimo, BC V9T 6N7

Pêches et Océans
Canada

Région du Pacifique
3190 rue Hammond Bay
Nanaimo, CB V9T 6N7

Your file Votre référence

February 27, 2019

Our file Notre référence

18-HPAC-00751

Scott Hall
BC Ferries Services Inc.
500-1321 Blanshard Street
Victoria, BC, V8W 0B7

Via email: RScott.Hall@bcferries.com

**Subject: Tower Crane Installation, Deas Basin Fraser River, Richmond –
Implementation of Measures to Avoid and Mitigate Serious Harm to Fish**

Dear Mr. Hall:

The Fisheries Protection Program (the Program) of Fisheries and Oceans Canada (DFO) received your proposal on August 13, 2018. We understand that you propose to:

- Redevelop the BC Ferries Fleet Maintenance Unit (FMU) in Richmond. Construction activities which have the potential to impact fish and fish habitat include:
 - Removal of two sets of dolphin piles where the crane and pier are proposed to be installed;
 - Installation of 23 piles using a vibratory hammer or impact hammer from a spud barge for the access pier and crane pad foundation;
 - Infilling an area in front of an existing sheet pile wall at the shoreline for construction of an access pier abutment;
 - Seismic support activities including installation of timber piles below the river bed to support the access pier;
 - Installation of a raised access pier and decking for the crane pad; and,
 - Replacement of the existing stormwater outfall in Deas Basin.

Our review considered the following information:

- Request for Review package as provided by SNC-Lavalin to DFO via email on August 13, 2018 including:
 - Request for Review Form;
 - Site Location and Design Drawings prepared by SNC-Lavalin, dated June 12, 2018;
 - Habitat Impact and Offsetting Drawings prepared by SNC-Lavalin, dated August 2, 2018; and,
 - Site photos, dated March 14, 2018.

Canada

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- Information collected during the site visit attended by Sandy Foxall and Kris Singer (DFO), and Peter Troffe and David McWalter (SNC-Lavalin) on November 15, 2018;
- Project update letter provided by SNC-Lavalin to DFO on February 20, 2019 including:
 - Updated scope of works;
 - Updated quantification and mitigation effects to CRA fish habitat; and,
 - Updated habitat offsetting plan.

Your proposal has been reviewed to determine whether it is likely to result in serious harm to fish which is prohibited under subsection 35(1) of the *Fisheries Act* unless authorized. Your proposal has also been reviewed to determine whether it is likely to affect listed aquatic species at risk, any part of their critical habitat or the residences of their individuals in a manner which is prohibited under sections 32, 33 and subsection 58(1) of the *Species at Risk Act*, unless authorized.

To avoid and mitigate the potential for serious harm to fish as well as prohibited effects on listed aquatic species at risk, we recommend implementing the measures listed below, as per your project plan and discussions with DFO:

- All instream works will be conducted during the instream work window for the Fraser River Estuary Area 28 (July 16 to February 28).
- Barges and other vessels used during the project should not disturb the foreshore or basin seabed.
- An Environmental Monitor (EM) will monitor instream construction activities including conducting water quality monitoring to ensure that water quality adheres to provincial water quality guidelines for the protection of aquatic life.
- When possible, works will be conducted during favourable weather and low water conditions (i.e., low tide).
- A silt curtain will be installed around the work area in Deas Basin to contain potential sedimentation during instream works, where possible.
- Existing riparian vegetation along shorelines will be protected from potential damage during construction activities.
- Install sheet piles around the area to be infilled to isolate the work area prior to infilling activities.
- All rock used during the project (e.g., construction of enhancement features, etc.) should be clean and free of dirt, etc. before placing in the water. The rock should be carefully placed into position as opposed to just dumped into the water.
- All fish should be removed from within isolated work areas prior to in-water works.
- A vibratory hammer will be used as the primary pile driving method. Impact pile driving will only be used if piles cannot be installed using a vibratory hammer.
- Potential vibration impacts to fish will be monitored during pile driving (i.e., acoustic monitoring). The Program acknowledges the pile driving best management practices reference that shock waves not be in excess of 30 kPa;

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however, updated information on acoustic noise thresholds for fish presented below should be applied:

- The criteria agreed upon by the US Fisheries Hydroacoustic Working Group (FHWG, 2009) for the onset of effects of percussive pile driving activities in terms of injuries to fishes identified the dual criteria of a peak sound pressure level of 206 dB re: 1 μ Pa and a SELcum of 187 dB re: 1 μ Pa²·s. These thresholds are the most up-to-date for protection of fish from acoustic injuries in North America (<http://acousticstoday.org/wp-content/uploads/2015/05/Assessing-the-Impact-of-Underwater-Sounds-on-Fishes-and-Other-Forms-of-Marine-Life-Anthony-D.-Hawkins-and-Arthur-N.-Popper.pdf>); and,
- Sound levels for fish should not exceed 206 dB re: 1 μ Pa and a SELcum of 187 dB re: 1 μ Pa²·s, acoustic monitoring should occur at 10 m from the noise source.
- If monitoring indicates sound levels in excess of the above thresholds at the 10 m monitoring distance for fish, the activity should cease and only resume after additional mitigation measures are implemented. The above mentioned acoustic thresholds are applicable to all underwater generated noise, such as, but not limited to, those from blasting, hydraulic ramming, and vibratory hammers.

Provided that you incorporate these measures into your plans, the Program is of the view that your proposal will not result in serious harm to fish or prohibited effects on listed aquatic species at risk. As such, an authorization under the *Fisheries Act* or a permit under the *Species at Risk Act* is not required.

Should your plans change or if you have omitted some information in your proposal, further review by the Program may be required. Consult our website (<http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html>) or consult with a qualified environmental consultant to determine if further review may be necessary. It remains your responsibility to avoid causing serious harm to fish and avoid prohibited effects on listed aquatic species at risk, any part of their critical habitat or the residences of their individuals.

It is also your *Duty to Notify* DFO if you have caused, or are about to cause, serious harm to fish that are part of or support a commercial, recreational or Aboriginal fishery. Such notifications should be directed to <http://www.dfo-mpo.gc.ca/pnw-ppe/violation-infraction/index-eng.html>, or to the DFO-Pacific Observe, Record and Report phone line.

Please notify this office at least 10 days before starting your project. A copy of this letter should be kept on site while the work is in progress. It remains your responsibility to meet all other federal, territorial, provincial and municipal requirements that apply to your proposal.

If you have any questions with the content of this letter, please contact Sandy Foxall at our Nanaimo office at 250-756-7295, by fax at 250-756-7229, or by email at

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Sandy.Foxall@dfo-mpo.gc.ca. Please refer to the file number referenced above when corresponding with the Program.

Yours sincerely,



Vincent Harper
Senior Fisheries Protection Biologist
Fisheries Protection Program

cc. Sandy Foxall, DFO, Nanaimo
Peter Troffe, SCN-Lavalin, Burnaby
David McWalter, SNC-Lavalin, Victoria



**City of
Richmond**

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

Address: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road **File No.:** RZ 18-824565

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9940, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
4. Granting of an approximately 1,010 m (3,314 ft.) long Statutory Right-of-Way (SRW) for the purposes of dike works covering the entire dike alignment as outlined under "Section 5 Dike Works" of the Servicing Agreement requirements and to the satisfaction of the General Manager, Engineering and Public Works.
5. Registration of a legal agreement on title identifying a minimum habitable elevation of 3.85 m GSC for all new construction after May 1, 2019. The legal agreement shall indemnify the City for all flood-related damages at the site as a result of the variance, and shall include acceptance from the owner that flood protection on their site will be their sole responsibility. Based on BC Ferries' intended use of the site, which is incompatible with the City's flood construction level of 4.35 m geodetic for buildings outside of the dike, the City will permit the minimum Flood Construction Level to be lowered to 3.85 m with the understanding that the owner and applicant accept all risks associated with flooding due to construction outside of the City's dike.
6. The owner/applicant is to submit written confirmation from the Provincial Inspector of Dikes acceptable to the City's Director of Development that the proposed strategy to incrementally raise the subject site and structures in the future, as needed for flood protection, addresses any provincial flood protection requirements. The intent to incrementally raise the site and structures in the future as needed for flood protection will be the sole responsibility of the owner.
7. The owner/applicant is to submit to the City written confirmation of the GVWD's (Metro Vancouver) acceptance of the encroachment of the proposed dike and associated improvements into the GVWD water line right-of-way.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
9. City acceptance of the developer's offer to voluntarily contribute \$0.24/SF (2018 rate) per buildable square foot (e.g. \$40,047.00) to the City's public art fund. This contribution is for both phase 1 and phase 2 of the development.
10. Discharge of the existing dike right-of-way (RD144951 with reference to plan NWD 59814). The discharge is to follow the registration of the replacement dike right-of-way noted earlier in these Rezoning Considerations.
11. Enter into a Servicing Agreement* for the design and construction of dike works, utility services and frontage works. Works include, but may not be limited to, the following:

A Servicing Agreement is required to design and construct the following works, to be registered on Title prior to Rezoning adoption.

1) Water Works:

- a) Using the OCP Model and with the upgrades identified below, there will be 424 L/s of water available at a 20 psi residual at the Rice Mill Road frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit, as part of the first servicing agreement submission, Fire Underwriter Survey (FUS) fire flow calculations confirming that the available fire flow of 424 L/s with water main upgrades is adequate for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer.
 - ii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
 - iii) Install a new water connection, complete with meter and meter box, to serve the proposed development.
 - iv) Provide fire hydrants along Rice Mill Road per City spacing requirements.
 - v) Upgrade approximately 680 m of 250 mm water main to 300 mm along Rice Mill Road from No 5 Road to the driveway entrance of the site as required to meet the fire flow demand for the proposed development.
- c) At Developer's cost, the City is to:
 - i) Reconnect all existing water service connections to the new water main.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Fill and abandon the existing 310 mm culvert at the entrance on Rice Mill Road to the driveway access to the development site. Prior to filling and abandoning the culvert, the developer's engineer shall confirm via video inspection that there are no connections to the culvert and that the culvert can be safely abandoned, and provide a signed and sealed letter with the servicing agreement confirming the same.
 - ii) Provide a sediment and erosion control plan for the proposed onsite and offsite works, to be reviewed as part of the servicing agreement design.

3) Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Replace the portion of the existing privately-owned sanitary forcemain that is within the City road dedication (approximately 80 m) with approximately 30 m of City-owned gravity-fed sanitary sewer and approximately 50 m of privately-owned force main, located within the roadway. The exact lengths of private- and City-owned sewer shall be determined during the servicing agreement process. A gravity-fed system shall be used to the extent possible, transitioning to a private forcemain once issues with cover arise. The design of the forcemain shall minimize the length of the forcemain located within City road dedication as much as possible (i.e., shall transition into the development site as soon as possible).
 - ii) Enter into a license agreement with the City for the proposed encroachment of the privately-owned sanitary forcemain into City road right-of-way. The license agreement shall, among other things:
 - i. Place ownership, maintenance responsibility, and liability of the sanitary forcemain with the developer/owner;
 - ii. Impose license fees for use of the City road right-of-way;
 - iii. Require the developer/owner to design and construct the forcemain to the satisfaction of the General Manager, Engineering & Public Works via the servicing agreement;

- iv. Require the developer/owner to relocate or remove the forcemain upon reasonable request from the City;
 - v. Require the developer/owner to remove the private forcemain within the roadway and connect to a City-owned system if/when one becomes available, upon request from the City; and
 - vi. Indemnify the City.
- b) At Developer's cost, the City is to:
- i) Complete all tie-ins of the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - i. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii. To underground overhead service lines.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

5) Dike Works:

- a) Through this rezoning, the City will secure from the developer an approximately 1010 m-long dike and dike right-of-way through the development site. Based on the developer's site constraints and the proposed use of the site, the City understands that construction of the entire dike is not feasible for the developer at this time. The right-of-way for the entire dike will be registered through the rezoning process; however, the developer's construction of the dike will be done in stages, as follows:
- i) Segment 1, located roughly in the east half of the site, will be constructed to elevation 4.7 m in the future when needed for flood protection. The timing of constructing this segment will be determined by the City;
 - ii) Segment 2, located roughly in the centre of the site, will be constructed to an interim elevation of 4.0 m through this development's servicing agreement, then raised in the future to elevation 4.7 m when needed for flood protection. The timing of raising this segment from 4.0 m to 4.7 m will be determined by the City;
 - iii) Segment 3, located roughly on the west half of the site, will be constructed to elevation 4.7 m through this development's servicing agreement.
- b) In the future, Segments 1, 2, and 3 will be raised to elevation 5.5 m (not covered by this development). The rights-of-ways secured through this development will provide adequate space for the future 5.5 m dike.
- c) At Developer's cost, the Developer is required to:
- i) *Dike SRW*: Prior to rezoning adoption, provide registered statutory rights-of-ways for diking, as follows:
 - i. *Segment 1*: an approximately 430 m long SRW along the northern property line adjacent to the CNR property and the eastern property line adjacent to Rice Mill Road. This SRW shall begin at the NE corner

- of the bay and shall connect to the existing dike at the southern extent of Rice Mill Road, as shown on Appendix (1). The width of this SRW, which will be determined through the servicing agreement, shall be sufficient to fit a standard City dike to elevation 5.5 m with erosion protection. The SRW shall:
- (a) Prohibit any excavation or construction within the SRW without prior written consent from the City.
 - (b) Include provisions requiring the Developer to design and construct a dike to the satisfaction of the General Manager, Engineering and Public Works at a time where this is required for the purpose of flood protection, as determined at the sole discretion of the City. The dike shall be built to elevation 4.7 m and conform to the City and Provincial specifications and standards for dike design and construction that are most current at the time of design and construction. If the Developer fails to fulfill such obligations within the time specified in the right-of-way agreement, the City may carry out the Developer's obligations to complete the necessary construction, including the demolition of any existing structures within the SRW, at the Owner's cost.
 - (c) Provide the City with unrestricted vehicular and man access to all sections of the SRW for the purpose of dike maintenance and future upgrade.
 - (d) Upon completion of the construction of the dike, the City shall have full rights of access to the SRW area for the purposes of inspecting, maintaining and upgrading the dike. The dike will be owned and maintained by the City.
- ii. *Segments 2 & 3:* an approximately 17 m wide (or as required to fit a standard City dike to elevation 5.5 m with erosion protection, as determined through the servicing agreement), approximately 580 m long SRW extending north from the existing dike at the south-west corner of the site along the west side of Metro Vancouver's water main to the north property line of the site adjacent to CNR's property, and continuing eastward to tie into the Section A SRW identified above, as shown on Appendix (1). The SRW shall:
- (a) Prohibit any excavation or construction within the SRW without prior written consent from the City.
 - (b) Provide the City with unrestricted vehicular and man access to all sections of the SRW for the purpose of dike maintenance and future upgrade.
 - (c) Upon completion of the construction of the dike, the City shall have full rights of access to the SRW area for the purposes of inspecting, maintaining and upgrading the dike. The dikes shall be owned and maintained by the City.
 - (d) *Segment 2:* Where the dike is not constructed to the City's standard to an elevation of 4.7 m, the SRW shall include provisions requiring the Owner/Developer to raise the dike to elevation 4.7 m at the Developer/Owner's cost, to the satisfaction of the General Manager, Engineering and Public Works at a time where this is required for the purpose of flood protection, as determined at the sole discretion of the City. If the Developer fails to fulfill such obligations within the time specified in the right-of-way agreement, the City may carry out the Developer's obligations to complete the necessary construction, including the demolition of any existing structures within the SRW, at the Owner's cost.
- iii. Minimum building setback from the dike rights-of-way shall be 3.0 m for all new buildings. Existing buildings constructed prior to 2019 shall be exempt from this setback requirement.
- iv. Any crossings of the dike SRW proposed for this development must be reviewed and approved by the City. This includes, but is not limited to, private onsite services such as water, storm, and sanitary, hydro, and tel. Crossings will be required to be designed and constructed in a way to minimize impact to the dike, and must be in conformance with Dike Maintenance Act Approval for Pipe Crossings of Dikes (2014) or any superseding guidelines.
- v. The Developer shall coordinate the design and alignment of the Segment 1 dike and dike SRW with the Ministry of Transportation and Infrastructure, and ensure that the SRW width and configuration is adequate to construct a future 5.5 m dike that addresses MOTI concerns. The developer shall obtain a conceptual-level sign-off from MOTI for the future Segment 1 dike prior to the SRW width being finalized.
- ii) Discharge the existing dike right-of-way as reflected on Plan 59814.
- iii) *Dike Access:* Provide maintenance vehicle access to all portions of the City dike and dike SRW, to the satisfaction of the General Manager, Engineering and Public Works. Prior to rezoning adoption, the developer is to provide a dike access plan showing how City maintenance vehicles will access the dike in the interim and ultimate conditions, and indicating any required items to facilitate access, such as ramps, turnarounds, rights-of-ways, etc., which shall be secured from the developer through the servicing agreement. Access ramps shall be designed to accommodate the TAC's SU vehicle and be at no more than 10% grade.

- iv) *Dike Construction:* Construct an approximately 580 m-long embankment dike within Segments 2 & 3 of the SRW, extending from the NE extent of the SRW (at the connection to Segment 1 of the SRW) to the south property line adjacent to property 003-543-765 as shown on Appendix (2). The dike shall satisfy the following conditions:
- i. The dike shall be designed by a Professional Geotechnical Engineer.
 - ii. The dike shall be constructed to an elevation of 4.7 m geodetic (except segment 2, as noted under point 3), and designed to accommodate a future elevation of 5.5 m geodetic. The waterside slope of the dike shall be a maximum of 2:1 and the landside slope of the dike shall be a maximum of 3:1, except as recommended by the developer's geotechnical engineer and reflected on Appendix (2). The crest of the dike shall be a minimum 4.0 m wide and shall accommodate vehicular access. All dike construction and design, including materials, shall be in conformance with City standard drawing MB-98 or MB-99, Dike Design and Construction Guide – Best Management Practices for British Columbia (2003), and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment (1999), or any superseding guidelines.
 - iii. *Segment 2:* At the existing asphalt parking lot (segment 2 on Appendix (2)), the dike crest elevation may be constructed to 4.0 m geodetic, with the ability to be raised to 5.5 m geodetic in the future.
 - iv. The dike shall be designed to have a smooth transition to the existing dike towards the west, with a maximum slope of 3:1. No retaining walls within the dike crest or slope area are permitted.
 - v. The dike shall include erosion protection on the waterside slope.
 - vi. The Developer shall coordinate the dike alignment, design and construction with Metro Vancouver with regards to impacts to and from Metro Vancouver's water transmission main.
 - vii. The design and construction of the dike shall complete to the satisfaction of the General Manager, Engineering and Public Works and any other relevant dike approving authorities. Once approved by the City, the developer must submit an application for a Dike Maintenance Act approval to the Ministry of Forest, Lands, Natural Resources Operations and Rural Development.
 - viii. The developer shall submit to the City a FLAC or Plaxis analysis for the dike to assess seismic performance of the dike design under the three seismic design scenarios specified in the Ministry of Forest, Lands, Natural Resources Operations and Rural Development's Seismic Design Guidelines for Dikes (2014) or any superseding guidelines.

6) Sustainability:

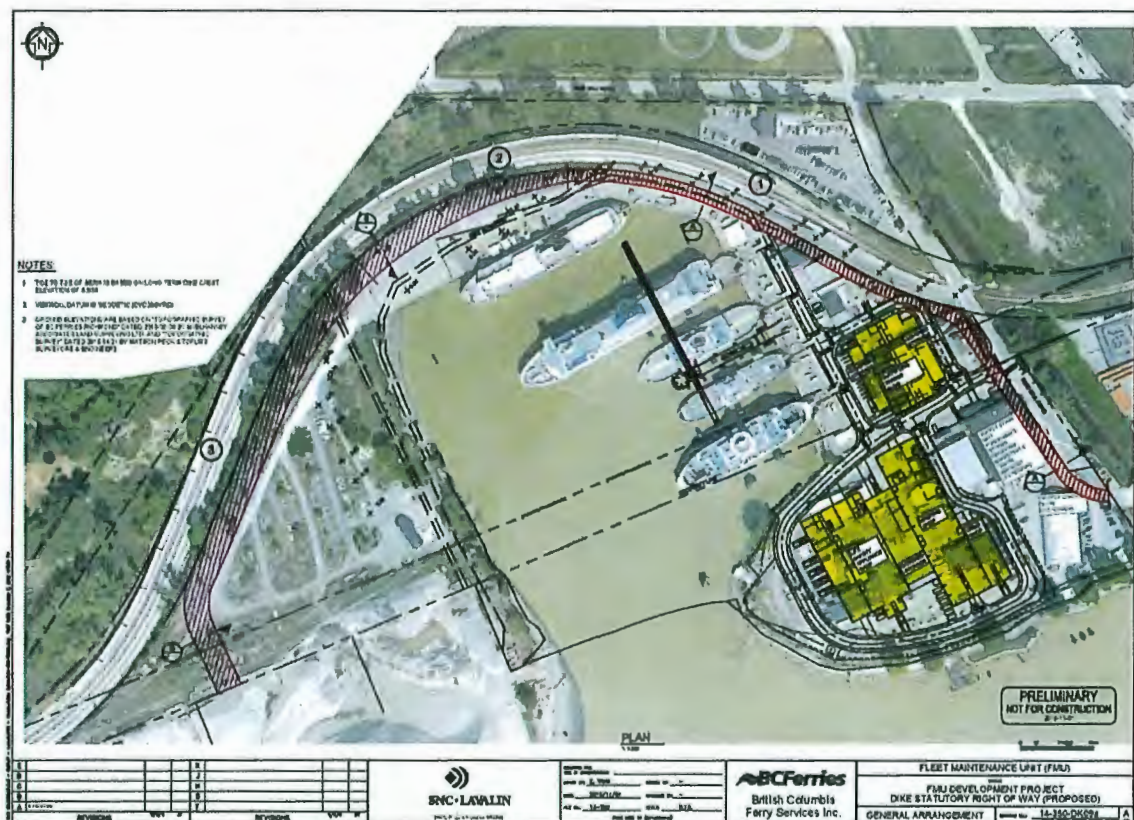
- a) Two redundant culvert crossings within the Riparian Management Area along the south side of Rice Mill Road are to be removed and the open watercourse reinstated and re-vegetated. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best Practices for Instream Works. Disturbed areas will be re-vegetated with a native riparian seed mix in accordance with the Riparian Area Regulation Re-vegetation Guidelines.
- b) A site-specific Erosion and Sediment Control Plan must be submitted to the City and approved by the Environmental Manager prior to any works being undertaken within, or that could impact, the designated Riparian Management Area(s).
- c) All works within, or that could impact, designated Riparian Management Areas are to be completed in accordance with the City of Richmond's Riparian Management Areas Bulletin INFO-23, the approved Construction Environmental Management Plan, and the site-specific Erosion and Sediment Control Plan.

7) General Items:

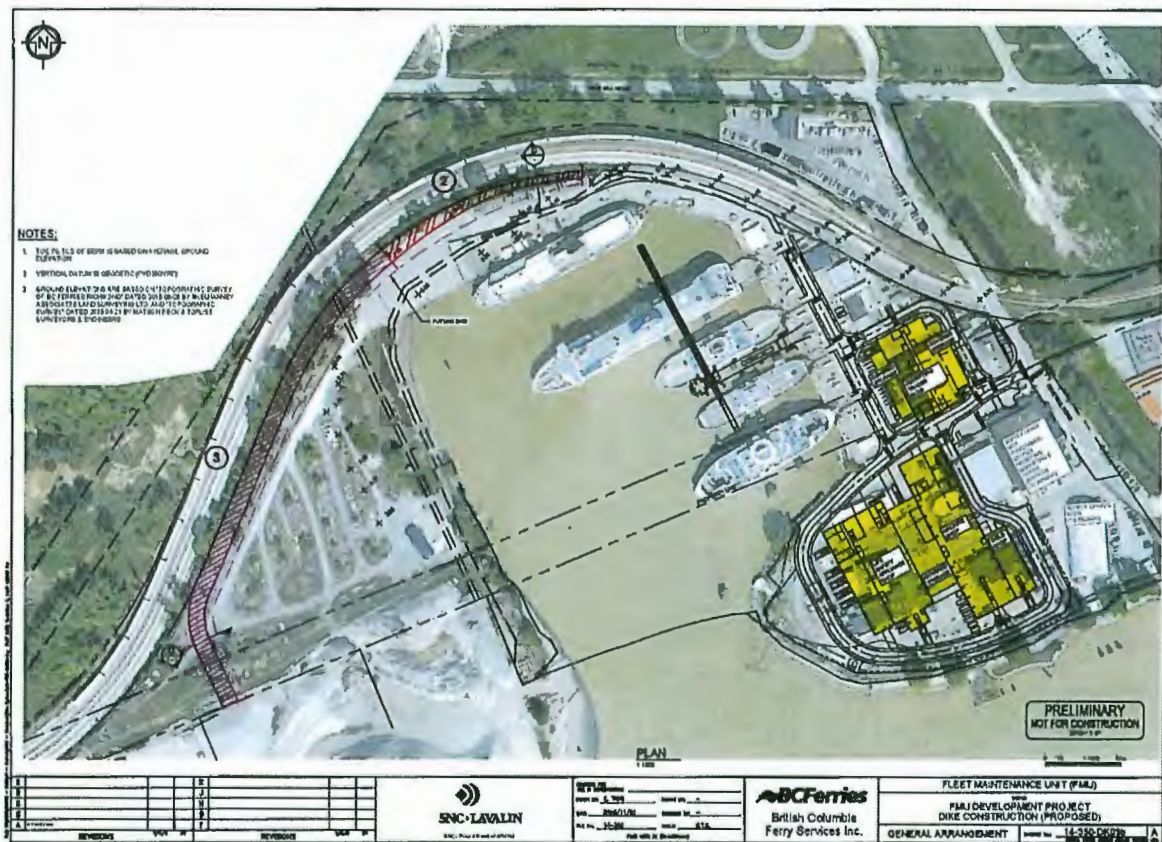
- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with Metro Vancouver to:
 - i. obtain approval for the proposed encroachment of the dike fill into their existing water main right-of-way through the site;
 - ii. confirm any potential impacts due to construction;

- iii. provide any improvements, including modifications to the existing SRW, as required for the protection of the water main; and
- iv. comply with their requirements regarding the same.
- ii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Appendix 1



Appendix 2



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

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

Note:

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

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

PLN - 213
CNCL - 289

Initial: _____

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

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

[Signed Concurrence in File]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9940 (RZ18-824565)
12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 23.14 thereof the following:

“23.14 BC Ferries Fleet Maintenance and Moorage (ZI14)

23.14.1 Purpose

A site specific zone to provide for the service, moorage and maintenance of BC Ferries fleet.

23.14.2 Permitted Uses

- commercial vehicle parking and storage
- contractor service
- industrial, general
- industrial, heavy
- manufacturing, custom indoor
- vehicle & equipment services, industrial
- vehicle body repair or paint shop
- vehicle repair

23.14.3 Secondary Uses

- residential security/ operator unit
- outdoor storage

23.14.4 Permitted Density

1. The maximum floor area ratio is 1.0.

23.14.5 Permitted Lot Coverage

1. The maximum lot coverage is 60% for buildings.

23.14.6 Yards & Setbacks

1. The minimum front (east) yard setback is 4.5 m for all new construction after May 1, 2019.
2. The minimum exterior side yard is 3.0 m.

3. There is no minimum interior side yard or rear yard.

23.14.7 Permitted Heights

1. The maximum **height** for **buildings** is the lesser of 22.2 m above top of building slab elevation or 26.6 m GSC.
2. The maximum **height** is 84.0 m GSC for a single heavy lift crane and 20.0 m for all other **accessory structures**.

23.14.8 Subdivision Provisions/Minimum Lot Size

1. There is no minimum **lot width, lot depth** or **lot area**.

23.14.9 Landscaping & Screening

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

23.14.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

23.14.11 Other Regulations

1. The following **Outdoor storage** uses are prohibited from occurring:
 - a. **Outdoor storage** of food products;
 - b. **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
 - c. **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
 - d. Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**BC FERRIES FLEET MAINTENANCE AND MOORAGE (ZI14)**".

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9940"

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9940**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

CITY OF RICHMOND
APPROVED by <i>AB</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

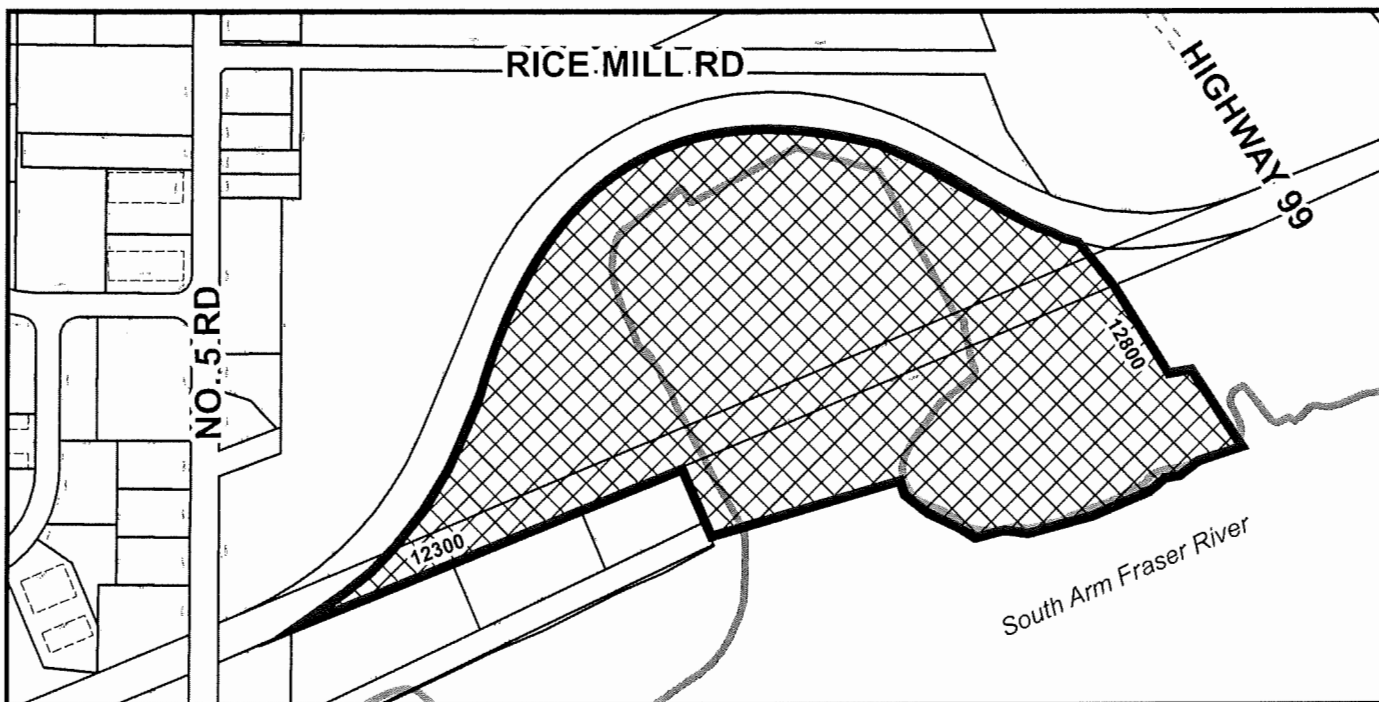
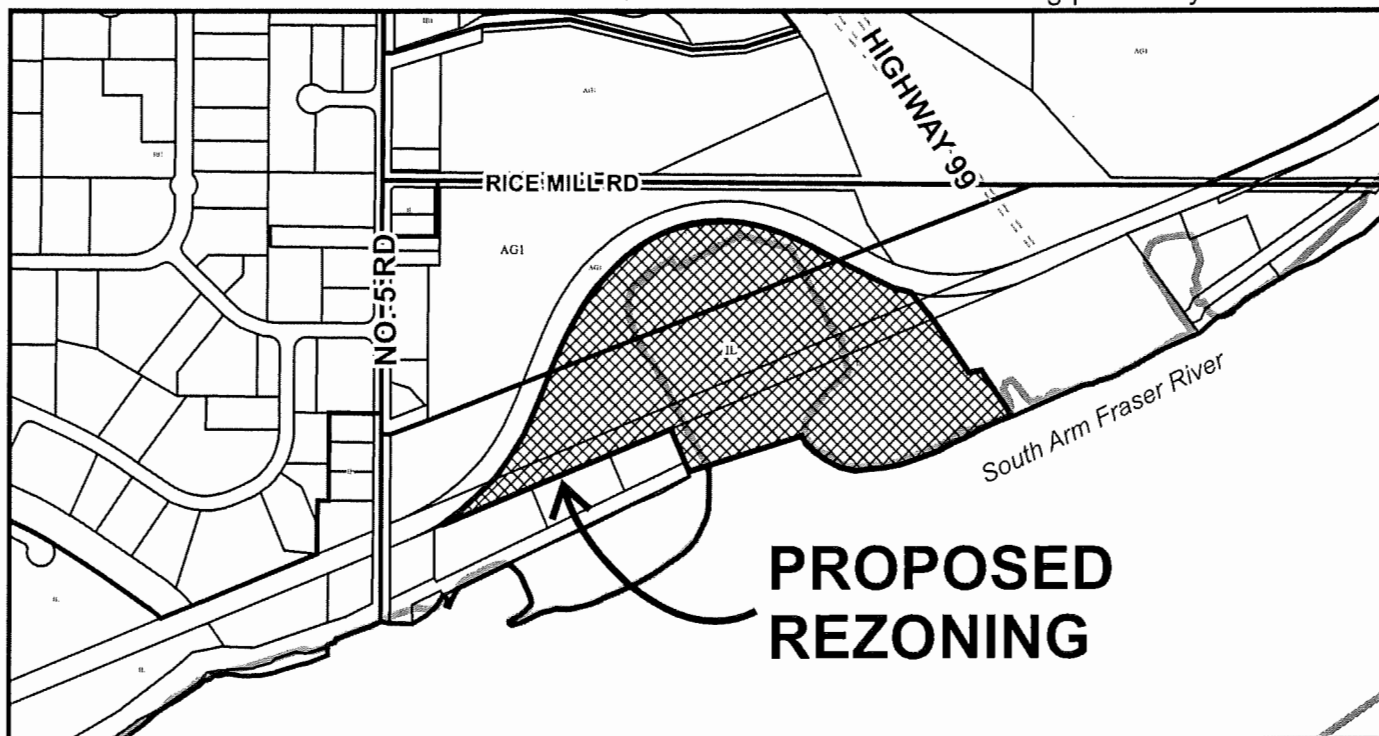
MAYOR

CORPORATE OFFICER



City of Richmond

Schedule A attached to and forming part of Bylaw No. 9940



RZ 18-824565

Original Date: 06/20/18

Revision Date: 10/12/18

Note: Dimensions are in METRES



City of Richmond

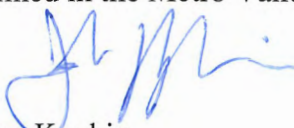
Report to Committee

To: Planning Committee
From: Barry Konkin
Manager, Policy Planning
Date: August 20, 2019
File: 01-0157-30-
RGST1/2019-Vol 01
Re: **Richmond Response: Metro Vancouver's Referral to Amend the Metro 2040
Regional Growth Strategy as Requested by the City of Delta**

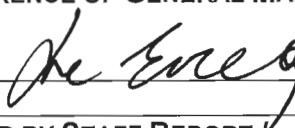


Staff Recommendation

That staff be directed as detailed in the report titled "Richmond Response: Metro Vancouver's Referral to Amend the Metro 2040 Regional Growth Strategy as Requested by the City of Delta" dated August 20, 2019 from the Manager, Policy Planning, to advise the Metro Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the *Metro Vancouver* request dated June 10, 2019.

FOR


Barry Konkin
Manager, Policy Planning
(604-276-4139)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

As requested by the City of Delta, the Metro Vancouver Regional District Board has initiated the process to amend the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future) for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector in Delta, by changing the regional land use designation from “Agricultural” to “Industrial”, and to include the lands within the Urban Containment Boundary.

As a member municipality, the City of Richmond has been invited to provide written comments on the proposed amendments to the Regional Growth Strategy (Attachment 1). Although Metro Vancouver has indicated a deadline for comments by September 6, 2019 in their attached letter, Metro Vancouver staff have indicated they would be able to receive comments on the proposed amendment during the week of September 9-13, 2019, in time to be incorporated into a staff report for the October 4, 2019 Metro Vancouver Regional District Board meeting.

This report supports Council’s 2018-2022 Term Goal Theme #5 – Sound Financial Management:

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

Background

The subject property owner (MK Delta Lands Group) owns approximately 202 ha (500 ac) of land in or near Burns Bog in Delta. In 2015, the owner submitted applications to the City of Delta to amend the City’s Official Community Plan, the zoning bylaw, the sanitary sewer area, and for a development permit, to allow for the development of an industrial business park for the 62.7 ha (155 ac) property located at 7969 Highway 91 Connector. The application also required approvals from the Agricultural Land Commission (ALC) and Metro Vancouver.

In 2016, the City of Delta Council referred the application to the ALC for consideration to exclude the subject property from the Agricultural Land Reserve (ALR), and to include a separate 78.1 ha (193 ac) parcel at 7007 Highway 91, owned by the same property owner, into the ALR. In 2018, the ALC conditionally approved the exclusion of the subject property and inclusion of the second parcel.

In February 2019, the City of Delta formally submitted an application to amend the Regional Growth Strategy for the subject property to change the regional land use designation of the subject property from “Agricultural” to “Industrial”, and to include the lands within the Urban Containment Boundary.

As per the Regional Growth Strategy, for sites that are contiguous with the Urban Containment Boundary and are not located within the ALR, a land use designation amendment from “Agricultural” to “Industrial”, and the associated Urban Containment Boundary adjustment, requires a Type 3 minor amendment. This amendment process includes a notification period to allow all affected local governments to provide comment on the proposed amendment. Following the comment period, the Metro Vancouver Regional District Board will review all

comments received, and consider third and final reading of the amendment bylaw. The proposed amendment requires the amendment bylaw to be passed by a 50%+1 weighted vote by the Metro Vancouver Regional District Board. The amendment bylaw does not require a regional public hearing.

If the Regional Growth Strategy amendment is adopted, approval from the Greater Vancouver Sewerage and Drainage District (GVS&DD) would also be required to extend the Fraser Sewerage Area to include the subject property.

Proposed Amendment

The proposed amendment results in 43.8 ha (108.2 ac) of land being added to the regional industrial inventory, and following approval, 132 ha (328 ac) of land transferred to the City of Delta to be a part of the Burns Bog Ecological Conservancy Area (BBECA) to ensure the long term protection of Burns Bog. The removal of the subject property from the ALR has been offset by the inclusion of a larger parcel, which would also be a part of the BBECA, with a net gain of 15.4 ha (38 ac.) of land within the ALR.

Further detail of the proposal is described below.

Burns Bog Ecological Conservancy Area (BBECA): In 2004, Delta, along with senior levels of government, purchased 2,000 ha (4,942 ac) of Burns Bog and established the BBECA which is jointly owned and operated by the City of Delta and Metro Vancouver. In 2013, the City of Delta approved the addition of another 400 ha (988 ac) of land around the perimeter of the BBECA. Subject to approval of the proposed amendment to allow industrial uses for the subject property, the property owner has committed to transferring three lots that it owns, totaling 132 ha (328 ac), to the City of Delta. Those lands would then become part of the BBECA and would resolve the remaining land holdings by MK Delta Lands Group to ensure the long term protection of Burns Bog.

The proposed development of the subject property would include environmental and agricultural buffers around the perimeter of the proposed development to protect the BBECA by keeping development run-off and bog water separate. The buffers will also serve to reduce the effects of noise, light, dust and litter on the Bog.

Industrial Land Inventory: The addition of the subject property to the regional industrial lands inventory would provide an additional 43.8 ha (108.2 ac) of industrial land, which would be of local and regional benefit from an industrial-activity, goods movement, and employment generating perspective. Locally, the subject property is in an area contiguous with other industrial lands along the Fraser River, and is in close proximity to Sunbury, Tilbury, and other River Road industrial areas. Regionally, the subject property has direct access to the South Fraser Perimeter Route, a key regional transportation connector.

Agricultural Land Reserve: In 2018, the ALC conditionally approved the exclusion of the 62.7 ha (155 ac) subject property from the ALR and inclusion of the 78.1 ha (193 ac) property at 7007 Highway 91 into the ALR resulting in a net gain of 15.4 ha (38 ac.) of land within the ALR. The ALC granted conditional approval to exclude the subject property from the ALR provided that a buffer is provided to the adjacent property to the east to support agriculture.

Overall Assessment: As the proposal would not have a measurable impact to Richmond, staff would recommend that Council direct staff to prepare a letter under the Mayor's signature advising the Metro Vancouver Regional District Board that the City of Richmond has no objections to the proposed amendment.

Financial Impact

None

Conclusion

The Metro Vancouver Regional District Board proposes to amend the Regional Growth Strategy for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector, by changing the regional land use designation from "Agricultural" to "Industrial", and to include the lands within the Urban Containment Boundary. If the proposed amendments are approved, the property owner would transfer 132 ha (328 ac) of land to the City of Delta to be a part of the Burns Bog Ecological Conservancy Area. The proposal would have no measurable impact to Richmond.

It is recommended that Council direct staff to prepare a letter under the Mayor's signature advising the Metro Vancouver Regional District Board that the City of Richmond has no objections to the Bylaw.



John Hopkins
Senior Policy Coordinator
(604-276-4279)

JH:le

- Att. 1: Letter and staff report from Metro Vancouver dated June 10, 2019
2: Supplemental materials submitted by the City of Delta to the Metro Vancouver Regional District



Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

JUN 10 2019

File: CR-12-01
Ref: RD 2019 May 24

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

Dear Mayor Brodie and Council:

Re: Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands Regional Growth Strategy Amendment Bylaw No. 1283, 2019

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend *Metro 2040: Shaping Our Future (Metro 2040)* for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector, by changing the regional land use designation from "Agricultural" to "Industrial" and to include the lands within the Urban Containment Boundary.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;*
- b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";*
- c) direct staff to notify affected governments as per Metro Vancouver 2040: Shaping Our Future Section 6.4.2; and,*
- d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".*

As required in both the *Local Government Act* and *Metro 2040*, amendment processes include a notification period to allow all affected local governments to provide comment on the proposed amendment. Following the comment period, Metro Vancouver will review all comments received, and consider third and final reading of the amendment bylaw.

The proposed amendment is a Type 3 minor amendment to *Metro 2040*, which requires an amendment bylaw be passed by Metro Vancouver by a 50%+1 weighted vote. No regional public hearing is required. For more information on regional growth strategy amendment procedures,

29776477

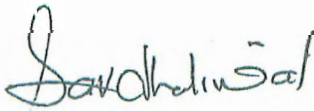
please refer to Sections 6.3 and 6.4 in *Metro 2040*. A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding consistency with *Metro 2040* is enclosed.

You are invited to provide written comments on the proposed amendment. Please provide your comments by Friday, September 6, 2019. Comments can be provided via Council resolution.

As per MVRD Board resolution (d), Metro Vancouver staff will be in contact with City of Delta staff to request additional information, as laid out in the report dated March 15, 2019.

If you have any questions with respect to the proposed amendment, please contact Gord Tycho, Senior Planner, Regional Planning by email at Gordon.Tycho@metrovanancouver.org or by phone at 604-456-8805.

Yours sincerely,



Sav Dhalliwal
Chair, Metro Vancouver Board

SD/CM/NC/gt

Encl: Report dated May 15, 2019, titled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands" (Doc #29622457)



To: MVRD Board of Directors

From: Neal Carley, General Manager, Planning and Environment

Date: May 15, 2019 Meeting Date: May 24, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

At its April 5, 2019 meeting, the Regional Planning Committee considered the attached report, supported the staff recommendation, and advanced the report to the Board. At its April 26, 2019 meeting, the MVRD Board withdrew the attached report from its agenda at the request of the applicant. The City of Delta expressed interest in bringing the application to two additional Standing Committees for information, and as a result appeared as a delegation at the May 2, 2019 Industrial Lands Strategy Task Force meeting and the May 15, 2019 Regional Parks Committee meeting.

Regional Planning staff provided a presentation to describe the Metro 2040 amendment process, and considerations in evaluating the proposed amendment's impacts on the regional growth strategy's goals and policy actions. Staff noted to Committee members that if any comments were provided, they would be conveyed to the Board with the attached report.

At the Industrial Lands Strategy Task Force meeting, members articulated:

- that if approved, the type of industrial development should be consistent with the parcel's location on the goods movement network and support trade-enabling uses;
- concern about potential impact on bog hydrology;
- the uniqueness of the proposal in having multiple parcels with which to meet a broad range of regional and local objectives; and
- the inclusion of land into the Agricultural Land Reserve seems challenging as a regional benefit given there is no intent to farm the land.

At the Regional Parks Committee meeting, members articulated:

- concern about the potential impacts of the proposed development on the bog, particularly regarding fill, settlement on the site and water management;
- desire for ongoing monitoring post construction;
- continued involvement of the Burns Bog Scientific Advisory Panel at the design, construction and monitoring phases;
- that if approved, lots A, B and C be included in the Burns Bog Ecological Conservancy Area;
- recognition that with the current zoning, lots A, B and C are at risk;
- concern about speculation and an anticipated proposal for the lot to the east;
- the challenges with these types of complex applications and the inherent trade-offs; and
- that if approved, the type of industrial development be limited to activities that will minimize potential impacts on the bog.

Attachment:

"Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands",
dated March 15, 2019

29622457



To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation
Gord Tycho, Senior Planner, Regional Planning

Date: March 15, 2019 Meeting Date: April 5, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
 - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
 - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
 - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
-

PURPOSE

To provide, for Regional Planning Committee and MVRD Board consideration, Metro Vancouver staff's analysis and recommendations regarding the City of Delta's proposed Type 3 Land Use Designation amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the MK Delta Lands (Attachment 1).

BACKGROUND

On February 12, 2019, the City of Delta submitted a proposed *Metro 2040* amendment to Metro Vancouver for the property located at 7969 Highway 91 Connector (Attachment 2). The proposed amendment is to change the regional land use designation of the subject property from "Agricultural" to "Industrial", and to include the lands within the Urban Containment Boundary.

On June 10, 2016, Delta Council gave 1st reading to Official Community Plan Amendment Bylaw No. 7505, and 2nd reading was given on July 5, 2016. A local public hearing was held on July 26, 2016 and the Bylaw was subsequently given 3rd reading. The application was then referred to the Agricultural Land Commission, seeking exclusion of the subject property from the Agricultural Land Reserve (ALR), complemented by a proposal to add a second parcel to the ALR. In September of 2018, the Agricultural Land Commission conditionally approved the exclusion of the subject property and inclusion of the second parcel.

SITE DESCRIPTION

The subject property is a 62.7 ha (155 ac) undeveloped site located at 7969 Highway 91 Connector, just south of Highway 17 (South Fraser Perimeter Road) and adjacent to the Burns Bog Ecological Conservancy Area (BBECA) (Figure 1). The subject property is owned by MK Delta Lands Group. It is located in the ALR, but the owner is currently satisfying exclusion conditions with the Agricultural Land Commission. To the east are privately-owned undeveloped lands located in the ALR, a provincial highway maintenance area and Highway 91. Industrial uses are located to the north and east in the Sunbury industrial business area across the Highway 91 Connector and Highway 17 along Nordel Way and River Road. To the south are Lots A, B, and C (also owned by MK Delta Lands Group), and the BBECA to the south and west.

Figure 1: Subject Property Map



In addition to the proposed regional land use redesignation of Lot 4, the three additional parcels noted are part of the overall proposal. The property owner has committed to transfer Lots A, B, and C to the City of Delta for protection from future development, and include Lot B in the ALR. Lots A, B, and C are located adjacent to the BBECA and Lots B and C are wooded.

Burns Bog Ecological Conservancy Area

Burns Bog is a raised bog ecosystem covering approximately 3,000 ha (7,413 ac) of the Fraser River delta between the south arm of the Fraser River and Boundary Bay. The largest undeveloped urban landmass in North America, Burns Bog is globally unique because of its chemistry, form, flora and size. The BBECA consists of approximately 2,000 ha (5,000 ac) of land that was purchased in 2004 in an agreement between senior levels of government, Metro Vancouver and the City of Delta. As part of this agreement, a conservation covenant was registered on title of these lands that ensures the ecological integrity of the lands is protected. The BBECA is jointly operated by Metro Vancouver and the City of Delta.

Table 1: Subject Property (Lot 4) - Summary

Parcel Location	7969 Highway 91 Connector, City of Delta	
Parcel Size	62.7 ha (155 ac)	
Proposed Development	Development of a 9-lot industrial subdivision over a developable area of 43.79 ha (108.2 ac). Remainder of area to occupied by internal roads and utilities, future highway access, and protection (buffer) / enhancement areas.	
	Current	Proposed
Urban Containment Boundary (UCB)	Outside of the UCB	Include the parcel within the UCB
Metro 2040 Designation	Agricultural	Industrial
City of Delta OCP Designation	Agricultural (A)	Industrial (I)
Municipal Zoning	I3 Extraction Industrial*	CD Comprehensive Development (site-specific)**
ALR	Exclusion granted by ALC subject to conditions (agriculture / environment buffers). History of peat extraction.	
* Extraction activities are subject to non-farm use approval by ALC.		
** Proposed CD Zone allows light industrial uses on the majority of the site with environmental buffers along the perimeter. Allowable light industrial uses include warehousing, wholesaling and distribution, transportation, communication, equipment sales, repair and servicing, etc., but restrict container storage and uses with higher potential for emissions of air contaminants and spills of hazardous materials.		

APPLICATION HISTORY

The subject property owner (MK Delta Lands Group) owns approximately 202 hectares (500 acres) of land in or near Burns Bog. In 2015, the owner submitted applications to the City of Delta to amend the City's Official Community Plan (OCP), the zoning bylaw, the sanitary sewer area, and for a development permit, to allow for the development of an industrial business park on the subject property.

The application also included requests to:

- exclude the subject property (Lot 4) from the ALR;
- amend the regional land use designation of Lot 4 in *Metro 2040* from Agricultural to Industrial, and include the lands within the Urban Containment Boundary;
- amend the Fraser Sewerage Area to include the subject property;
- include Lot B (one of three other lots owned by MK Delta Lands Group to the south) into the ALR (Figure 1); and
- transfer three other parcels of land owned by the property owner (i.e. Lots A, B and C) into public ownership.

In July 2016, City of Delta Council gave the OCP Amendment Bylaw 3rd reading, and referred the application to the Agricultural Land Commission for consideration to exclude the subject property from the ALR and to include Lot B into the ALR. In August 2017, the Agricultural Land Commission conditionally approved the application. In September 2018, the Agricultural Land Commission Executive Committee upheld the South Coast Panel's August 2017 decision.

Metro 2040 sets out that an ALR exclusion must be granted before Metro Vancouver can consider an application for amendment from the *Metro 2040*'s Agricultural designation (Section 2.3.4). The City of Delta and the owner are working with Agricultural Land Commission staff to finalize the conditions of approval.

Proposed *Metro 2040* Amendment

As per Section 6.3.4(f) of *Metro 2040*, for sites that are contiguous with the Urban Containment Boundary and are not within the ALR, a land use amendment from Agricultural to Industrial, and the associated Urban Containment Boundary adjustment, requires a Type 3 minor amendment to *Metro 2040* (i.e. an amendment bylaw passed by a majority weighted vote and no regional public hearing).

The proposed *Metro 2040* amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that the mapping in the City's OCP, the RCS and *Metro 2040* will be consistent. The City's amended RCS request will be forwarded to the MVRD Board for consideration should direction be given to initiate the regional growth strategy amendment, consistent with *Regional Growth Strategy Implementation Guideline #1: Regional Context Statements*.

ANALYSIS OF ALIGNMENT WITH *METRO 2040*

Metro 2040 provides a framework for assessing the proposed amendments. Consideration has been given to each of the five *Metro 2040* goals and applicable strategies, which are summarized below.

GOAL 1 – CREATE A COMPACT URBAN AREA

Strategy 1.1: Contain Urban Development within the Urban Containment Boundary

Given the location and site context of the subject property, an extension of the Urban Containment Boundary will likely not lead to a proliferation of applications. It is noted that there is one large property to the east that is currently in the ALR. If the redesignation application for the subject

property is successful, this large remaining parcel will be additionally isolated, and one can anticipate an increased likelihood of a future application for a *Metro 2040* amendment for that property.

GOAL 2 – SUPPORT A SUSTAINABLE ECONOMY

Strategy 2.2: Protect the supply of Industrial land

The addition of the subject property to the regional industrial lands inventory would provide an additional 43.8 ha (108.2 ac) of industrial land, which would be of local and regional benefit from an industrial-activity, goods movement, and employment generating perspective. Locally, the subject property is in an area contiguous with other industrial lands along the Fraser River, and is in close proximity to Sunbury, Tilbury, and other River Road industrial activities. Regionally, the subject property has direct access to the South Fraser Perimeter Road, a key transportation connector for moving people and goods in and through the region.

It is beyond the scope of the assessment of the proposed regional land use redesignation to consider the type and tenure of industrial activity planned for the subject property. That said, the specifics associated with type and tenure of activity do have regional implications. For example, if the site is developed as a strata development, having a large number of owners on site likely increases the impact risk to the adjacent Burns Bog. Conversely, with a shortage of large, flat, accessible distribution-oriented parcels available in the regional industrial land inventory, this site would serve well for a trade-enabling supportive use given its proximity to the Port and goods movement network.

Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

The subject property has a regional Agricultural land use designation as it was within the ALR at the time *Metro 2040* was adopted. As part of the application process, the owner sought to have the subject property excluded from the ALR. It had never been farmed. The Agricultural Land Commission has granted conditional approval to the exclusion subject to the addition of a buffer to the adjacent property to the east to support agriculture. In addition, \$6 million will be put toward drainage and irrigation improvements for Westham Island and East Delta, and, Lot B (approximately 78 ha) has been included in the ALR. There is a resulting net gain of approximately 15 ha (37 ac) of agricultural land in the proposal, and the Agricultural Land Commission states that Lot B is more agriculturally viable than Lot 4.

GOAL 3 – PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

Strategy 3.1: Protect Conservation and Recreation lands

The owner is proposing to transfer its remaining holdings in the area to the City of Delta, which has committed to manage these lands consistent in the BBECA. Lots A, B, and C, total 132.7 ha in size. All three parcels currently have a regional Conservation and Recreation land use designation, however these privately-owned lands are currently zoned Extraction-industrial (I3) in the City's zoning bylaw. This zoning permits a range of industrial extraction activities for sand, gravel, and peat, as well as related processing, such as crushing, screening, and stockpiling. The City of Delta application states that the transfer of these lands into public ownership protects additional bog lands from future development and resolves the remaining MK Delta Lands Group holdings adjacent to the bog.

An Environmental Effects Assessment for the subject property was prepared by Environmental Dynamics as part of the proposal. The study concludes that the proposed industrial development, in

conjunction with the transfer of approximately 132 ha (326 ac) of Lots A, B, and C to public ownership results in a net gain in ecologically-sensitive lands, vegetation, and wildlife habitat protection. The study also finds a net gain for all broad ecosystem types, save for herb dominated habitat. Metro Vancouver staff note that Lots 4, A, B, and C are entirely comprised of sensitive ecosystems in the Metro Vancouver Sensitive Ecosystem Inventory. Lots 4, A, and B are wetland bog, and exhibit evidence of past peat harvesting, but recovery is in progress for all three sites. Lot 4 is in moderately better condition than Lot B, and Lot C is a mix of wetland bog and wetland swamp.

Strategy 3.2: Protect and enhance natural features and their connectivity

Looking at the overall trade-offs for the environment given the four properties at play is one aspect to consider, but the potential impacts for the subject property of the amendment from Agricultural to Industrial and the potential impacts on the adjacent bog is of critical importance to consider. To mitigate and monitor the proposal, environmental buffers are proposed around the perimeter of the development area, with the objective of separating bog waters and any run-off from the proposed industrial development. The proposed protection and enhancement areas on the subject property total approximately 12 ha (30 ac). Water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. The owner has committed to 50 m buffers along the southern and western property border at the request of the Burns Bog Ecological Conservancy Area Scientific Advisory Panel.

The proposed development of the subject property will require up to 6 m (20 ft) of fill to raise the elevation and offset an anticipated 3 m of ground settlement. Potential impacts to the bog from surcharge loading and other construction activities are being addressed through water quality and water level monitoring. The introduction of fill to the site and the resulting sub-surface effects could have wide-ranging impacts including peat damage / fissures, a lowered water table, the intrusion of nutrient water, and an increased risk of fire and invasive species on the bog.

Metro Vancouver staff recommend that further information be sought from the City of Delta about the potential impacts and planned mitigation efforts for the addition of fill. Staff also recommend that the City of Delta consult with the Burns Bog Scientific Advisory Panel on these potential impacts.

GOAL 5 – SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

Strategy 5.2: Coordinating land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

The subject property is well positioned to support regional goods movement due to its proximity to the U.S. border, Roberts Bank Container terminal, and other industrial docks and facilities along the Fraser River (i.e. Sunbury, River Road, Tilbury). Immediate adjacency to Hwy 17 allows direct access to an important regional goods movement corridor, thereby minimizing impact on residential areas and improving safety.

REQUEST FOR ADDITIONAL INFORMATION

As part of the review of the proposed amendment submission, Metro Vancouver staff identified a number of areas that would benefit from further information from the City of Delta. Two of these areas deal with the width of the proposed environmental buffers for the subject property and clarity

on the potential impacts of site surcharge loading. In addition, Water and Liquid Waste staff are also seeking further information.

Delta's application noted that environmental buffers will be provided and that water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. In June 2016, the Burns Bog Scientific Advisory Panel recommended increasing the environmental buffers from 30 to 50 metres along both the west and south sides of the subject property. City of Delta staff have confirmed that, in response to the Scientific Advisory Panel's June 2016 comments, the property owner committed to increase the west perimeter buffer on the subject property from 30 m to 50 m.

City staff also stated that the plans, reports and detailed engineering servicing drawings will be revised to reflect the adjusted buffers should this application receive approval from Metro Vancouver. It has also been confirmed with the City of Delta the intent to have the Burns Bog Scientific Advisory Panel comment on any mitigation, maintenance and monitoring plans to be prepared for the environmental buffer as this application progresses.

Should the MVRD Board initiate the proposed amendment, staff will follow up with City staff regarding the following:

- 1) the rationale for maintaining the southern perimeter buffer width at 30 m and not 50 m.
- 2) Clarity on the information regarding the potential impacts of site surcharge loading, both over the short and long term and a rationale as to why the proposed surcharge loading of fill on Lot 4 is not expected to have an impact on the Bog's integrity.
- 3) Additional information on the anticipated impacts of the proposed amendment on the City's estimated water purchases from Metro Vancouver as a result of the proposed industrial development.
- 4) A request that, for consideration of the requested extension of the Fraser Sewerage Area, general design features be provided for the proposed sanitary system including projected flows.

Staff will provide any new information related to responses obtained to the above questions at the time it receives the comments from affected local governments and the MVRD Board considers subsequent readings of the amendment bylaw.

REGIONAL PLANNING ADVISORY COMMITTEE REVIEW

As per *Regional Growth Strategy Procedures Bylaw No. 1148, 2011* (amended in 2014) and *Regional Growth Strategy Implementation Guideline #2 Amendments to the Regional Growth Strategy*, the City of Delta application for the MK Delta Lands and staff assessment presented in this report was presented to the Regional Planning Advisory Committee at its meeting on March 15, 2019. No comments were made.

NEXT STEPS

Should the process for considering the *Metro 2040* amendment be initiated by the MVRD Board and the draft bylaw be given 1st and 2nd readings, staff will notify affected governments as per *Metro 2040* Section 6.4.2., and provide a comment period of approximately 45 days. The proposed amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that mapping in the City's OCP, RCS and *Metro 2040* will be consistent. The City of Delta will forward its Regional Context Statement to Metro Vancouver for consideration by the MVRD Board.

Should the initial readings of the amendment bylaw be given, staff anticipate reporting back to the MVRD Board at its July 2019 meeting with a summary of comments on the proposed amendment, the updated Regional Context Statement, and the draft amendment bylaw for consideration of 3rd and final reading. If approval is given, consideration of the City's requested extension of the Fraser Sewerage Area could then be considered by the Liquid Waste Committee and Greater Vancouver Sewerage & Drainage District Board.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
 - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
 - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
 - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
2. That the MVRD Board decline the proposed amendment for the MK Delta Lands and notify the City of Delta of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy*.

If the MVRD Board chooses Alternative 2, the City of Delta will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

SUMMARY / CONCLUSION

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend the regional land use designation for a property located at 7969 Highway 91 Connector in Delta. The City is requesting an amendment to the regional land use designation for the subject property from

Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary.

Should the amendment be approved, the property owner has committed to transfer three other lots that it owns, totalling 132 ha (328 ac), that are located adjacent to the Burns Bog Ecological Conservancy Area, to the City of Delta for protection from future development. In addition, one of those properties will also be included in the ALR, and funds will be provided by the owner to improve drainage and irrigation on agricultural lands elsewhere in the municipality.

Staff conclude that the proposed amendment will result in a net benefit to the municipality and region by: increasing the supply of industrial lands in the region; increasing land in the ALR and providing funds to improve the productivity of other agricultural lands; and increasing the protection of ecologically important lands contiguous with Burns Bog by eliminating the potential for permitted industrial extraction activities on three additional parcels by transferring them to public ownership.

Staff note a concern with the mitigation measures proposed for the industrial development on lands to be redesignated (Lot 4). There is likely a significant environmental impact to converting these lands to industrial uses, and an increased risk to the BBECA. Given that the parcel to the east of Lot 4 would be further isolated as a result of the proposal, the likelihood of a future application for its redesignation also increases.

As a result of the complete analysis, staff recommend Alternative 1, to initiate the proposed amendment and request further information from the City of Delta regarding proposed environmental mitigation measures for the subject property.

Attachments:

1. Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019.
2. City of Delta Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.) (*orbit doc #28905443*)

28905446

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1283, 2019**
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"

WHEREAS the Metro Vancouver Regional District (the "MVRD) Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;

WHEREAS the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

NOW THEREFORE the Metro Vancouver Regional District Board of Directors enacts as follows:

1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
 - a) Re-designating the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375) from Agricultural to Industrial, as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;
 - b) Extending the Urban Containment Boundary to encompass the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375), as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 7, 11, and 12, contained in Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 are deleted and replaced with Maps 2, 3, 4, 6, 7, 11, and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. This bylaw shall be cited as "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1283, 2019".

READ A FIRST TIME this _____ day of _____, 2019.

READ A SECOND TIME this _____ day of _____, 2019.

READ A THIRD TIME this _____ day of _____, 2019.

PASSED AND FINALLY ADOPTED this _____ day of _____, 2019.

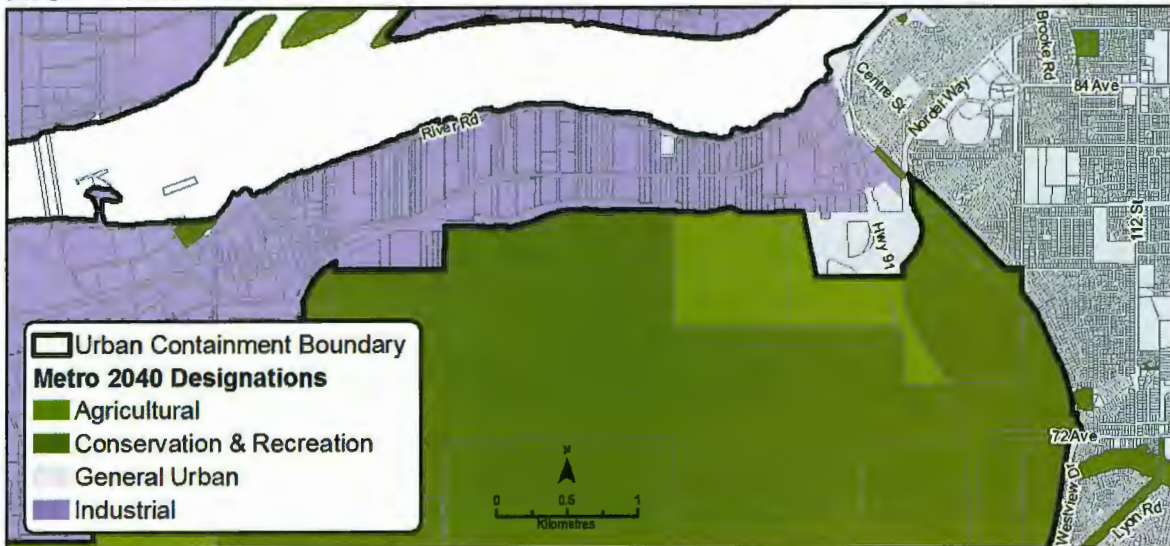
Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

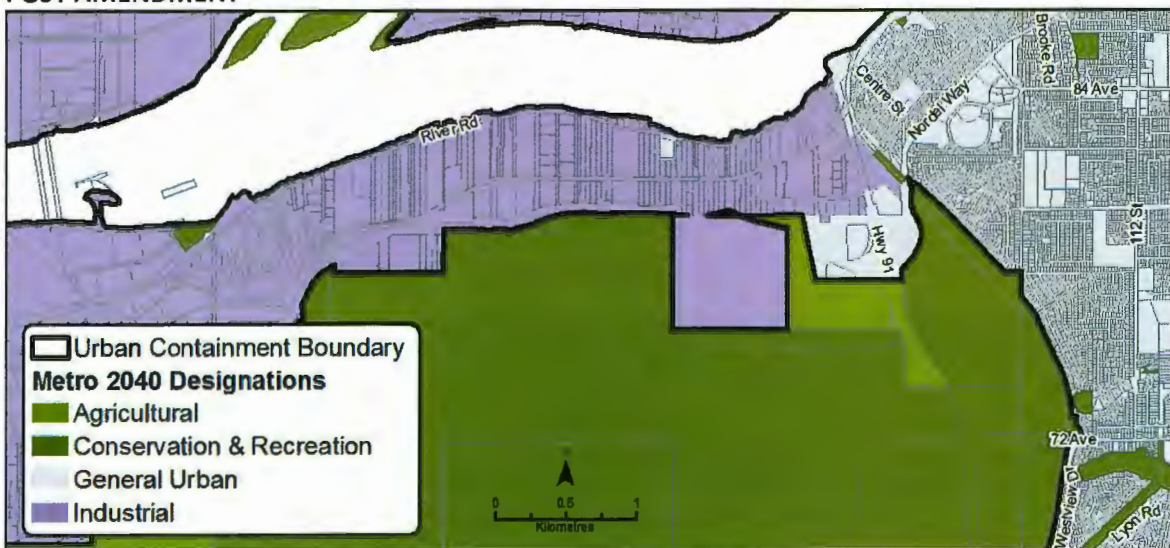
SCHEDULE A

The subject property at 7969 Highway 91 Connector includes lands redesignated from Agricultural to Industrial.

PRIOR TO AMENDMENT

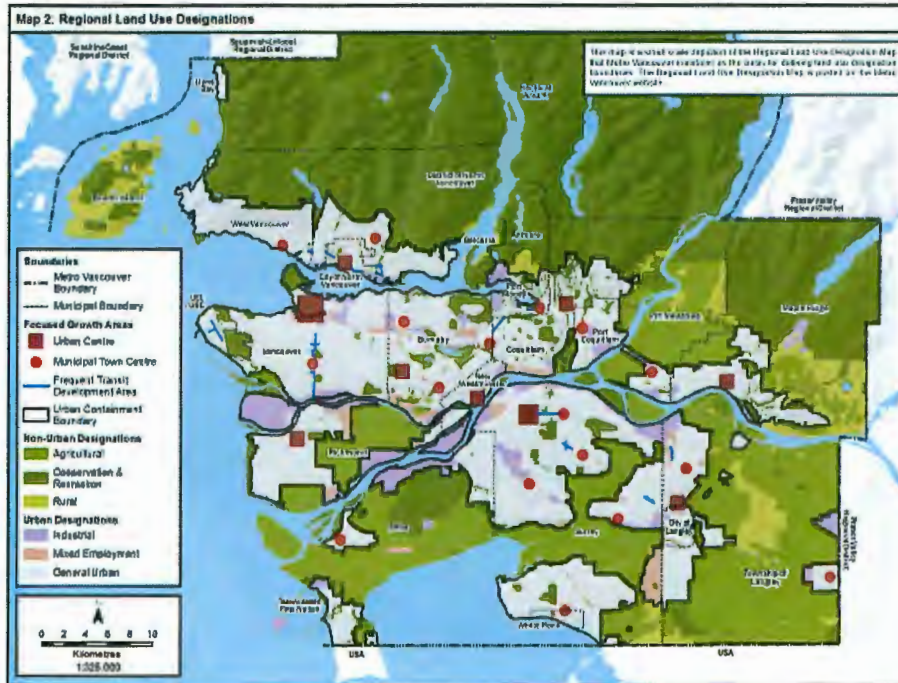


POST AMENDMENT

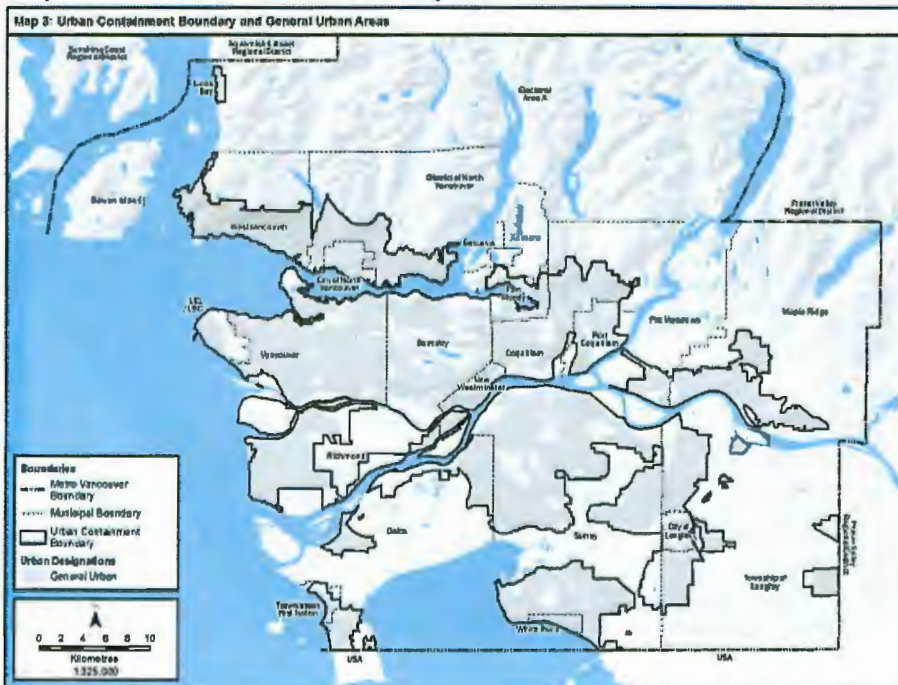


SCHEDULE B

Map 2 Regional Land Use Designations

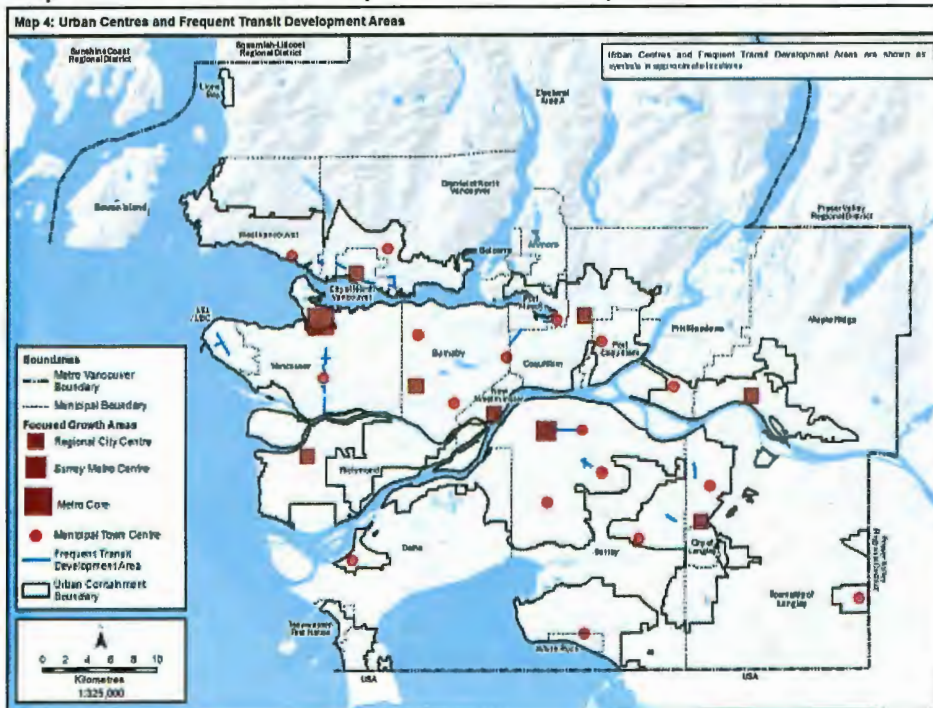


Map 3 Urban Containment Boundary and General Urban Areas

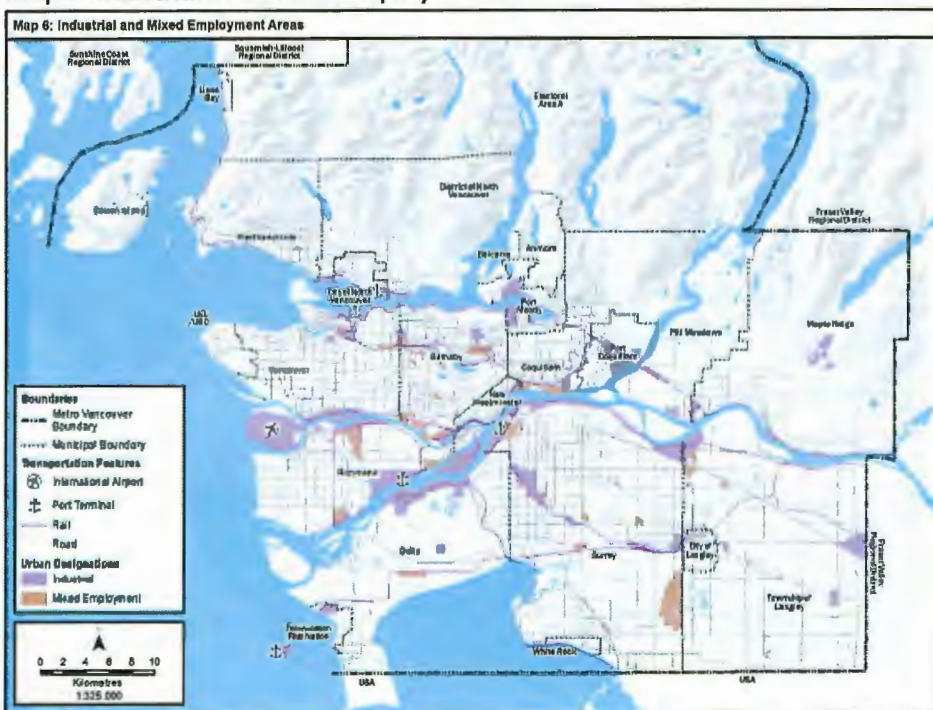


SCHEDULE B (continued)

Map 4 Urban Centres and Frequent Transit Development Areas

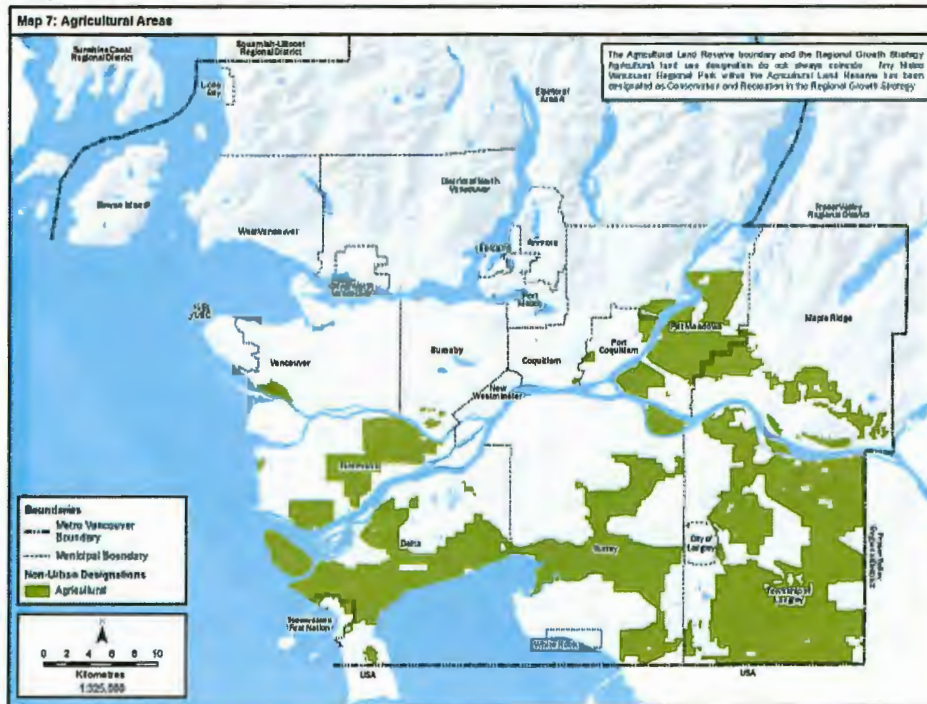


Map 6 Industrial and Mixed Employment Areas

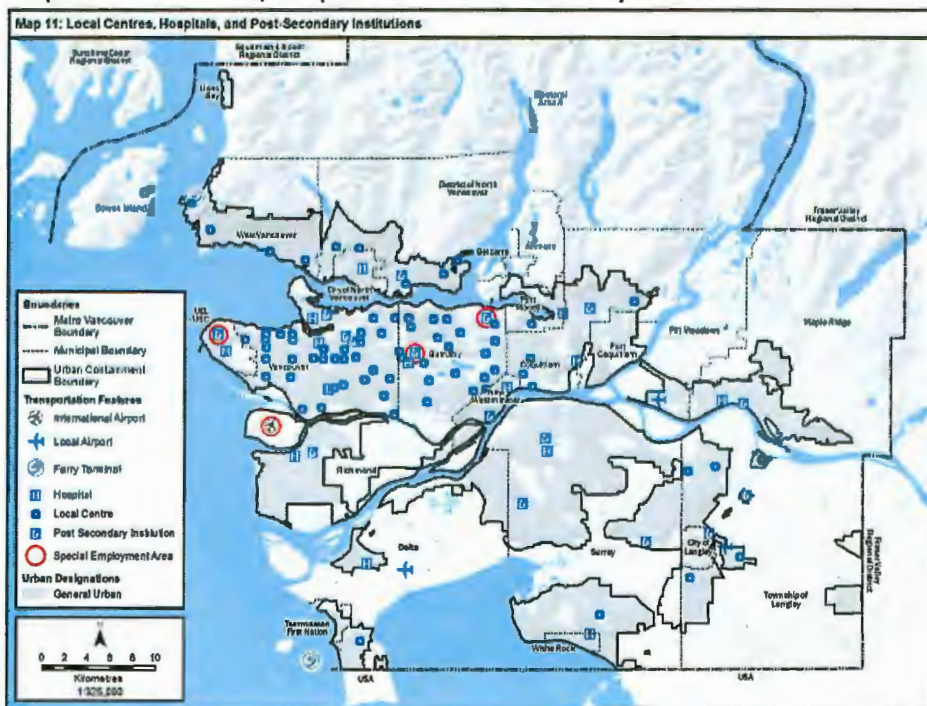


SCHEDULE B (continued)

Map 7 Agricultural Areas

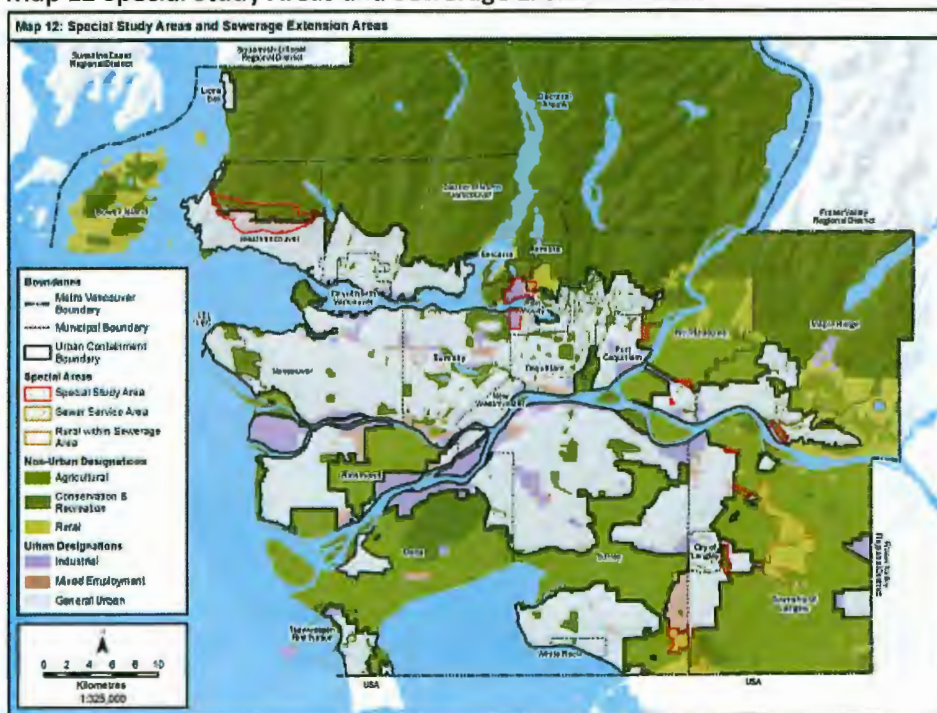


Map 11 Local Centres, Hospitals and Post-Secondary Institutions



SCHEDULE B (continued)

Map 12 Special Study Areas and Sewerage Extension Areas





CITY OF DELTA
Office of The Mayor, George V. Harvie



February 19, 2019

Sav Dhaliwal, Chair
 Metro Vancouver Board of Directors
 4730 Kingsway, Metro Tower III
 Burnaby, BC V5H 0C6

Dear Chair Dhaliwal,

Re: Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.)

The purpose of this letter is to refer the industrial development application for the MK Delta Lands Group to Metro Vancouver, and to seek approval of amendments to the Regional Growth Strategy and Fraser Sewerage Area.

Proposal

The MK Delta Lands Group application involves a master-planned industrial subdivision with environmental and agricultural buffers on the 62.7 ha (155 ac) site at 7969 Highway 91 Connector as shown on the Location Map on the following page. The site is located just south of Highway 17 (South Fraser Perimeter Road) and the existing Sunbury industrial business area and it is adjacent to the Burns Bog Ecological Conservancy Area (BBECA). The subject property is located within the Agricultural Land Reserve (ALR), but has received conditional approval for exclusion. The subject property is currently designated Agricultural (A) in Delta's Official Community Plan and zoned Extraction Industrial (I3) in Delta's Zoning Bylaw. The following is a summary of the proposed land use components which are illustrated on the development concept plan in Attachment A:

Proposed Land Use	Area
Industrial (developable area)	43.79 ha (108.2 ac)
Internal Roads and Utilities	3.38 ha (8.4 ac)
Future Highway Access	3.08 ha (7.6 ac)
Protection/Enhancement Areas:	
West and South Perimeter Buffer, Fill Slope and Maintenance Access	5.92 ha (14.6 ac)
North Undisturbed Area and Fill Slope	6.23 ha (15.4 ac)
East Perimeter Ditch and Fill Slope	0.3 ha (0.74 ac)
Total:	62.7 ha (155 ac)

Location Map



Environmental and Agricultural Benefits and Community Amenities

Given the location of the site, the applicant is proposing buffers around the perimeter of the development area to protect the adjacent BBECA by keeping development run-off and bog waters separate (refer to the BBECA mitigation buffer in Attachment A). The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north and east buffers would be on privately owned lands. Water quality and water level monitoring would be done before, during and after construction to ensure effective protection of the BBECA.

Access to the site is proposed from an improved connection to the Highway 91 Connector. The existing Highway 17 (SFPR) and Highway 91 Connector junction is a signalized at-grade intersection and is currently operating at capacity during the peak periods. To support the continual traffic growth on the SFPR and the Highway 91 Connector, the Province is undertaking improvements to the Sunbury Interchange involving grade separation of the intersection of Highway 91 Connector and SFPR, upgrade of the Highway 91 and Nordel Way interchange, and access improvements at River Road and SFPR. The proposed industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange project.

Should the industrial development application be approved, the applicant has committed to providing land dedication and \$11 million towards the following:

- Transferring the following lands to Delta:
 - 132.7 ha (328 ac) of land (Lots A, B and C) as shown on the Location Map. This would place additional bog lands in public ownership. These privately owned lands are currently located outside of the ALR and the BBECA. As part of this application, Lot B (7007 Highway 91) would be included in the ALR. Lots A, B and C are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development or disturbance.
 - 5.92 ha (14.6 ac) as shown as the BBECA mitigation buffer on Attachment A. This lot would contain an environmental buffer area along the west and south property lines and maintenance access.
- \$6 million towards agricultural drainage and irrigation improvements. The applicant commissioned a study to identify opportunities to improve agricultural capability and suitability on Westham Island that found that unless sufficient suitable irrigation water and improved drainage can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation and drainage system would increase the availability of non-saline irrigation water to Westham Island. Part of the financial contribution would also be set aside for East Delta drainage and irrigation improvements.
- \$5 million towards transportation improvements and community amenities as determined by Council.

Process

The proposal requires amendments to Delta's Official Community Plan and Zoning Bylaw, a sanitary sewer area extension and a development permit in order to allow for an industrial subdivision. The application also included a request to exclude the subject property from the ALR, a request to amend the Metro Vancouver Regional Growth Strategy to permit industrial uses on the subject property, and a request to include Lot B (7007 Highway 91) into the ALR. The

Provincial Agricultural Land Commission (ALC) has conditionally approved the exclusion and inclusion applications (refer to the ALC Decision section below).

This application has been under consideration since April 2015. Delta has, throughout that period, undertaken extensive analysis of the project and has consulted with the community. The consultation process included:

- Public Information Meeting hosted by the MK Delta Lands Group on February 25, 2016
- Public Information Meeting hosted by Delta on May 25, 2016
- Public Hearing on July 26, 2016

Throughout the application process, a number of technical studies have been completed. The application analysis is provided in the staff report dated June 10, 2016 which was considered by Council at their June 20, 2016 Regular Meeting. The studies and other documents are available through Delta's website at www.delta.ca/mkindustrial.

On June 20, 2016, Council gave first and second readings to Bylaws No. 7505, 7506 and 7507, and first, second and third readings to Bylaw No. 7508. On July 11, 2016, Council rescinded second reading of Bylaw No. 7505, and gave second reading to an amended bylaw that corrected an error in the regional land use designation. These bylaws would:

- amend the regional land use designation in the Regional Context Statement in Schedule A of the Official Community Plan from Agriculture to Industrial and extend the Urban Containment Boundary to include the subject property (Bylaw No. 7505);
- amend the land use designation for the subject property in the Future Land Use Plan in Schedule A of the Official Community Plan from Agricultural (A) to Industrial (I) (Bylaw No. 7506);
- rezone from I3 Extraction Industrial to Comprehensive Development Zone No. 474 (C.D. 474) to permit industrial uses on a majority of the site with environmental buffers along the perimeter (Bylaw No. 7507); and
- extend the Sewer Area boundary to include the subject property in Delta's Sewer Area and Metro Vancouver's Fraser Sewerage Area (Bylaw No. 7508).

On June 20, 2016, Council also received Development Permit LU007445 which would address environmental setbacks within the Streamside Protection and Enhancement (SPEA) Development Permit Area.

Bylaws No. 7505, 7506 and 7507 and Development Permit LU007445 were referred to the July 26, 2016 Public Hearing. At the Public Hearing there were:

- 25 speakers: 11 in support, 10 in objection, 3 with concerns, and 1 comment;
- 89 letters: 36 in support, 45 in objection and 8 with concerns; and

- 5 petitions in objection with a total of 1,416 hard copy signatures and 944 online.

At the Meeting Following the Public Hearing on July 26, 2016, Council gave third reading to Bylaws No. 7505, 7506 and 7507. On July 24, 2017, Council extended third reading of Bylaws No. 7505, 7506, 7507 and 7508 to December 31, 2018.

On July 26, 2016, Council also endorsed the following motions:

- THAT the Metro Vancouver Board be requested to amend "Greater Vancouver Regional Growth Strategy Bylaw No. 1136, 2010" by changing the regional land use designation of the property at 7969 Highway 91 Connector from Agriculture to Industrial and to include the subject property in the Urban Containment Boundary; and
- THAT the Metro Vancouver Board be required to approve "Delta Sewer Area Extension and Enlargement (MK Delta Lands Group – LU007445) Bylaw No. 7508, 2016" to extend the sewer area to include the property at 7969 Highway 91 Connector.

Referrals for the amendments to the Regional Growth Strategy and the Fraser Sewerage Area are now being undertaken following the ALC's recent conditional approvals (see below).

Provincial Agricultural Land Commission Decision

The applications to exclude the 62.7 ha (155 ac) property at 7969 Highway 91 Connector from the ALR and to include the 78.1 ha (193 ac) property at 7007 Highway 91 (Lot B) into the ALR were conditionally approved by the ALC on September 11, 2018. The majority of the ALC Executive Committee upheld an August 2017 conditional approval decision of the South Coast Panel. The key points of the decision include:

1. The proposed industrial property at 7969 Highway 91 Connector (subject property) has a history of peat extraction and has been disturbed to a greater extent than the property proposed for inclusion at 7007 Highway 91 (Lot B). The Panel found that both properties exhibit a bog ecosystem and that a cranberry operation would be the most suitable agricultural use; however, establishing a cranberry operation on the subject property would be unreasonably difficult due to the degree of disturbance exhibited. As such, the property at 7969 Highway 91 Connector is suitable for exclusion from the ALR.
2. Due to the lesser degree of disturbance and the greater probability of future agricultural remediation, 7007 Highway 91 (Lot B) is suitable for inclusion into the ALR.
3. A covenant that restricts agricultural uses on 7007 Highway 91 (Lot B) is not appropriate for a parcel within the ALR as it would preclude any future remediation and use of the property for agriculture. The Panel is opposed to a restrictive covenant or any future Official Community Plan and rezoning amendment that would prohibit agricultural uses on Lot B.

The ALR exclusion and inclusion approval are subject to the following conditions:

- Submission of a vegetative buffering plan, prepared by a qualified professional, for all boundaries of 7969 Highway 91 Connector that abut ALR lands consistent with section 3.8b in the Ministry of Agriculture and Lands' Guide to Edge Planning. The plan must be reviewed and approved by the ALC;
- Installation of the required vegetative buffering plan;
- Agriculture cannot be restricted on 7007 Highway 91 (Lot B) by covenant or otherwise; and
- Any future Official Community Plan or rezoning amendments for 7007 Highway 91 (Lot B) Connector must include agricultural uses and be subject to ALC review and approval.

ALC staff have advised that the exclusion conditions would be satisfied by the submission and approval of the vegetative buffering plan, registration of a covenant on the property at 7969 Highway 91 Connector between the applicant, Delta and the ALC for the installation and maintenance of the agricultural buffer and provision of a letter of credit for the cost of agricultural buffer to be held by the ALC. The applicant prepared a vegetative buffering plan that was accepted by ALC staff on January 24, 2019. Delta staff are in the process of preparing the terms of the covenant for the three parties to sign. Prior to registration of the covenant, the applicant would deposit the letter of credit, based on an accepted cost estimate, with the ALC. Delta staff will update Metro Vancouver on the status of the exclusion process when final confirmation is received from the ALC.

With respect to the ALC's conditions for 7007 Highway 91 (Lot B), Delta agreed to not restrict agriculture on the property by covenant or otherwise, and to include agricultural uses in any future Official Community Plan or zoning amendments for the property subject to ALC's review and approval. Having satisfied the conditions for inclusion, ALC staff advised in December 2018 that the property at 7007 Highway 91 (Lot B) would be added to the ALR.

Local and Regional Context

The Regional Growth Strategy Amendments Map provided in Attachment B illustrates the proposed regional land use designation amendment from Agriculture to Industrial and amendment to the Urban Containment Boundary to include the subject property. Metro Vancouver staff provided comments on the MK Delta Lands Group application on May 27, 2016. The comments identified regional factors, which should be considered should Council submit a request for a Regional Growth Strategy amendment and sanitary sewer area extension. Further discussion on the regional factors and technical information identified by Metro Vancouver and Delta staff response are provided in Attachments C and D to this letter, and were also included in the staff report dated June 10, 2016 to Council. Also attached is a certified copy of Bylaw No. 7508 to extend the sanitary sewer area (Attachment E).

In Delta's view, some of the significant regional benefits that would be generated by this proposal include the following:

- Dedication to Delta of 132.7 ha (328 ac) of land adjacent to the BBECA would protect these lands from future development and would place additional bog lands in public ownership.
- Environmental and agricultural buffer areas are proposed on the subject property around the perimeter of the development. The buffers would protect the adjacent BBECA by keeping development run-off and bog waters separate, and would mitigate potential conflicts between industrial and agricultural uses should the adjacent lands to the east within the ALR be farmed.
- This proposal would create an additional 43.79 ha (108.2 ac) of industrial lands for development which would contribute to Delta's and the region's supply of industrial lands.
- The loss of ALR lands is proposed to be offset by:
 - The inclusion of a 78.1 ha (193 ac) parcel (7007 Highway 91) with similar agricultural capability into the ALR.
 - The applicant's proposal to contribute a minimum \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta.


Conclusion

In forwarding this application to Metro Vancouver, we have prepared a comprehensive package that contains all of the information noted in Attachment F, including staff reports, minutes of Council meetings and the Public Hearing, applicable technical reports and the vegetative buffering plan for 7969 Highway 91 Connector.

Delta's request for an amendment to the Regional Context Statement will be forwarded to Metro Vancouver for consideration should the amendments to the Regional Growth Strategy and Fraser Sewerage Area be approved.

Should you require any further information, please contact Marcy Sangret, Director of Community Planning & Development, by phone at 604.946.3219 or email at msangret@delta.ca.

Yours truly,

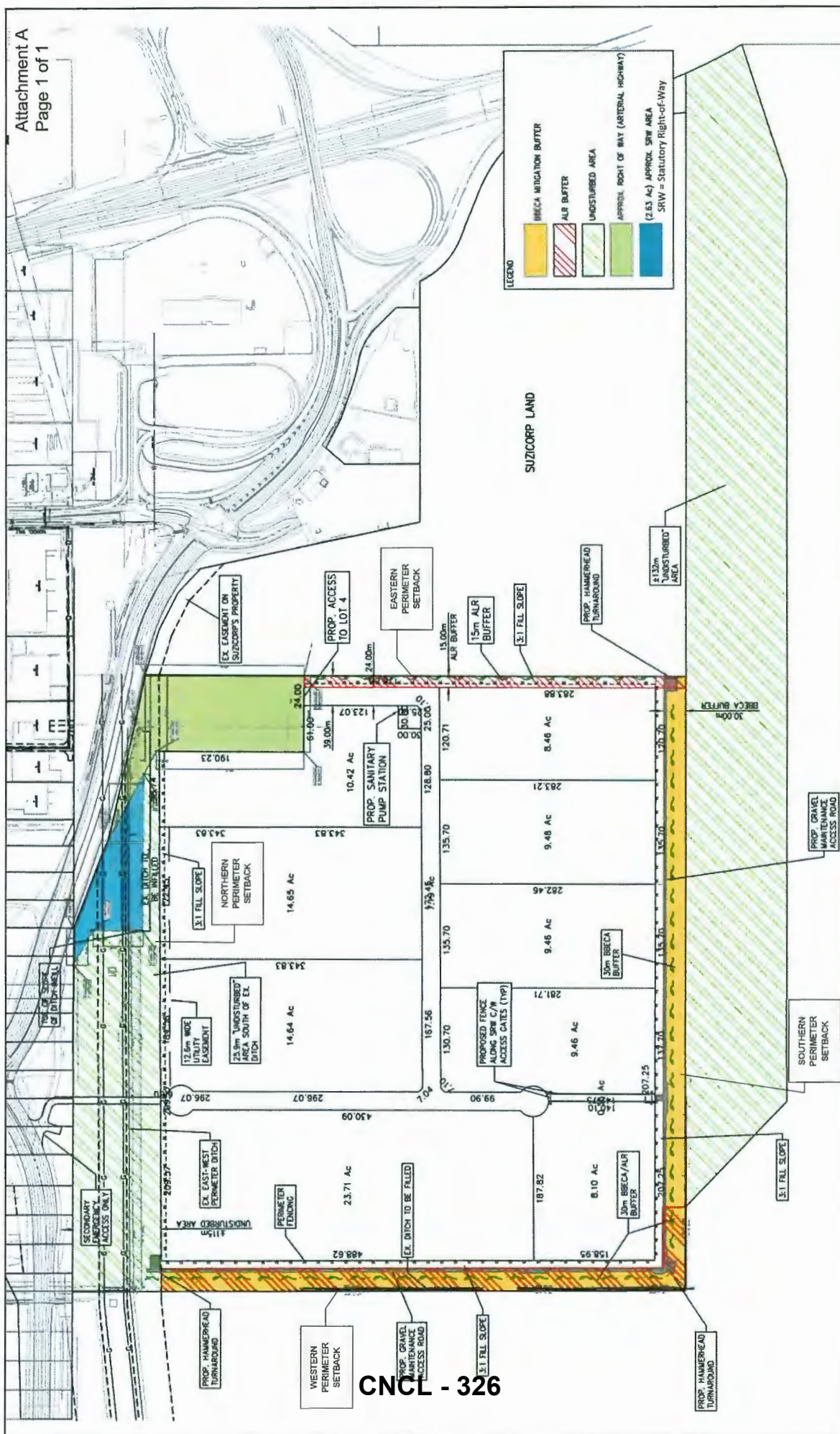


George V. Harvie
Mayor

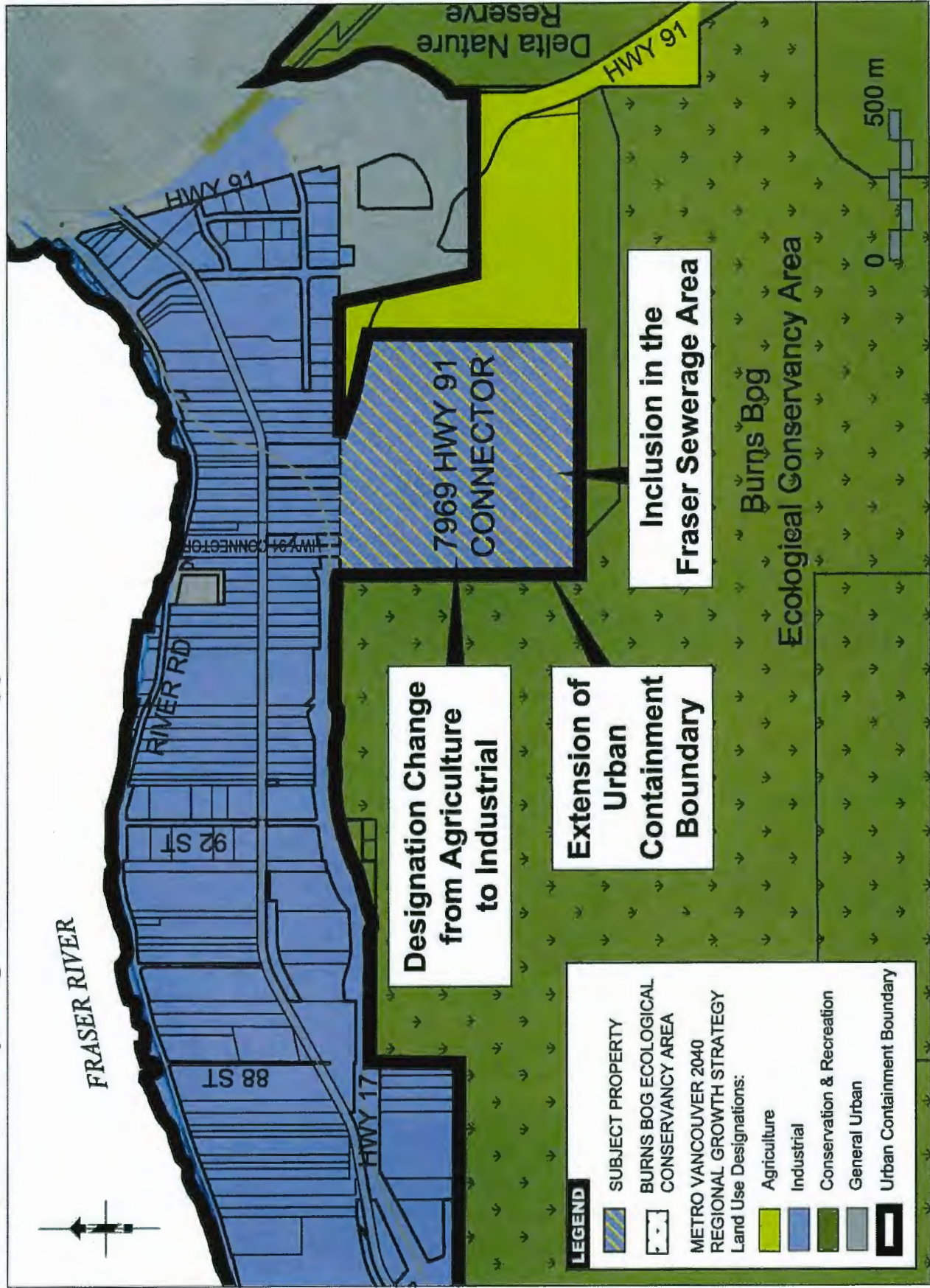
Enclosures:

- A. Development Concept Plan
- B. Proposed Regional Growth Strategy Amendments Map
- C. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
- D. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
- E. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
- F. List of Information Included in Referral Package to Metro Vancouver

cc: Delta Council
Metro Vancouver Board of Directors
Carol Mason, Commissioner/Chief Administrative Office, Metro Vancouver
Heather McNell, Director of Regional Planning & Electoral Area Services, Metro Vancouver
Mark Wellman, Senior Project Engineer, Liquid Waste Services, Metro Vancouver
Sean McGill, City Manager, City of Delta
Steven Lan, Director of Engineering, City of Delta
Marcy Sangret, Director of Community Planning & Development, City of Delta



Amendments Requiring Metro Vancouver Approval



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**Regional Factors to Consider for the Proposed Regional Growth Strategy
Amendments for the MK Delta Lands Group Application**

The subject property at 7969 Highway 91 Connector is currently designated Agriculture in the Metro Vancouver Regional Growth Strategy, and is located outside of the regional Urban Containment Boundary. The following section responds to comments received by Metro Vancouver based on the preliminary application circulation for the proposed industrial business park application which would require amendments to the Regional Growth Strategy to change the regional land use designation of the subject property to Industrial and to include the property within the Urban Containment Boundary.

- 1) Support a Sustainable Economy (Goal 2)

2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.

The property is situated directly south of the Sunbury industrial business park area and is located in close proximity to both Highway 17 and Highway 91. The proposed industrial development would create an employment area that is located in close proximity to the North Delta community.

2.2 Protect the supply of industrial land.

Metro Vancouver studies show the demand for industrial land is increasing and the region will face a shortage in the next 10 to 15 years. The applicant has provided an Industrial Development, Market and Impact Study prepared by Site Economics Ltd., dated November 2015, which also provides an analysis of the industrial land supply with similar conclusions. This proposal would create an additional 43.79 ha (108.2 ac) of developable industrial lands which would contribute to Delta's and the region's supply of industrial lands.

2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

The property has a regional Agriculture land use designation and is located with the Agricultural Land Reserve; however, the Provincial Agricultural Land Commission has conditionally approved the subject property for exclusion. The applicant has provided an Agricultural Capability Assessment for the subject property prepared by PGL Environmental Consultants, dated March 2016. The assessment found that drainage improvements would be required to improve the agricultural capability of the lands to organic Class 4 soils with excess water. Given the property's proximity to the much larger Burns Bog Ecological Conservancy Area, surface drainage for any crops other than cranberries would be a significant undertaking.

The applicant proposes to offset the requested Agricultural Land Reserve exclusion for the subject property by:

- providing Delta with a \$6 million contribution towards drainage and irrigation improvements for Westham Island and East Delta. This proposal is based on the conclusions of the Agricultural Benefit for Westham Island Salinity Analysis by PGL Environmental Consultants, dated March 2016, that identified opportunities to improve agricultural capability and suitability on Westham Island. The study found that unless sufficient suitable irrigation water can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation system would increase the availability of non-saline irrigation water to Westham Island. Part of the contribution would also be set aside for East Delta drainage. Improvement options in the vicinity of Lorne Ditch would be reviewed. The applicant's proposal to contribute \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta; and
- including the property at 7007 Highway 91 (Lot B) as shown on the Location Map below, totaling 78.1 ha (193 ac) into the Agricultural Land Reserve.

Location Map



Inclusion of this property was not part of the original application as Lot B has considerable ecological values. However, it is recognized that there are existing environmentally sensitive lands located within the Burns Bog Ecological Conservancy Area that are also located within the Agricultural Land Reserve. The Provincial Agricultural Land Commission has approved inclusion of Lot B into the Agricultural Land Reserve. Should the industrial business park application be approved and the land transferred, Delta would manage Lot B consistent with the Burns Bog Ecological Conservancy Area and apply a conservation covenant.

2) Protect the Environment and Respond to Climate Change (Goal 3)

3.1 Protect Conservation and Recreation lands.

The applicant is proposing to transfer to Delta a total of 132.7 ha (328 ac) of land (Lots A, B and C). These lands have a regional land use designation of Conservation & Recreation. These privately-owned lands are currently located outside of the Burns Bog Ecological Conservancy Area. They are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership.

3.2 Protect and enhance natural features and their connectivity.

The applicant submitted an Environmental Effects Assessment, dated April 2016, prepared by Environmental Dynamics Inc. that found that the proposed industrial development would realize a net gain in ecologically sensitive lands, vegetation and wildlife habitat protection with the proposed transfer of 132.7 ha (328 ac) of land (Lots A, B and C as shown on the Location Map) to Delta for protection from development. Other than the change in habitat for the subject site, development impacts can be minimized through the implementation of mitigation measures for fish and fish habitat, wildlife and vegetation. A covenant would be registered on the subject property that would require implementation and monitoring of the proposed mitigation measures.

Environmental buffer areas are proposed around the perimeter of the development area on the subject property to protect the adjacent Burns Bog Ecological Conservancy Area by keeping development run-off and bog waters separate. In addition to the peat berm and perimeter ditches, the site would be surrounded by a fill slope that would transition from the development site down to the perimeter ditches. A fence would be placed at the top of the slope to prevent public access to the perimeter buffer areas and the adjacent Burns Bog Ecological Conservancy Area and to maintain continuity of the South Fraser Perimeter Road wildlife fence. The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for

the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north buffer and the east perimeter ditch and fill slope would be on privately-owned lands. Water quality monitoring would be done before, during and after construction to ensure effective protection of the Burns Bog Ecological Conservancy Area.

3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.

The industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange Project which would reduce congestion and the associated idling thereby improving local air quality and reducing greenhouse gas emissions from transportation.

The development itself would have a 3 m (10 ft) wide multi-use pathway to encourage walking and connectivity to public transit. Links to the local and regional cycling network would provide options for employees to seek alternative modes of transportation and thereby reducing greenhouse gas emissions.

The proposed design guidelines encourage the implementation of sustainable, energy-efficient design standards in building and site design. It is noted that energy-efficient design standards utilizing natural lighting, promoting renewable energy use and adhering to LEED standards would be implemented wherever applicable. Opportunities to incorporate renewable energy systems into buildings would also be pursued.

3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.

The development site would be elevated significantly above existing site grades to about 5.3 m geodetic with mineral fill. This is in excess of the design flood proofing grade and current height of the Fraser River dike.

Stormwater infrastructure proposed includes increased pumping capacity with a new pump station at the Silda outfall which would provide drainage for the project site as well as improving drainage for the existing Nordel Industrial area. This would accommodate the more intense storm events predicted due to climate change.

3) Support Sustainable Transportation Choices (Goal 5)

5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.

The development would have 3 m (10 ft) wide multi-use pathways on both sides of the internal roads to encourage walking and cycling. Possible links to the local and regional cycling network such as Highway 17 would provide options for employees to seek alternative modes of transportation.

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.

The proposed development is ideally positioned for supporting goods movement in the region due to its proximity to the US border, Roberts Bank Container Terminal, and other industrial docks and facilities along the Fraser River. As the site can be directly accessed from Highway 17, commercial truck traffic would be separated from residential areas thus improving community safety.

Sewer Area Extension Evaluation Summary and Sanitary Sewer Map

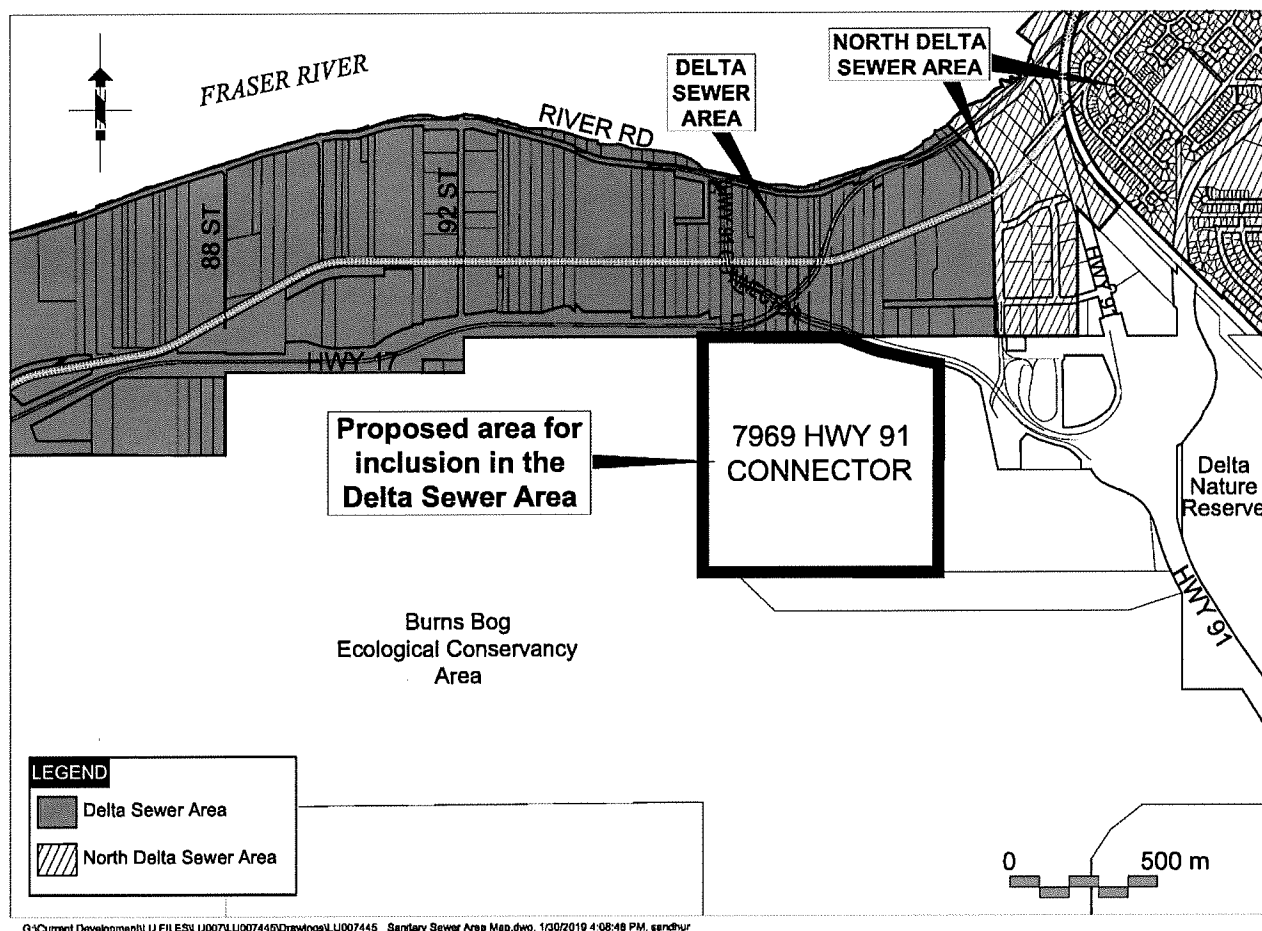
Applications to extend the Sewer Area are reviewed with consideration given to a number of factors including: consistency with local policy and land use designations; the technical, operation and financial impacts of the proposed extension; and the goals, objectives and land use designations of the Regional Growth Strategy.

An application is in process for the property at 7969 Highway 91 Connector to permit the property to be included in the Delta Sewer Area in order to allow for an industrial development with approximately 43.79 ha (108.2 ac) of net developable land into Delta's sanitary sewer system. The property is currently designated Agricultural in Delta's Official Community Plan and Agriculture in Metro Vancouver's Regional Growth Strategy and is outside of Metro Vancouver's Urban Containment Boundary. The property is also located within the Agricultural Land Reserve. The property is located adjacent to the Urban Containment Boundary and lands designated Industrial in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy. The applicant has submitted applications to exclude the property from the Agricultural Land Reserve, which the Provincial Agricultural Land Commission has conditionally approved, and to amend the land use designations in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy from Agricultural and Agriculture, respectively, to Industrial. The applicant is also requesting that the lands be included within Metro Vancouver's Urban Containment Boundary.

There is an existing 1,050 mm (41 in) diameter sanitary sewer forcemain located approximately 400 m (1,312 ft) north of the property. Sanitary flows from the property would be pumped to Delta's sanitary sewer forcemain from a proposed onsite sanitary sewer pump station. The average flow rate from the development is estimated at approximately 22 litres per second, and a peak discharge rate of 79 litres per second. This additional flow can be accommodated within Delta's collection system, and will enter into Metro Vancouver's South Surrey's Interceptor at the Tilbury Meter Chamber.

Metro Vancouver approval is required in order to extend the Sewer Area. The applicant is requesting consideration of their sewer area extension request in conjunction with the applications to amend the local and regional land use designations and to include the site in the Urban Containment Boundary. Sites within the Urban Containment Boundary which are designated Industrial would be eligible for sewerage services, subject to Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under the General Urban designation. In the absence of specific criteria, Delta staff have evaluated the proposal in the same manner as has been done for previous sewer area extensions. A summary of the areas evaluated is presented in the table below.

Financial	The proposed sewer extension would be paid for by the owner at the time of connection. There would be no capital cost to Delta or Metro Vancouver. If connected, the land owner would be charged regular sewer charges offsetting financial impacts of operating Delta's overall sewer system.
Land Use Compliance	The proposed industrial use requires an amendment to Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy.
Service Levels	The applicant has indicated that the anticipated average flow rate from the proposed industrial development is 22 litres per second, and a peak flow rate of 79 litres per second.
Technical/Operational	This incremental increase in flow can be accommodated within Delta's existing sanitary sewer collection system.
Local Community	The proposed industrial use would be compatible with the adjacent industrial uses along Nordel Way and River Way.
Regional Concepts	The applicant is requesting that the property be included in the Urban Containment Boundary in Metro Vancouver's Regional Growth Strategy



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THE CORPORATION OF DELTA

BYLAW NO. 7508

A Bylaw to extend the boundaries and area of the "Delta Sewer Area"

WHEREAS the Council of The Corporation of Delta has adopted a bylaw entitled "Delta Sewer Area Merger Bylaw No. 2551, 1976" which outlined areas specified as the "Delta Sewer Area" created for the purpose of providing a sanitary sewer system for the special benefit of the said areas;

AND WHEREAS it is deemed desirable and expedient to extend the specified area serviced by the sewer system;

NOW THEREFORE, the Municipal Council of The Corporation of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **"Delta Sewer Area Extension and Enlargement (MK Delta Lands Group– LU007445) Bylaw No. 7508, 2016"**.
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" shall be borne by all the owners of parcels of lands in the "Delta Sewer Area" as extended and enlarged by this bylaw.

3. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" and as extended from time to time is hereby further extended and enlarged to include the property described as "Proposed Sewer Area Extension" as shown outlined in bold on the plan attached hereto and identified as Schedule "A".

READ A FIRST time the 20th day of June, 2016.

READ A SECOND time the 20th day of June, 2016.

READ A THIRD time the 20th day of June, 2016.

THIRD READING EXTENSION APPROVED the 24th day of July, 2017.

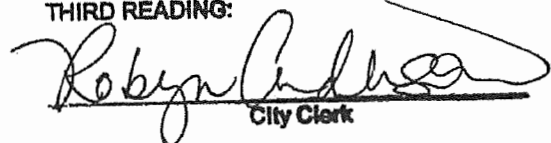
APPROVED BY the Greater Vancouver Sewer & Drainage District
the day of 201 .

FINALLY CONSIDERED AND ADOPTED the day of , 20 .

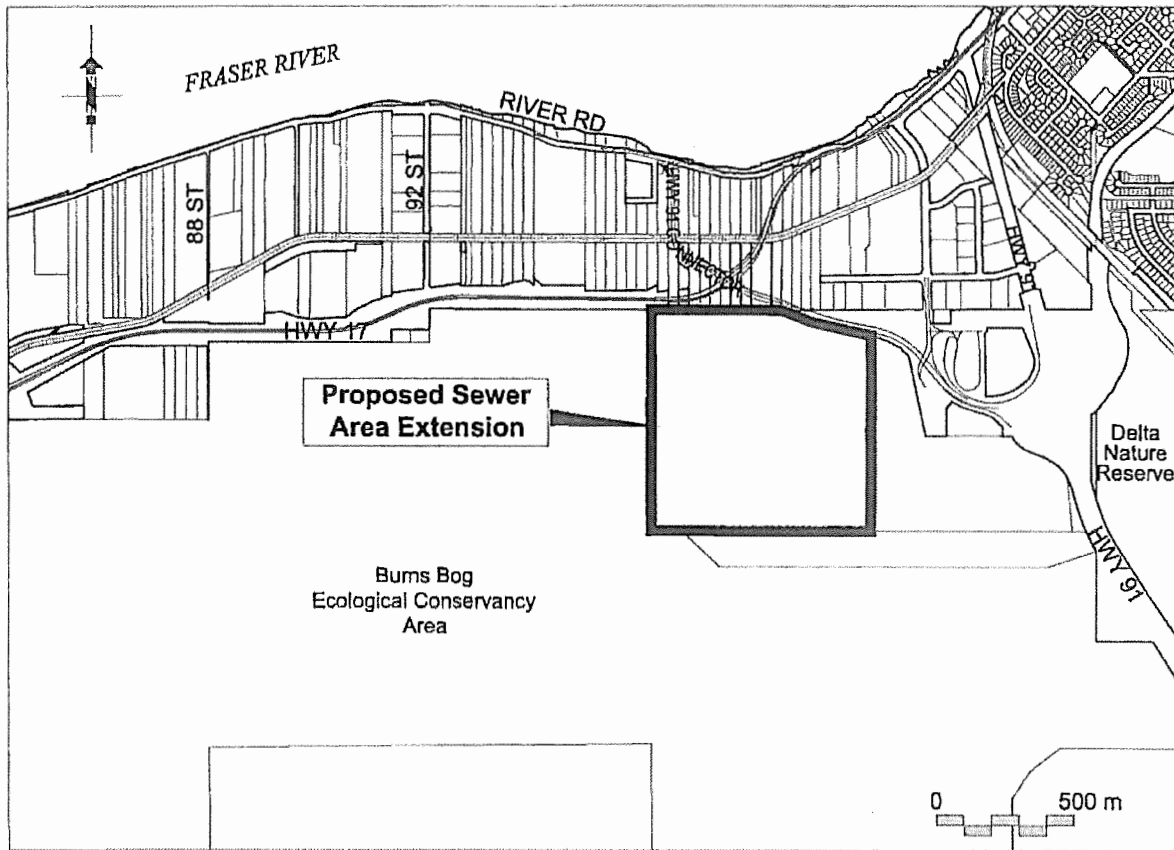
Lois E. Jackson
Mayor

Robyn Anderson
Municipal Clerk

CERTIFIED CORRECT AS AT
THIRD READING:



City Clerk



This is Schedule "A" to
"Delta Sewer Area Extension and Enlargement
(MK Delta Lands Group – LU007445) Bylaw
No. 7508, 2016"

Legal:
P.I.D. 000-915-025
Lot 4 District Lot 437 Group 2
New Westminster District Plan 1180 Except Plan EPP375

List of Information Included in Referral Package to Metro Vancouver

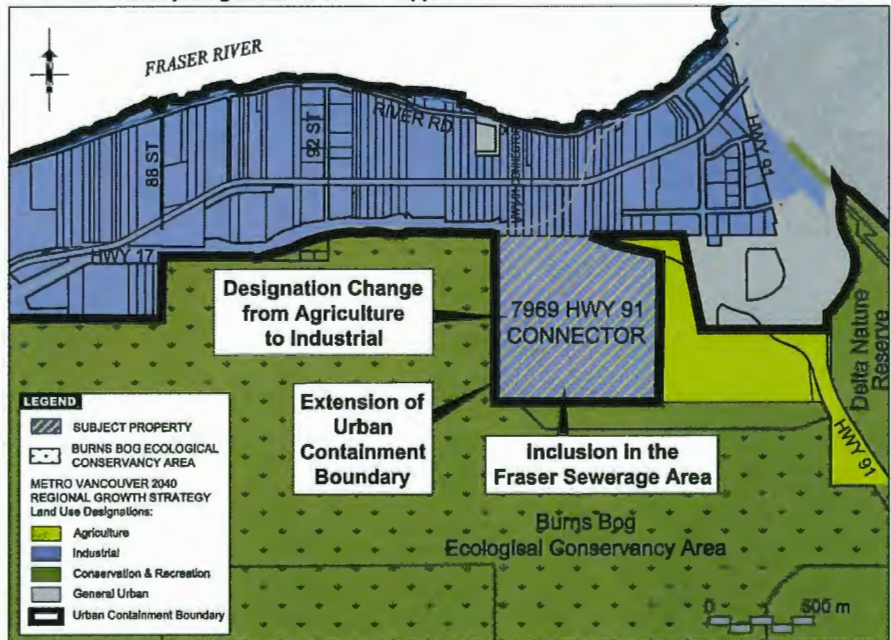
1. Cover Letter to Metro Vancouver Board Chair with attachments:
 - a. Development Concept Plan
 - b. Proposed Regional Growth Strategy Amendments Map
 - c. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
 - d. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
 - e. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
2. Staff Reports Dated:
 - a. June 10, 2016
 - b. July 5, 2016
 - c. January 29, 2019
3. Council Meeting Minutes:
 - a. Regular Council Meeting on June 20, 2016
 - b. Regular Council Meeting on July 11, 2016
 - c. Public Hearing on July 26, 2016
 - d. Meeting Following the Public Hearing on July 26, 2016
 - e. Regular Council Meeting on February 11, 2019
4. Provincial Agricultural Land Commission Decision dated September 11, 2018
5. Technical Reports:
 - a. Servicing Master Plan Design Brief dated May 6, 2016
 - b. Traffic Impact Study – Draft Report (Revision 3) dated April 14, 2016
 - c. Industrial Development, Market and Impact Study dated November 2015
 - d. Environmental Effects Assessment (Revision 3) dated April 2016
 - e. Agricultural Capability Assessment dated March 2016
 - f. Agricultural Benefit for Westham Island Salinity Analysis dated March 2016
6. Agricultural Buffer:
 - a. Vegetative Buffering Plan dated December 2018

Note: Additional information and documents relating to the MK Delta Lands industrial development application, including copies of presentations, can be found on Delta's website at www.delta.ca/mkindustrial.

Current Project Status

The proposed MK Delta Lands industrial development at 7969 Highway 91 Connector has received conditional approval for Agricultural Land Reserve exclusion from the Agricultural Land Commission and now requires Metro Vancouver's approval of an amendment to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary. Metro Vancouver approval is also required to extend the Fraser Sewerage Area to include the subject property. Delta referred the amendment requests to Metro Vancouver in February 2019.

Amendments Requiring Metro Vancouver Approval



Environmental & Agricultural Benefits and Land Transfer

Delta, in 2004, along with senior levels of government purchased 4,942 acres of Burns Bog. These protected lands are the Burns Bog Ecological Conservancy Area (BBECA) which is jointly owned and operated by Delta and Metro Vancouver. In 2013, Delta council approved the addition of another 988 acres of land around the perimeter of the BBECA. Staff are working with senior levels of government to complete this addition to the conservancy area.

Any development adjacent to the BBECA must be sensitive to the ecology of the Bog. The proposed development at 7969 Highway 91 Connector includes important features to protect the integrity of the adjacent conservancy area. Environmental and agricultural buffers around the perimeter of the proposed development will protect the BBECA by keeping development run-off and bog water separate. The buffers will also serve to reduce the effects of noise, light, dust and litter on the Bog. The buffer area will be built in the early phases of site preparation, in order to have the protection measures in place prior to fully developing the site.

As partial consideration for developing this property, MK Delta Lands is transferring to the City of Delta 328 acres of land at three locations currently zoned as I3 extraction industrial (Lots A, B, and C on the map on page 2). Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership. Delta is committed to managing these lands consistent with the BBECA.



Since the 155 acre property at 7969 Highway 91 Connector is being excluded from the Agricultural Land Reserve, Lot B, which is 193 acres, is being included in the Agricultural Land Reserve. Further the applicant is proposing a \$6 million contribution towards irrigation and drainage improvements that would benefit approximately 3,700 acres of agricultural lands in Delta.

Overall, this proposal allows for the industrial development of land best suited for that purpose and the preservation of more than twice that amount of land in areas where preservation is more appropriate.



Industrial Land and the Economic Benefits of the Development

Metro Vancouver has a shortage of industrial land. Because this type of land is in such short supply, innovative approaches are required to preserve, enhance, and add industrial land to the region's supply. The development site at 7969 Highway 91 Connector is ideally located along key transportation routes close to port industries and related industrial businesses. The location of this property allows the development to leverage recent and upcoming transportation infrastructure investments such as Highway 17, Alex Fraser Bridge improvements, and interchanges at Tilbury and Sunbury. This location offers the potential for locally and regionally significant economic benefits: 108 acres (net) of new industrial land in Delta, an estimated \$2.5 billion in direct and indirect economic benefits and an estimated 2,700 jobs post-construction.

Conclusion

The proposed development of 7969 Highway 91 Connector for industrial purposes will create important economic benefits for the region and protect in public ownership a significant amount of land for conservation purposes. The project represents an innovative approach to meeting the need for industrial land while acknowledging the importance of protecting environmentally significant land from future development.

After receiving conditional approval from the Agricultural Land Commission, this development requires Metro Vancouver's approval of an amendment to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary.



Richmond City Council Presentation September 9, 2019 at 7:00 pm

Good evening Mayor Malcolm Brodie or Your Worship, Richmond City Councillors and city managers and Richmond residents)

- 1 Thank you for the opportunity for our Association to make this presentation to share with you the 75th Commemorative European Liberation program we are working to implement from May 2020 to July 2020 throughout British Columbia.
- 2 My name is Adriana Zylmans, president of the Dutch Liberation 2020 Canadian Society and Erik van der Ven is the vice-president and handling the Powerpoint slides this evening.
3. On August 31, 2018, our non-profit society was formed with representatives from various Dutch organizations in the lower mainland and with the BC/Yukon command of the Royal Canadian Legion. Our mission is to thank and to honour Canada and its veterans including soldiers, sailors, airmen, nurses and military personnel, for their contributions to end World War II in Europe.
4. Just one more time, we would like to say Thank you, Canada!
5. We have created a wide range of events and activities to accomplish our mission for 2020.
6. First of all, we would like to honour our fallen soldiers. On May 2, 2020 at 8:45 pm at over 40 locations throughout BC, we will be hosting commemorative candlelight vigils at a city cenotaph and/or city cemetery. We invite Richmond families and your worship and council members to attend a vigil in your area.
7. This slide represents a sample of a poster we will be distributing to inform Canadian families of the Candlelight vigils around the province.
8. Secondly, we are focused on the presentation of an Educational program for Youth. Our society has been supported by the BC Agriculture in the Classroom Foundation and developed an educational package for teachers about the Liberation of Europe in 1945. We will be reaching more than 1400 elementary schools. To enrich the educational program, the Society is contributing a box of red “Liberator” tulip bulbs to each participating elementary school. Each school will receive a box of red “Liberator” tulips to plant this fall. Two on-line lesson plans for the Social Studies program at Secondary Schools will be available in the fall, as well.

9. A wide range of books about WW II will be promoted on our website at www.dutchcanada2020.com
10. We are promoting our commemorative liberation program to several cities in BC and beyond.
11. We invite the city of Richmond to join us in celebrating this thank you to Canada with a participation request: At our candlelight vigils, we would like Canadian families to place a lite candle at a cenotaph or at a soldier's gravesite and we would like fresh flowers in vases and two wreaths with fresh flowers available for presentation at the vigil.
12. To participate in our tulip promotional program, we invite cities, gardeners, landscapers and businesses to purchase tulip bulbs for planting in their neighbourhood, along streets, boulevards, and parks. Tulip bulbs can be purchased through our website: www.dutchcanada2020.com
13. Therefore, we invite everyone to help decorate your town red with "liberator" tulips.
14. Finally, we would like share with you that in the Netherlands there are three Canadian war cemeteries where our Canadian soldiers are buried: Bergen op Zoom, Holten and Groesbeek. This picture was taken in Bergen op Zoom last summer.
15. This slide shows the headstone of a fallen soldier at the Bergen op Zoom cemetery.
16. Now, why is this important to mention? Well, there is an organization in the Netherlands called "Faces to Graves" who is seeking the assistance of Canadian families from across Canada to help them obtain a photograph of a fallen soldier and to write a story about each in order to build a virtual memorial digital file.
17. Canadian families are invited to write a story and send a photograph of their loved one buried in the Netherlands to 'Faces to Graves'. Visit their website at www.facestograves.nl
18. As you are aware, on April 14, 2019, Canada's Parliament approved a private member's bill, and introduced Dutch Heritage Day to be celebrated annually on May 5th to acknowledge the contributions Dutch Canadians have made to Canada.

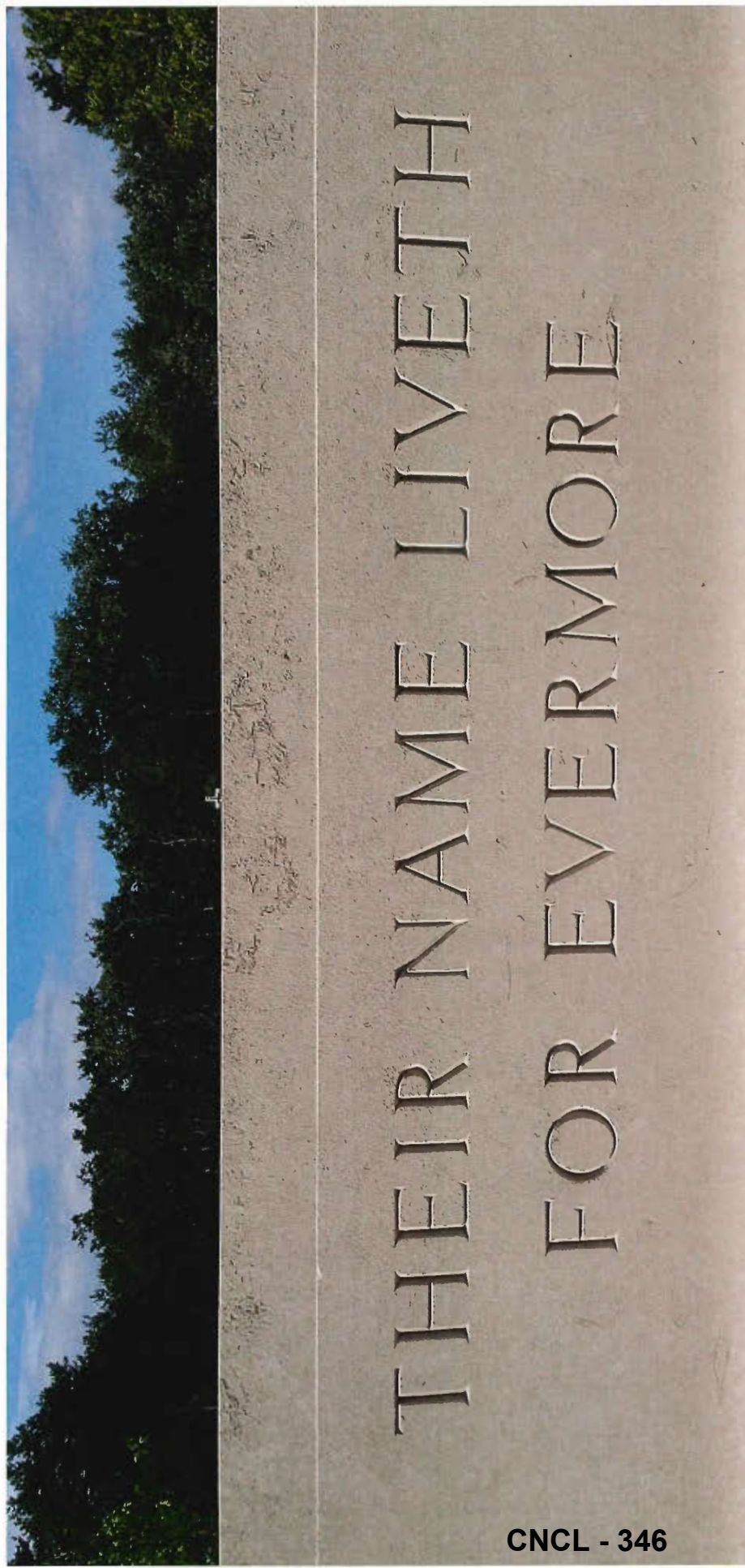
At this time, we are planning a reception on May 5, 2020 for all donors, volunteers and dignitaries.

19. Finally, on July 4, 2020, there are plans to host a special celebration.
20. In closing, we invite Your Worship and council members and Richmond families to participate in our commemorative events in 2020, to communicate to teachers and schools our educational initiatives, and to encourage Canadian families to support the efforts of Faces to Graves in the Netherlands. We are leaving you with our presentation folder, which provides some additional information about the efforts of our Society to commemorate the 75th anniversary of the Liberation of Europe for 2020. Are there any questions?

The background of the entire page is a photograph of several tulips in shades of orange and red. A bright sunburst or lens flare effect is visible on the right side, creating a warm, glowing atmosphere. The tulips are in various stages of bloom, with some fully open and others as buds.

Dutch Liberation Canadian Society 2020

A Time to Awaken
Memories and Forever Seal
the Bonds of Friendship



CNCL - 346

Presentation by:

Adriana Zylmans

Erik van der Ven

Albert van der Heide

Unique Partnership Relationship

• DQ TCH NETWORK

CNCL - 347



caansvacaen





CNCL - 348

THANK YOU CANADA





A Comprehensive Program

**For All Age Groups to Remember,
Educate and Acknowledge**

**A Reflective Occasion to Commemorate
75th Liberation of the Netherlands**

1945 - 2020 75 YEARS

To Honour Fallen Soldiers

**a commemorative candlelight vigil
will be held on MAY 2, 2020 at 8:45
pm in 40 locations throughout BC.
We invite council members and
families in the community to attend
a vigil in your area.**



75TH ANNIVERSARY LIBERATION OF EUROPE AND HOLLAND



Join 1 of 39 Candlelight Tributes across BC.

Contact your local branch for details
or go to legionbcyukon.ca



1945 - 2020 75 YEARS



**A Reflective Occasion to Commemorate
75th Liberation of the Netherlands**

1945 - 2020 75 YEARS

Educational Program for Youth

Our society has joined forces with BC Agriculture in the Classroom Foundation and developed an educational package for teachers about the Liberation of Europe in 1945. We will be reaching more than 1000 elementary schools. Each school will receive a box of red “Liberator” tulips to plant in the fall.



**A Reflective Occasion to Commemorate
75th Liberation of the Netherlands**

1945 - 2020 75 YEARS

**A wide range of books about WW II will be
promoted on our website at**

www.dutchcanada2020.ca

CNCL - 353



A Reflective Occasion to Commemorate 75th Liberation of the Netherlands

1945 - 2020 75 YEARS

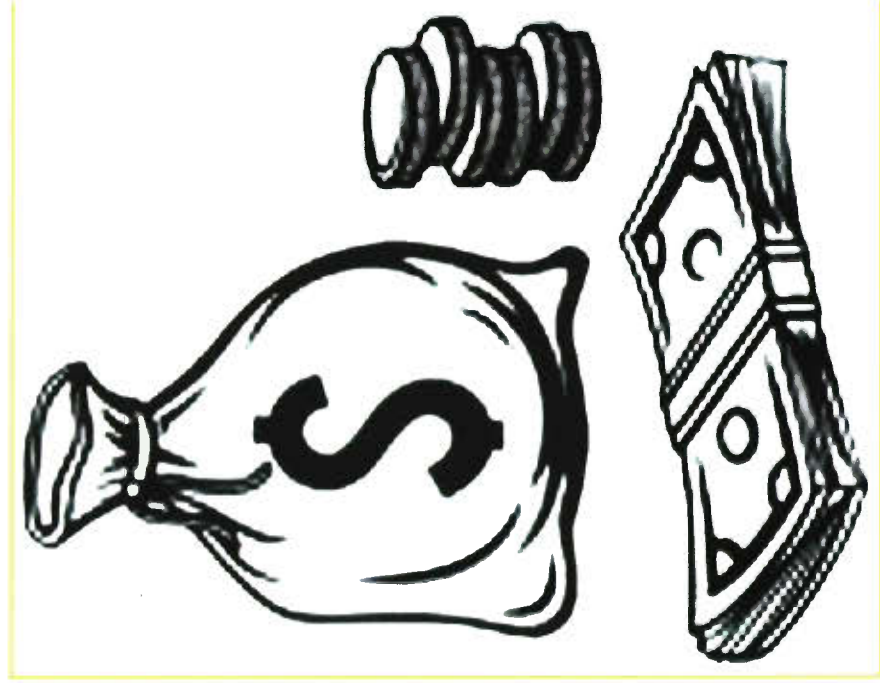
Promoting the Liberation Program throughout British Columbia and beyond.



A Reflective Occasion to Commemorate 75th Liberation of the Netherlands

1945 - 2020 75 YEARS

Participation Request



1. Placement of candles, wreaths and flowers for the candlelight vigils;
2. Tulip bulbs for the education program for youth.



A Reflective Occasion to Commemorate 75th Liberation of the Netherlands



Promotional Program
cities, gardeners,
landscapers and
businesses to plant
tulips in the
neighbourhood, along
streets, boulevards,
and parks.



Decorate your town red with “Liberator” tulips

CNCL - 357





A SOLDIER
OF THE
1939-1945
WAR

16TH AUGUST 1940

• We will
remember
them



FACES TO GRAVES

Faces to Graves



FACES TO GRAVES

Canadian families are invited to write a story and send a picture of their loved ones buried in the Netherlands.

Visit www.facestograves.nl





Dutch Heritage Day

May 5th





Special Celebration

July 4, 2020





**Dutch Liberation
Canadian Society
2020**



**Traffic Bylaw No. 5870
Amendment Bylaw No. 10049**

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting Schedule B and replacing it with Schedule A attached hereto as the new Schedule B to Bylaw No. 5870.
2. This Bylaw is cited as “**Traffic Bylaw No. 5870, Amendment Bylaw No. 10049**”.

FIRST READING

JUL 22 2019

SECOND READING

JUL 22 2019

THIRD READING

JUL 22 2019

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

MAYOR

CORPORATE OFFICER

SCHEDULE A to AMENDMENT BYLAW NO. 10049

SCHEDULE B to BYLAW NO. 5870

SPEED ZONES

Highways On Which Traffic Is Limited To 30 Kilometres (18.64 Miles) Per Hour

1. River Road between No. 7 Road and a point one half mile east of the centre line of Nelson Road and measured at right angles to the said Nelson Road.
2. River Road from a point 198 metres (649.61 feet) east of the northerly projection of the centre line of Queen Road, measured at right angles to the said northerly projection of Queen Road, to Boundary Road.
3. Finn Road and No. 4 Road, from a point 244 metres (800.52 feet) east of the intersection of Garden City Road to the junction of No. 4 Road, from this point north on No. 4 Road to 30.5 metres (100.06 feet) north of the bridge over Green Slough.
4. Dyke Road from Boundary Road to Hamilton Road.
5. Ryan Road from the west boundary line of Lot 137, Section 33, Block 4 North, Range 6 West, being the South Arm Park to a point 15 metres (49.21 feet) north of the north boundary line of Ryan Place.
6. All roads within the Burkeville area subdivision bounded by the south property line of Miller Road, the west property line of Russ Baker Way, and the Vancouver International Airport on the west.
7. All roads within the Steveston Village Core bounded by the north property line of Chatham Street, the east property line of No.1 Road, the south property line of Bayview Street and the west property line of Third Avenue.
8. All roads within Steveston Village bounded by the north property line of Chatham Street, the west property line of Third Avenue, the south property line of Moncton Street, and the west property line of Seventh Avenue.
9. All roads bounded by the north property line of Moncton Street, the east and south property lines of Bayview Street, and the east property line of No. 1 Road.
10. Moncton Street from Bayview Street to the east property line of Steveston Park.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9930 (RZ 18-821823)
3440/3460 Blundell Road**

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

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

P.I.D. 001-124-099

Strata Lot 1 Section 22 Block 4 North Range 7 West New Westminster District Plan NW114 Together With an Interest in Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-124-102

Strata Lot 2 Section 22 Block 4 North Range 7 West New Westminster District Plan NW114 Together With an Interest in Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9930"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

OCT 09 2018

NOV 19 2018

NOV 19 2018

NOV 19 2018

AUG 27 2019



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500, Amendment Bylaw 9989
to Establish Zoning for the Properties Developed under
Land Use Contract 085**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9989" as "**AGRICULTURE (AG1)**".
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9989**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

APR 08 2019

MAY 21 2019

MAY 21 2019

MAY 21 2019

JUL 18 2019



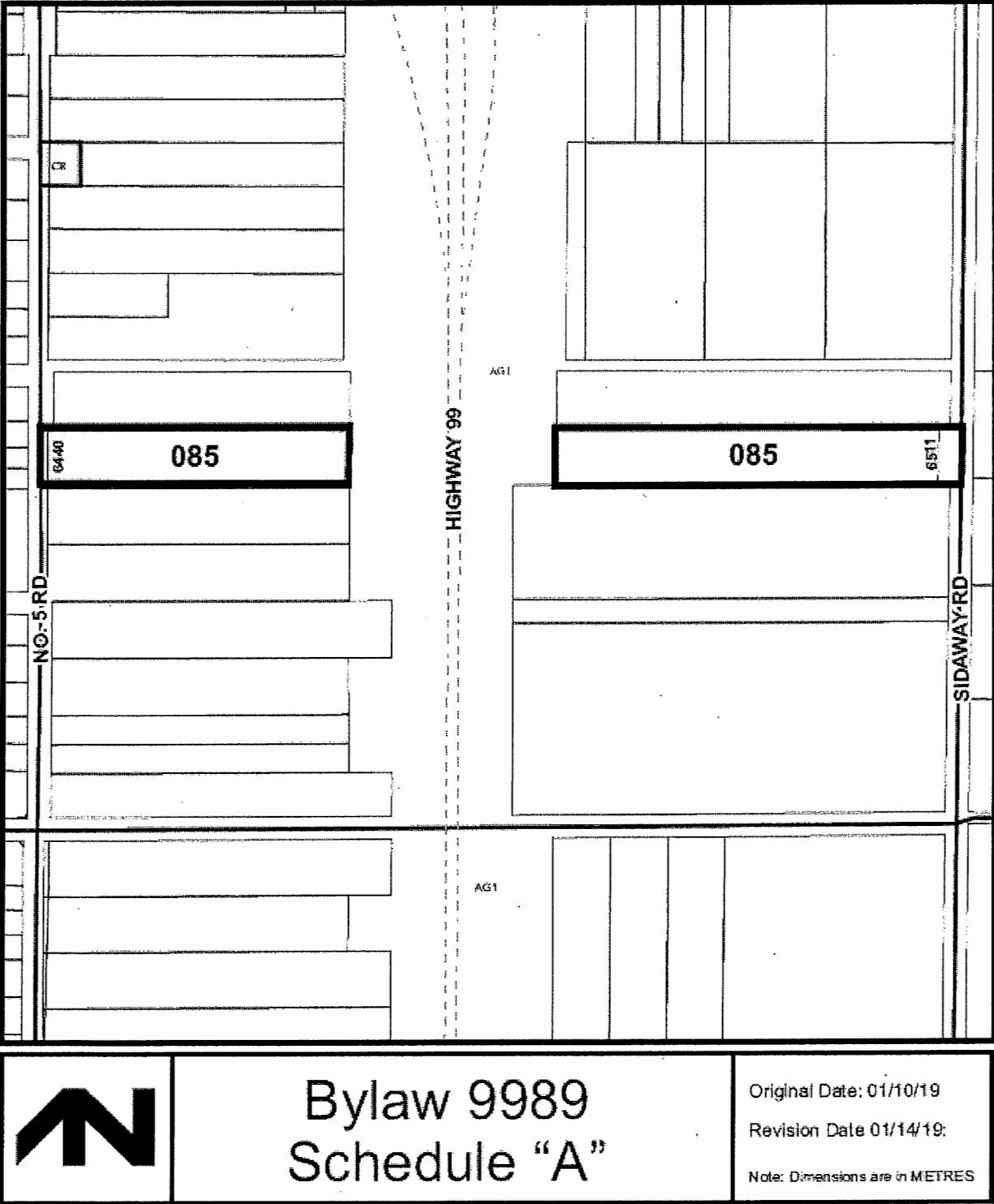
MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9989



City of
Richmond





**Richmond Zoning Bylaw 8500, Amendment Bylaw 9994
to Establish Zoning for the Property Developed under
Land Use Contract 139**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

“23.18 Light Industrial (ZI18) – Shell Road (West Cambie)”

23.18.1 Purpose

The **zone** provides for **general industrial**, and compatible **uses**. This **zone** is for the properties developed under Land Use Contract 139 on Shell Road in the West Cambie area.

23.18.2 Permitted Uses

- car or truck wash
- commercial storage
- commercial vehicle parking and storage
- contractor service
- fleet service
- industrial, general
- manufacturing, custom indoor
- recycling depot
- recycling drop-off
- restaurant
- utility, minor
- vehicle repair
- vehicle body repair or paint shop

23.18.3

Secondary Uses

- outdoor storage

23.18.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.

23.18.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.
2. A minimum of 5% of the **lot area** is restricted to **landscaping** with live plant material.

23.18.6 Yards & Setbacks

1. The minimum **setback** to a public **road** is 7.6 m.
2. There is no minimum **front yard**, **side yard** and **rear yard**.

23.18.7 Permitted Heights

1. The maximum **height** for **buildings** is 11.0 m but containing no more than 2 **storeys**.

23.18.8 Subdivision Provisions/Minimum Lot Size

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

23.18.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. In addition to Section 23.18.9.1, **outdoor storage** areas shall be screened from view by a solid **fence** 2.0 m in height from finished **grade**, and no material of any kind shall be piled to a height exceeding 3.0 m from finished **grade**.

23.18.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) the basic on-site parking requirement shall be 1 **vehicle parking space** for every 2 employees, plus 1 **vehicle parking space** for every **vehicle** customarily used in the operation of the **principal use**; and
 - b) The basic on-site loading requirement shall be:
 - i. 1 **loading space** per 1,858 m² or fraction thereof, of **buildings** and **structures**; and
 - ii. 1 **loading space** per 1,858 m² or fraction thereof, of outdoor **principal** and **secondary uses**.
2. Notwithstanding Section 23.18.10.1, a **loading space** shall be no smaller in area than 27.8 m².

23.18.11 Other Regulations

1. The following are prohibited from occurring on **sites** where **outdoor storage** is a **secondary use**:
 - a) **Outdoor storage** of wrecked or salvaged goods and materials;

- b) **Outdoor storage** of food products;
 - c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
 - d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
 - e) Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations; or
 - f) Outdoor servicing of **vehicles** or equipment.
2. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. ”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on “Schedule A attached to and forming part of Bylaw 9994” as “**Light Industrial (ZI18) – Shell Road (West Cambie)**”.
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9994**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

APR 08 2019

MAY 21 2019

MAY 21 2019

MAY 21 2019

JUL 18 2019

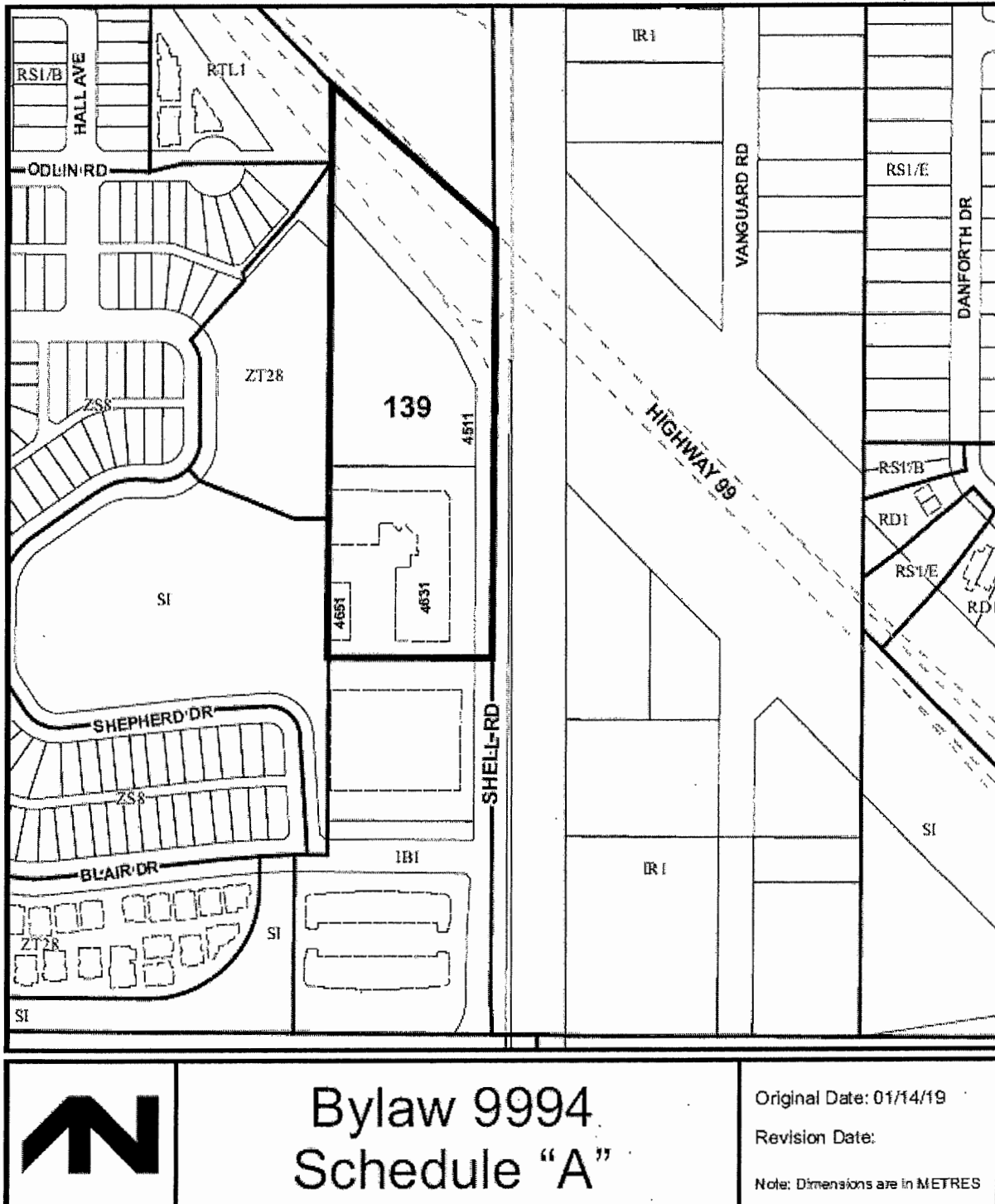
CORPORATE OFFICER



Schedule A attached to and forming part of Bylaw 9994



City of
Richmond





**Development Permit Panel
Wednesday, July 24, 2019**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cecilia Achiam, General Manager, Community Safety
Milton Chan, Acting Director, Engineering

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 10, 2019 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 17-775868
(REDMS No. 6203255)

APPLICANT: McDonald's Restaurant of Canada Ltd.

PROPERTY LOCATION: 8140 No. 2 Road

INTENT OF PERMIT:

1. 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 at 8140 No. 2 Road on a site zoned "Community Commercial (CC)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior (south) side yard from 6.0 m to 2.0 m for a detached accessory building containing garbage and recycling facilities.

Development Permit Panel

Wednesday, July 24, 2019

Applicant's Comments

Andrea Scott, Lovick Scott Architects, Inc., with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 1) provided background information on the subject application, highlighting the following:

- 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; and
- 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 queries from the Panel, 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 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.

Development Permit Panel

Wednesday, July 24, 2019

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

Staff Comments

Mr. Craig 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 meters 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.

Gallery Comments

None.

Panel Discussion

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.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *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 at 8140 No. 2 Road on a site zoned "Community Commercial (CC)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior (south) side yard from 6.0 m to 2.0 m for a detached accessory building containing garbage and recycling facilities.*

CARRIED

Development Permit Panel
Wednesday, July 24, 2019

2. New Business

It was moved and seconded

That the meeting of the Development Permit Panel scheduled on August 14, 2019 be cancelled.

CARRIED

3. Date of Next Meeting: August 28, 2019

4. Adjournment

It was moved and seconded

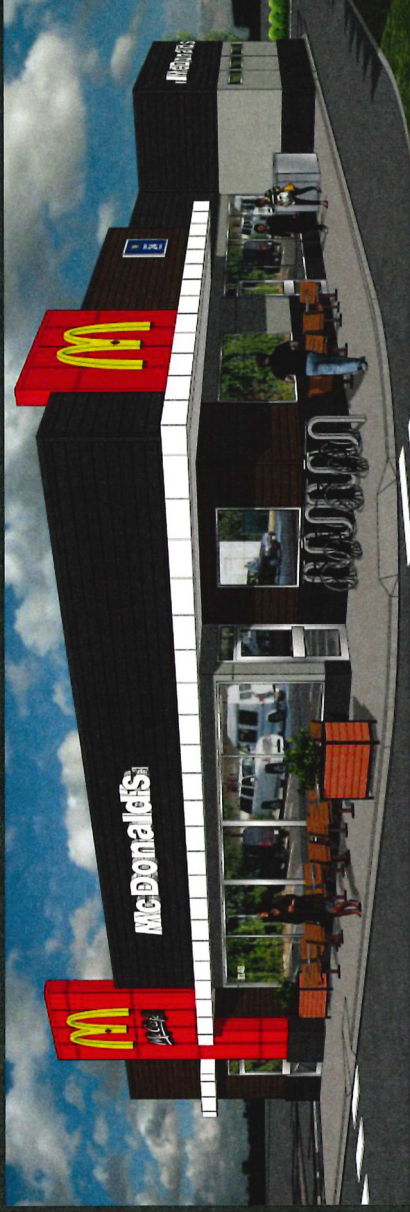
That the meeting be adjourned at 3:46 p.m.

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, July 24, 2019.

Joe Erceg
Chair

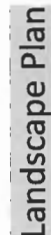
Rustico Agawin
Committee Clerk



McDonald's - Blundell

8140 No. 2 Road, Richmond, BC

Lovick Scott Architects



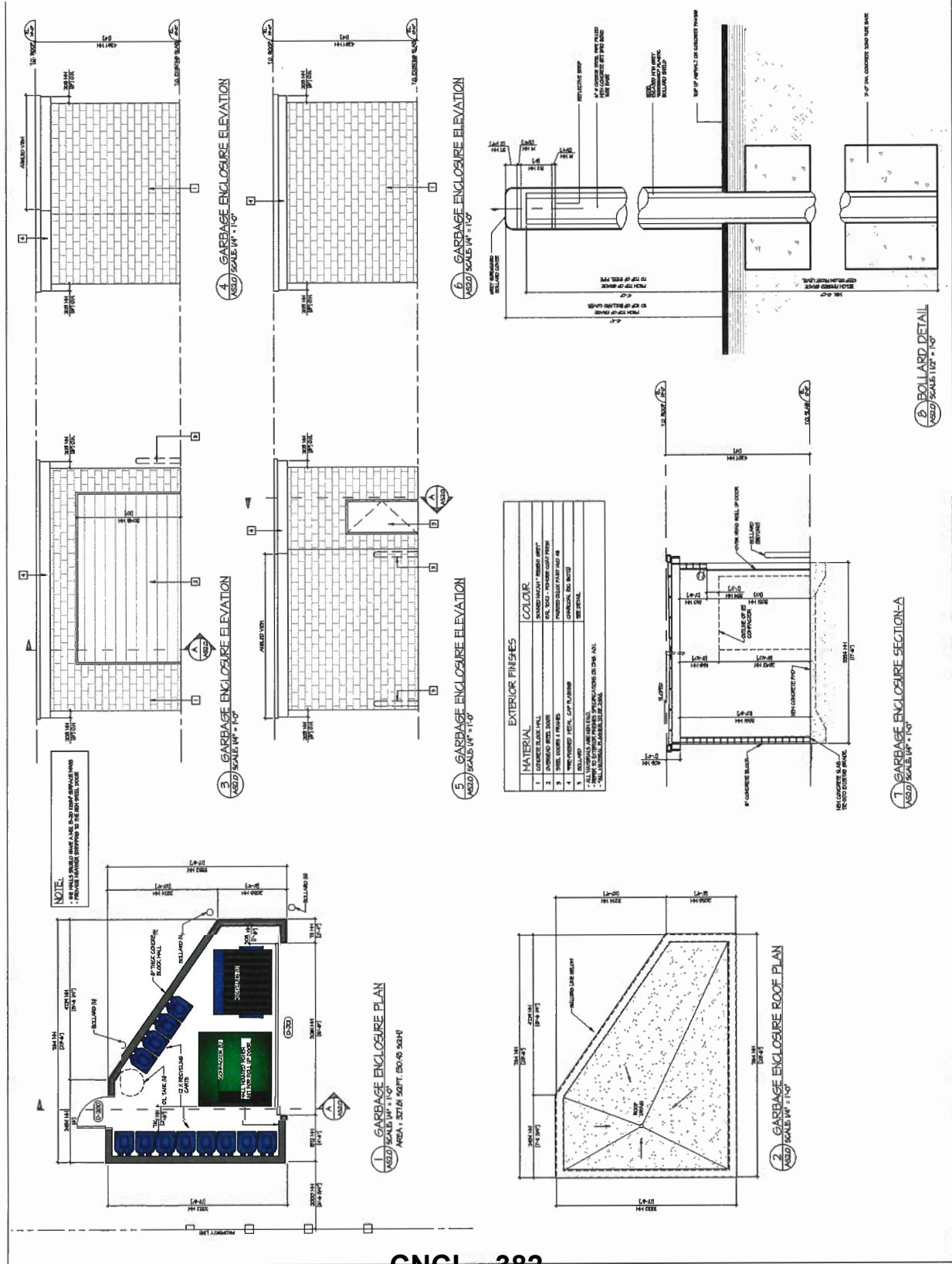
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 MEMBER IF THE AIBC, AIA, SAA, MIRA

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 SCOTT
 ARCHITECTS

LSA

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Garbage Details



① VIEW OF EXISTING BUILDING - PARTIAL WEST SIDE ON NO. 2 ROAD



② VIEW OF EXISTING BUILDING - PARTIAL WEST SIDE ON NO. 2 ROAD



③ PROPOSED NORTH WEST ELEVATION



④ PROPOSED NORTH EAST ELEVATION



KEY MAP



LOVICK
SCOTT
ARCHITECTS



⑤ STREETSCAPE - NO. 2 ROAD



MCDONALD'S BLUNDELL, RICHMOND, B.C.

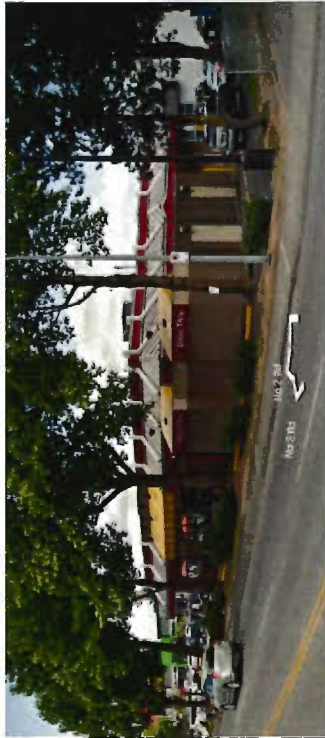
Street Elevations



NORTH EAST VIEW (EXISTING)
SCALE: 1/8" = 1'-0"



NORTH WEST VIEW (EXISTING)
SCALE: 1/8" = 1'-0"



SOUTH WEST VIEW (EXISTING)
SCALE: 1/8" = 1'-0"



DP 17-715868

Existing

Proposed

REV	DATE	DESCRIPTION
1	01/11/17	ISSUED FOR PERMIT
2	02/14/17	REVISIONS
3	03/14/17	REVISIONS
4	04/14/17	REVISIONS
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377	05/14/48	REVISIONS
378	06/14/48	



1 NO.2 ROAD VIEW
3/20 SCALE 1/8"



2 NO.2 ROAD VIEW
3/20 SCALE 1/8"

Streetscapes

REV	DATE	DESCRIPTION
1	10/15/18	RE-BRAND FOR C.P.
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McDonald's®
McDONALD'S RESTAURANTS OF CANADA LIMITED,
4400 STILL CREEK DRIVE, BURNABY, B.C. V5C 6C6

PROJECT NO. 18-025

LOVICK
SCOTT
ARCHITECTS

3707 1ST AVENUE
BURNABY, BC V5C 1V4
ADMIN@LOVICKSCOTT.COM
604 298 3700
WWW.LOVICKSCOTT.COM
DESIGNED BY THE ARCH. ASSN. B.C. 2016

McDonald's Restaurant
840 W2 Road,
Richmond, BC
V6X 1A1

PERSPECTIVES
PLAN # 20

REVISED DRAWING
18-025 A2.6

DATE
10/15/18

SCALE
1/8"

PROJECT NO.
18-025

Streetscapes



2 NORTH VIEW
AS7 SCALE 1/8"



1 SOUTH VIEW
AS7 SCALE 1/8"

BLUNDELL NO.2 - 16-025

PROJECT NO.	16-025
DATE	AS7
SCALE	AS7 TO SCALE
PROJECT NAME	McDonald's Restaurant
PROJECT LOCATION	840 W-3 Road, Richmond, BC
PROJECT TYPE	RESTAURANT
PROJECT STATUS	PLAN # 21
PROJECT DESCRIPTION	PERSPECTIVES
PROJECT DRAWN BY	AS7
PROJECT CHECKED BY	AS7
PROJECT APPROVED BY	AS7

McDonald's Restaurant

840 W-3 Road,
RICHMOND, BC

LOVICK
SCOTT
ARCHITECTS

3707 1ST AVENUE
SURREY, BC V3C 1V4
ADMIN@LOVICKSCOTT.COM
604 258 3789 WWW.LOVICKSCOTT.COM
MEMBER OF THE ABC, AIA, SAA, BIA

REV	DATE	DESCRIPTION
1	10/15/16	RE-GRAD FOR CP
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McDonald's®

4400 STILL CREEK DRIVE, BURNABY, BC, V5C 6C6
HCDONALD'S RESTAURANTS OF CANADA LIMITED



Colour Elevations

REV	DATE	DESCRIPTION
1	10/10/18	ISSUED FOR PERMIT REVIEW
2	11/01/18	ISSUED FOR CIV
3	11/01/18	ISSUED FOR CIV
4	11/01/18	ISSUED FOR CIV
5	11/01/18	ISSUED FOR CIV
6	11/01/18	ISSUED FOR CIV
7	11/01/18	ISSUED FOR CIV
8	11/01/18	ISSUED FOR CIV
9	11/01/18	ISSUED FOR CIV
10	11/01/18	ISSUED FOR CIV

McDonald's®
McDONALD'S RESTAURANTS OF CANADA LIMITED
4400 STILL CREEK DRIVE, BURNABY, B.C. V5C 6C6

LOVICK
SCOTT
ARC-ITFC'S

3707 1ST AVENUE
BURNABY, BC V5C 2V4
ADMIN@LOVICKSCOTT.COM
604.298.3700
LOVICKSCOTT.COM
REGISTERED ARCHITECTS OF THE A.S.B., B.C.A., B.A.A.
AND C.B.A.

McDonald's Restaurant
840 16-2 Road
RICHMOND, BC

COLOURED ELEVATIONS
PLAN # 16

PROJECT NUMBER: 16-025
SCALE: A2.4
NOT TO SCALE
DATE: AUG 2018

Examples of completed projects



South West view



West View

McDonald's – Grandview Hwy.

2909 Grandview Hwy, Vancouver, B.C.



North View



after

@drive-thru lane

McDonald's – Grandview Hwy.

2909 Grandview Hwy, Vancouver, B.C.

View of dining area





North West view



North view

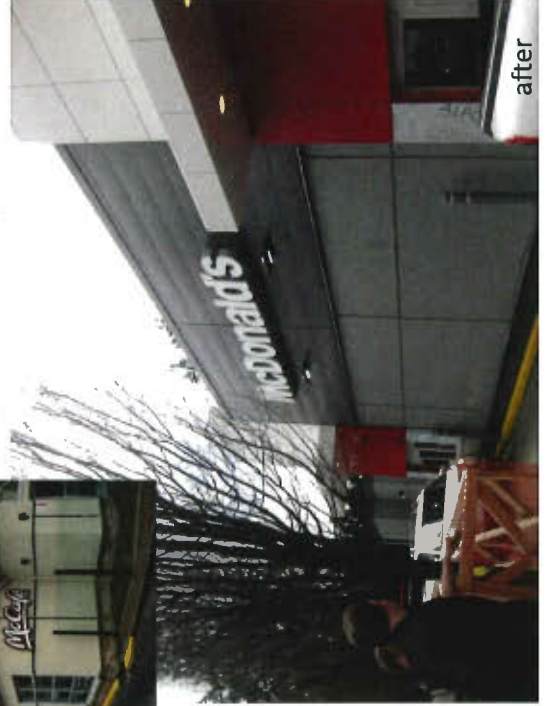


McDonald's – Fleetwood

15574 Fraser Hwy, Surrey, B.C.



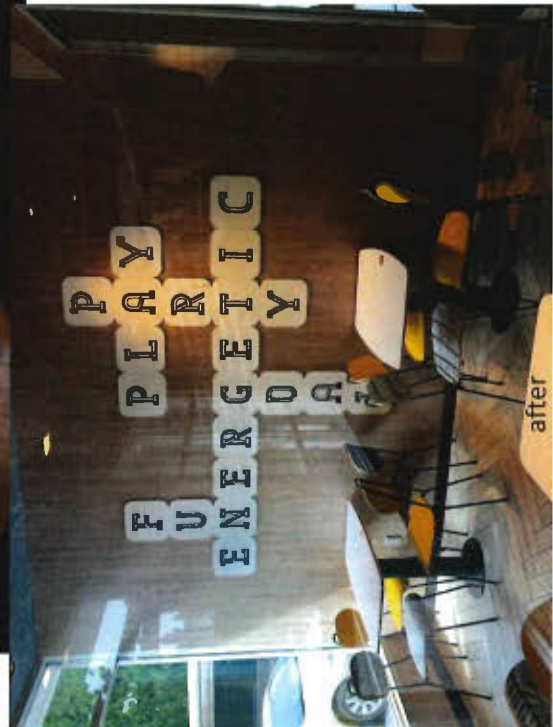
@drive-thru lane



McDonald's – Fleetwood

15574 Fraser Hwy, Surrey, B.C.

View of dining area





South East view



North East view



McDonald's – Pitt Meadows

12549 Harris Road, Pitt Meadows, B.C.



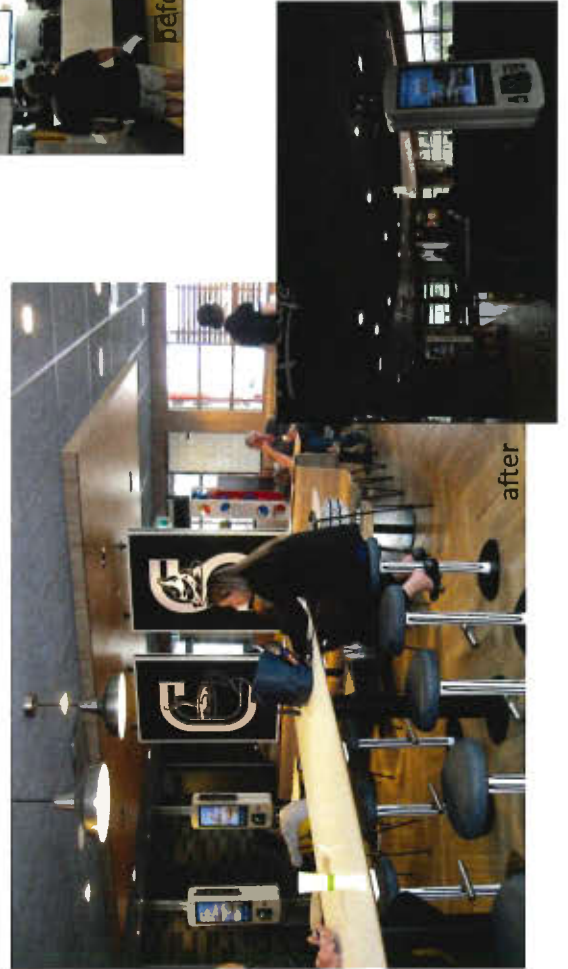
@drive-thru lane



McDonald's – Pitt Meadows

12549 Harris Road, Pitt Meadows, B.C.

View of dining area





City of Richmond

Report to Council

To:	Richmond City Council	Date:	August 27, 2019
From:	Cecilia Achiam Chair, Development Permit Panel	File:	01-0100-20-DPER1- 01/2019-Vol 01
Re:	Development Permit Panel Meetings Held on April 25, 2018 and May 15, 2019		

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 17-778295) for the property at 7341 and 7351 No. 5 Road be endorsed, and the Permit so issued.

Cecilia Achiam
Chair, Development Permit Panel
(604-276-4122)

WC/SB:blg

Panel Report

The Development Permit Panel considered the following item at its meetings held on April 25, 2018 and May 15, 2019.

DP 17-778295 – DAGNEAULT PLANNING CONSULTANTS LTD.
– 7341 and 7351 No. 5 Road
(April 25, 2018 and May 15, 2019)

The Panel considered an Environmentally Sensitive Area (ESA) Development Permit (DP) application in order to allow a subdivision application for a lot line adjustment.

The application was reviewed at two separate panel meetings held on April 25, 2018 and May 15, 2019.

At the meeting held on April 25, 2018, Brian Dagneault, of Dagneault Planning Consultants Ltd., and Bruce McTavish, of McTavish Resources and Management Consultants, provided a brief presentation, as below:

- The property boundary between the two subject lots is proposed to be realigned to create two equal sized parcels, which requires the re-shaping of the existing on-site ESA boundary for the two lots.
- An environmental inventory was conducted including an examination of the existing soil condition of on-site ESA and it was noted that it was now more of a dry upland environment, rather than the City's description of a freshwater wetland ESA.
- The tree and vegetation survey noted that a significant number of birch trees within the ESA are in poor condition and a change in vegetation has occurred.
- It was found that there were no large mammals such as deers and coyotes within the ESA; however, eight species of birds were identified.
- A portion of on-site ESA will be impacted for the proposed location of the septic field outside the farm home plate for each parcel. The septic field will be planted with native grass and wildflowers suitable for pollinators to provide habitat value.
- The protection of on-site ESA was a primary consideration and the applicant is proposing an on-site ESA compensation and enhancement scheme, including planting of trees and shrubs on the new and existing ESA and removal of invasive plant species.
- The proposed ESA enhancement scheme will result in an increase of the functionality of on-site ESA.

In response to a Panel query, Mr. McTavish advised that: (i) on-site ESA will be reduced by 497 square meters due to the proposed location of the septic field outside the farm home plate for each parcel; however, the proposed ESA enhancement scheme will result in a net ESA improvement of 1,000 square meters. Mr. McTavish added that an ESA monitoring program will be in place to ensure that (i) the growth of weeds and invasive species will be under control, (ii) the proposed plant and tree species will be planted, and (iii) the ESA restoration will be carried out correctly.

In response to Panel queries, Mr. Dagneault and Mr. McTavish advised that (i) there is no fence currently separating on-site ESA from the rest of the subject site; however, the applicant would be willing to install such fence should it be required by the City, (ii) dead birch trees beyond the farm home plate will not be fully removed but will undergo wildlife modification to maintain their ecological value, (iii) existing trees on the retained and disconnected on-site ESA at the southeast corner of the subject site will be retained and the driveway for the subject parcel will be designed to avoid conflict with the disconnected ESA, (iv) the 38-meter setback defining the rear edge of the farm home plate was considered in the proposed location of the septic field for each parcel, (v) the two septic fields will encroach into a portion of ESA immediately adjacent to the west of the 38-meter farm home plate line to minimize on-site ESA encroachment, and (vi) there could be fencing between the perimeter of the two parcels but it would not extend onto the ESA beyond the 38-meter farm home plate line.

Staff noted that (i) fencing will be installed to protect the ESA during the construction process, (ii) the security for landscaping will be held by the City for three years, and (iii) there will be an ESA covenant registered on title indicating how the ESA will be maintained in the long term.

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

Subsequent to the Panel meeting and prior to the applicant completing the Development Permit considerations, Council adopted amendments to the AG1 Zone (December 18, 2018) which affected the applicant's proposed site plan, particularly the location of the septic field. The applicant revised their application to comply with the current Zoning Bylaw regulations.

At the meeting held on May 15, 2019, Mr. Dagneault, Mr. McTavish, and Taisha Mitchell, of McTavish Resources and Management Consultants, provided a brief presentation, as below:

- Introduced the subject Development Permit application and noted that the intent of the subject application is to re-shape the on-site Environmentally Sensitive Area (ESA) on the subject properties in order to adjust the shared property line between the two properties and create two equal parcels and facilitate the construction of a single-family home on each parcel.
- Reviewed the results of the ESA environmental inventory and assessment conducted on the site and the applicant's proposed ESA compensation scheme.
- In addition, Ms. Mitchell stated that: (i) all existing trees on-site are proposed to be retained and protected; and (ii) a Qualified Environmental Professional (QEP) will monitor ESA enhancements for three years and provide an annual report.

In response to a Panel query, Ms. Mitchell acknowledged that as part of the ESA compensation planting, four conifer species and two deciduous trees are proposed to be planted.

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

The Panel recommends the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council

Date: August 27, 2019

From: John Irving
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2019-Vol 01

Re: Development Permit Panel Meeting Held on March 13, 2019

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Variance Permit (DV 18-825820) for the property at 12033 Riverside Way be endorsed, and the Permit so issued.

John Irving
Chair, Development Permit Panel
(604-276-4140)

WC/SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on March 13, 2019.

DV 18-825820 – URBAN DESIGN GROUP ARCHITECTS LTD. – 12033 RIVERSIDE WAY
(March 13, 2019)

The Panel considered a Development Variance Permit (DVP) application to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of required vehicle parking spaces from 92 to 89 and reduce the minimum required standard vehicle parking spaces from 50% to 40%, to permit a childcare facility with a maximum 26 staff and 136 children to be located on a site zoned “Industrial Business Park (IB1)”.

Architect, Fariba Gharaei, of Urban Design Group; and Julia Lim, the project’s traffic consultant, provided a brief presentation, noting that:

- The proposed parking variances are requested to accommodate a new childcare facility on the ground floor of an existing three-storey office building on a site with 92 existing parking spaces.
- The total number of parking spaces required for the entire property as a result of the proposed addition of a childcare facility is 102 spaces; however, the Zoning Bylaw allows a 10 percent reduction to the minimum required parking spaces provided that Transportation Demand Management (TDM) measures are provided.
- 10 existing parking stalls are proposed to be removed to accommodate an outdoor play area for the proposed childcare facility.
- The remaining parking stalls will be re-stripped to increase the number of small car parking spaces to provide 89 parking stalls, 14 of which will be restricted to short-term parking during peak demand hours for the childcare facility.
- Changes to existing landscaping to accommodate the proposed outdoor play area include the removal of a portion of an existing landscaped area, addition of a new lawn and installation of perimeter fencing to enclose the play area.
- Outdoor and indoor bicycle parking will be provided for the proposed childcare facility.
- The parking study conducted for the project includes the observed site parking demand, parking demand for comparable properties with office and childcare uses, and projected peak individual parking demand for the childcare facility supports the provision of 89 parking spaces for the subject property.
- The project’s proposed TDM measures include cycling end-of-trip facilities and a two-year, two-zone employee public transit pass program for childcare staff.

Staff advised that: (i) staff had consulted with Vancouver Coastal Health Authority during the review process and noted their support for the proposed childcare facility on the subject site; (ii) the total number of required parking stalls for the subject property including the office uses and childcare facility as per the City's Zoning Bylaw is 102 parking stalls; (iii) the applicant's proposed TDM measures allow for a 10 percent reduction of the required parking stalls or a minimum of 92 parking stalls; and (iv) the applicant is only able to physically fit 89 parking stalls on the site, so a parking variance is requested.

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

The Panel expressed support for the project, noting the applicant's thorough presentation of the project and clear rationale for the requested parking variances.

The Panel recommends the Permit be issued.