City of Richmond

Agenda

Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, November 19, 2019
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-4 ***Motion to adopt the minutes of the meeting of the Planning Committee held on November 5, 2019.***

NEXT COMMITTEE MEETING DATE

December 3, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **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. RZ 17-771371) (REDMS No. 6325357 v. 2)

PLN-14 See Page **PLN-14** for full report

Designated Speakers: Wayne Craig & Edwin Lee

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from "Single Detached (RS1/E)" to "Arterial Road Two-Unit Dwellings (RDA)", be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.

2. **APPLICATION BY DMITRI DUDCHENKO FOR REZONING AT 11891 DUNAVON PLACE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**
(File Ref. No. RZ 19-850681) (REDMS No. 6260322)

PLN-63 See Page **PLN-63** for full report

Designated Speakers: Wayne Craig & Natalie Cho

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10101, for the rezoning of 11891 Dunavon Place from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

3. **APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR ALR NON-FARM USE AT 9500 NO. 5 ROAD**
(File Ref. No. AG 18-842960) (REDMS No. 6337160)

PLN-82 See Page **PLN-82** for full report

Designated Speakers: Wayne Craig & Kevin Eng

STAFF RECOMMENDATION

That the Agricultural Land Reserve application by Dagneault Planning Consultants Ltd. at 9500 No. 5 Road to allow non-farm uses for the development of a school and accessory supporting uses on the westerly 110 m of the site and undertake agricultural improvement works and implement the farm plan on the remaining backlands portion of the site, as outlined in the report dated November 4, 2019 from the Director of Development, be endorsed and forwarded to the Agricultural Land Commission.

Pg. # ITEM

4. **MANAGER'S REPORT**

ADJOURNMENT

City of Richmond

Minutes

Planning Committee

Date:	Tuesday, November 5, 2019
Place:	Anderson Room Richmond City Hall
Present:	Councillor Linda McPhail, Chair Councillor Bill McNulty (entered the meeting at 4:01 p.m.) Councillor Carol Day Councillor Alexa Loo Councillor Harold Steves
Also Present:	Councillor Michael Wolfe
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

AGENDA ADDITIONS

It was moved and seconded
That Fencing Regulations be added to the agenda as Item No. 5A and Update of Tree Protection Bylaw be added to the agenda as Item No. 5B.

CARRIED

Cllr. McNulty entered the meeting (4:01 p.m.).

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on October 22, 2019, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 19, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY VIVID GREEN ARCHITECTURE INC. FOR REZONING AT 5500 WILLIAMS ROAD FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)" ZONE**
(File Ref. No. RZ 17-790028) (REDMS No. 6226961)

Jordan Rockerbie, Planning Technician – Design, reviewed the application and highlighted that (i) the application is consistent with the Official Community Plan and the Arterial Road Duplex Development Requirements, (ii) the proposed development consists of one duplex on each lot with a two-car garage with side-by-side parking, (iii) the proposed development consists of one visitor parking stall shared between the two properties, (iv) five trees and a large cedar hedge are to be retained, and (v) refinement of the design and landscape will be done through the development permit process.

In reply to queries from Committee, staff noted that (i) the visitor parking stall is consistent with Richmond Zoning Bylaw 8500, (ii) the developer has met with the immediate neighbours, (iii) two existing trees within the sanitary sewer right of way are to be retained, (iii) the four trees being removed are due to the health and condition of the trees, (iv) the sidewalk is being pulled back, allowing for a grass and tree boulevard, and (v) no driveway turning restrictions are being proposed.

Jim McGrath, 10131 Lawson Drive, spoke to the proposed development and expressed concern with (i) increased densification in the area, (ii) massing and setbacks of the development, (iii) infringement on the existing properties, (iv) the eastern wall of the proposed development, noting that it is overbearing and inconsistent with the architecture of the adjacent homes, (v) retention of the trees on his property and at 10133 Lawson Drive, (vi) future assessments of the surrounding properties, (vii) the loss of green space due to pavement, (viii) insufficient parking, resulting in overflow parking along Lassam Road, (ix) land elevation, noting the proposed development will be much higher than the adjacent properties, and (x) less permeable land.

Mr. McGrath suggested that should the application move forward, that Council consider reducing the number of units as a means for more reasonable density.

In response to queries, staff advised that (i) the maximum building height is 9 metres, which is consistent with the height of the single family homes, (ii) perimeter drainage must be installed to ensure all runoff is directed into the city storm sewer system, (iii) fence height can be examined through the development permit process, (iv) all of Williams Road is a minor arterial road, and this section has been identified as suitable for detached duplex and triplex housing, (v) information on shading will be provided during the development permit process, (vi) the 17 cedar trees on the neighbouring properties will be retained, (vii) as the proposed development is on an arterial road it falls outside the lot size policy; therefore there should be no impact to development potential to the surrounding properties, (viii) the proposed development was reviewed by the City's Transportation Division and it was noted that Williams Road is able to accommodate the traffic, and (ix) a more detailed review of the landscaping and permeable pavers will take place through the development permit process.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10091, for the rezoning of 5500 Williams Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two Unit Dwellings (RDA)" zone, be introduced and given First Reading.

CARRIED
Opposed: Cllr. Day

2. **APPLICATION BY GRA GREIG HOLDINGS LTD. FOR A STRATA TITLE CONVERSION AT 11120 HAMMERSMITH GATE**
(File Ref. No. SC 19-850047) (REDMS No. 6126388)

Natalie Cho, Planning Technician, reviewed the application, and noted that (i) the application is to facilitate a Strata Title Conversion of an existing building into two strata title lots, (ii) the building contains two units, and (iii) the owners intent is to retain ownership of Unit #110 and sell Unit #150 to its existing tenant after the Strata Title Conversion is complete.

It was moved and seconded

(1) That the application for a Strata Title Conversion by GRA Greig Holdings Ltd. for the property located at 11120 Hammersmith Gate be approved on fulfilment of the following conditions:

(a) Payment of all City utility charges and property taxes up to and including the year 2019;

(b) Registration of a flood indemnity covenant on Title identifying a minimum habitable elevation of 2.9 m GSC;

(c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this

resolution;

(d) Provision of a pedestrian connection from the sidewalk to the building, to the satisfaction of the Director, Development;

(e) Final inspection approval of Building Permit (BB 19-866247) for previous interior works without a permit; and

(f) Final building check of the removal of non-compliant outdoor structures

CARRIED

3. **APPLICATION BY PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC. FOR A ZONING TEXT AMENDMENT TO THE "RESIDENTIAL / LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) – CAPSTAN VILLAGE (CITY CENTRE)" ZONE FOR THE PROPERTIES AT 3208, 3211, AND 3328 CARSCALLEN ROAD**
(File Ref. No. ZT 18-827860) (REDMS No. 6152169 v. 4)

John Hopkins, Senior Policy Coordinator, reviewed the application and highlighted that (i) the application consists of a high-rise, high density, mixed-use development, (ii) the ZMU25 zone specifies the maximum floor area for residential uses, including affordable housing, (iii) the first development permit was issued on 2014, the second was issued in 2017, and the third and final development permit is under review by staff, (iv) the applicant is requesting an amendment to ZMU25 to transfer 463.2 m^2 of floor area from Area B to Area C and transfer 1,026.6 m^2 of floor area for affordable housing from Area D to Area C, and (v) there will be an addition of a one-way kiss and ride route from No. 3 Road to Carscallen Road along the north edge of the City Park.

In reply to queries from Committee, staff noted that (i) the unit mix of the affordable housing units is consistent with current City policies, (ii) the affordable housing portion will be delivered sooner than anticipated and scattered throughout Area C, (iii) residents will have access to the indoor and outdoor amenity features, (iv) additional family friendly units can be examined through the development permit process, (v) as the affordable housing units are not consolidated within one area, there is no requirement for non-profit management, and (vi) solar energy can be examined through the development permit process.

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10107, for a Zoning Text Amendment to the "Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)" zone, to transfer 436 m2 of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C), and to transfer the developer's required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C), be introduced and given first reading.

CARRIED

4. **APPLICATION BY CHERDU PROPERTIES LTD. FOR REZONING AT 10671 AND 10691 GILMORE CRESCENT FROM THE "SINGLE DETACHED (RS1/D)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**
(File Ref. No. RZ 19-857867) (REDMS No. 6313565)

Jordan Rockerbie, Planning Technician – Design, reviewed the application, and highlighted that (i) this application is consistent with the Bridgeport Area Plan and the Single Family Lot Size Policy, (ii) a secondary suite will be provided in each of the three proposed single-family dwellings, and (iii) frontage improvements will be provided through a Servicing Agreement.

In reply to queries from Committee, staff noted that the applicant has committed to one bedroom secondary suites.

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, for the rezoning of 10671 and 10691 Gilmore Crescent from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone to facilitate the creation of three single-family lots, be introduced and given First Reading.

CARRIED

5. **APPLICATION BY MOSAIC NO. 3 ROAD AND WILLIAMS LIMITED PARTNERSHIP TO AMEND THE 2041 OCP LAND USE MAP DESIGNATION OF 8031 WILLIAMS ROAD IN SCHEDULE 1 OF RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 9000, CREATE THE "COMMERCIAL MIXED USE (ZMU44) – BROADMOOR" ZONE, AND REZONE 9900 NO. 3 ROAD AND 8031 WILLIAMS ROAD FROM THE "GAS & SERVICE STATIONS (CG2)" AND "SINGLE DETACHED (RS1/E)" ZONES (RESPECTIVELY), TO THE "COMMERCIAL MIXED USE (ZMU44) – BROADMOOR" ZONE**
(File Ref. No. RZ 18-835532) (REDMS No. 6321188)

Cynthia Lussier, Planner 1, reviewed the application, and highlighted that (i) the application is to rezone a former gas station site and residential single family lot to a new site specific zone, (ii) the application proposes a four-storey mixed use building with commercial uses on the ground floor and 33 secured market rental units above, (iii) the proposed development is consistent with policies in the Official Community Plan, and (iv) servicing and frontage improvements are required, including construction and design of water, storm and sanitary service connections works and upgrades, as well as frontage and transportation infrastructure improvements.

In reply to queries from Committee, staff noted that (i) the applicant has obtained a Certificate of Compliance from the Ministry of Environment and Climate Change Strategy for use of the site, (ii) floor plans for the proposed development make it difficult to accommodate basic universal housing in all units, (iii) the applicant has reached out to the neighbours and made revisions to the proposed plans to address concerns, (iv) given the economics of the application, it may be difficult to change the design of the building, and (v) there are various ways to remediate the soil, so as not to restrict only commercial use on the ground level for gas station sites.

In reply to further queries from Committee, Elise Spearing, Development Manager, Mosaic Homes, advised that (i) there are no agreements currently in place for the commercial units, (ii) commercial tenants that are compatible with the area are important, such as medical offices, (iii) all residential tenants have access to the rooftop, and (iv) the rooftop accommodates the amenity space for the residents, as well as the mechanical units for the building; therefore, accommodating solar panels would be difficult with such a limited space.

It was moved and seconded

(1) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, to redesignate 8031 Williams Road from "Neighbourhood Residential" to "Neighbourhood Service Centre" in Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000 (2041 OCP Land Use Map), be introduced and given First Reading; and

(2) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in conjunction with:

- *the City's Financial Plan and Capital Program; and*
- *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; and

(3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10111 to create the "Commercial Mixed Use (ZMU44) – Broadmoor" zone, and to rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the "Single Detached (RS1/E)" zone, to the "Commercial Mixed Use (ZMU44) – Broadmoor" zone, be introduced and given First Reading.

CARRIED

5A. **FENCING REGULATIONS**

It was moved and seconded

That staff review Richmond Zoning Bylaw No. 8500 to examine:

(1) regulations for building fences and walls, including the definition of a fence and a wall;

(2) materials that can be used, including the possible elimination of masonry and iron; and

(3) tree planting restrictions;

and report back.

CARRIED

Discussion ensued regarding neighbourhood service centres, and a result of the discussion the following referral motion was introduced:

It was moved and seconded
That staff examine locations for Neighbourhood Service Centres within Richmond, such as Cambie Road and No. 5 Road, and report back.

CARRIED

5B. UPDATE OF TREE PROTECTION BYLAW

Materials were distributed (attached to and forming part of these minutes as Schedule 1).

Discussion took place on the tree protection bylaw, and as a result the following **referral motion** was introduced:

That staff provide an update regarding Tree Protection Bylaw No. 8057 to include:

(1) statistics on tree removal, replacement and retention;

(2) information regarding tree bylaw infractions and penalties;

(3) options to enhance the bylaw;

and report back.

The question on the referral motion was not called as discussion ensued regarding requiring native species trees be considered as a priority when replacing trees.

In reply to queries from Committee, James Cooper, Director, Building Approvals, advised that (i) there is a list of recommended species for reference; however some species that are not native are included that may be more suited for the environment, (ii) staff work according to certain standards that are North American wide, and provide options for tree replacement that have the highest chance of survivability, and (iii) tree preservation staff work diligently to modify development designs to retain as many trees as possible.

Discussion further ensued regarding the options to retain trees, and in response to queries from Committee, staff advised that there is a professional working group amongst the different municipalities to form a unified solution and regulatory environment.

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

6. **MANAGER'S REPORT**

Agriculture Viability Strategy Update

Barry Konkin, Manager, Policy Planning, advised that the Agriculture Viability Strategy Update sessions will take place on November 9, 2019 at Hamilton Community Centre from 11:00 a.m. to 3:00 p.m., November 14, 2019 at Cambie Secondary School from 4:00 p.m. to 8:00 p.m. and November 21, 2019 at City Hall from 4:00 p.m. to 8:00 p.m.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:23 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, November 5, 2019.

Councillor Linda McPhail
Chair

Sarah Goddard
Legislative Services Coordinator

November 5th 2019

Councillor Wolfe

Resolution for Richmond City Council's Planning Committee
RE: Update of the Tree Protection Bylaw

WHEREAS, Richmond has policies to protect trees, yet the trend is that our tree canopy is declining rapidly on residential, industrial, commercial, and agricultural lands, in addition to losses in the remaining natural spaces known as Environmentally Sensitive Areas (ESAs).

WHEREAS, the priority has been on tree replacement, not tree retention, as the new trees are often limited in their root expansion potential due to hard packed fill. The infraction rates are also too low to deter landscaping techniques that cause tree mortality. There are exemptions that result in tree injury and a lack of habitat enhancement regulations, such as preserving low vegetation species and carbon-sequestering covers that offer high permeability.

THEREFORE, BE IT RESOLVED that the City Council of the City of Richmond hereby supports the advice from the Advisory Committee on the Environment, to update the Tree Protection Bylaw No.8057, for evaluation and public consultation to modernize it and bring it into line with community expectations and the better practices to retain and grow our urban forest.

Supplementary Memo:

To: **Barry Konkin, Manager of Policy Planning** **Date:** October 30, 2018

From: Tadd Berger, Richmond Advisory Committee on the Environment

Subject: Richmond Tree Protection Bylaw No. 8057 – recommendations for updating

1. Establish a tree working group to make recommendations regarding updating the Tree Protection Bylaw. This group could include a council member, city staff and members of the Advisory Committee on the Environment and others.

This working group's terms of reference can include:

a. Switching the priority to tree retention instead of tree replacement in the existing tree bylaw to respect the character of existing neighbourhoods.
b. Amending the Zoning Bylaw so that houses don't cover such a large percentage of a property and instead retain space for trees.
c. Stop watering down the existing tree bylaw with interpretations that favour cutting trees. Imtil the bylaw is updated, uniformly apply the rules we have.
d. Increasing fees for tree cutting permits.
e. Dealing with properly owners who violate the tree bylaw, for example, removing trees prior to construction which can include increasing penalties for violations up to and including revocation of a building permit.
f. Increasing funding for urban forest planning and maintenance and overseeing the development of an urban forest strategy that includes planting more trees on public land.
g. Liaising with staff who are completing a tree canopy inventory.
h. Recommending ways to optimize www.richmond.ca, for example, creating a trees area to include data on the tree canopy, data on cutting permits, information on caring for trees and related.
i. Making recommendations on developing an education campaign focused on the benefits of retaining trees compared to replacing trees.
j. Making recommendations on whether the City should sell propagated trees to residents at reduced prices (similar to the City of Vancouver).
k. Making recommendations to create one department to manage trees. Currently trees on city land are administered by the Parks department, trees on private land are managed by Tree Enforcement. Set backs and other by-laws affecting trees on private land are dealt with by the Planning and building Departments.

Contact: Tadd Berger, ACE chair. tberger@pinchin.com

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 28, 2019
From:	Wayne Craig Director, Development	**File:**	RZ 17-771371
Re:	**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**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from "Single Detached (RS1/E)" to "Arterial Road Two-Unit Dwellings (RDA)", be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.

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

WC:el
Att. 7

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment A) from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone in order to permit the property to be subdivided into three duplex lots.

Background

A Report to Committee (Attachment B) was presented to Planning Committee on July 16, 2019. First Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, was granted on July 22, 2019. The Bylaw was considered at the September 3, 2019 Public Hearing. The following referral motion was passed:

> *"That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be referred to staff for further consideration of alternative designs to improve overall site design and parking, including density."*

In response to the referral motion carried at the Council meeting, the applicant has revised the proposal to include one additional visitor parking space in the proposed duplex development. A revised preliminary site plan is contained in Attachment C.

This supplemental Staff Report is being brought forward now to provide a summary of alternative designs considered and staff's recommendation.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet (Attachment D) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated June 28, 2019 (Attachment B) for information pertaining to related City's policies and studies, pre-Planning Committee public consultation, as well as staff comments on built form and architectural character, transportation and site access, tree retention and replacement, and site servicing and frontage improvements.

Alternative Land Use

In response to the referral motion, the applicant has explored the opportunity to develop the subject site into a townhouse development. A concept plan (Attachment E) has been developed based on the Arterial Road Guidelines for Townhouses in the Official Community Plan (OCP) and the "Low Density Townhouses (RTL4)" zone (which is one of the typical zoning districts for townhouse developments along arterial roads), as well as typical transportation and site access requirements for arterial road townhouse developments.

Conceptual Townhouse Development

The concept includes a total of six townhouse units; four three-storey units along Railway Avenue; and two two-storey units along the rear (east) property line. Vehicle access is to be located at the south edge of the site, as far away from the Garry Street/Railway Avenue intersection as possible. An on-site turn-around is to be provided on the east side of the internal drive aisle adjacent to the proposed outdoor amenity space. The overall density is 0.6 Floor Area Ratio (FAR).

Please refer to the table below for a comparison of development data between the conceptual townhouse development and the proposed duplex development on this site:

	Conceptual Townhouse Development	**Proposed Duplex Development (revised)**
Density	0.6 FAR	0.6 FAR
Number of Units	6	6
Lot Coverage of Buildings	28.5%	39%
Lot Coverage of Hard Surface	44.8%	40.8%
Lot Coverage of Landscaping	26.7%	28.9%
Front Yard Setback	6.0 m	Lot 1 & Lot 2 – 6.0 m Lot 3 – 5.0 m
Side Yard Setback	3.0 m	1.2 m
Rear Yard Setback	6.0 m	6.0 m
Building Height	3 storeys along Railway 2 storeys along rear property line	2 storeys
Residential Parking	12	12
Visitor Parking	2	2

Additional Density

It is noted that while the unit yield achieved and number of parking spaces provided for both the conceptual townhouse development and the proposed duplex development would be the same (i.e., six residential units and a total of 14 parking spaces), there would be more paved area and less landscaped area in the conceptual townhouse development than in the proposed duplex development. It would be impossible to increase the density of the conceptual townhouse development without relaxations to the Arterial Road Guidelines for Townhouses; these relaxations may include, but are not limited to:

- Reductions in front and rear yard setbacks (i.e., from 6.0 m to 4.5 m or 3.0 m).
- Different building form along the rear yard interface with existing single-family homes (i.e., a three-unit cluster instead of a two-unit cluster).

- Increase in building height along the side and rear yard interface with existing single-family homes (i.e., three storeys instead of two storeys).

Staff do not recommend these relaxations to the Arterial Road Guidelines for Townhouses be supported in order to increase density on any arterial road townhouse developments since those design guidelines were developed based on extensive consultations and have been proven effective in addressing adjacency concerns.

Referral – Arterial Road Land Use Policy Along Railway Avenue

It is noted that the following referral motion was carried at the September 4, 2019 Planning Committee meeting:

> *"That staff be directed to do a comprehensive review of the Arterial Road Land Use Policy designation along Railway Avenue and report back."*

Staff is working with various City departments in reviewing the Policy and a separate Staff Report will be presented to the Planning Committee at a later date. Any changes to the Arterial Road Guidelines for Townhouses should be reviewed and considered as part of this referral.

Staff recommends support for proceeding with the proposal at this site in advance of the referral being addressed due to the support for the project expressed by the neighbours, it being consistent with the current Arterial Road Land Use Policy, the application pre-dating the introduction of the referral motion, and it being consistent with the pattern of development already provided for in this block of Railway Avenue.

Analysis

Staff do not recommend that a townhouse development on the subject site be considered based on the following:

1. Lack of neighbourhood support.

   Based on consultation conducted by applicant after this project was referred back to staff, area residents/owners prefer duplex developments over townhouse developments on this block of Railway Avenue. A summary of the consultation done June 2018 can be found in Attachment 6 of the original Staff Report dated June 28, 2019 (Attachment B); correspondence received after the September 3, 2019 Public Hearing can be found in Attachment F.

2. Previous owners' intention to move back to the new duplex development.

   The developer and the previous owners of 11500 Railway Avenue advised staff that they have reached an agreement that, as a condition to the sale of 11500 Railway Avenue, the previous owners of 11500 Railway Avenue will purchase a specific duplex unit in the proposed duplex development (supporting documents can be found in Attachment G). The previous owners advised that their family has lived in this neighbourhood since 1956 and they look forward to staying in their neighbourhood (specifically on the subject site) and "aging in place" in a duplex form of development.

3. Developer's intention on the property.

   The developer confirmed that they would like to develop the subject site into three duplex lots, which is in accordance to the Arterial Road Land Use Policy in the OCP. The developer advised that the products to be developed, based on the conceptual townhouse development plan, would be less desirable than the proposed duplex development. They are also not interested in building townhouses on this site as:
   - There is no opportunity for additional density, in terms of both unit yield and floor area.
   - Townhouse development is not supported by the neighbouring residents and owners.

4. Duplex development has already been considered in this block of Railway Avenue.

   A rezoning application to permit the development of an arterial duplex on the adjacent property to the south at 11540 Railway Avenue (RZ 18-819258) was given Third Reading on June 17, 2019. The site layout of the proposed duplex development at 11540 Railway is very similar to the site plan of the proposed Lot #3 of the subject development proposal. Both of the duplex lots would have their own driveway on the south edge of the site. The width of the front duplex units on this block would be in the range of 8.0 m to 9.0 m, which would respond to the form, scale and rhythm along the streetscape of the immediate existing single-family neighbourhood.

Revised Development Proposal

In response to the referral motion carried at the September 3, 2019 Public Hearing, the applicant has revised the development proposal to include one additional visitor parking space on the proposed Lot #3. Based on the discussions above, arterial road duplex use is still the preferred development option for this site. As part of the last Arterial Road Land Use Policy Updates (2016), arterial road duplexes and triplexes are considered to be infill developments within existing single-family developments along minor arterial roads. The design guidelines and zoning regulations are tailored to ensure compatibility between single detached, duplex and triplex developments. The development proposal for three duplex lots is consistent with the land use designations in the OCP, and the proposed duplex design meets the design guidelines for duplex developments on arterial roads in the OCP.

Variance Requested

The revised duplex development proposal is generally in compliance with the "Arterial Road Two-Unit Dwellings (RDA)" zone; with one proposed variance to reduce the front yard setback of Lot #3 from 6.0 m to 5.0 m. The resulting distance from the back of curb to the building face would be approximately 9.87 m. Staff support the requested variance recognizing that an extra visiting parking space is proposed on Lot #3 in response to Council's referral and the building footprint needs to be revised in order to develop the site into its full potential (i.e., 0.6 FAR). This variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The proposed rezoning application to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site, is consistent with the Arterial Road Land Use Policy in the Official Community Plan (OCP).

In response to the referral motion carried at the September 3, 2019 Public Hearing, the applicant has revised the development proposal to include one additional visitor parking space. Further review of the project design will be required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The developer has agreed to the list of rezoning considerations included in Attachment 9 of the original Staff Report dated June 28, 2019 (Attachment B) (signed concurrence on file).

On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.

for

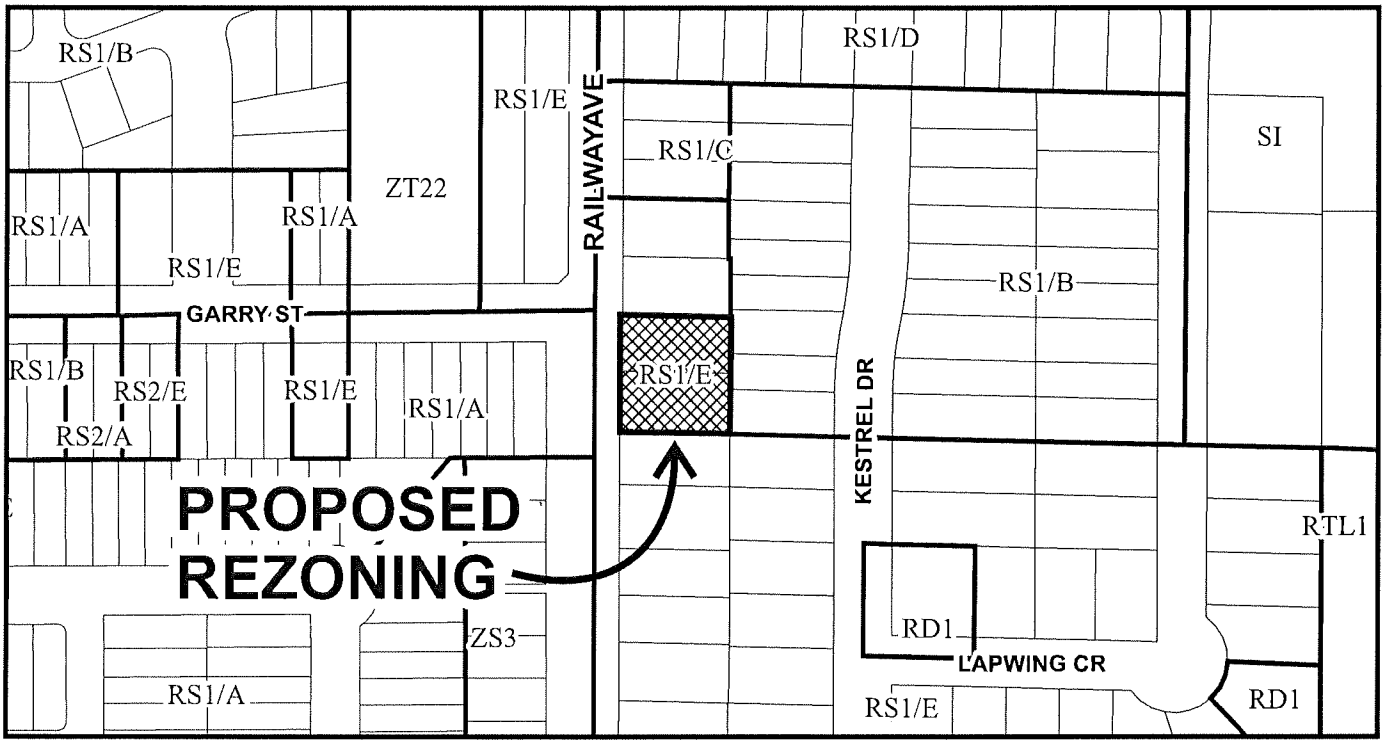
Edwin Lee
Planner 1
(602-276-4121)

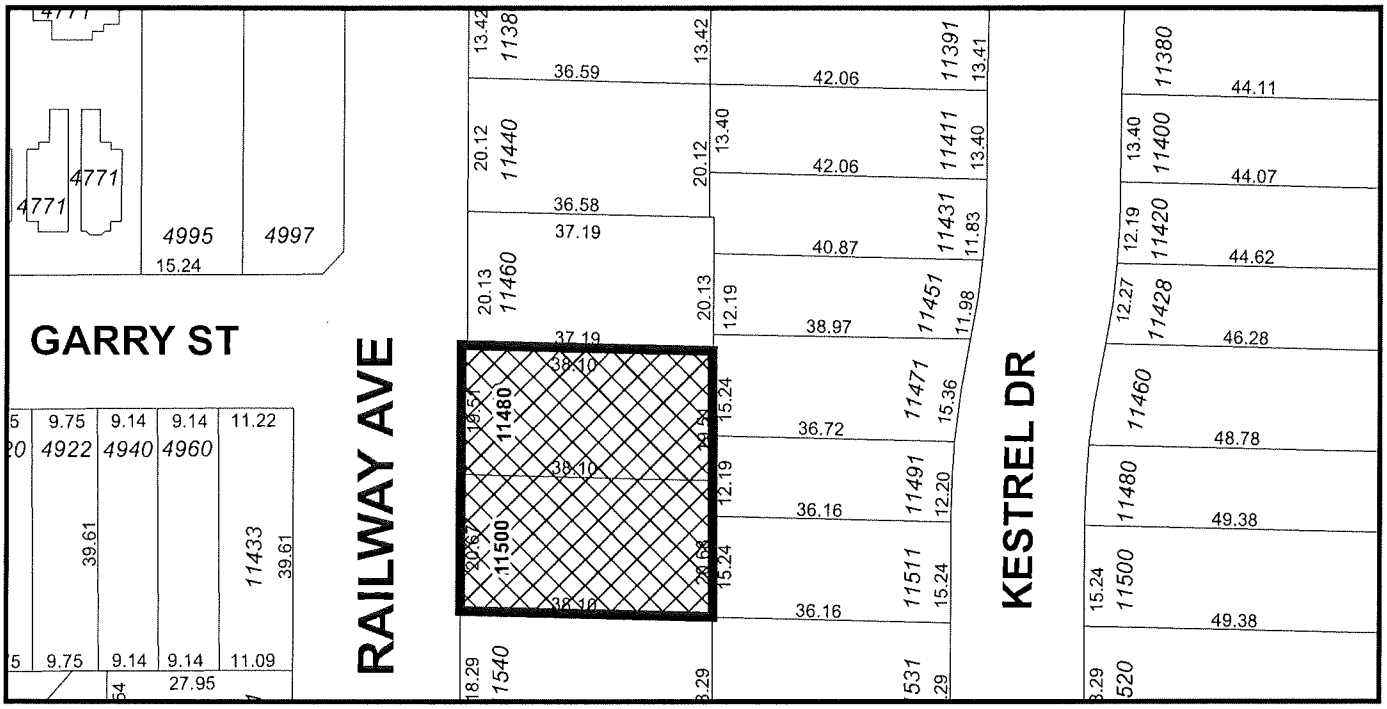
EL:blg

Attachment A: Location Map
Attachment B: Report to Committee dated June 28, 2019
Attachment C: Revised Duplex Lot Proposal
Attachment D: Revised Development Application Data Sheet
Attachment E: Conceptual Townhouse Development Plan
Attachment F: Correspondence received after September 3, 2019
Attachment G: Excerpt of Agreement between Previous Owners of 11500 Railway Avenue and the Developer

Attachment A

City of Richmond





RZ 17-771371

Original Date: 06/05/17

Revision Date:

Note: Dimensions are in METRES

City of
Richmond

N	RZ 17-771371	Original Date: 06/08/17 Revision Date: Note: Dimensions are in METRES

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	June 28, 2019
From:	Wayne Craig Director, Development	**File:**	RZ 17-771371
Re:	**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**		

Staff Recommendation

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.

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

WC:el
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	☐	

6211969

Staff Report

Origin

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment 1) from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone in order to permit the property to be subdivided into three duplex lots (Attachment 2). A preliminary site plan, streetscape elevation and landscape plan are provided for reference in Attachment 3. A Development Permit application will be required to address the form and character of the proposed duplex.

A Servicing Agreement (SA) for frontage improvements and site service connections is required as a consideration of rezoning.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site Existing Housing Profile

There are two existing single-family dwellings on the property, which will be demolished. The applicant has indicated that the dwellings are currently owner occupied, and that they do not contain any secondary suite.

Surrounding Development

- To the North: Fronting Railway Avenue, single-family homes on lots zoned "Single Detached (RS1/E)".
- To the South: A rezoning application to permit the development of a duplex on the adjacent property (at 11540 Railway Avenue) (RZ 18-819258) has been given Third Reading on June 17, 2019.
- To the East: Fronting Kestrel Drive, single-family homes on lots zoned "Single Detached (RS1/B)".
- To the West: Across Railway Avenue, single-family homes on small lots zoned "Single Detached (RS1/A)" fronting on Garry Street.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is "Neighbourhood Residential". The Steveston Area Land Use Map designation for the subject site is "Single-Detached/Duplex/Triplex" (Attachment 5). The development proposal for three duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

The developers have also consulted with the owners/residents of the adjacent properties of the proposed development site; no concern has been raised. A consultation summary prepared by the developers can be found in Attachment 6.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Built Form and Architectural Character

The developer proposes to subdivide the site into three lots and construct a new duplex on each lot. Each duplex lot will feature a unit in the front of the property with direct pedestrian access from Railway Avenue, and one unit will be at the back of the property with the main entrance from the auto-court proposed on site. The unit sizes are ranging from 123 m^2 (1,399 ft^2) to 167 m^2 (1,800 ft^2). All units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, all duplexes will be two storeys and will feature a peaked roof.

A Development Permit application will be required to address the form and character of the proposed duplex. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).

- Review of the architectural character, scale, and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of the roof design to ensure it meets the "Residential Vertical Lot Depth Envelope" and "Residential Vertical Lot Width Envelope" requirements under Zoning Bylaw 8500.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of the proposed site grading to ensure survival of the protected tree, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the driveway and auto court configurations to minimum paved areas on site and explore the opportunity to widen the street fronting units to further animate the public realm.
- Refinement of landscape design including new trees to be planted on site.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the east property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Transportation and Site Access

Railway Avenue is a minor arterial road with a bike lane in this location. Vehicle access to the proposed duplex lots will be limited to one shared driveway crossing from Railway Avenue per every two lots, where possible.

Vehicle access to the two northern duplex lots is to be provided via a single shared driveway crossing from Railway Avenue. Since the street frontage of the proposed northernmost lot is adjacent to the Garry Street/Railway Avenue intersection, the proposed shared driveway for the two northern lots must be designed to locate outside (i.e., south) of the intersection.

As per the parking requirements under the "Arterial Road Two-Unit Dwellings (RDA)" zone, a visitor parking space will be required between the two northern lots since the shared driveway will be servicing more than two dwelling units.

Vehicle access to the south duplex lot is to be provided via a single driveway. No visitor parking is required for the southern lot since the driveway will be servicing no more than two dwelling units. However, visitor parking may informally be accommodated within the auto court, similar to the typical arrangement in a single family lot with a secondary suite or a side-by-side duplex development (i.e., two dwelling units sharing a single driveway).

Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City.
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
- The buildings and driveways on all proposed lots are to be designed to accommodate on site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.

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

- There is no bylaw-sized tree located on site.
- A Douglas Fir tree (Trees # 62) located on neighbouring property to the east at 11471 Kestrel Drive is to be retained and protected as per Arborist Report specifications.
- A Juniper tree (Trees # A) located on the neighbouring property to the south at 11540 Railway Avenue is considered as an under-sized tree and has been identified for removal as part of the redevelopment proposal of 11540 Railway Avenue (which has received 3rd Reading on June 17, 2019). In order to avoid damages to the neighbour's tree during construction of the subject development, installation of tree protection fencing on the subject site is still required until the neighbouring developers are ready to remove this Juniper tree.

Tree Protection

Two trees on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). 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.

Tree Replacement

No replacement is required as there is no bylaw-sized tree on site. However, according to the Preliminary Landscape Plan provided by the developer (Attachment 2), the developer is proposing to plant nine new trees on site. The number, size and species of new trees will be reviewed in detail through Development Permit and overall landscape design.

Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, a total of two convertible units will be provided in this three-duplex-lot development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of $8.50 per buildable square foot as per the requirement for a contribution of $82,000.75.

Energy Step Code

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 8). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.92 m wide road across the Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades. The exact road dedication is to be determined based on legal surveys. In addition, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections including new sidewalk, boulevard and trees (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this rezoning application is to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site. The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

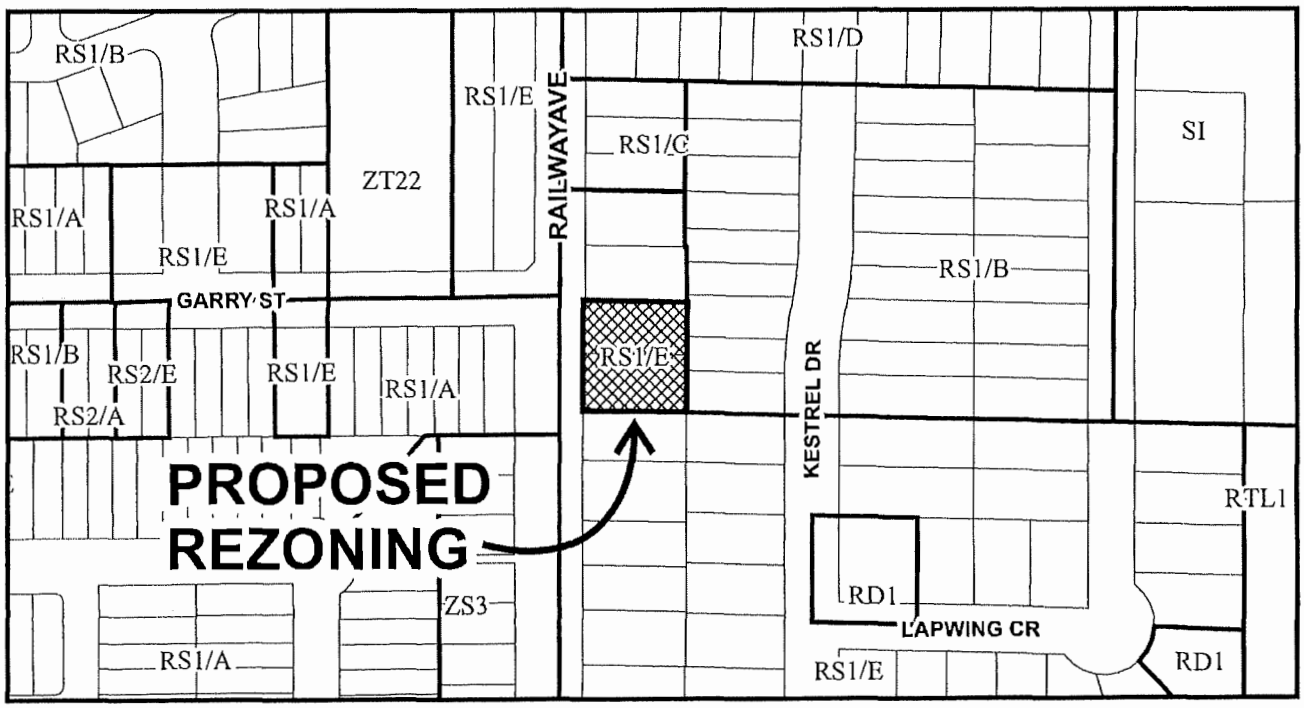
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be introduced and given First Reading.

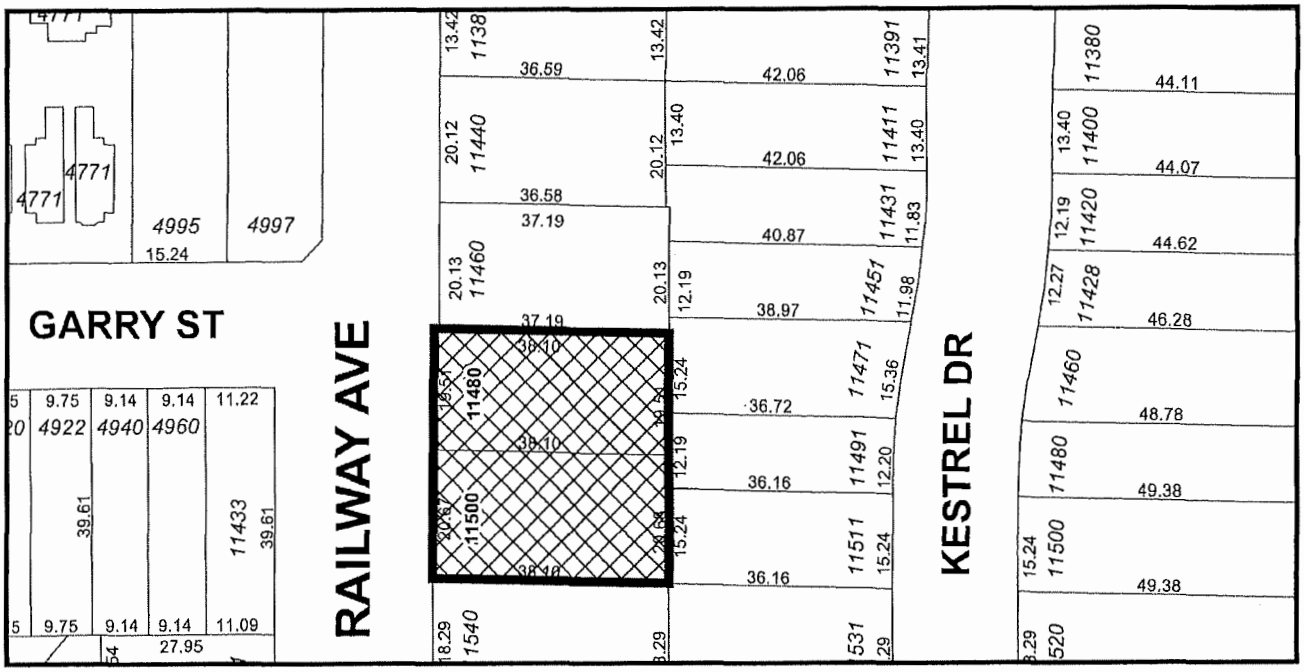
Edwin Lee
Planner 1
(604-276-4121)

EL:blg

Attachment 1: Location Map
Attachment 2: Proposed Subdivision Layout
Attachment 3: Conceptual Development Plans
Attachment 4: Development Application Data Sheet
Attachment 5: Steveston Area Land Use Map
Attachment 6: Consultation Summary
Attachment 7: Tree Management Plan
Attachment 8: Letter from Developer
Attachment 9: Rezoning Considerations

City of Richmond





RZ 17-771371

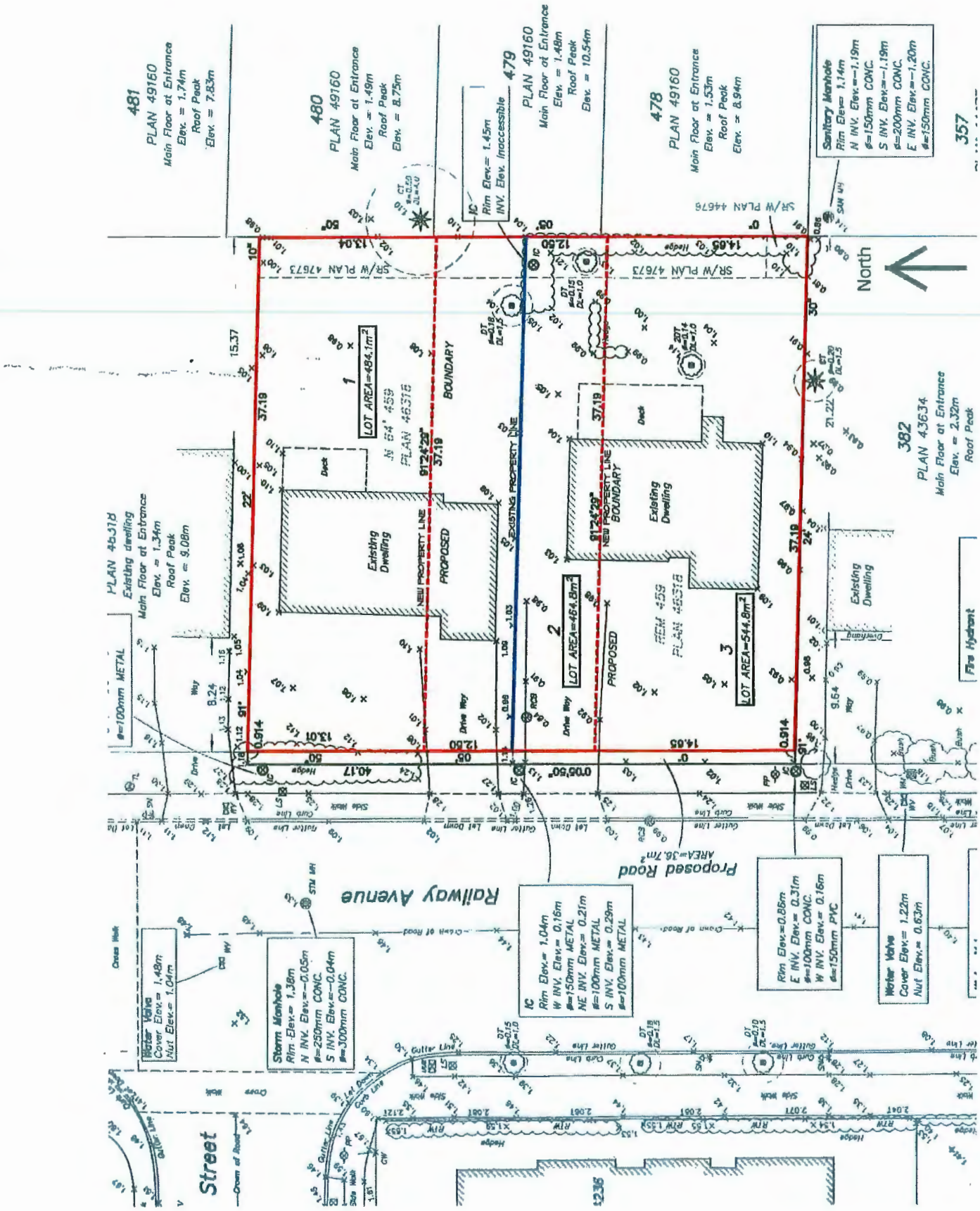
Original Date: 06/05/17

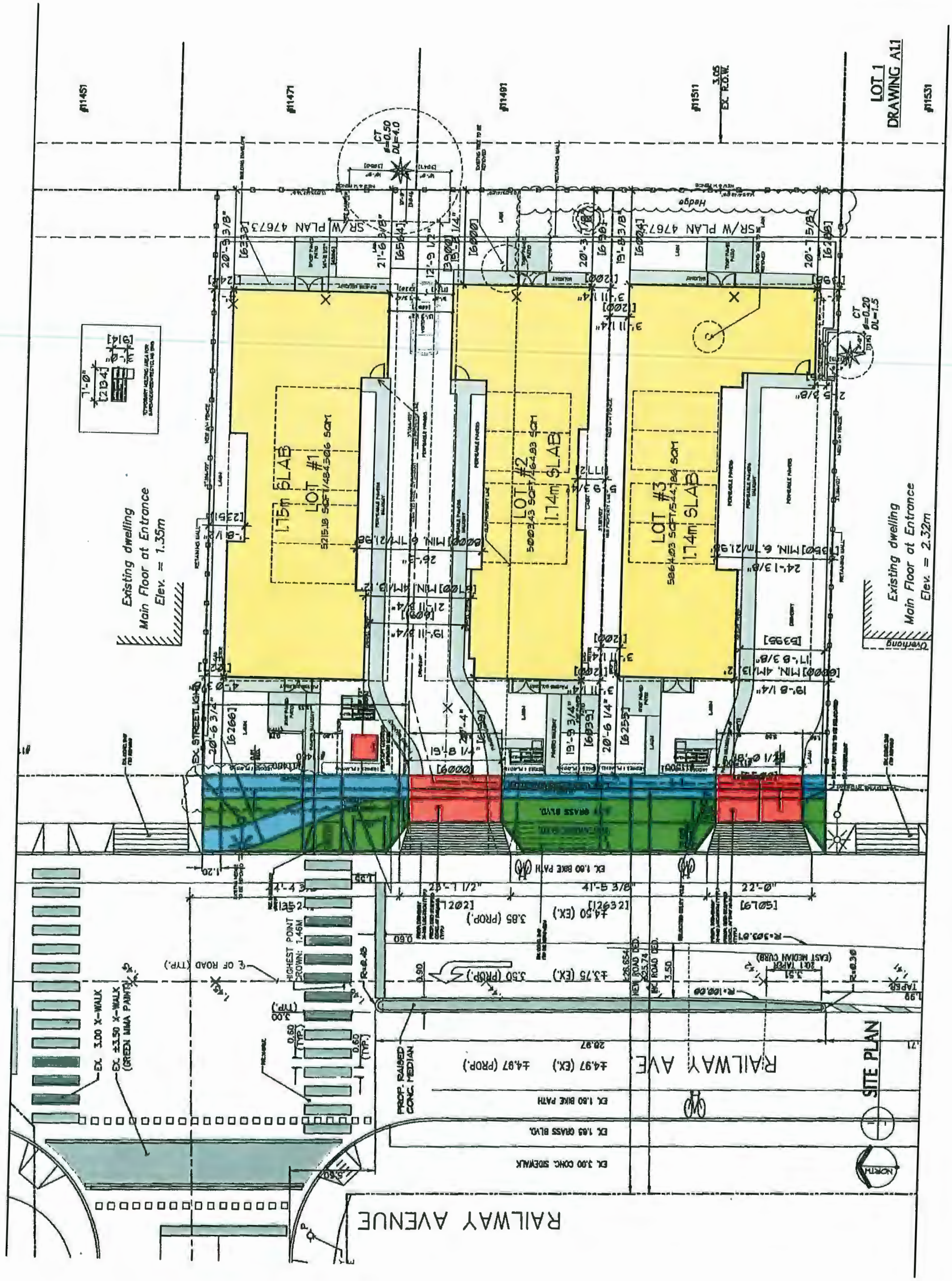
Revision Date:

Note: Dimensions are in METRES

City of
Richmond

N	RZ 17-771371	Original Date: 06/08/17 Revision Date: Note: Dimensions are in METRES


Proposed Subdivision Layout
North
Railway Avenue
Street
Proposed Road
AREA=35.7m²
481
PLAN 49160
Main Floor at Entrance
Elev. = 1.74m
Roof Peak
Elev. = 7.83m
480
PLAN 49160
Main Floor at Entrance
Elev. = 1.49m
Roof Peak
Elev. = 8.75m
479
PLAN 49160
Main Floor at Entrance
Elev. = 1.48m
Roof Peak
Elev. = 10.54m
478
PLAN 49160
Main Floor at Entrance
Elev. = 1.53m
Roof Peak
Elev. = 8.94m
357
382
PLAN 43634
Main Floor at Entrance
Elev. = 2.32m
Roof Peak
PLAN 45318
Existing dwelling
Main Floor at Entrance
Elev. = 1.34m
Roof Peak
Elev. = 9.08m
SR/W PLAN 47673
SR/W PLAN 44676
LOT AREA=484.1m²
LOT AREA=464.8m²
LOT AREA=544.8m²
BOUNDARY
NEW PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED
Existing Dwelling
Deck
Drive Way
Fire Hydrant
Sanitary Manhole
Rim Elev.= 1.14m
N INV. Elev.=-1.19m
ø=150mm CONC.
S INV. Elev.=-1.19m
ø=200mm CONC.
E INV. Elev.=-1.20m
ø=150mm CONC.
IC
Rim Elev.= 1.45m
INV. Elev. Inaccessible
IC
Rim Elev.= 1.04m
W INV. Elev.= 0.16m
ø=150mm METAL
NE INV. Elev.= 0.21m
ø=100mm METAL
S INV. Elev.= 0.29m
ø=100mm METAL
Rim Elev.=0.86m
E INV. Elev.= 0.31m
ø=100mm CONC.
W INV. Elev.= 0.15m
ø=150mm PVC
Water Valve
Cover Elev.= 1.22m
Nut Elev.= 0.63m
Water Valve
Cover Elev.= 1.48m
Nut Elev.= 1.04m
Storm Manhole
Rim Elev.= 1.38m
N INV. Elev.=-0.05m
ø=250mm CONC.
S INV. Elev.=-0.04m
ø=300mm CONC.
Curb Line
Gutter Line
Lot Drain
Side Walk
Cross Walk
Hedge
Bush
Fence
Edge of Road
Centre of Road
Top of Bank
Bottom of Bank
Creek
Ditch
Retaining Wall
Guide Rail
Overhead Wires
Power Pole
Light Standard
Mail Box
Sign
Culvert
Catch Basin
Manhole
Gas Valve
Gas Meter
Hydro Meter
Hydro Pedestal
Telephone Pedestal
Cable TV Pedestal
Transformer
Fire Hydrant
Water Valve
Water Meter
Water Service Box
Sanitary Manhole
Storm Manhole
Sanitary Cleanout
Storm Cleanout
Catch Basin
Area Drain
Roof Drain
Downspout
Window Well
Air Conditioner
Deck
Patio
Stairs
Walkway
Driveway
Parking Space
Fence
Retaining Wall
Landscaping
Tree
Shrub
Bush
Grass
Flower Bed
Garden
Pond
Swimming Pool
Hot Tub
Shed
Garage
Carport
Gazebo
Pergola
Arbor
Trellis
Flagpole
Mailbox
Newspaper Box
Garbage Can
Recycling Bin
Compost Bin
Clothesline
Outdoor Furniture
Table
Chair
Bench
Umbrella
Grill
Fire Pit
Outdoor Kitchen
Outdoor Fireplace
Outdoor Heater
Outdoor Lighting
Landscape Lighting
Path Lighting
Security Lighting
Motion Sensor Light
Timer
Photocell
Switch
Outlet
Junction Box
Conduit
Wire
Cable
Antenna
Satellite Dish
Weather Station
Rain Gauge
Wind Vane
Anemometer
Thermometer
Barometer
Hygrometer
Sundial
Bird Bath
Bird Feeder
Bird House
Bird Nest
Bird Perch
Bird Feeder Pole
Bird Feeder Hook
Bird Feeder Baffle
Bird Feeder Guard
Bird Feeder Tray
Bird Feeder Hopper
Bird Feeder Tube
Bird Feeder Suet Cage
Bird Feeder Nyjer Seed
Bird Feeder Sunflower Seed
Bird Feeder Mixed Seed
Bird Feeder Peanut
Bird Feeder Fruit
Bird Feeder Nectar
Bird Feeder Hummingbird
Bird Feeder Oriole
Bird Feeder Woodpecker
Bird Feeder Finch
Bird Feeder Sparrow
Bird Feeder Chickadee
Bird Feeder Nuthatch
Bird Feeder Titmouse
Bird Feeder Wren
Bird Feeder Robin
Bird Feeder Bluebird
Bird Feeder Cardinal
Bird Feeder Blue Jay
Bird Feeder Crow
Bird Feeder Raven
Bird Feeder Magpie
Bird Feeder Jay
Bird Feeder Starling
Bird Feeder Grackle
Bird Feeder Blackbird
Bird Feeder Meadowlark
Bird Feeder Oriole
Bird Feeder Tanager
Bird Feeder Grosbeak
Bird Feeder Bunting
Bird Feeder Indigo Bunting
Bird Feeder Painted Bunting
Bird Feeder Lazuli Bunting
Bird Feeder Blue Grosbeak
Bird Feeder Rose-breasted Grosbeak
Bird Feeder Evening Grosbeak
Bird Feeder Pine Grosbeak
Bird Feeder Cedar Waxwing
Bird Feeder Bohemian Waxwing
Bird Feeder Northern Shrike
Bird Feeder Loggerhead Shrike
Bird Feeder Mockingbird
Bird Feeder Catbird
Bird Feeder Thrasher
Bird Feeder Brown Thrasher
Bird Feeder Curve-billed Thrasher
Bird Feeder Sage Thrasher
Bird Feeder Crissal Thrasher
Bird Feeder Le Conte's Thrasher
Bird Feeder California Thrasher
Bird Feeder Bendire's Thrasher
Bird Feeder Long-billed Thrasher
Bird Feeder Gray Thrasher
Bird Feeder Sage Thrasher
Bird Feeder Crissal Thrasher
Bird Feeder Le Conte's Thrasher
Bird Feeder California Thrasher
Bird Feeder Bendire's Thrasher
Bird Feeder Long-billed Thrasher
Bird Feeder Gray Thrasher


LOT 1
DRAWING A11
LOT #1
1.75m SLAB
LOT #2
1.74m SLAB
LOT #3
1.74m SLAB
Existing dwelling
Main Floor at Entrance
Elev. = 1.35m
Existing dwelling
Main Floor at Entrance
Elev. = 2.32m
RAILWAY AVE
RAILWAY AVENUE
SITE PLAN
NORTH

11440 RAILWAY AVE | 11460 RAILWAY AVE | 11480 RAILWAY AVE | 11500 RAILWAY AVE | 11540 RAILWAY AVE | 11560 RAILWAY AVE

SUBJECT PROPERTIES

1 PHOTO STREETSCAPE ALONG RAILWAY AVENUE FACING EAST
N.T.S.

11440 RAILWAY AVE
PATTERNS AND ELEMENTS
- SINGLE FAMILY HOUSE
- LOT WIDTH (66'-0")
- RECTANGULAR HOUSE
- 1 STOREY APPEARANCE
- GABLE ROOF
- STUCCO WALL AND BRICK CLADDING WALL FINISH

11460 RAILWAY AVE
PATTERNS AND ELEMENTS
- SINGLE FAMILY HOUSE
- LOT WIDTH (66'-0")
- RECTANGULAR HOUSE
- 2 STOREY APPEARANCE
- HIP ROOF AND GABLE ROOF
- STUCCO WALL AND BRICK CLADDING WALL FINISH

11480/11500 RAILWAY AVE (LOT 1)
PATTERNS AND ELEMENTS
- "TUDOR" STYLE
- TWO FAMILY HOUSE
- LOT WIDTH (44.8')
- RECTANGULAR HOUSE
- 2 STOREY APPEARANCE
- GABLE ROOF
- STUCCO WALL CLADDING WALL FINISH

11480/11500 RAILWAY AVE (LOT 2)
PATTERNS AND ELEMENTS
- "MODERN FARMHOUSE" STYLE
- TWO FAMILY HOUSE
- LOT WIDTH (41')
- RECTANGULAR HOUSE
- 2 STOREY APPEARANCE
- CROSS GABLE ROOF
- BOARD & BATTEN HARDIE WALL CLADDING WALL FINISH

11480/11500 RAILWAY AVE (LOT 3)
PATTERNS AND ELEMENTS
- "CRAFTSMAN" STYLE
- TWO FAMILY HOUSE
- LOT WIDTH (46')
- RECTANGULAR HOUSE
- 2 STOREY APPEARANCE
- HIP AND GABLE ROOF
- HARDIE SHINGLE SIDING & STONE CLADDING WALL FINISH

11540 RAILWAY AVE
PATTERNS AND ELEMENTS
- SINGLE FAMILY HOUSE
- LOT WIDTH (66'-0")
- RECTANGULAR HOUSE
- 2 STOREY APPEARANCE
- GABLE ROOF
- STUCCO WALL FINISH

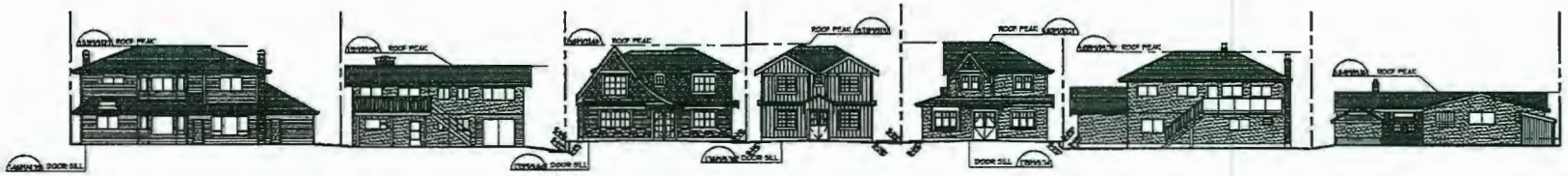
11560 RAILWAY AVE
PATTERNS AND ELEMENTS
- SINGLE FAMILY HOUSE
- LOT WIDTH (72'-0")
- RECTANGULAR HOUSE
- 2 STOREY APPEARANCE
- HIP ROOF
- WOOD SIDING AND BRICK CLADDING WALL FINISH

2 STREETSCAPE ALONG RAILWAY AVENUE FACING EAST
SCALE 1 = 1/8

DRAWING A5.1

11440 RAILWAY AVE | 11460 RAILWAY AVE | 11460 RAILWAY AVE | 11460 RAILWAY AVE | 11540 RAILWAY AVE | 11560 RAILWAY AVE

1 PHOTO STREETSCAPE ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS
SCALE



11560 RAILWAY AVE | 11540 RAILWAY AVE | 11480/11500 RAILWAY AVE (LOT 3) | 11480/11500 RAILWAY AVE (LOT 2) | 11480/11500 RAILWAY AVE (LOT 1) | 11460 RAILWAY AVE | 11440 RAILWAY AVE

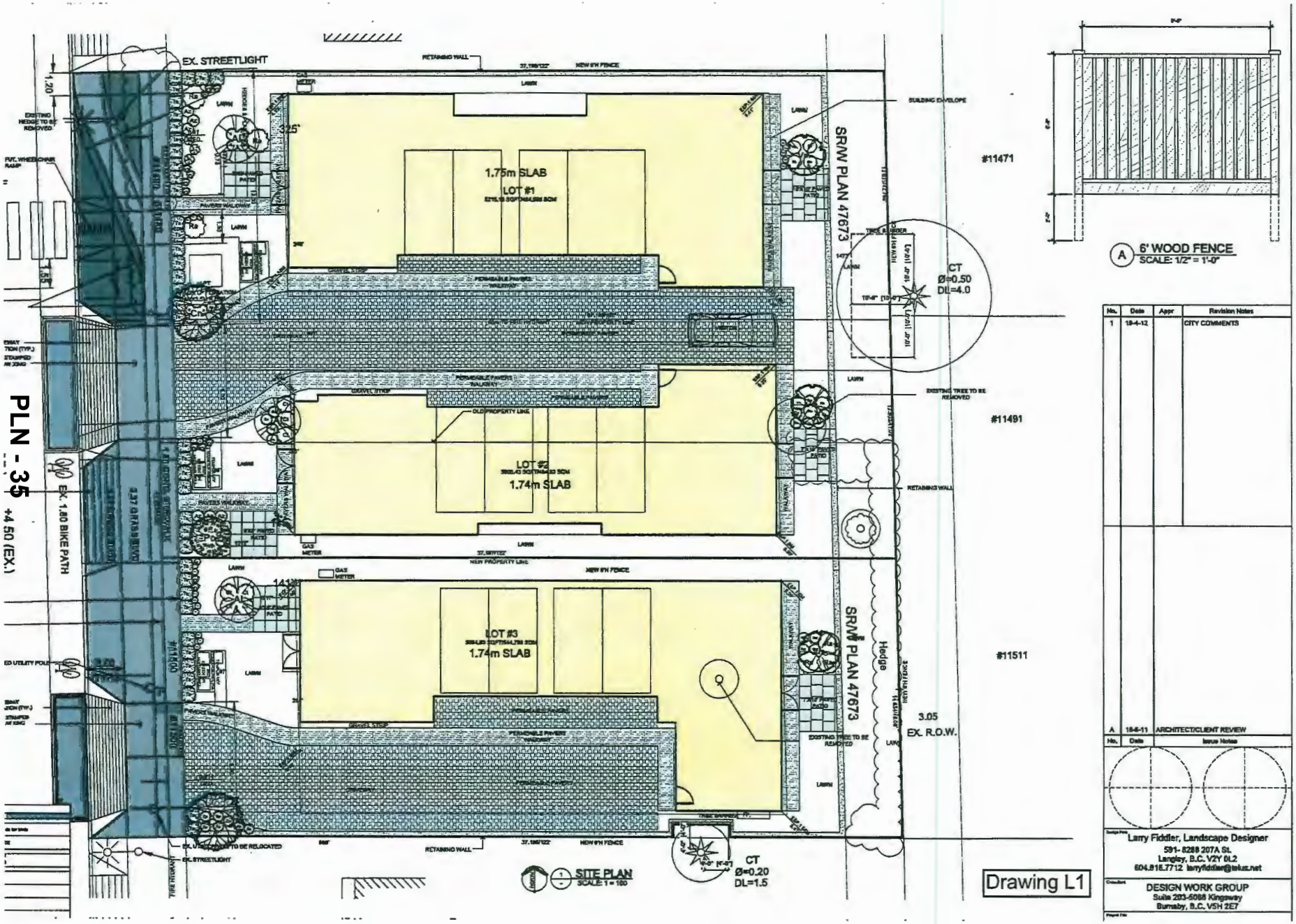
1 STREETSCAPE ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS
SCALE 1 = 1/8"

11471 RAILWAY AVE | 11451 RAILWAY AVE | 11433 RAILWAY AVE | GARRY ST | 4771 GARRY ST (UNIT 3)

1 PHOTO STREETSCAPE ALONG RAILWAY AVENUE FACING WEST
SCALE

DRAWING A5.0

PLN - 34



PLN - 35

A 6' WOOD FENCE
SCALE: 1/2" = 1'-0"

No.	Date	Appr	Revision Notes
1	18-4-12		CITY COMMENTS
A	18-6-11		ARCHITECT/CLIENT REVIEW

No.	Date	Issue Notes

Larry Fiddler, Landscape Designer
591- 8288 207A St.
Langley, B.C. V2Y 0L2
604.818.7712 larryfiddler@telus.net

DESIGN WORK GROUP
Suite 203-5088 Kingsway
Burnaby, B.C. V5H 2E7

Drawing L1

Plant List - 11480 -11500 RAILWAY AVENUE

	Qty	Common Name	Botanical Name	Scheduled Size	Comments
Conifers					
To	39	Emerald Arborvitae	Thuja occidentalis 'Emerald' (T.o. 'Smaragd')	1.8m.	Provides cover & seeds for birds
Sp	1	Serbian Spruce	Picea omorika	3.5m. B&B	REPLACEMENT TREE
Ornamental Grass-Bamboos					
Ha	5	Golden Japanese Forest Grass	Hakonechloa macra 'Aureola'	#1	
Perennials					
Ber	16	Bressingham Ruby Heartleaf Bergenia	Bergenia 'Bressingham Ruby' P.P.# 7344	#1	
Rd	8	Goldsturm Black Eyed Susan	Rudbeckia fulgida 'Goldsturm'	#2	
Hi	12	Joan Senior Daylily	Hemerocallis x 'Joan Senior'	#1	
Ep	13	Purple Coneflower	Echinacea purpurea	#2	Attracts birds
Eu	3	Shorty Spurge	Euphorbia 'Shorty' P.P.A.F.	#2	
Shrubs					
Ra	3	Anah Krushke Rhododendron	Rhododendron x 'Anah Krushke'	#5	
Ct	7	Aztec Pearl Mexican Orange Blossom	Choisya ternata 'Aztec Pearl'	#5	
Rb	7	Blue Diamond Rhododendron	Rhododendron x `Blue Diamond` (H-3)	#5	
Az	6	Hino-Crimson Azalea	Azalea `Hino-Crimson` (Kurume hybrid)	#3	
Re	3	King Edward VII Flowering Currant	Ribes sanguineum 'King Edward VII'	#2	
Gs	12	Salal	Gaultheria shallon	#2	
Trees					
Cor	2	Eddie's White Wonder Dogwood	Cornus x 'Eddie's White Wonder'	6cm. B&B	REPLACEMENT TREE
Ac	3	Pacific Fire Vine Maple	Acer circinatum 'Pacific Fire'	2.5m. B&B	native species
Am	3	Shadblow Serviceberry	Amelanchier canadensis	2.5m. B&B	Wildlife Habitat

PLN - 36

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 17-771371 **Attachment 4**

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1113132 BC LTD.	No change
Site Size (m^2):	1,530.6 m^2	Ranging from 464.8 m^2 to 544.8 m^2 per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	2	6
Other Designations:	n/a	No change

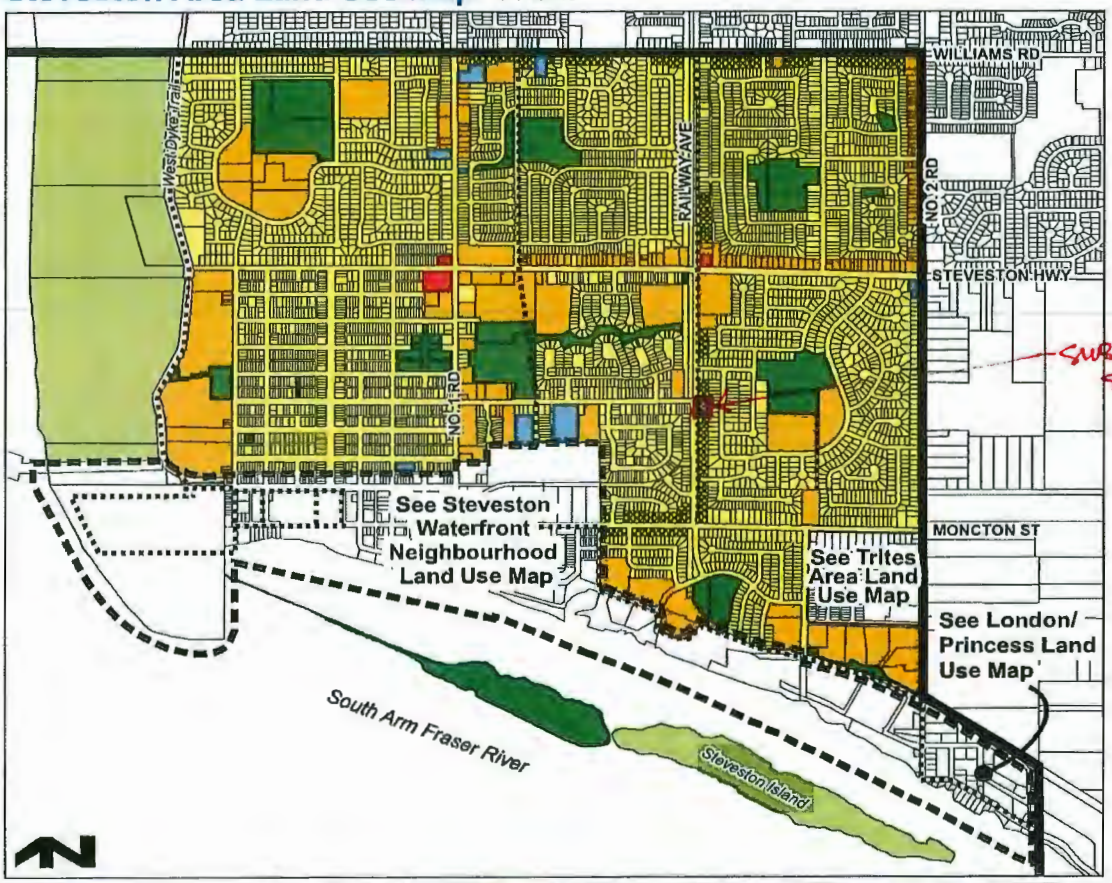
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m^2 per lot	0.6 FAR	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: 45% Max. Non-porous Surfaces: 70% Max. Landscaping: 25% Min.	none
Lot Size:	Min. 464.5 m^2	464.8 m^2 to 544.8 m^2	none
Lot Dimensions (m):	Width: Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access Depth: Min. 30 m	Width: 12.5 m for the lots with shared vehicle access and 14.65 m for the lot with individual vehicle access Depth: 37.18 m Min.	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: 6 m Min. Rear: 6 m Min. Side: 1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	none
Off-street Parking (total):	13	13	none
Tandem Parking Spaces:	Permitted	0	none

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

Steveston Area Land Use Map

Bylaw 9604
2016/12/19



- Single-Family
- Single-Detached/Duplex/Triplex
- Multiple-Family
- Commercial
- Public Open Space
- Institutional
- Conservation Area
- Trail
- Steveston Area Boundary
- Steveston Waterfront Neighbourhood Boundary

Railway Development – Neighbourhood Consultation

11491 Kestrel Drive

(Ellene & Tim Gould) – ellenegould@aim.com

- Like the design
- Happy to be engaged
- The height of building and the layout of the property works for them

11511 Kestrel Drive

(Derek & Carmen) – lamsx4@gmail.com

- On board with the development
- Hoping we trim the hedge in the back to provide more sun

11471 Kestrel Drive

(Karl Reinders) – karlreinders@shaw.ca

- Likes the design
- On board with the development
- Doesn't feel he will be impacted much

11540 Railway Avenue

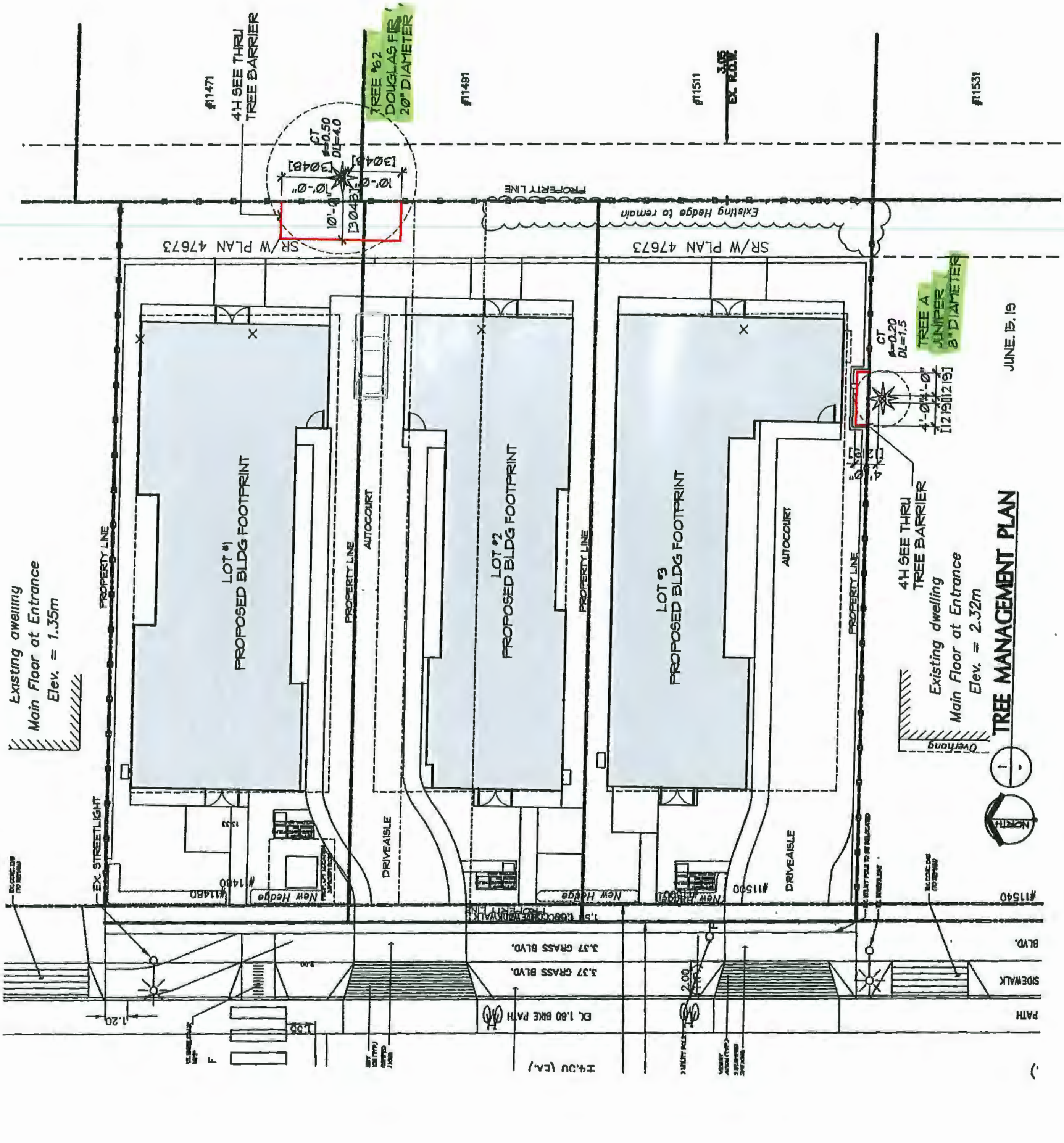
(Joy Ma)

- Likes the design
- On board with the development
- Doesn't feel she will be impacted
- Curios why he have not yet started breaking ground

11433 Railway Avenue

(Aziz Kara & Zabeen Kara) – armiek@gmail.com

- Feels design is tasteful
- Happy with the number of units
- On board with the development


TREE MANAGEMENT PLAN
NORTH
JUNE 15, 19
TREE #62
DOUGLAS FIR,
20" DIAMETER
TREE A
JUNIPER
8" DIAMETER
4H SEE THRU
TREE BARRIER
4H SEE THRU
TREE BARRIER
PROPERTY LINE
Existing Hedge to remain
SR/W PLAN 47673
SR/W PLAN 47673
#11471
#11491
#11511
#11531
LOT #1
PROPOSED BLDG FOOTPRINT
LOT #2
PROPOSED BLDG FOOTPRINT
LOT #3
PROPOSED BLDG FOOTPRINT
AUTOCOURT
AUTOCOURT
DRIVEAISLE
DRIVEAISLE
PROPERTY LINE
Existing dwelling
Main Floor at Entrance
Elev. = 1.35m
Existing dwelling
Main Floor at Entrance
Elev. = 2.32m
Overhang
EX. STREETLIGHT
New Hedge
New Hedge
#11480
#11500
#11540
3.37 GRASS BLVD.
3.37 GRASS BLVD.
EX. 1.80 BIKE PATH
BLVD.
SIDEWALK
PATH

bricklane

June 14, 2019

Attention: City of Richmond

Re: Energy Step Code on proposed duplex project – 11480 & 11500 Railway Avenue

Bricklane Developments fully supports the new step code requirements and will meet the targets on this Duplex project.

Furthermore, we attended the various City of Richmond breakfast seminars and took advantage of the free testing that was offered on 2 of our projects. Those projects were successful and we reached the targets laid out by the Energy Step Code.

If you have any questions, please feel free to contact me at Bricklanedevelopments@gmail.com or call 604-812-9561.

Sincerely,

Inder Johal
Vice President
Bricklane Developments
Suite 186 - 8120 No. 2 Road
Richmond, BC
V7C 5J8

City of Richmond

Rezoning Considerations

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

Address: 11480 and 11500 Railway Avenue **File No.:** RZ 17-771371

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, the developer is required to complete the following:

1. 0.92 m wide road dedication along the entire Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades; exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
   a) Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City;
   b) A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
   c) The buildings and driveways on all proposed lots are to be designed to accommodate on-site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.
4. Submission of a Contract entered into between the applicants/developers and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone on site for the protection of the trees to be retained on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. City acceptance of the developer's offer to voluntarily contribute $8.50 per buildable square foot (e.g. $82,000.75) to the City's Affordable Housing Reserve Fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
7. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:
   a) Water Works:
      - Using the OCP Model, there is 334 L/s of water available at a 20 psi residual at the Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
      - The Developer is required to Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
      - At the Developers cost, the City is to:
        - Install six new water service connections to serve the proposed development, complete with meters and meter boxes.
        - Cut and cap, at main, both existing water service connections serving the development site.
   b) Storm Sewer Works:
      - At Developer's cost, the City is to:

Initial: _____

- Cut and cap, at main, the storm service connection at the north property line of 11500 Railway Avenue and remove inspection chamber STIC51163.
- Cut and cap, at inspection chamber, the existing service connection at the northern property line of 11480 Railway Avenue. Retain inspection chamber STIC51162 for boulevard drainage, and replace solid inspection chamber cover with grate if applicable.
- Cut and cap, at inspection chamber, the southern-most service connection serving the development site and retain inspection chamber STIC51180 serving 11540 Railway Avenue.
- Install three new storm service connections complete with inspection chambers. Or, alternatively, two new storm service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.

c) Sanitary Sewer Works:

- The Developer is required to:
  - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
  - Ensure no encroachments of onsite works (proposed trees, buildings, non-removable fences, retaining walls, etc.) into existing sanitary right-of-way along north property line of subject site.
- At Developer's cost, the City is to:
  - Cut and cap, at main, the existing sanitary service connection remove inspection chamber SIC15772.
  - Install three new sanitary service connections complete with inspection chambers. Or, alternatively, two new sanitary service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.

d) Frontage Improvements:

- Construct a new 1.5 m wide concrete sidewalk at the new property line. The new sidewalk is to connect to the existing sidewalk north and south of the subject site.
- Remove the existing sidewalk and backfill the area between the curb and the new sidewalk to provide a minimum 1.5 m wide grass boulevard with street trees. The boulevard width is exclusive of the 0.15 m wide curb.
- All existing driveways along the Railway Avenue development frontage are to be closed permanently. The developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
- Construct a new shared driveway to City design standards: 6.0 m wide at the property line with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard. The driveway width is to be kept at 6.0 m for a distance of 6.0 m from the back of the sidewalk to allow for two vehicles in opposite directions to pass. The driveway can be tapered at a 5:1 transition to a minimum width of 4.0 m (wider if garbage and recycling collection is provided door to door).
- Provide special stamped/tinted concrete treatment for the sidewalk across the driveway to better highlight the driveway for pedestrians.
- Relocate/upgrade the existing streetlights along Railway Avenue as required by the proposed sidewalk/driveway and to meet lighting requirements. Consult Engineering on other utility requirements as part of the frontage works.
- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- Coordinate with BC Hydro, Telus and other private communication service providers
  - To relocate/underground the existing overhead poles and lines as required to prevent conflict with the proposed frontage works (i.e. sidewalk and boulevard).
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To underground overhead service lines.

Initial: _____

- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.

e) General Items:

- The Developer is required to:
  - Provide, within the building permit application, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (i.e. AC water main on Railway Avenue, and rear-yard sanitary main) and provide mitigation recommendations.
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Registration of a cross-access easement over the driveway, drive aisle, and visitor parking stall shared between the two northern lots.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

* This requires a separate application.

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

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

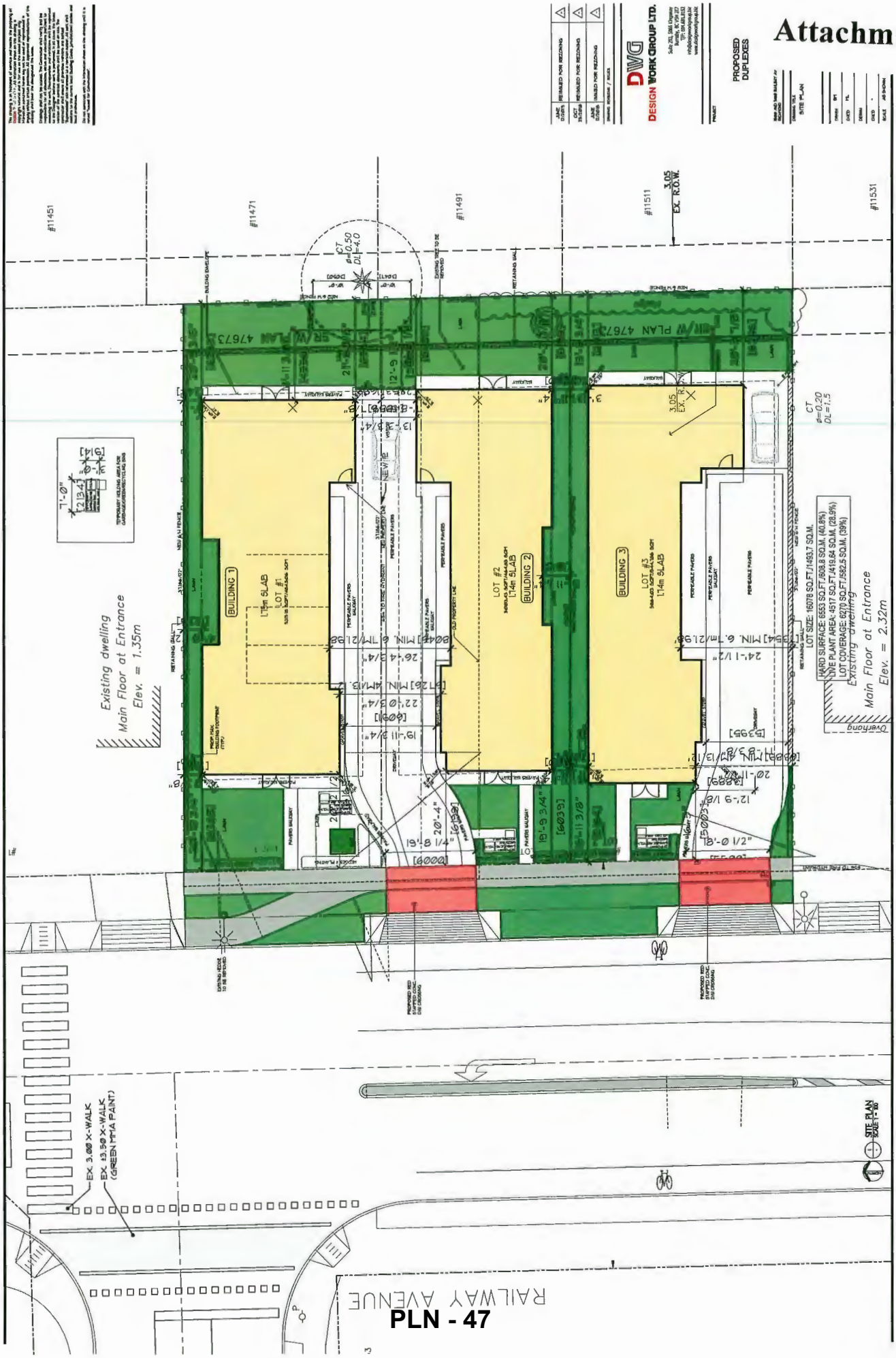
Initial: _____

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 _____ Date _____

Attachment C



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 17-771371 **Attachment D**

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

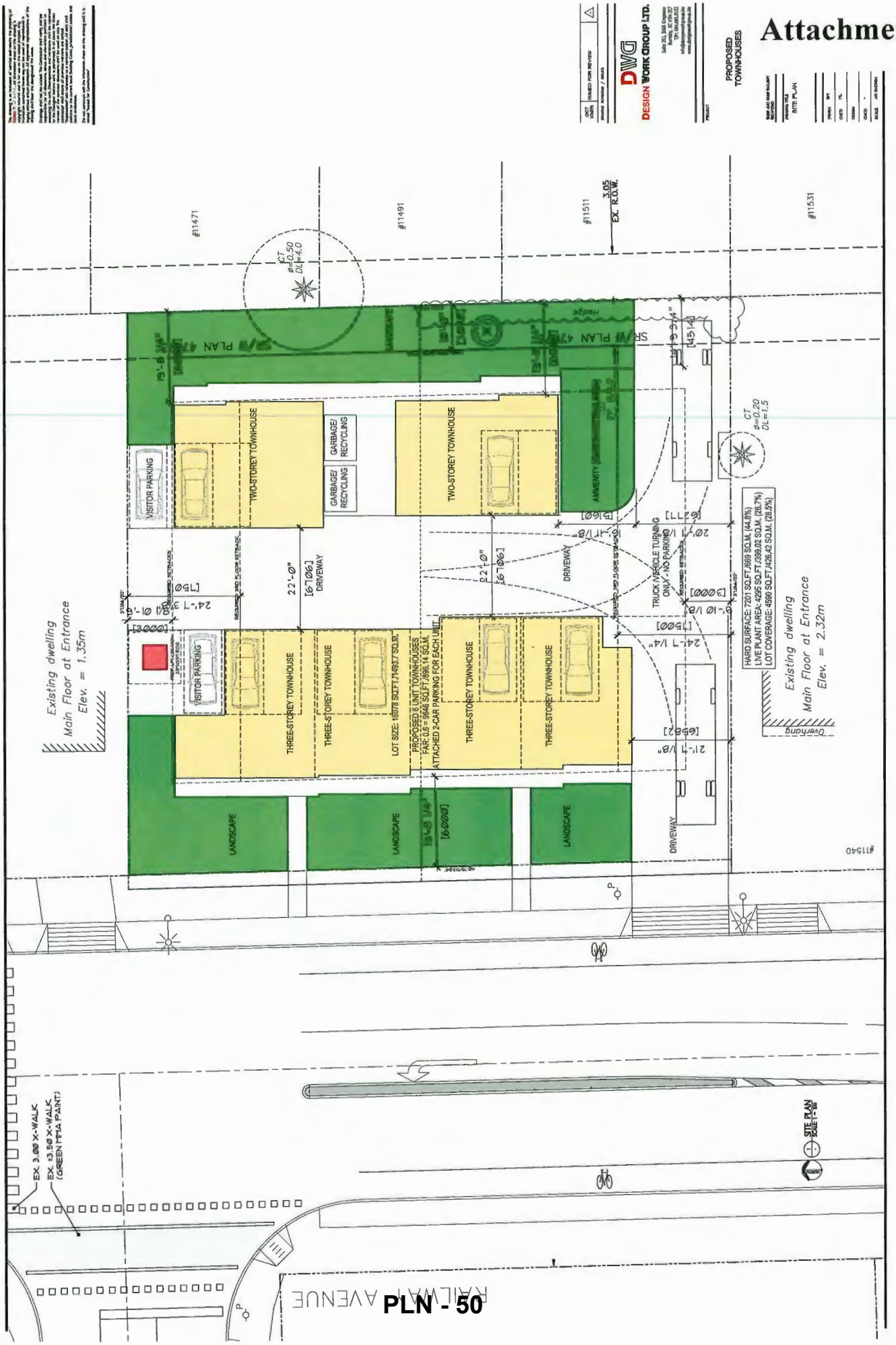
	Existing	Proposed
Owner:	1113132 BC LTD.	No change
Site Size (m^2):	1,530.6 m^2	Ranging from 464.8 m^2 to 544.8 m^2 per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	2	6
Other Designations:	n/a	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m^2 per lot	0.6 FAR	none permitted
Lot Coverage of Buildings:	Max. 45%	45% Max.	none
Lot Coverage of Non-porous Surfaces:	Max. 70%	70% Max.	none
Lot Coverage of Landscaping:	Min. 25%	25% Min.	none
Lot Size:	Min. 464.5 m^2	Lot #1: 484.1 m^2 Lot #2: 464.8 m^2 Lot #3: 544.8 m^2	none
Lot Width (m):	Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access	Lot #1: 13.01 m Lot #2: 12.50 m Lot #3: 14.65 m	none
Lot Width (m):	Min. 30 m	37.18 m Min.	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks – Front (m):	Min. 6 m	Lots #1 & #2: 6 m Min. Lot #3: 5.0 m Min.	**Variance Requested (Lot #3 only)**
Setbacks – Rear (m):	Min. 6 m	6 m Min.	none
Setbacks – Side (m):	Min. 1.2 m	1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4): Lots #1 & #2 - 1 space in total Lot #3 - not required	Lots #1 & #2 - 1 space in total Lot #3 – 1 space	none
Off-street Parking (total):	13	14	none
Tandem Parking Spaces:	Permitted	0	none

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

Attachment E



Attachment F

Letter of Support

Date: September 14, 2019
To: Mayor and City Council

Re: Richmond Zoning ByLaw 8500, Amendment Bylaw 10060 (RC 17-771371)
Location: 11480 and 11500 Railway Ave
Applicant: Design Work Group Ltd
Purpose: To rezone the property from "Single Detached (RS1/E) to "Arterial Road Two-Unit Dwelling (RDA)", to permit the property to be subdivided into three duplex lots.

Dear Mayor and Council,
Based on the outcome of the Public Hearing on September 3, 2019, we feel it is important for us to reiterate our support for this project. We are enthusiastic about the current development proposal and feel that it complies with the rezoning stipulations and is ideal for this location as well as neighborhood for the following reasons:

1. **Community driven:** Reflects the results of the recent 3-year public consultation process for the rezoning plan for the Richmond, "2041 Official Community Plan Bylaw 9000".
- The current proposal follows the technical requirements and reflects the intention/spirit of the minor Arterial Road Duplex Development rezoning approach:
    a. Designates duplex/triplex developments for this specific portion of Railway
    b. Provides for more affordable housing options through this increased density

2. **Neighborhood compatibility:**
a. **The duplex design** aligns with the existing neighborhood: both in height and appearance.
Note: The developer has worked closely with the City Planning and Development Division over these past two years to ensure this proposal meets all updated requirements. They have provided six revisions over this period in response to feedback. They have consulted with the immediate neighbors in the process.

b. **Adjacent project:** The parallel "duplex development" on the adjacent property (11540 Railway Ave/ RZ18-819258) received full support at Third Reading by City Council on June 17, 2019. At the September Public Hearing, Council expressed preference for architectural continuity for neighborhoods. We feel this proposal exemplifies that continuity with this adjacent project.

3. **Neighbor input/feedback:** The feedback from the neighbors has been positive. Input outlined in the formal proposal document "Attachment #6") Comments such as:
- like the design – tasteful
- happy with the number of units
- the height and layout of the property works for us
- on board with the development
- curious why he has not yet started breaking ground

4. **More affordable housing option; with a family and senior friendly design:**
   - Family friendly housing: 3 bedrooms (yet smaller than single family home)
     - close to schools and community center
   - Provides a style of housing which allows for individuals to "age in place";
     - two levels (only one set of stairs) – appropriate for stair gliders (curved model)
     - the garage is at entry level
     - aging in place features in all units; provision for two convertible units
     - although smaller, is still large enough to house a caregiver if needed.
     - reasonably close to essential amenities (Steveston)
     - immediate access to public transit (across the street)

5. **Parking:** The complex does provide each resident with two enclosed parking spaces (double garages) as well as visitor parking. This minimizes any parking impact on the neighboring area. Also, the turn radius from the garages allows for a "forward facing" exit from the property.

6. **Personal perspective:** We are excited to be part of this development for all the above reasons. This has been our family property and home since 1956. We were looking forward to staying in our neighborhood (on this property) and "aging in place". This recent rezoning as well as the proposed development design would enable us to do that. We specifically sold the property to a developer who shares that vision and is a member of the neighboring Richmond community.

Action: We are sharing our perspective and enthusiasm for this development as proposed and are hoping that Mayor and Council will give it your full support as well.

Thank you,

Nadja Wojna	nadjawojna@icloud.com
Edwin Lockefeer	edwinlockefeer@icloud.com
Vera Wojna	vmwojna@gmail.com

Former owners of 11480 and 11500 Railway Avenue

September 16, 2019
Re: Rezoning Bylaw 8500 Public Hearing for File #: 17-771371
Address: 11480/11500 Railway Ave

Dear Mayor and Council

I heard about the outcome of the September Public Hearing on this proposal and that it did not pass and was referred back to the planning office. I was surprised by this result as it was fully supported at 1st Reading. I've spoken to my immediate neighbors and we were all happy with the proposed development. As such, we did not come forward at the Public Hearing given we assumed that one would typically only come forward or provide a submission if we had objections or concerns.

As a direct neighbor of this property (11460 Railway Ave), I feel it is important to share with you my support for the proposal as outlined.

I was satisfied with the three-year municipal consultation process that resulted in the new "2041 Community Plan Bylaw" for Richmond; specifically, the specific level of density set out for this portion of Railway. The rezoning allows for two story duplexes or triplexes (dependent on the size of the property). That change is most logical & environmentally friendly for this area – allowing for smaller and more affordable housing. This would benefit families as well as seniors who are downsizing, but still want space for their children and grandchildren who live out-of-town to be able to visit.

With respect to this specific development, I have been kept informed by the developer (and my family) regarding the style of development, the height and the density. I know that the developer has worked closely with the Richmond Planning and Development Office as well as my family (former owners of the property). Effort has been made to ensure that it is viable, tasteful and appropriate for this specific location and most importantly would fit into the current neighbourhood. Your planned densification of this area would allow us neighbours to feel comfortable with the outcome.

My current home & the property for development has been in my family since 1956. I do care about how it gets developed. Densification is inevitable but it needs to be in keeping with the neighbourhood, the community parks, schools and trails. I feel this is a very good proposal. I'd be happy to live next to this development as outlined.

Sincerely,

Valentina Wojna
11460 Railway Ave,
Richmond BC

Gmail

Fwd: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Nadja <nadjawojna@icloud.com> Thu, Sep 19, 2019 at 11:15 PM
To: Inder Johal <inder.j1000@gmail.com>

Keep smiling & have fun! Nadja

Begin forwarded message:

From: Randy <randy@hydraclean.net>
Date: September 19, 2019 at 19:46:34 GMT+2
To: mayorandcouncillors@richmond.ca
Subject: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Re: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Hello, my name is Randy Scherk. co-owner with my wife, of 11580 Railway Avenue. I would like to express my opinion about the subject development.

I am not against the project as originally presented as it seemed to fit nicely into the neighborhood. However, I am concerned with the potential higher density in any revised proposal. Higher density will cause problems with illegal suites and on street parking. Plus, it will forever change the "look and feel" of the existing neighborhood. There are currently no three story buildings on either side of Railway between Steveston Highway and Moncton Street. To change the existing proposal to allow three story homes will set, what I consider, a bad precedent for future development in our neighborhood.

Please leave it at two stories so the people in the neighborhood don't have to contend with the higher density and resulting demand on street parking. There is no street parking in front of the proposed units. There is no street parking across Railway (west side) from Steveston Highway to Moncton Street. Higher density will put pressure on the limited existing street parking, further south on the east side of Railway. Should you decide to go ahead with the higher density please consider increasing the number of on-site "visitor parking" spaces.

Thank you for listening.
Randy Scherk
11580 Railway Avenue
Richmond BC V7E 2B9
(C) 604-209-7707

11491 Kestrel Drive,
Richmond, B.C.
V7E 4E3

October 2, 2019

To the Mayor and Councillors of Richmond

Re: Proposed Development by Bricklane Properties at 11480 and 11500 Railway Avenue

I was not able to attend the September 3 Council meeting where this development proposal was discussed and apparently denied. I have however read the minutes of the meeting, as well as a letter from a resident on Garry Street. It is my understanding from the minutes that while there may have been an expressed concern regarding lack of visitor parking in the proposed development, the actual reason for denial and deferment is to increase the density of development on these two currently single family lots. My husband and I own a home that backs onto these lots. We are very concerned to hear that City Council would like even greater density on these lots than the proposed duplexes of Bricklane Properties.

A greater density than the 6 duplexes would place terrible pressure on residential parking in the area, as we know that parking is forbidden on Railway. Visitors would have to cross Railway and seek parking somewhere along Garry Street where there are already parking issues due to townhouses at the corner of Garry and Railway.

Our biggest concern however, is the density, the lack of privacy and the likely three story height that would come with townhouses behind our homes. There would be increased noise and much less sun for our garden.

We understand that with progress comes the need for increased density. We are supportive of the proposed Bricklane development as it is attractive and innovative in how the buildings are oriented. It increases the density of the lots, but does so in a sensitive and tolerable manner. The developers have sought community input and assure us that they have amended their plans to include more visitor parking.

We hope that you will reconsider the Bricklane Properties application and not go forward with townhouses on this small area.

Sincerely,

Tim and Ellen Gould
604 275-2648

September 19, 2019

Mr. & Mrs. Derek Lam
11511 Kestrel Drive
Richmond, B.C.
V7E 4E3

To Whom It May Concern:

It has come to my attention that the City of Richmond has denied the builders' plans to redevelop the two lots behind my lot facing Railway into three sets of duplexes and are wanting these lots to be rezoned for town houses.

My neighbour and I are not happy about having high density housing (townhouses) behind our lots, especially if they are three stories high! I have seen the developers' plans for the duplexes and felt they were more appropriate instead of town houses.

I am hoping the city will reconsider their decision and allow the builders to proceed with their plans for back to back duplexes instead of multi-townhouses.

Sincerely,

Derek Lam
Home Owner

September 20, 2019

To the Mayor and Councillors of Richmond

Re: Proposed Development by Bricklane Properties at 11480 and 11500 Railway Avenue

Dear Mayor & Council:

It has come to our attention that the above rezoning application has been rejected. This is disappointing. We find the original proposal to be in keeping with the neighbourhood and, from a visual appearance from the street, will look like 3 individual houses while adding much needed density.

We live around the corner and walk by there every day on our walk into Steveston to socialize with our community neighbours.

We heard rumours that council suggested a redevelopment of 3 stories in the front and two stories in the back with a road in between. If you see the lot depth, you will find that is very impractical.

An example of 3 high in the front, 2 high behind is located on Steveston Highway next to O'Hare's Pub. We find this arrangement to be unattractive, especially so close to the street. It looms over everything in that neighbourhood. We suggest that you look at this development and see for yourself. We think it was a mistake.

Thank you for your consideration.
Ed & Anne Ikeda
5220 Bunting Avenue

CAMPBELL FROH MAY & RICE LLP

Ralph A. May* Jefferson N. Froh* Richard P. Keevil Samuel E. Suk
Mark E. Standerwick* William D. MacLeod* Edward L. Montague Victoria C.L. Wu
Eric D. Schroter* Robert R. Allan* Melinda G. Voros Esteban T. Kähs
Katherine E. Ducey* Spencer O. May* Karla S. Mukai

* A law corporation

Email: eschroter@cfmrlaw.com
Assistant: dloong@cfmrlaw.com
Our File No.: 034152-0085351\302168

June 7, 2017

Edwin Lockefeer and Nadja Wojna
11500 Railway Avenue
Richmond, BC
V7E 2B9

Wera Wojna
11480 Railway Avenue
Richmond, BC
V7E 2B9

Dear Sir/Madam:

Re: Purchase, Sale and Redevelopment of 11480 and 11500 Railway Avenue, Richmond, BC (the "Properties")

As solicitors for 1113132 B.C. Ltd. (the "Purchaser"), we are writing to confirm some of the additional details with respect to the purchase, sale and redevelopment of the Properties. By way of background, the parties have, or will enter into two separate contracts of purchase and sale, each dated June 1, 2017 (the "Contracts"), with respect to the purchase and sale of the Properties. It is a condition of each of the Contracts that the parties execute a letter agreement outlining the overall redevelopment plans for the Properties and this letter will serve that purpose.

The additional terms agreed to by the parties are attached hereto as Schedule A and a copy of the proposed plan for the Properties is attached hereto as Schedule B. In addition to the terms outlined in the attached, Edwin Lockefeer, Nadja Wojna and the Purchaser will enter into the BC standard form residential tenancy agreement as modified by the terms set out in Schedule A with respect to the property civically known as 11500 Railway, Avenue, Richmond, B.C..

The loan from Edwin Lockefeer and Nadja Wojna to 1113132 B.C. Ltd. in the principal amount of [redacted] will be evidenced by a promissory note incorporating the terms set out in Schedule A and secured by the personal guarantees of Chris Bonkowski and Inder Johal and further secured by a second mortgage charging the Properties. The full amount of the loan will be shown as a credit to the Buyer on the Seller's statement of adjustment and be considered to be advanced as at the completion date.

Suite 200 – 5611 Cooney Rd., Richmond, BC V6X 3J6 | t. 604 273-8481 | f. 604 273-4729 | toll free 1 800 883-8288 | www.cfmrlaw.com

SCHEDULE A TO LETTER AGREEMENT DATED JUNE 7th 2017

Revised: By Edwin Lockefeer June 16th.

Items for Letter agreement

Pre-Sale Location: The Buyers, Edwin Lockefeer and Nadja Wojna ("Lockefeer-Wojna") agree to purchase from the sellers ("1113132 B.C. Ltd") Unit B. located on the South-East Lot . (currently 11500 Railway Avenue, Richmond B.C. V7E-2B9) see also site plan and current proposed plan by Design Work Group dated March 30th 2017. Proposed size of property/ Duplex comprising of **Unit A** (front unit) **and Unit B** (back unit) is 5,362 Sq.Ft. Total proposed land portion of **unit B** is 50% and therefore 2,681 Sq.Ft.

Size of Back Duplex (Unit B) The current proposed size of Unit B is **1717 Sq.Ft.** plus a double garage of approx. **408 Sq.Ft.** (see proposed plan DWG dated March 30th 2017 for detail)

Pre-sale Price: Both parties agree that the pre sale price (1 of 6 units, Unit B) for Lockefeer-Wojna is at **cost plus** [redacted] (final price will Not exceed [redacted] per Sq.Ft.)

Final sale price to be determined based on actual Sq.Ft. of **unit B.** (will be no less than the currently proposed **1717 Sq Ft**). 1113132 B.C. Ltd will provide Lockefeer-Wojna with the final approved drawings of Unit B when they are approved by City of Richmond. Lockefeer-Wojna are responsible for the G.S.T. and transfer taxes (if applicable). **1113132 B.C. Ltd** will lock in the G.S.T. for Lockefeer-Wojna based on the agreed sale price.

The price of [redacted] per Sq.Ft. includes a finished backyard, fencing and garden (as required by the City of Richmond.) It is the understanding of Lockefeer-Wojna that the current trees in the back of garden will remain. Both parties agree that the price includes the suggested changes to the proposed drawings dated march 30th by DWG: (As discussed with Inder/Edwin) i.e. re-locate the laundry room to the upstairs, add bench/mud room downstairs, remove Island in kitchen and set back and add on east wall built-in cabinets above countertop, add bar sink, installation of sufficient electrical outlets to accommodate coffeemaker and or other small appliances on the east wall.

Both parties agree to discuss other minor requests at a later date; examples outdoor electrical outlet(s), outside water tap, gas attachment for BBQ and water pressure balancing valves for showers / All lights LED.... Note: some of these items might already included in design

Both parties agree to have a dialogue regarding: plumbing requirements, windows /doors and alarm system / heating system / heated floors / insulation between 2 units / extra wall between **unit A** and **unit B** that extends fully into the attic (insulating with mineral wool insulation) to reduce noise levels.

The finishing of unit B shall be comparable or better than the following finished projects from Bricklane properties. #546 - #548 East 10th in Vancouver B.C. 1113132 B.C. Ltd agrees to show Lockefeer-Wojna comparable projects in Richmond /Vancouver.

Down payment: Lockefeer-Wojna agree to provide a down payment of **Cad 5,000** for **Unit B**, to be placed in trust by **1113132 B.C. Ltd's** lawyer. This downpayment is **0%** interest bearing. Down payment is due on June 28th 2017 (or completion date)

Upgrades/ special requests: Lockefeer-Wojna and 1113132 B.C. Ltd agree that any upgrades or special requests requested by Lockefeer-Wojna in addition to the allowable budgeted items. Lockefeer-Wojna will be responsible for additional payment to **1113132 B.C. Ltd.**

These additional items, upgrades and special requests, will be charged at **cost plus 12.5%** and 1113132 B.C. Ltd agrees to provide Lockefeer-Wojna with back-up to justify the expense. Lockefeer-Wojna and 1113132 B.C. Ltd agree that any of these requests and or upgrades need to signed off* by Lockefeer-Wojna in writing. (*in order for 1113132 B.C. Ltd to charge Lockefeer-Wojna)

Loan to 1113132 B.C. Ltd : Lockefeer-Wojna agrees to provide a loan to seller of [redacted] This loan is interest bearing at a rate of **3.35% per annum** starting July 01st 2017.

First mortgage Loan-to-value (LTV) cannot exceed 55% of the combined purchase price of the 2 properties.(3.4 mil) The cumulative Loan to value (CLVT) can't exceed 80% of the average of the appraised value and the purchase price of both properties. (3.3 mil)

1113132 B.C. Ltd agrees to have a minimum amount of between [redacted] equity in the project. 1st mortgage Maximum amount o[redacted]

Interest from loan to 1113132 B.C. Ltd is payable at the **end of each quarter** or portion of quarter @ a monthly rate of Cad 2,093.75 and/or **Cad 6,281.25** for a full quarter. If 1113132 B.C. Ltd. agrees to all terms of the loan and collateral the **1st** interest **payment** is due September 30th 2017, for the amount of **Cad 6,281.25**

Late payment interest carries a penalty payment of **Cad 75.00** per day. The loan is for a period of **30 months**. If both parties agree to extend the loan after 22 months, due to a delay in the project, beyond 01st of May 2019 the interest rate will be the same for an additional 8 months (@ rate of 3.35% per annum). Pre payment of portion of loan or full repayment prior to 01st of May 2019* of loan is **Not** allowed prior to completion of the unit B. *When loan comes due Lockefeer-Wojna will use the moneys for partial payment of the said property (Unit B)

Lockefeer-Wojna request and require that **1113132 B.C. Ltd**. will provide collateral for the 750K loan and in addition require that a personal guarantee and **collateral** will be given by the **directors*** of **1113132 B.C. Ltd** for the loan.
* Chris Bonkowski and Inder Johal.

Note: a separate loan contract need to be prepared and need to include all terms and conditions as discussed. This contract should also clearly stipulate that the moneys are not to be used for anything other than the "Railway project" development.

Timeline project : (best estimates)
A) Rezoning 4-6 months from application date May 10th 2017
B) Development permit(s) 4 months after A.
C) Building permit(s) 2 months after B.
D) Break ground May 2018
E) Completion/move-in May 2019

Budget: 1113132 B.C. Ltd will provide Lockefeer-Wojna with the final budget as soon as this comes available and will continue to provide Lockefeer-Wojna with any budget changes/updates in a timely matter. 1113132 B.C. Ltd will mitigate risk by insuring the project for natural disasters as needed and insure themselves as the "contractor" for life insurance. Lockefeer-Wojna will be presented with a copy of life insurance/full disclosure prior to start building project but not later than August 1st 2017.

Rental : Lockefeer-Wojna agree to rent back the house 11500 Railway Avenue starting 01st July 2017 for a minimum period of 12 months or end the contract earlier as both parties agree. NO deposit is required by 1113132 B.C. Ltd. Rent is payable monthly at a rate of **Cad 2,150** per month due on the 1st working day of each month. 1113132 B.C. Ltd are responsible for property taxes, utility bill city of Richmond and applicable insurance on the house as of **July 01st 2017**. The tenants, Lockefeer-Wojna, are responsible for minor repairs up to Cad 100.00 per month and applicable tenants insurance. The rent includes a minimum of **3 lawn services** a month (as needed). The first rent payment is due on July 01st 2017 for the amount of **Cad 2,150.**

A signed Residential Tenancy Agreement # RTB-1 is attached with the **contract of purchase and sale**. Further details of rental contract to be added on addendum on form **# RTB-1** 1113132 B.C. Ltd will serve a minimum of 10 days notice to end tenancy, or earlier if both parties agree.

Assignment: 1113132 B.C. Ltd agree NOT to re-assign this contract, in whole or in part, to a third party without (written) approval of Lockefeer-Wojna and if approved Lockefeer-Wojna, 1113132 B.C. Ltd will share the additional proceeds over Cad 1,745.000,00 on a 50%-50% base with a minimum of Cad 95,000 for 11500 Railway. Lockefeer-Wojna has the right to arbitrarily deny re-assignment.

Warranty : FULL 2-5-10 year warranty with Pacific Home Warranty.

Confidentiality: The parties agree to keep the final terms of the contract confidential, including purchase price, and additional terms and shall not disclose any of the terms contained herein to any such person other than the parties respective directors, officers, employees, legal counsel and/or other professional advisors.

Revised: by Edwin Lockefeer 16-06-2017

City of Richmond

Bylaw 10060

Richmond Zoning Bylaw 8500
Amendment Bylaw 10060 (RZ 17-771371)
11480 and 11500 Railway Avenue

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)".**

   P.I.D. 004-024-621
   The Northerly 64 Feet of Lot 459 Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

   P.I.D. 004-024-460
   Lot 459 Except the Northerly 64 Feet Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10060".**

FIRST READING	JUL 22 2019
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 30, 2019
From:	Wayne Craig Director, Development	**File:**	RZ 19-850681
Re:	**Application by Dmitri Dudchenko for Rezoning at 11891 Dunavon Place from Single Detached (RS1/E) to Single Detached (RS2/A)**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10101, for the rezoning of 11891 Dunavon Place from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

Wayne Craig
Director, Development

WC:nc
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Affordable Housing	☑	

Staff Report

Origin

Dmitri Dudchenko has applied to the City of Richmond for permission to rezone 11891 Dunavon Place from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/A)" zone, to permit the property to be subdivided to create two single-family lots. Each lot is proposed to have a single detached dwelling with a secondary suite with vehicle access from Dunavon Place (Attachment 1). The proposed subdivision plan is shown in Attachment 2. The proposed plans are shown in Attachment 3.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Subject Site Existing Housing Profile

There is an existing duplex on the property, which will be demolished. The applicant has indicated that the dwelling units are currently rented and does not contain secondary suites.

Surrounding Development

Development immediately surrounding the subject property is as follows:

To the North: A single-family dwelling on a lot zoned "Single Detached (RS2/A)" fronting Dunavon Place.

To the South: Two single-family dwellings on lots zoned "Single Detached (RS1/A)" fronting Duncliffe Road.

To the East: A duplex on a lot zoned "Single Detached (RS2/A)" fronting Dunavon Place. The property's rezoning was adopted by Council in 2018 to permit a subdivision to create two lots (File No. RZ 15-704505).

To the West: Two single-family dwellings on lots zoned "Single Detached (RS1/A)" fronting Dunford Road.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject property is located in the Steveston planning area. It is designated "Neighbourhood Residential" in the Official Community Plan (OCP) and "Single-Family" in the Steveston Area Plan. The proposed rezoning and subdivision is consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5470

The subject property is located in an area governed by Single Family Lot Size Policy 5470 (Attachment 5). The Policy permits the subject property to be rezoned and subdivided in accordance with the provisions of the "Single Detached (RS2/A)" zone. The proposed rezoning and subdivision are consistent with this Policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

Should the Planning Committee endorse this application and Council grant 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*.

Analysis

Existing Legal Encumbrances

There are two existing Statutory Rights-of-Way (SRWs) registered on Title. Both SRWs (Registration numbers G43521 and G57217) for the location of public utilities do not fall on the subject property and no longer apply to the site. They should be discharged from Title prior to final adoption of the rezoning bylaw.

The applicant must provide new 3 m-wide utility rights-of-way along the entire west and south property lines. The applicant is aware that encroachment into a right-of-way is not permitted.

Transportation and Site Access

Vehicle access is proposed to be from Dunavon Place via separate driveway crossings to each new lot.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses three bylaw-sized trees on the subject property and three trees on a neighbouring property.

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

- Two trees located on site, one Norway spruce (Tag# 941, 42 cm dbh) and one Deodar cedar (Tag# 942, 52 cm dbh), are in good condition and should be retained and protected.
- One Norway spruce located on site (Tag# 943, 51 cm dbh) has sustained storm damage and exhibits a broken top with the top 15' of the tree failed, leaving the remaining crown unstable. It is leaning towards the neighbouring property to the east and should be removed and replaced.
- Three trees located on the eastern neighbouring property, two maple trees (Tag# os1, 33 cm dbh; Tag# os2, 20 cm dbh) and one Douglas fir (Tag# os3, 53 cm dbh), were proposed to be removed as part of the approved rezoning of the neighbouring property, which was adopted in 2018 (File No. RZ 15-704505). The three trees have since been removed.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove one on-site tree (Tag# 943). The 2:1 replacement ratio would require a total of two replacement trees for the on-site tree proposed to be removed. The applicant has agreed to plant one replacement tree and one new tree on each lot, for a total of four trees. The new and required replacement trees are to be of the following minimum sizes, based on the size of the tree 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
2	6 cm	3.5 m
2	10 cm	5.5 m

Prior to final adoption of the rezoning bylaw, the applicant must provide a $2,000 Landscape Security to ensure that two required replacement trees and two new trees are planted.

Tree Protection

Two on-site trees (Tag# 941, 942) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission of a $20,000 Tree Survival Security based on the size of the trees to be retained.

- 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.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. The applicant has indicated that the proposed suite for Lot 1 is a bachelor, approximately 46.5 m^2 (500 ft^2) and for Lot 2, a one-bedroom, approximately 46.5 m^2 (501 ft^2).

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant must enter into a Servicing Agreement for the required site servicing and off-site improvements listed in Attachment 7. These include, but may not be limited to:

- Installation of a new sanitary sewer complete with two new manholes within the Dunavon Pl roadway from the existing north-south aligned sanitary main between 11906 and 11920 Dunavon Pl to the common property line of the two lots that will be created. The approximate length of the required sanitary main is 29 meters.

At Subdivision stage, the applicant is also required to pay Development Cost Charges (City, Metro Vancouver, & Translink), School Site Acquisition Charges, Address Assignment Fees, and the costs associated with the completion of the required site servicing works as described in Attachment 7.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this application is to rezone 11891 Dunavon Place from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/A)" zone, to permit the property to be subdivided to create two single family lots. Each lot is proposed to have a single detached dwelling with a secondary suite and vehicle access from Dunavon Place.

This rezoning application is consistent with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

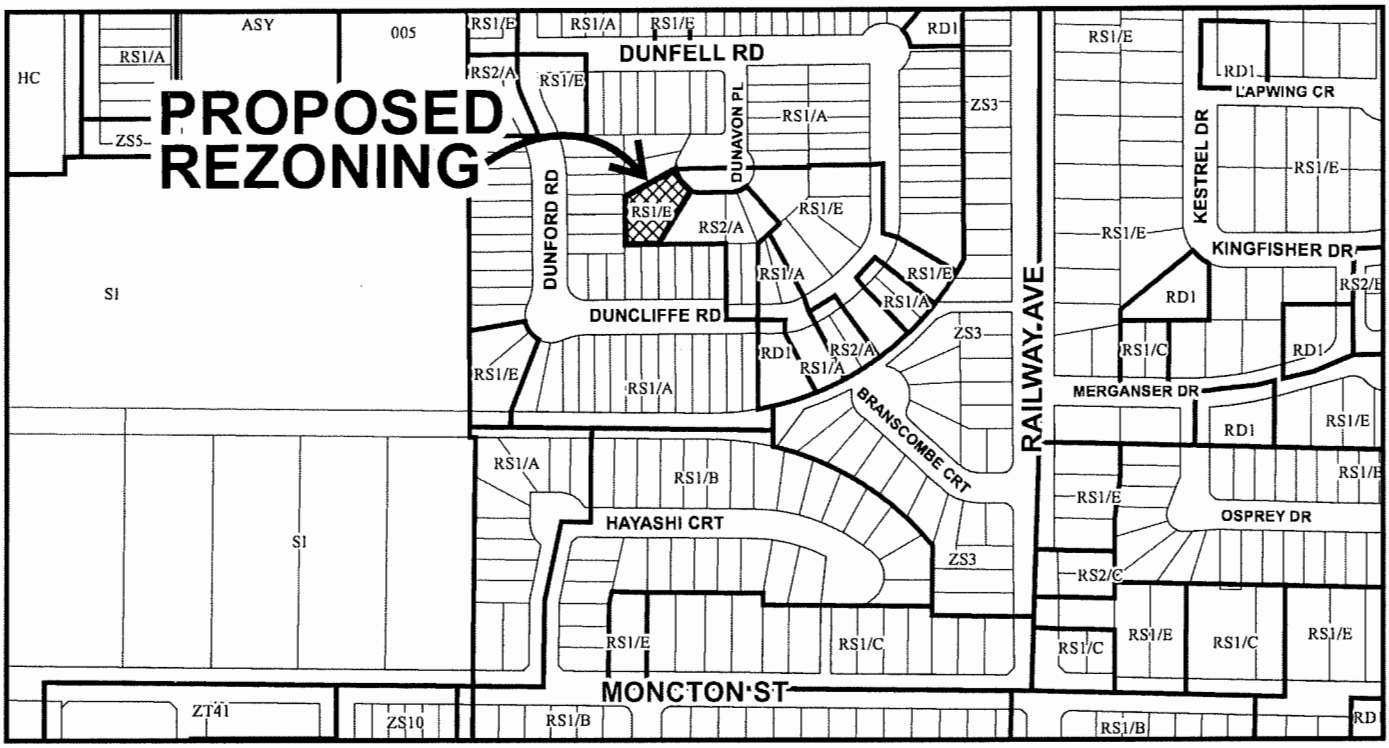
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10101 be introduced and given first reading.

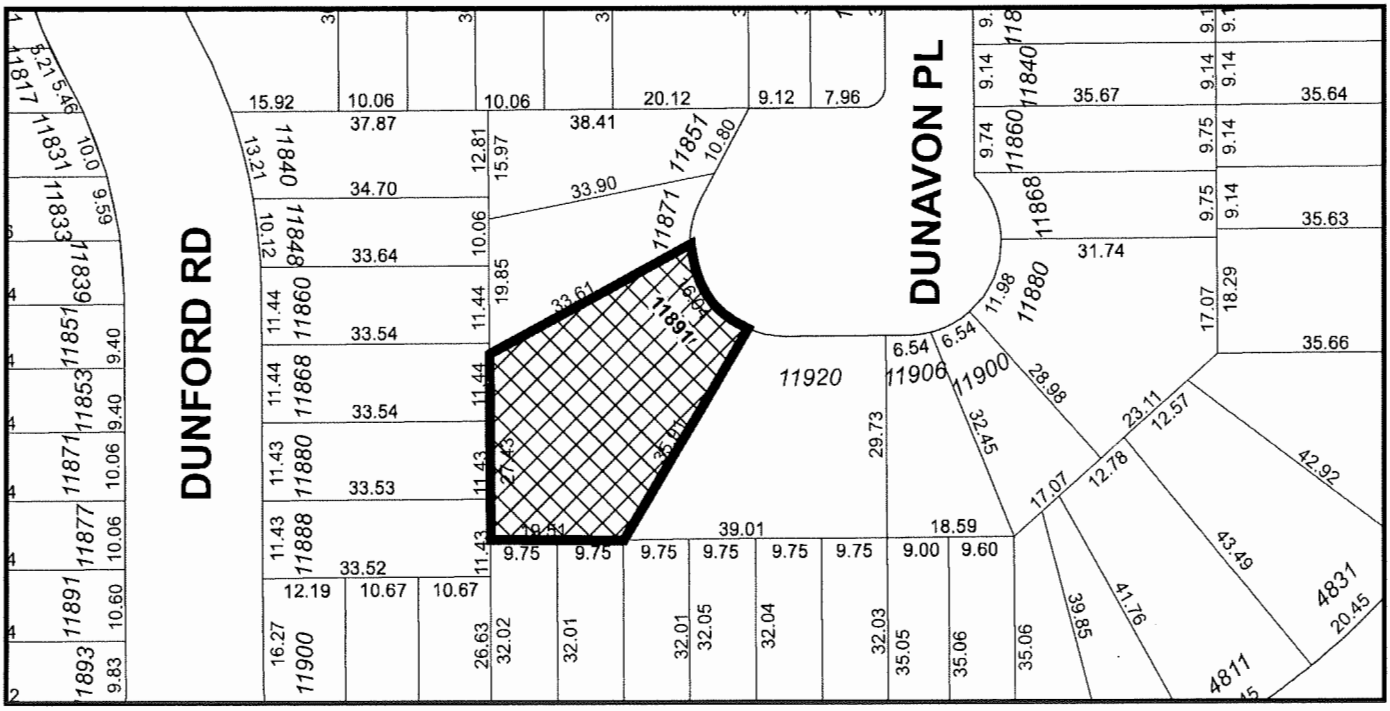
Natalie Cho
Planning Technician

NC:cas

Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Proposed Plans
Attachment 4: Development Application Data Sheet
Attachment 5: Lot Size Policy 5470
Attachment 6: Tree Retention Plan
Attachment 7: Rezoning Considerations

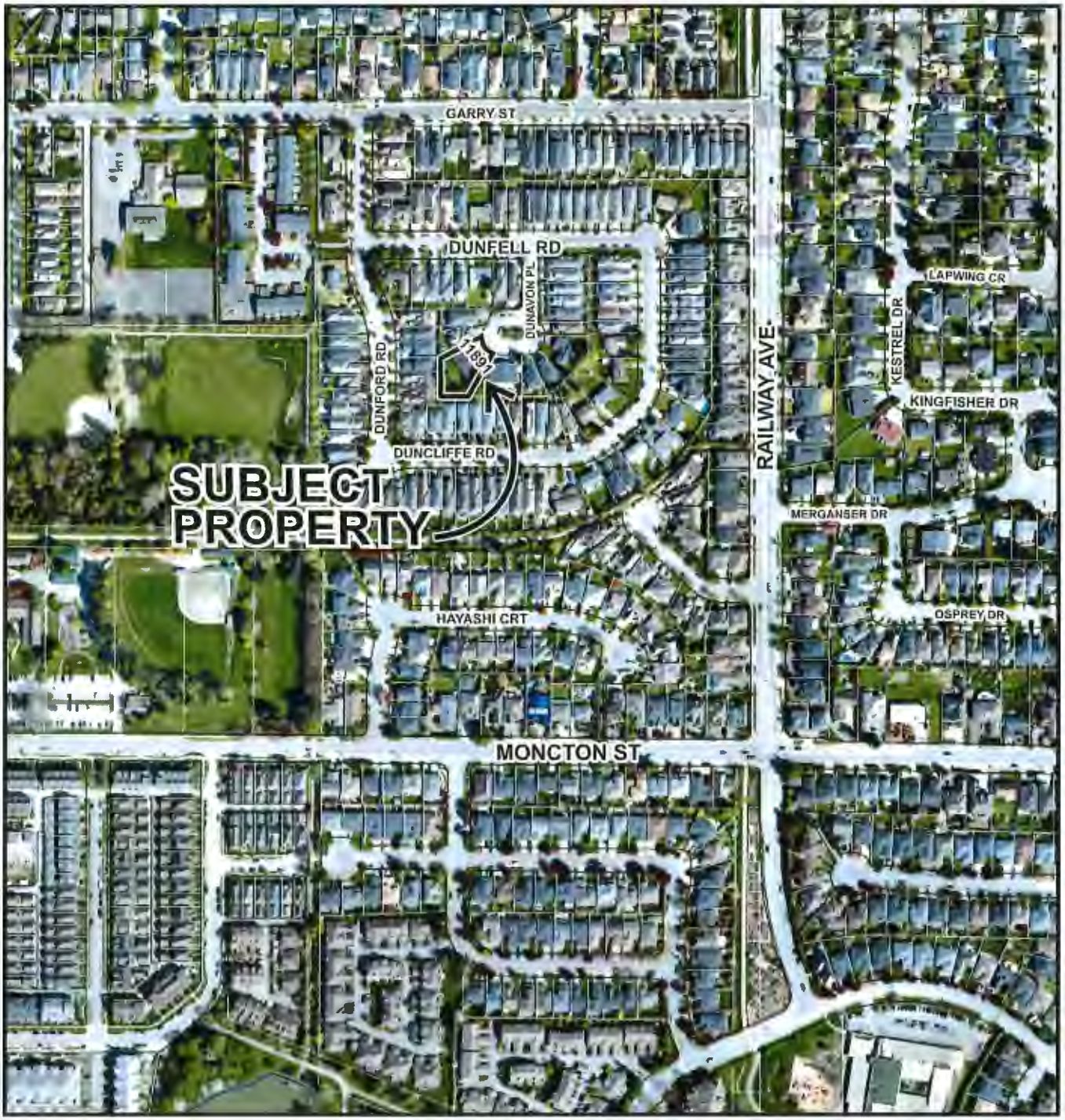
City of Richmond





N	RZ 19-850681	Original Date: 01/18/21 Revision Date: Note: Dimensions are in METRES

City of
Richmond

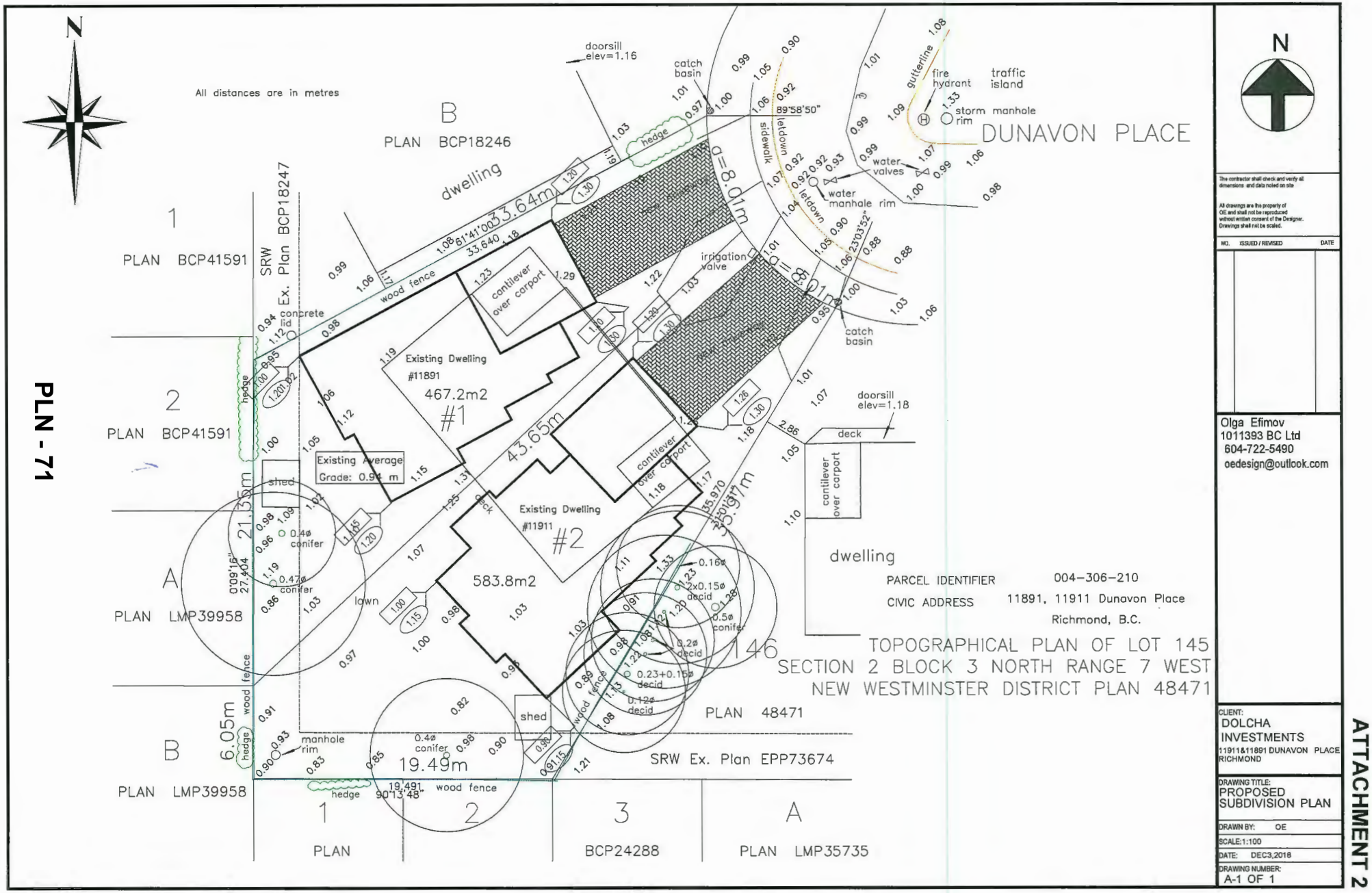


RZ 19-850681

Original Date: 01/21/21

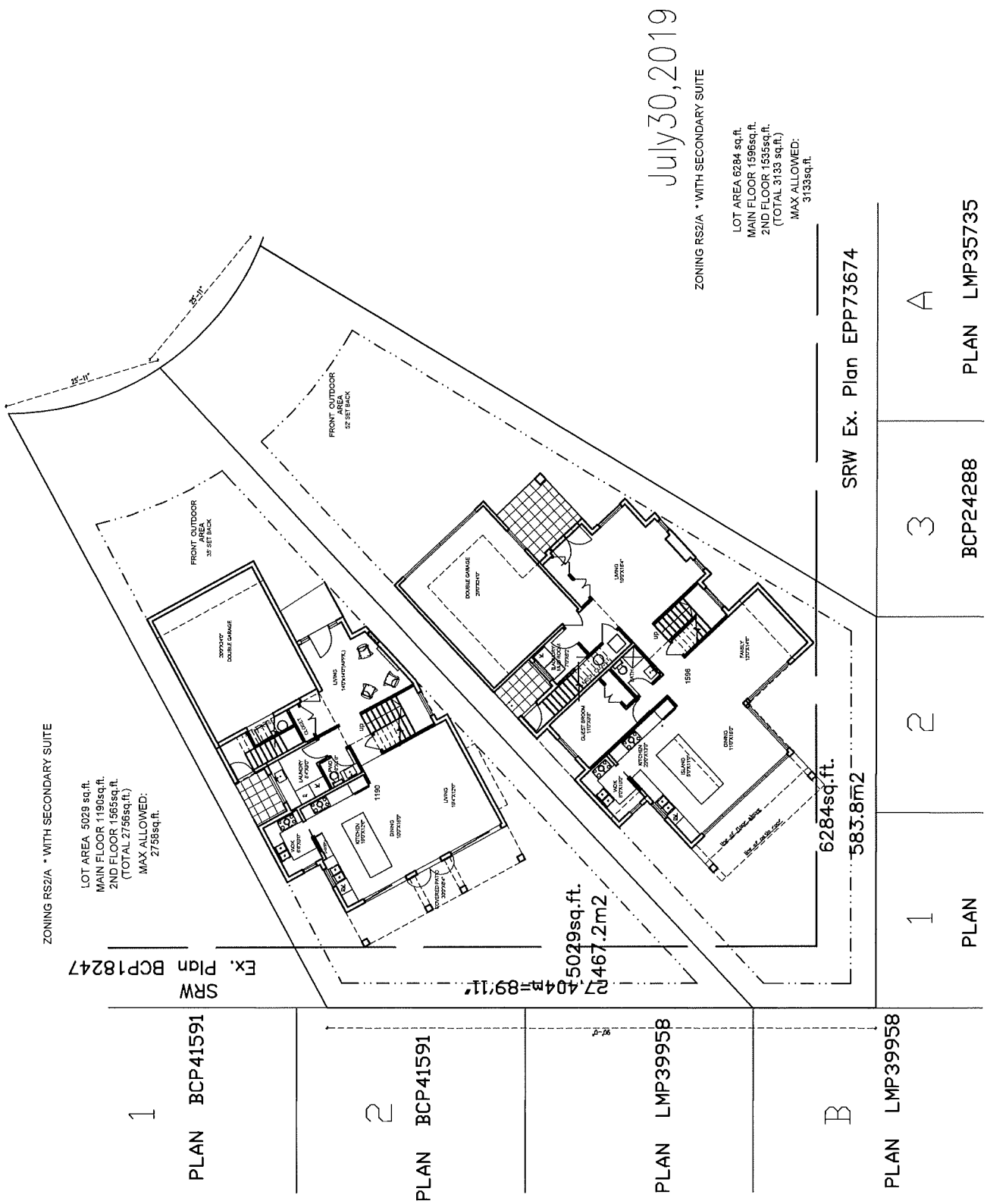
Revision Date:

Note: Dimensions are in METRES



PLN - 71

ATTACHMENT 2


July30,2019
ZONING RS2/A * WITH SECONDARY SUITE
LOT AREA 6284 sq.ft.
MAIN FLOOR 1596sq.ft.
2ND FLOOR 1535sq.ft.
(TOTAL 3133 sq.ft.)
MAX ALLOWED:
3133sq.ft.
ZONING RS2/A * WITH SECONDARY SUITE
LOT AREA 5029 sq.ft.
MAIN FLOOR 1190sq.ft.
2ND FLOOR 1565sq.ft.
(TOTAL 2756sq.ft.)
MAX ALLOWED:
2758sq.ft.
SRW Ex. Plan EPP73674
SRW Ex. Plan BCP18247
6284sq.ft.
583.8m2
5029sq.ft.
467.2m2
1
PLAN BCP41591
2
PLAN BCP41591
PLAN LMP39958
B
PLAN LMP39958
1
PLAN
2
3
BCP24288
A
PLAN LMP35735


JULY30,19
1
PLAN BCP41591
2
PLAN BCP41591
PLAN LMP39958
B
PLAN LMP39958
SRW
Ex. Plan BCP18247
27.404m=89'11"
5029sq.ft.
467.2m2
6284sq.ft.
583.8m2
500 sq.ft.
(stairs excluded)
OPEN BELOW
1566
52' SET BACK
501 sq.ft.
(without stairs)
UPPER FLOOR
1535 sq.ft.
(WITH SUITE)
OPEN BELOW
SRW Ex. Plan EPP73674
1
PLAN
2
3
BCP24288
A
PLAN LMP35735

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 19-850681 **Attachment 4**

Address: 11891 Dunavon Place

Applicant: Dmitri Dudchenko

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Dolcha Investment Ltd., Inc. No. BC1176457	To be determined
Site Size (m^2):	1,051 m^2 (11,312 ft^2)	Lot 1: 467.2 m^2 (5,028.9 ft^2) Lot 2: 583.8 m^2 (6,284.0 ft^2)
Land Uses:	One duplex	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Single Detached (RS1/A)	Single Detached (RS2/A)
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	Max. 0.55 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	none permitted
Buildable Floor Area (m^2):*	Lot 1: Max. 256.2 m^2 (2,757.7 ft^2) Lot 2: Max. 291.2 m^2 (3,134.4 ft^2)	Lot 1: 256 m^2 (2,756 ft^2) Lot 2: 291 m^2 (3,133 ft^2)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Max. 20%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Max. 20%	none
Lot Size:	Min. 270 m^2	Lot 1: 467.2 m^2 (5,028.9 ft^2) Lot 2: 583.8 m^2 (6,284.0 ft^2)	none
Lot Dimensions (m):	Min. width: 9.0 m Min. depth: 24.0 m	Lot 1 Width: 14.68 m Lot 1 Depth: 38.64 m Lot 2 Width: 14.20 m Lot 2 Depth: 39.81 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

City of Richmond Policy Manual

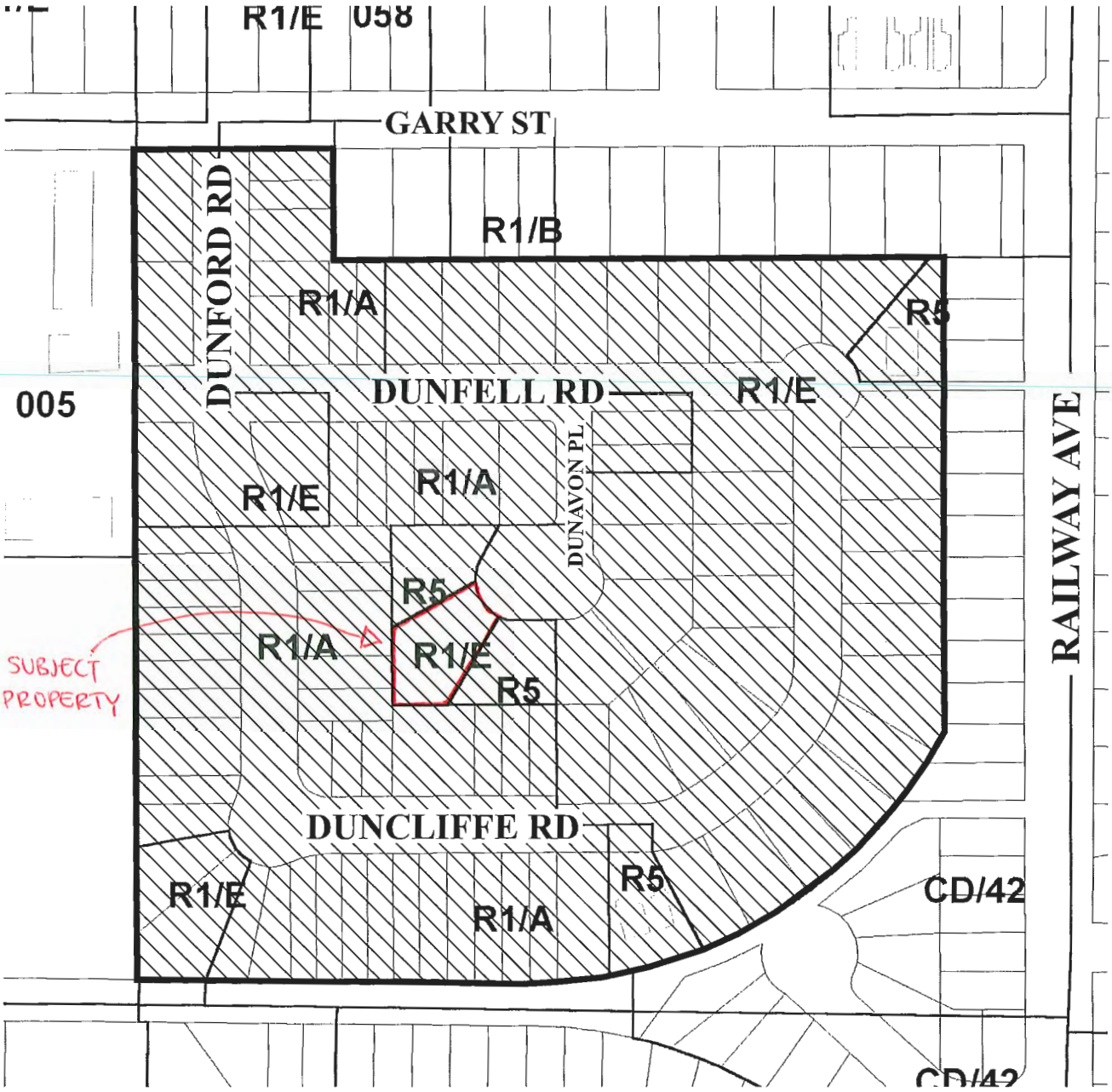
Page 1 of 2	Adopted by Council: July 15, 2002	**POLICY 5470**
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7	

POLICY 5470:

The following policy establishes lot sizes for properties within the area located along **Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place**, in a portion of Section 2-3-7:

> That properties located along Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place, in the south-east quadrant of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area A (R1/A) zoning of the Zoning and Development Bylaw 5300.

This policy is to be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



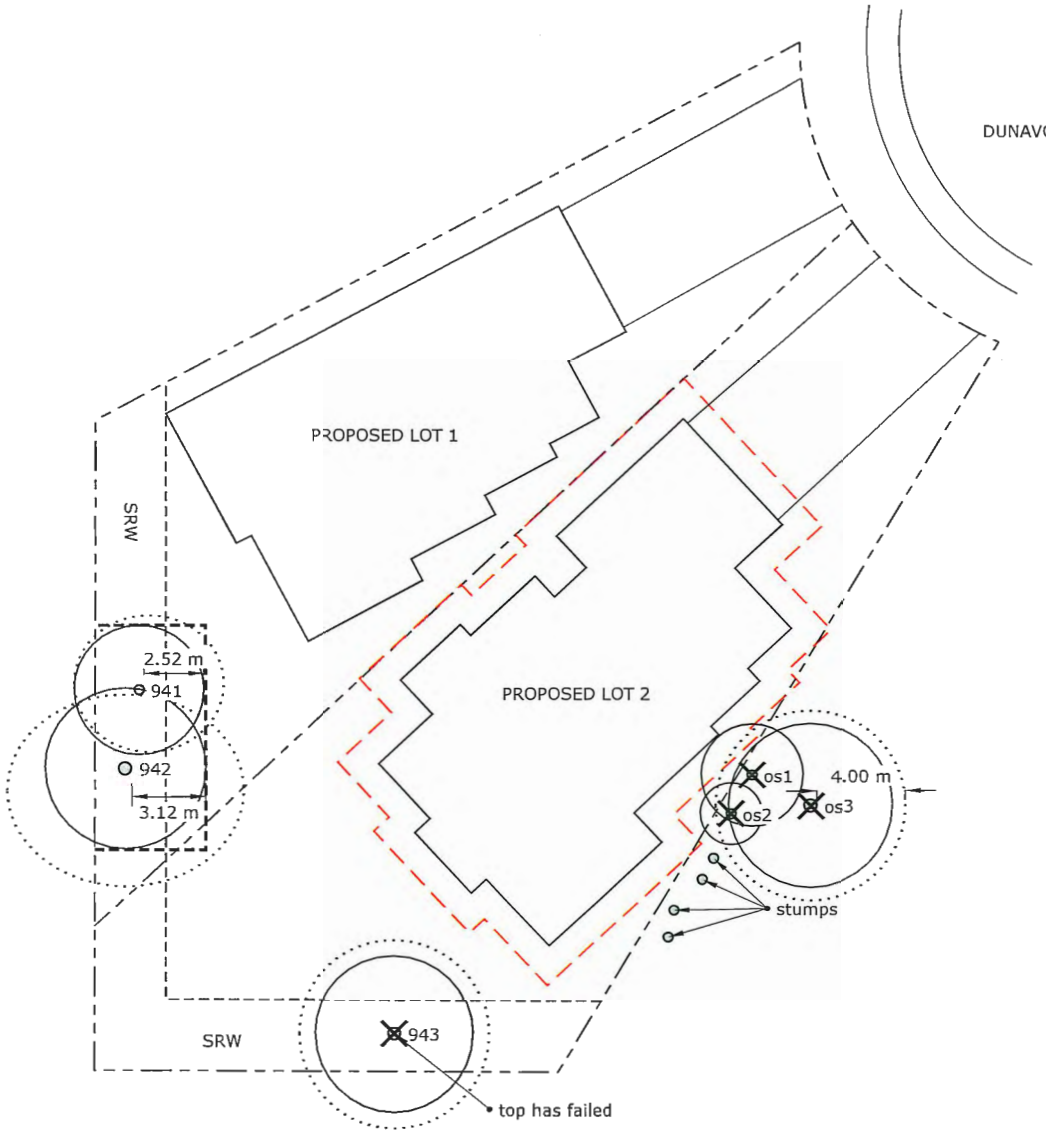
Rezoning would be permitted to R1/A
(9 m or 29.527) wide lots)

Policy 5470
Section 02, 3-7

Adoped Date: 07/15/02

Amended:

Note: Dimensions are in METRES



WOODRIDGE TREE
CONSULTING ARBORISTS LTD

Tree Plan for Development at 11891 Dunavon Place Richmond, BC

Date: February 13, 2019

Tree Inventory

Tag	Species	DBH (cm)	TPZ (m)
941	Norway spruce	42	2.52
942	Deodar cedar	52	3.12
943	Norway spruce	51	3.06
os1	Maple	33	1.98
os2	Maple	20	1.20
os3	Douglas fir	53	4.00

Legend

N

dripline

x = remove tree

tree barrier

1m 1:200 10m

City of Richmond

ATTACHMENT 7
Rezoning Considerations
Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 11891 Dunavon Place **File No.:** RZ 19-850681

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10101, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of $2,000 ($500/tree) to ensure that one replacement tree and one new tree are planted and maintained on each lot proposed (for a total of four trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	6 cm	3.5 m
2	10 cm	5.5 m

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of $20,000 for two trees to be retained.
4. Registration of a flood indemnity covenant on title.
5. Registration of a 3.0 m-wide Statutory Right-of-Way along the south property line for extension of the sanitary sewer.
6. Registration of a 3.0 m-wide Statutory Right-of-Way along the west property line for extension of the sanitary sewer.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. Discharge of Statutory Right-of-Way G43521 from Title, which no longer applies to the subject property.
9. Discharge of Statutory Right-of-Way G57217 from Title, which no longer applies to the subject property.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City, Metro Vancouver, & Translink), School Site Acquisition Charges, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

   Water Works:

   a. Using the OCP Model, there is 167 L/s of water available at 20 psi residual at the hydrant fronting 11920 Dunavon Pl. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

Initial: _____

b. At Developer's cost, the Developer is required to:
   - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.

c. At Developer's cost, the City will:
   - Install two new water service connections complete with meter and meter box to service the two new lots.
   - Cut and cap at main, the existing water service connection at the Dunavon Place frontage.
   - Relocate the existing hydrant in the median if it will conflict with the required storm sewer connections that will service the two new lots.

Storm Sewer Works:

a. At Developer's cost, the City will:
   - Install a new storm sewer service connection complete with an inspection chamber and dual service leads at the common property line of the two lots that will be created fronting Dunavon Pl.
   - Cut and cap the existing storm lead at the northeast and northwest corners of the subject site.

Sanitary Sewer Works:

a. At Developer's cost, the Developer is required to:
   - Provide 3 meter wide utility rights of ways along the entire west and south property lines of the proposed development.
   - Install a new sanitary sewer complete with two new manholes within the Dunavon Pl roadway from the existing north-south aligned sanitary main between 11906 and 11920 Dunavon Pl to the common property line of the two lots that will be created. Approximate length of required sanitary main is 29 meters.
   - Install a new sanitary service connection complete with inspection chamber and dual service leads.

b. At Developer's cost, the City will:
   - Perform all tie-ins of proposed works to existing City infrastructure.
   - Cut and cap the existing sanitary service connection at the southeast corner of the subject site.

Frontage Improvements:

a. At Developer's cost, the Developer is required to:
   - Coordinate with BC Hydro, Telus and other private communication service providers:
     - To underground Hydro service lines.
     - Provide pre-ducting for future Hydro/Tel/Cable utilities, if required.
     - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
     - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.) and provide rights of ways for the above ground structures.

b. All removal and relocation of curb, gutter, and curb letdowns to be done at Developer's cost.

General Items:

a. At Developer's cost, the Developer is required to:
   - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Initial: _____

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

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

Note:

* This requires a separate application.

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____ Date _____

City of Richmond

Bylaw 10101

Richmond Zoning Bylaw 8500
Amendment Bylaw 10101 (RZ 19-850681)
11891 Dunavon Place

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

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

   P.I.D. 004-306-210
   Lot 145 Section 2 Block 3 North Range 7 West New Westminster District Plan 48471

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10101".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 4, 2019
From:	Wayne Craig Director, Development	**File:**	AG 18-842960
Re:	**Application by Dagneault Planning Consultants Ltd. for ALR Non-Farm Use at 9500 No. 5 Road**		

Staff Recommendation

That the Agricultural Land Reserve application by Dagneault Planning Consultants Ltd. at 9500 No. 5 Road to allow non-farm uses for the development of a school and accessory supporting uses on the westerly 110 m of the site and undertake agricultural improvement works and implement the farm plan on the remaining backlands portion of the site, as outlined in the report dated November 4, 2019 from the Director of Development, be endorsed and forwarded to the Agricultural Land Commission.

Wayne Craig
Director, Development

WC:ke
Att. 7

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Dagneault Planning Consultants Ltd, on behalf of the owner of subject site, has made an Agricultural Land Reserve (ALR) non-farm use application to the Agricultural Land Commission (ALC) for permission to develop an independent school with accessory supporting uses on the westerly 110 m of the subject site. Agricultural improvement works are also proposed to convert the remaining backlands portion of the site from their previous use as a golf course to farmland that is proposed to be leased to a local farmer to undertake implementation of an organic farm plan on the site.

This ALR non-farm use application requires consideration and endorsement by Richmond City Council prior to the application being forwarded to the ALC for consideration. If this application is endorsed by Council, the application will be forwarded to the ALC; should Council not grant approval to the application, it will not proceed further. The ALC is the sole decision making authority for ALR applications that are forwarded to them. Should Council endorse this proposal and the ALC approve this ALR non-farm use application, a rezoning application will also be required for this proposal. Subject to the outcome of the ALR non-farm application, the rezoning application would apply zoning that would allow the school and related activities on the front portion of the site and only allow agricultural uses on the backlands. The existing golf course zoning would be removed from the site through this rezoning application. Any reference to the future rezoning application process for this proposal contained in this report is subject to Council and ALC consideration and approval of the ALR non-farm use application.

The subject site is approximately 12.16 ha (30 ac) in area (Attachment 1). The ALR non-farm use area proposed for the school consists of the westerly 110 m of the subject site and is approximately 4.34 ha (10.7 ac) in area. The westerly 110 m is measured from the site's west property line (No. 5 Road), with future anticipated road dedications taken into account (Attachment 2).

Project Description

The subject site is located in the ALR and is currently zoned "Golf Course (GC)". Previously the site was operated as the former Mylora Golf Course facility, which ceased operation in 2012. The owner of the site is proposing to develop a school on the 4.34 ha (10.7 ac) area on the west portion of the site directly adjacent to No.5 Road.

The owner of the subject site currently operates an independent school in Richmond (Pythagoras Academy located on Odlin Crescent) where they offer kindergarten to grade 7 program curriculum in an existing facility on land that they currently lease. The applicant has indicated that Pythagoras Academy intends to establish a permanent facility for their school on the subject site at 9500 No. 5 Road with plans to expand their school programming to a full curriculum from kindergarten to grade 12. The applicant has also indicated that their agreement to lease the current facility and site on Odlin Crescent will end in October 2022. This proposal on the subject site would facilitate Pythagoras Academy's objective to establish and develop a

permanent site to allow for the continued growth and expansion of their independent school in Richmond.

The applicant's proposal for the entire site contains two components that are summarized as follows:

- On the westerly 4.34 ha (10.7 ac) area of the site, development of an independent school that offers kindergarten to grade 12 curriculum and programs, uses and facilities to support the school (i.e., administration, gymnasium, cafeteria, auditorium/theatre) that could accommodate approximately 950 students. Outside of the facility and buildings are areas for vehicle off-street parking areas, vehicle circulation/drop-off, outdoor play/recreation/program areas and buffer/setback spaces to adjacent uses. A density of 0.5 FAR and a building height of 12 m (39 ft.) is proposed for the school, which is consistent with the parameters of the "Assembly (ASY)" zoning district. The proposed total floor area for the school based on this density is approximately 21,199 sq. m (228,184 sq. ft.)(Refer to Attachment 3 for a conceptual site plan).
- On the remaining backlands area of the site (7.6 ha or 18.8 ac), agricultural works and improvements to convert the previous golf course lands to a farm site that the owner is proposing to lease to an organic farmer. Subject to the outcome of the ALR non-farm use application, the backlands would also be rezoned to allow agricultural uses and remove the golf course zoning/use from the site.

Past Development Application Proposal

A previous ALR non-farm use application (AG 13-646237) was made by a different owner for the subject site that was endorsed by Council on May 24, 2016. This proposal involved subdivision of the subject site to allow for the creation of five lots fronting No. 5 Road (each approximately 0.8 ha or 2 acres in area) and requested permission to use and develop these lots into future community institutional uses. A component of this previous application involved dedication of the remaining backlands to the City. This ALR non-farm use application was denied by the ALC on April 27, 2017.

Surrounding Development

The subject site is primarily vacant and contains the remaining buildings, facilities and improvements associated with the previous golf course operation that ceased operations in 2012.

To the North: An unopened road allowance (King Road) that currently has a 15 m Riparian Management Area designation for an existing open watercourse running the length of the site from No. 5 Road to Highway 99. North of the unopened road allowance is a vacant site with "Assembly (ASY)" zoning.

To the South: A site with "Religious Assembly (ZIS7)" zoning associated with the Lingyen Mountain Temple (existing and future temple expansion) that was approved through a rezoning application (RZ 13-641554). The land to the south also has "Agriculture (AG1)" zoning containing the agricultural activities operated by the temple.

To the East: Highway 99 (Ministry of Transportation and Infrastructure).

To the West: West of No. 5 Road, single-family homes zoned "Single-Detached" RS1/E)" and identified for Townhouses under the City's Official Community Plan Arterial Road Policy.

Related Policies & Studies

Official Community Plan Land Use Designation and No. 5 Road Backlands Policy

The Official Community Plan (OCP) designates the westerly 110 m (361 ft.) of the subject site for Community Institutional and the remaining backland portion of the site for Agriculture. The proposed ALR non-farm use application to request permission for a school on the Community Institutional designated portion of the site complies with the OCP. The proposal to undertake works and improvements to the agricultural backlands and actively farm this area is consistent with the 'Agriculture" OCP designation for the rear portion of the site.

The OCP No. 5 Road Backlands Policy (Attachment 4) provides further direction in relation to proposals for Community Institutional related development on the westerly 110 m (361 ft.) for sites within the policy area. These policies are intended to outline general objectives for development on the frontlands and farming on the backlands while also outlining a number of options available to property owners/applicants to remove constraints and to facilitate farming of the backlands.

The proposal for the owner to undertake agricultural works and improvements necessary to convert the land from its previous use as a golf course to a farm capable of supporting a wide range of soil-based crops is consistent with the OCP No. 5 Road Backlands Policy. The applicant also proposes to lease the land upon completion of the agricultural improvement works to an organic farmer who would then develop and implement a farm plan to establish agricultural production over the backlands area. Provisions to secure implementation of the agricultural improvement works and farm plan would be through the rezoning application and are discussed in greater detail in the "Analysis" section of this report. To allow access to the backlands, provisions for farm only access in the form of a minimum standard farm road from No. 5 Road and along the entire backlands portion of the site is included in this proposal. This approach to achieve active farming of the backlands, complies with the OCP No. 5 Road Backlands Policy.

Floodplain Management Implementation Strategy

The Richmond Flood Plain Designation and Protection Bylaw 8204 applies to this proposal. The project's response to comply with this bylaw will be addressed through the processing of the rezoning application.

Riparian Management Area (15 metres)

A provincially designated Riparian Management Area (RMA – 15 m) is located on the subject site's north property line for an existing watercourse located within the King Road allowance. A

15 m RMA also exists to the east for an existing watercourse contained within the Highway 99 right-of-way. The RMA to the east does not impact the subject site as the 15 m setback is fully contained within the Ministry of Transportation and Infrastructure controlled highway right-of-way. Provincial Riparian Area Regulations do not apply to institutional uses (i.e., schools) or agricultural activities.

Although the proposed school (institutional) development and agricultural uses are not subject to the Provincial Riparian Area Regulations, the applicant's Qualified Environmental Professional (QEP) proposes an approach to provide a vegetated buffer/setback area for the school and agricultural uses. Proposed site plan drawings show a vegetated setback buffer of a minimum of 6 m (20 ft.) wide for the school building and related uses. Additional information on the proposed approach for the RMA to the north of the site, including details on proposed plantings and enhancements recommended by the applicant's QEP, would be provided at time of future rezoning.

Ministry of Transportation and Infrastructure

As the site is immediately adjacent to a provincial highway and near a provincially controlled highway interchange, referral of this proposal to the Ministry of Transportation and Infrastructure (MOTI) would occur through the processing of the rezoning application. Any comments received from Ministry staff would be provided to Council through the rezoning.

Public Consultation

Food Security and Agricultural Advisory Committee

The proposal was presented to the Food Security and Agricultural Advisory Committee (FSAAC) on September 12, 2019 (An excerpt of the FSAAC minutes is contained in Attachment 5). The FSAAC supported the proposal and provided the following comments for consideration by the applicant:

- Consider retaining a portion of the proposed school site for agricultural programming for students; and
- Consider providing space within the proposed school site for non-profit organizations.

In response to the FSAAC comments, the applicant has incorporated a space within the proposed landscape open space for the school to be used to support agricultural programming and education in the school. Additional details on the agricultural programming and layout of this space would be determined through the processing of a future rezoning application, if supported by Council and the ALC.

The applicant also indicates that the school (Pythagoras Academy) is open to requests for temporary use of their school facilities by various community groups/non-profit organizations, but would be subject to the schools final programming and space needs that remain under development.

ALR Non-Farm Use and Rezoning Application – Notification and Public Consultation

While there is no formal requirement for a notification sign on-site, a sign has been voluntarily placed on the subject site, providing notification of the ALR non-farm use application and information on the proposed school development and agricultural related works and activities. To date, staff have not received any public correspondence on this proposal.

Should this application advance, public notification will be conducted for any future rezoning application, including a public hearing, and will provide the public an opportunity to comment further on the proposal.

Analysis

Proposed Agricultural Remediation and Farm Implementation Plan for Backlands

The approach to achieve active farming of the backlands for this proposal can be categorized into agricultural improvement works, farm access and farm plan implementation with details provided in the following sections. The consulting agrologist reports on the backlands specific to agricultural improvement works, farm access and farm plan implementation is contained in Attachment 6 for reference purposes.

Agricultural Improvement Works

A summary of the agricultural improvement works recommended by the consulting agrologist for specific works and improvements to remediate a portion of the site that had previously been a golf course, to a condition that would improve the site's overall agricultural capability and support a wide range of farm crops. The proposed works are summarized as follows:

- Removal of all golf course related buildings and infrastructure (i.e., water/sand traps, greens and tee boxes).
- Land clearing, including tree removals on the backlands portion of the site, necessary to undertake the agricultural works and active farming on the backlands.
- Land levelling and grading to support on-site agricultural drainage infrastructure.
- The agricultural improvement works involves salvaging and utilizing native soils from the subject site, including those soils from the front school portion, to be re-purposed and applied on the agricultural backlands. Testing of on-site native soils has been undertaken by the agrologist to confirm no contamination.
- On-site drainage infrastructure that would be designed in coordination with the agrologist's grading plan for the backlands to enable water to be discharged to the King Road drainage canal.
- Provision of farm irrigation infrastructure to service the backlands.
- To address soil compaction and improve drainage conditions, apply various techniques (ploughing and disking) in accordance with the agrologist recommendations.

- A cost estimate for the comprehensive scope of agricultural improvement works identified by the argologist is approximately $702,440. Subject to the outcome of the ALR non-farm use application consideration by Council and the ALC, this amount would be secured through the rezoning application by the applicant to cover agricultural improvement works recommended by the agrologist are implemented to the City's and ALC's satisfaction. Any revisions to these works and resulting impacts to the bonding amount that occur through either the processing of the ALR non-farm use application and subsequent rezoning would be identified and addressed through the rezoning application.

Farm Access Provisions

Proposed farm access from No. 5 Road to the backlands will be provided via a farm access road along the south edge of the subject site. Land modifications for the construction of this farm road will be kept to a minimum to enable a durable, permeable surface capable of supporting farm vehicles only with minimal impacts to the agricultural land.

Proposed farm access is provided along the length of the backlands (north-south running) and is proposed to be aligned along the east portion of the subject site adjacent to Highway 99. Land modifications for the construction of this farm road will be minimal and similar to the proposed west-east running farm road access to No. 5 Road. This provision to secure farm access across the backlands is consistent with the OCP No. 5 Road Backlands Policy to ensure farm vehicle access (north-south) across all backlands within this area without having to use No. 5 Road.

Construction of these farm access roads (west-east; north-south) would be completed through the agricultural improvements works referenced previously with all costs for these works to be paid by the owner and included in the bond secured at rezoning if Council and the ALC approve the ALR non-farm use and subsequent rezoning applications. A legal agreement (statutory right-of-way or other mechanism) would also be secured through the rezoning application for these farm access roads to enable farm operators to have access to these farm roads to support agricultural activities.

Farm Plan Implementation

The owner proposes to lease the backlands to an organic farmer who will establish an organic farm over the subject site's backlands. The agricultural improvements works described above would be completed before implementation of the farm plan by the agricultural operator proposed to lease the land. The applicant has engaged a local organic producer and entered into a memorandum of understanding (Attachment 7) with the property owner to farm the backlands area. The proposed farmer is Cherry Lane Farms, who currently have a farm in Richmond on Beckwith Road.

To ensure that this farm plan is implemented, a separate security is proposed as a requirement that would be in addition to the bond submitted to the City for the agricultural improvement works. The preliminary estimate for this bond is approximately $264,000 and is based on the agrologist's estimate of anticipated farm capital start-up costs and operation/production costs over a one year period. This bond amount is subject to revision based on review by Council and the ALC through the review of this ALR non-farm use application and future rezoning application. The bond would be secured through the rezoning application process.

Agricultural Buffer Area

The proposal includes a landscaped buffer area (5 m wide) to be provided on the school site (within the westerly 110 m of the site) to provide a suitable transition area and functional screen to the agricultural activities proposed for the backlands. This landscaped buffer to farm activities would be secured through the rezoning application with the detailed design to be provided at this time.

Transportation Review

A Traffic Impact Assessment (TIA) was submitted by a traffic consultant for this proposal for review by Transportation staff who generally concurs with the proposed access arrangement for the school and recommendations in the TIA. Through this review, road dedications along the subject site's No. 5 Road frontage were identified based on anticipated infrastructure improvements required by the City. These infrastructure improvements generally involve works to establish a new boulevard, multi-use public path/sidewalk and two-way left turn lane along No. 5 Road. The approximate width of road dedication along No. 5 Road is approximately 5.3 m to 5.7 m wide. As noted earlier, the length and area of land that can be considered for community institutional/school uses on the subject site in this proposal is measured from the No. 5 Road property line after dedication of land (Attachment 2).

The proposal includes two-full movement driveway accesses along No. 5 Road for the school and one additional driveway to access the farm road at the south of the site. The submitted TIA and transportation staff reviewed the proposed vehicle access along No. 5 Road with no concerns noted. On-site parking for the school complies with Zoning Bylaw requirements for off-street parking. The site plan also provides for on-site drop-off and pick areas to service the school to ensure no drop-off/pick-up activities occur on No. 5 Road. Additional transportation review of this development proposal, including confirmation of road dedication requirements would occur through the rezoning application and subject to the outcome of the ALR non-farm use application.

Williams Road (between No. 5 Road and Highway 99)

Through the review of the subject site undertaken in the previous submitted ALR non-farm use application, it was determined that a historical error was made that resulted in Williams Road (between No. 5 Road and Highway 99) not being dedicated as road. As a result, this southern 10 m (33 ft.) wide portion of land (previously thought to be dedicated road) is included in the overall area of the subject site. In consultation with City staff and the applicant, the dedication of the north portion of the Williams Road allowance is not required for the following reasons:

- The City has no transportation or infrastructure needs for this portion of the road allowance between No. 5 Road and Highway 99.
- Approval from the ALC is generally required for any dedication of roads in the ALR. The ALC may have a number of concerns around dedication of land in the ALR for the purposes of road, which may be viewed as having a potential negative impact to farming.
- A farm access road generally along the south portion of the subject site is being secured through this project to allow access to the agricultural area proposed for the subject site

and backland areas for other properties within this area in accordance with the No. 5 Road Backlands Policy.

Engineering Review

Engineering staff reviewed the proposed ALR non-farm use application with no servicing issues identified. Should this proposal advance, additional review by Engineering staff would be undertaken through the subsequent rezoning application to confirm the servicing requirements, including any applicable infrastructure upgrades and works related to this project. These works would be secured through a Servicing Agreement.

Forthcoming Rezoning Application Process

Pending the outcome of the ALR non-farm use application for the subject site, a subsequent rezoning application will be required to rezone the site from "Golf Course (GC)" zoning to a zoning district that would allow the school activity and any related uses on the front portion of the site. The backlands portion of the site would also be rezoned to only allow agricultural uses and no longer permit a golf course on the site. The future rezoning application would also review the overall form and character of the proposed school buildings and all landscaping proposed for the development. This rezoning application would also follow-up on the applicable items identified in this ALR non-farm use application report that would be addressed through the subsequent rezoning application process.

Conclusion

The purpose of this ALR non-farm use application is to develop a school with accessory supporting uses on the westerly 110 m of 9500 No. 5 Road in coordination with agricultural improvement works to convert the remaining backlands portion of the site from a golf course to farmland in order to lease this area to a local farmer.

This proposal is consistent with the OCP No. 5 Road Backlands Policy to consider community institutional uses on the westerly 110 m of the subject site in conjunction with a farm plan for the remaining backlands area. The application proposes a comprehensive package of agricultural improvement works in conjunction with plans to lease the backlands area to an organic producer to implement the farm plan. On this basis, staff recommend support of this ALR non-farm use application.

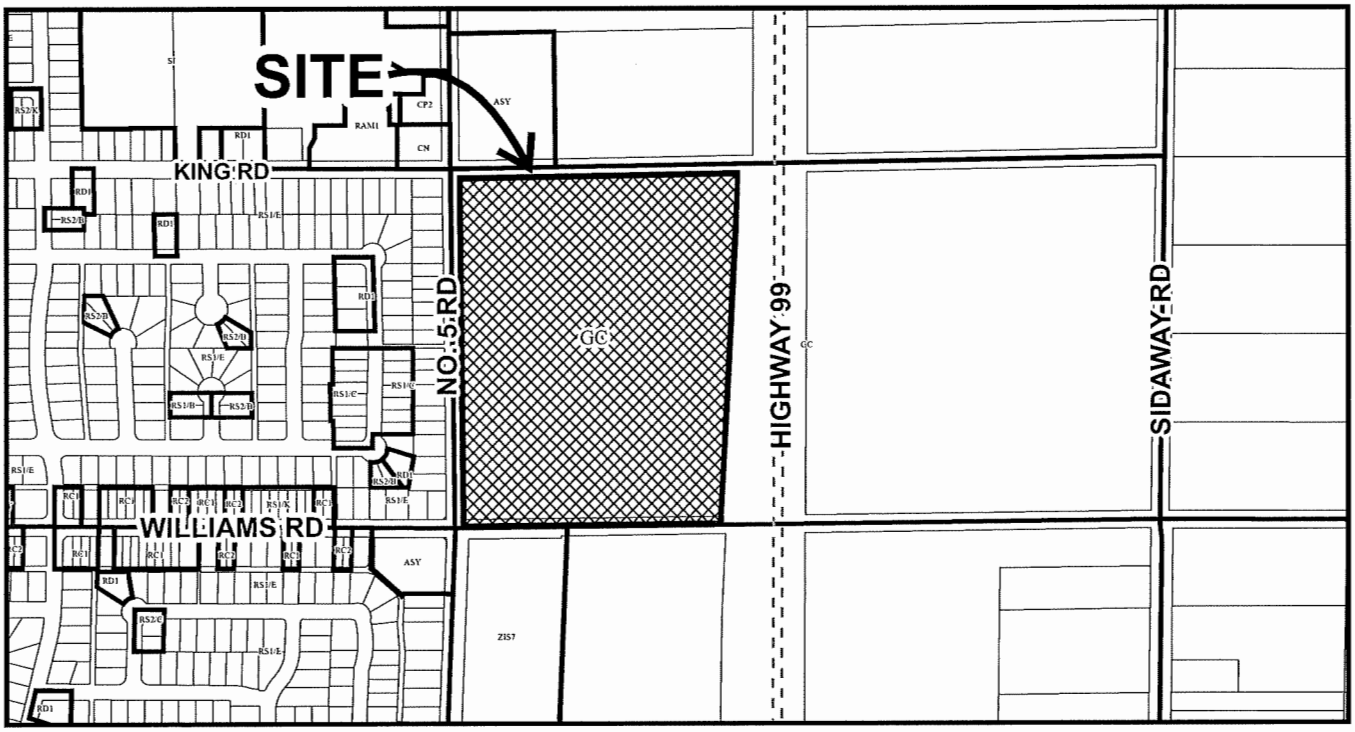
Kevin Eng
Planner 2

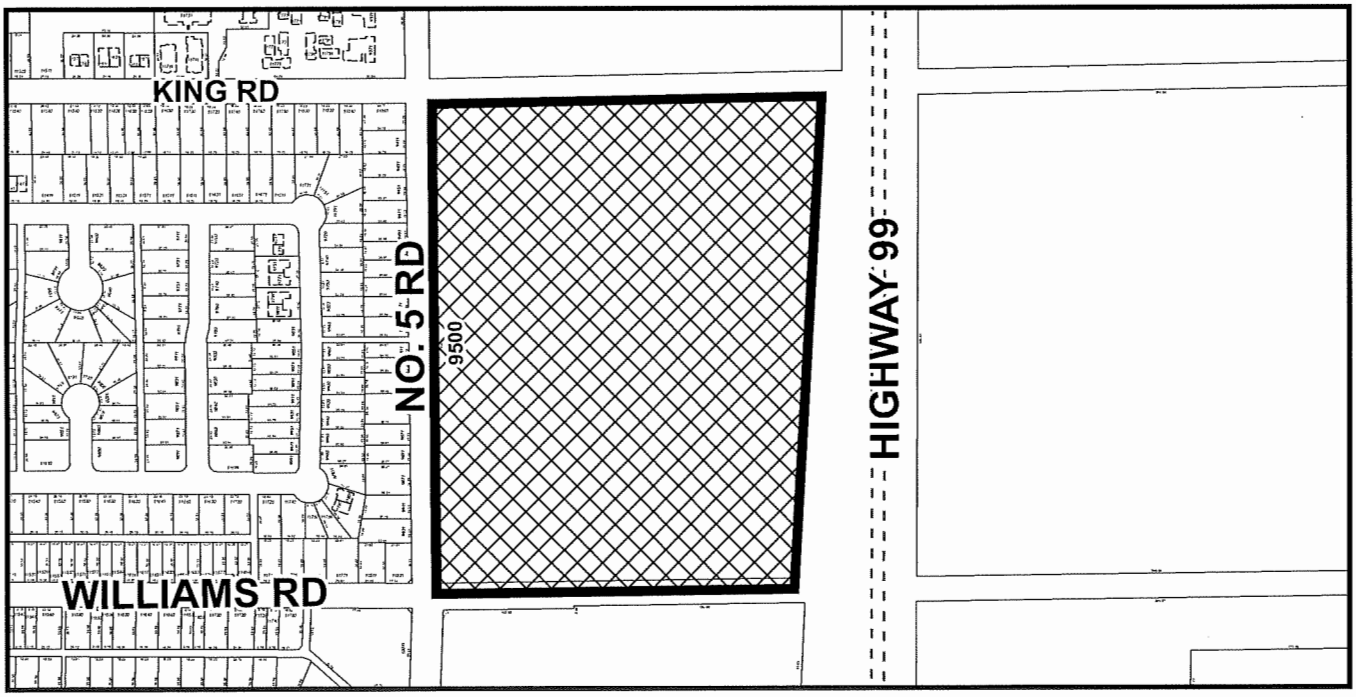
KE:cas

Attachment 1: Subject Site Location Map
Attachment 2: Proposed ALR-Non Farm Use Area
Attachment 3: Conceptual Development Plans

Attachment 4: OCP No. 5 Road Backlands Policy
Attachment 5: Excerpt of FSAAC Minutes (September 12, 2019)
Attachment 6: Agrologist Report
Attachment 7: Memorandum of Understanding (owner and farmer/Cherry Lane Farms)

City of Richmond





AG 18-842960

Original Date: 01/09/19

Revision Date: 11/05/19

Note: Dimensions are in METRES

City of
Richmond

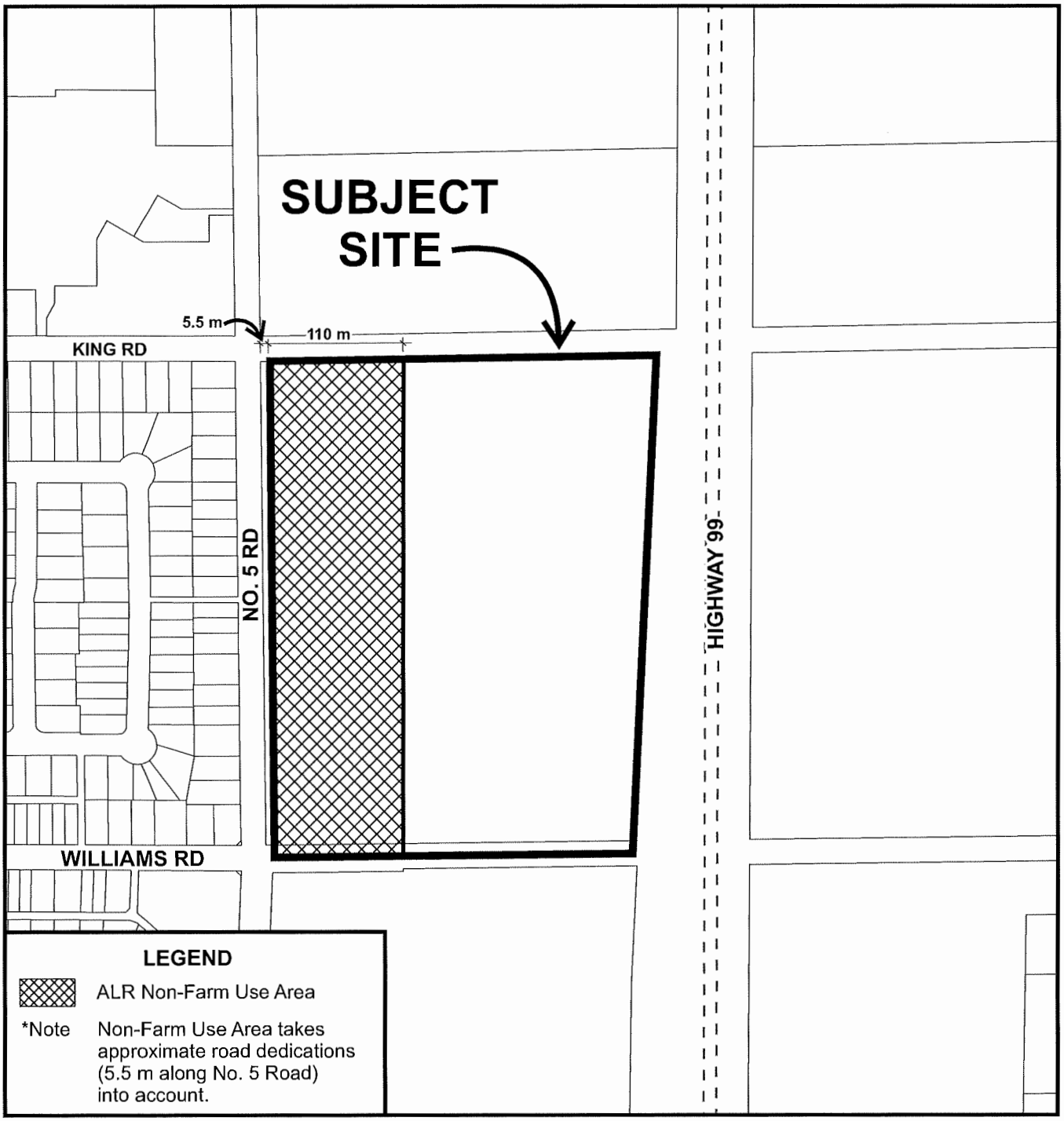
AG 18-842960

Original Date: 01/09/19

Revision Date: 11/05/19

Note: Dimensions are in METRES

City of Richmond



Proposed Non-Farm Use Area for 9500 No. 5 Road (AG 18-842960)

Original Date: 11/04/19

Revision Date: 11/05/19

Note: Dimensions are in METRES

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no.:	date:	revisions:
4.	October 24, 19	Conceptual Design Pricing
3.	August 23, 19	Revised plan
2.	August 15, 19	Revised site plan
1.	NOVEMBER 15, 18	Issued for Non-Farm Use

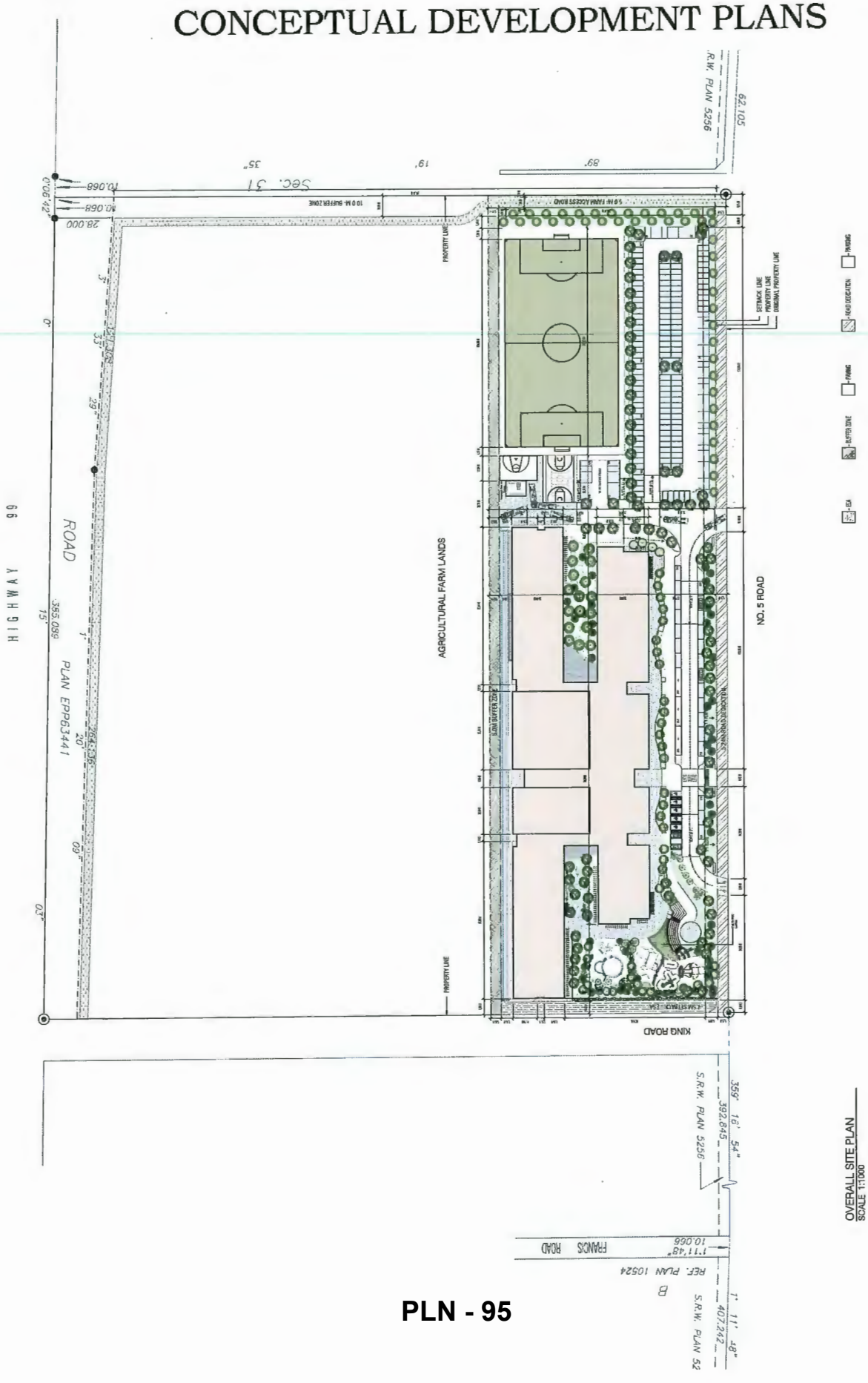
project title: PA2022
9500 NO.5 RD
RICHMOND
BRITISH COLUMBIA

drawing title: OVERALL SITE PLAN

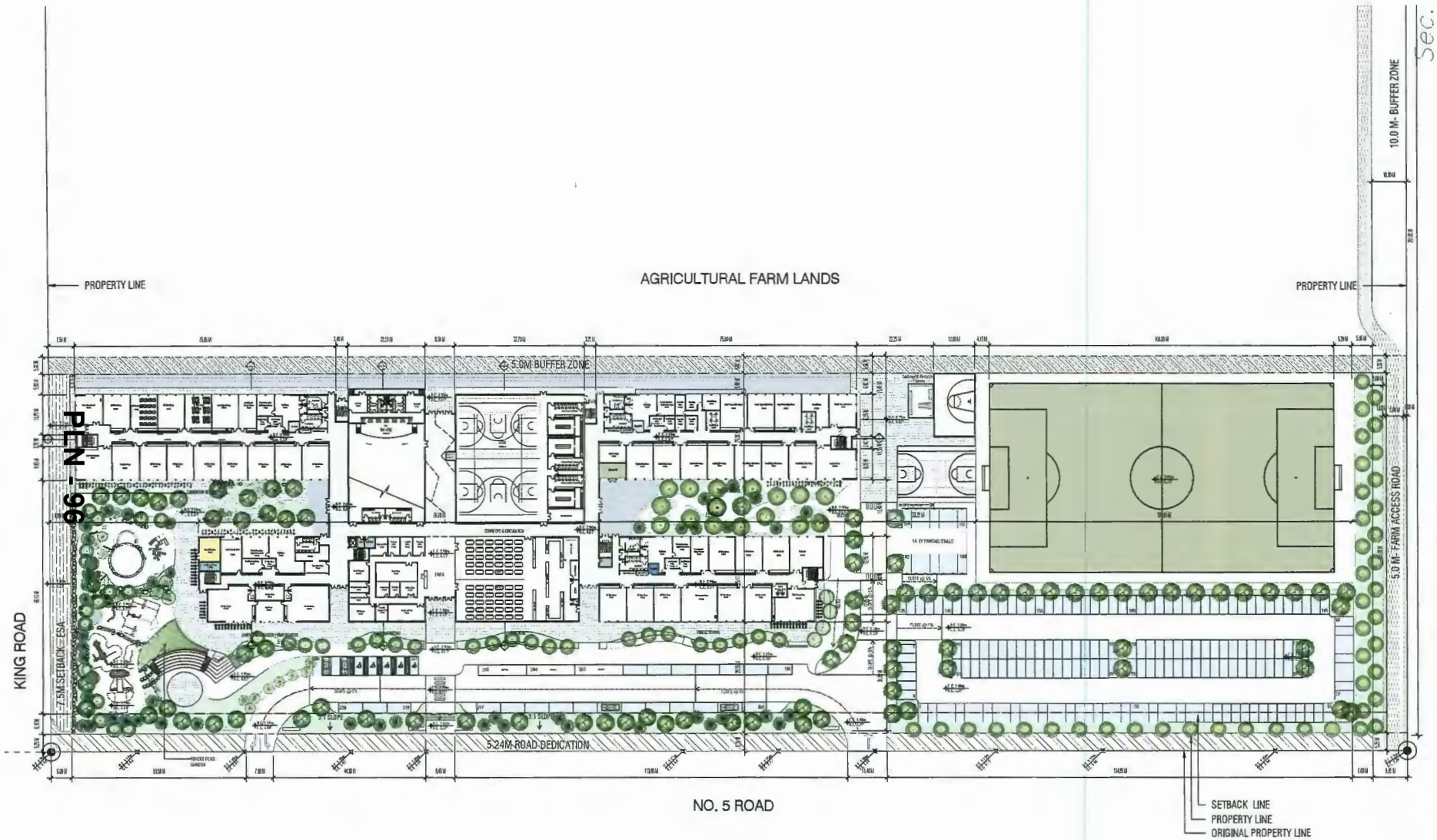
project no.:	17021
drawn by:	RM
checked by:	
date:	AUG.15, 2019
scale:	1:1000

drawing no.: A1.0

CONCEPTUAL DEVELOPMENT PLANS



OVERALL SITE PLAN
SCALE 1:1000



SITE PLAN
SCALE 1:500

ESA | BUFFER ZONE | LANDSCAPING | PAVING | FARM ACCESS ROAD | ROAD DEDICATION | PAVING

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no.:	date:	description:
4	Oct. 30, 2019	Revised Site Plan
3	Sept. 23, 2019	Revised ESA Setback
2	Aug. 15, 2019	Revised Site Plan
1	Nov. 16, 2018	Issued for Use Permit

revisions

project title:
PYTHAGORAS
ACADEMY 2022
9500 No5 Rd
RICHMOND, BC

drawing title:
SITE PLAN

project no.:	17021
drawn by:	RM
checked by:	JW
date:	Oct. 30, 2019
scale:	1:500

drawing no.:
A1.1

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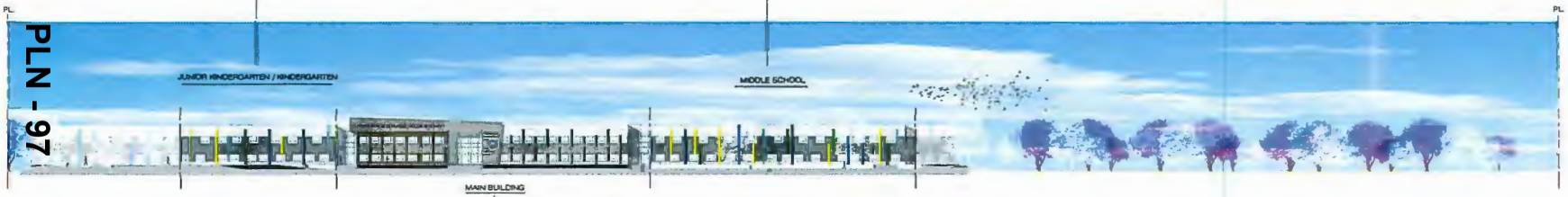
SCALE: 1 : 200

PARTIAL WEST ELEVATION MIDDLE SCHOOL
SCALE: 1 : 200

PLN - 97



WEST ELEVATION NO. 5 ROAD
SCALE: 1 : 500

PARTIAL WEST ELEVATION MAIN BUILDING
SCALE: 1 : 200

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2	PREFINISHED METAL CLADDING/COLOR SAGE GREEN WXL56089
3	PREFINISHED METAL CLADDING/COLOR NAVY BLUE WXL56084
4	PREFINISHED METAL CLADDING/COLOR SAPHIR BLUE WXL56163
5	PREFINISHED METAL CLADDING/MORIN MATRIX MX3.0 WHITE WXL56086
6	PREFINISHED METAL CLADDING/COLOR CARBONE ME9740
7	DOUBLE GLAZED ALUMINUM WINDOWS
8	CLEAR GLASS
9	COMPOSITE CONCRETE PANEL
10	PREFINISHED METAL CLADDING/WESTAD300R STEEL PANEL DARK CEDAR PAINTED FINISH

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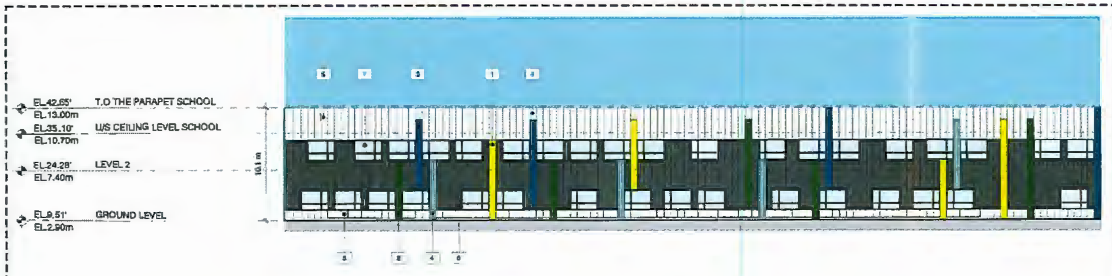
2. August 15, 19 Revised site plan
1. NOVEMBER 16, 18 Issued for Non Farm Use
no.: date: description:
Revisions

project title:
PYTHAGORAS ACADEMY 2022
9500 No 5 Rd
RICHMOND, BC

drawing title:
WEST ELEVATIONS

project no.:	17021
drawn by:	GH
checked by:	JM/RM
date:	AUG 15, 2019
scale:	1 : 200

drawing no.:
A2.1



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AL EAST ELEVATION ELEMENTARY SCHOOL
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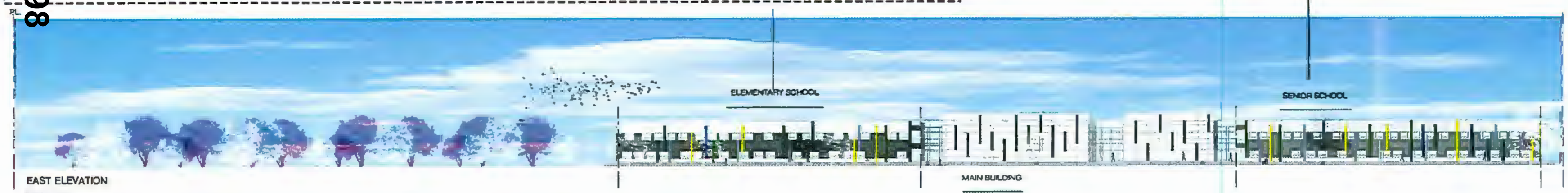

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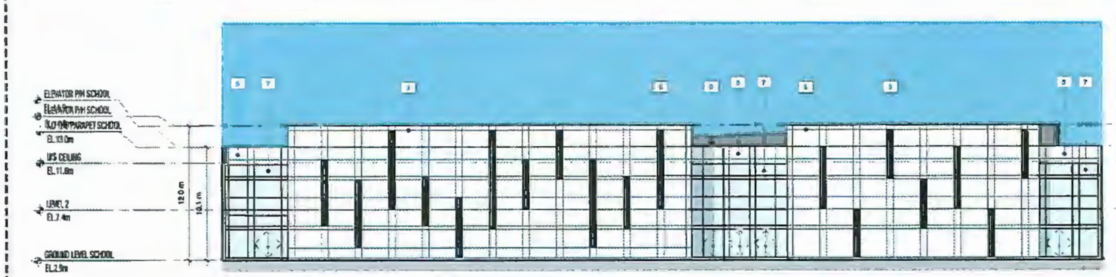

PARTIAL EAST ELEVATION MAIN BUILDING
SCALE: 1 : 200

FINISH SCHEDULE

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3	PREFINISHED METAL CLADDING/COLOR NAVY BLUE WXL56084
4	PREFINISHED METAL CLADDING/COLOR SAPHIR BLUE WXL56163
5	PREFINISHED METAL CLADDING/MORIN MATRIX MX3.0 WHITE WXL56086
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2. August 15, 19 Revised site plan
1. NOVEMBER 16, 18 Issued for Non Farm Use

no.:	date:	description:

Revisions

project title:
PYTHAGORAS ACADEMY 2022
9500 No 5 Rd
RICHMOND, BC

drawing title:
EAST ELEVATIONS

project no.: 17021
drawn by: GH
checked by: RM
date: AUG 15, 2019
scale: 1 : 200

drawing no.:
A2.2

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NORTH ELEVATION
SCALE: 1 : 200

SOUTH ELEVATION
SCALE: 1 : 200

FINISH SCHEDULE	
1	PREFINISHED METAL CLADDING/COLOR GOLD WXL56070
2	PREFINISHED METAL CLADDING/COLOR SAGE GREEN WXL56089
3	PREFINISHED METAL CLADDING/COLOR NAVY BLUE WXL56084
4	PREFINISHED METAL CLADDING/COLOR SAPHIR BLUE WXL56163
5	PREFINISHED METAL CLADDING/MORIN MATRIX MX3.0 WHITE WXL56086
6	PREFINISHED METAL CLADDING/COLOR CARBONE ME9740
7	DOUBLE GLAZED ALUMINIUM WINDOWS
8	CLEAR GLASS
9	COMPOSITE CONCRETE PANEL
10	PREFINISHED METAL CLADDING/VICWEST AD300R STEEL PANEL DARK CEDAR PAINTED FINISH

no.:	date:	description:
2.	August 15, 19	Revised site plan
1.	NOVEMBER 16, 18	Issued for Non Farm Use

Revisions

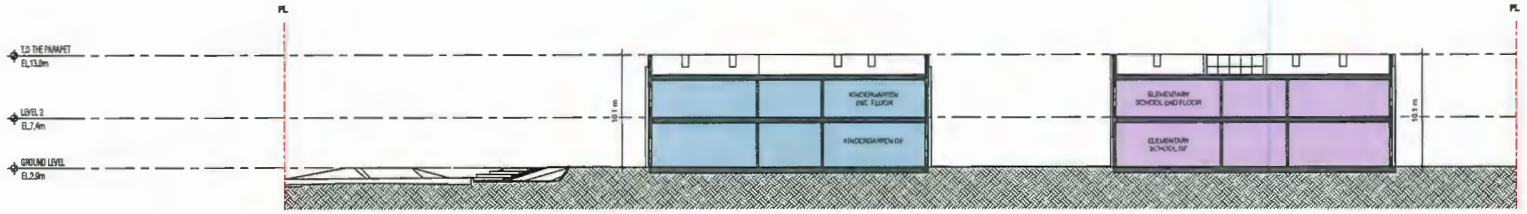
project title:
PYTHAGORAS ACADEMY 2022
9500 No 5 Rd
RICHMOND, BC

drawing title:
NORTH & SOUTH ELEVATIONS

project no.:	17021
drawn by:	GH
checked by:	RM
date:	AUG 15 2018
scale:	1 : 200

drawing no.:
A2.3

PLN - 100



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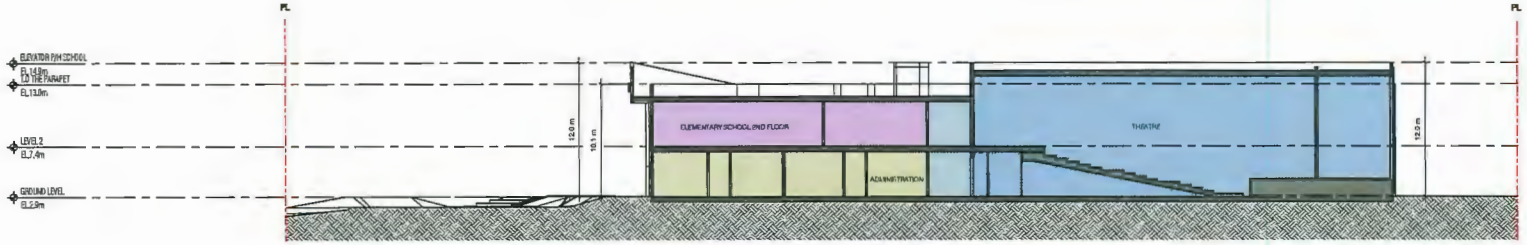

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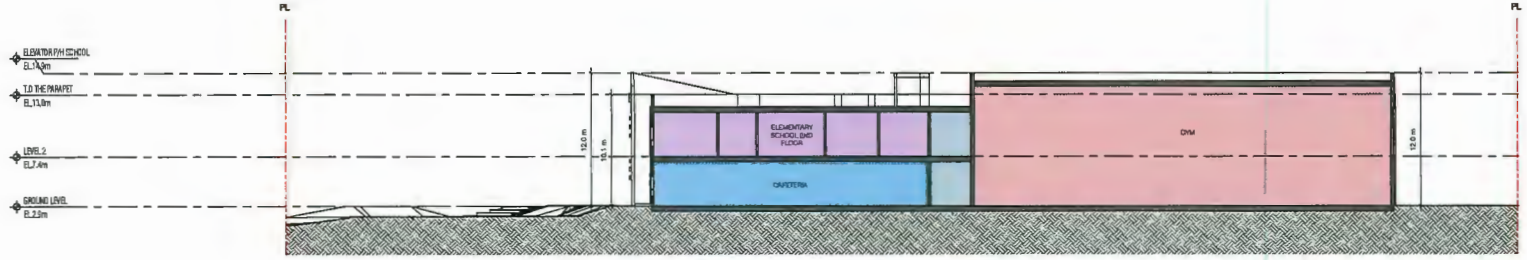

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SECTION D-D
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- CORRIDOR
- SERVICES & EXIT
- CAFETERI
- GY
- SENIOR SCHOO
- ADMINISTRATIO
- MIDDLE SCHOO
- ELEMENTARY SCHOO

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no.:	date:	description:
Revisions		
2.	August 15, 19	Revised site plan
1.	NOVEMBER 16, 18	Issued for Non Farm Use

project title:
PYTHAGORAS
ACADEMY 2022
9500 No 5 Rd
RICHMOND, BC

drawing title:
SECTIONS

project no.:	17021
drawn by:	RM
checked by:	JM
date:	AUG. 15, 2019
scale:	As Indicated

drawing no.:
A3.1

PLN - 101

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2. August 15, 19 Revised site plan
1. NOVEMBER 16, 18 Issued for Non Form Use
no.: date: description:
revisions

project title:
PYTHAGORAS
ACADEMY 2022
9500 No5 Rd
RICHMOND, BC

drawing title:
3D VIEWS
VIE

project no.: 17021
drawn by: RM
checked by:
date: AUG. 15, 2019
scale: N.T.S

drawing no.:
A4.0

OBJECTIVE 5:

Find ways to recover food waste.

POLICIES:

a) support the efforts of community groups and the private sector to establish initiatives that divert recoverable food from the pre-waste stream for redistribution to local food banks;

b) develop strategies to encourage organic waste diversion from multi-family housing and commercial properties;

c) support the recycling and re-use of organic waste;

d) develop an educational program to promote awareness around food production, health, and impacts on the community.

Credit: Richmond Food Security Society

Bylaw 9506 2016/02/15

7.3 No. 5 Road Backlands Policy

OVERVIEW:

Since 1990, the City and the Agricultural Land Commission (ALC) have agreed that, within the Agricultural Land Reserve (ALR), there shall be a unique area called "No. 5 Road Backlands Policy Area" as shown on the attached No. 5 Road Backlands Policy Area Map.

The purpose of the Policy is to allow Community Institutional uses on the westerly 110m ("Frontlands") of the properties located on the east side of No. 5 Road between Blundell Road and Steveston Highway (the area outlined in bold lines on the No. 5 Road Backlands Policy Area Map), if the remaining portions ("Backlands") are actively farmed.

Bylaw 9506
2016/02/15

OBJECTIVE:

Community Institutional uses may be permitted in the Frontlands if the Backlands are actively farmed.

POLICIES:

a) the types of uses which may be considered in the Frontlands are those consistent with the Community Institutional land use definition contained in the 2041 Official Community Plan (the "OCP") to be considered and approved by the City and the Agricultural Land Commission through the necessary land use approval process;

b) in the Frontlands, clearly ancillary uses (e.g., dormitory) to the principal Community Institutional uses are allowed, but principal residential uses (e.g., congregate housing, community care facility, multi-family housing) are not allowed;

c) property owners who do not intend to farm the Backlands themselves are encouraged to, either lease them to a farmer, dedicate their Backlands to the City or enter into legal agreements with the City to allow the City or the City's designate to access and farm the Backlands;

d) the City will continue to strive for a partnership approach with property owners to achieve farming of the Backlands (e.g., based on the approved farm plans);

e) in the Backlands, a limited infrastructure component (e.g., little or no regional and on-site drainage, irrigation or farm access roads) could be allowed, where a full infrastructure component is not practical;

f) in the Frontlands, satisfactory sanitary sewage disposal is required as a condition of non-farm use or rezoning approval;

g) applicants shall submit the necessary reports to the City to achieve farming with all costs to implement works associated with an approved farm plan to be paid by the applicant;

Development Application Procedure and Requirements

a) all proposals for Community Institutional development are subject to City and ALC approval through the necessary development application process to be reviewed on a case-by-case basis and in accordance with the OCP;

b) consideration of Community Institutional development in the Frontlands is generally subject to:

   i) submission and approval of an ALR Non-Farm Use application that is required to be endorsed by the City prior to being considered by the ALC. If the City endorses the ALR Non-Farm Use application, it will be forwarded to the ALC for consideration;

   ii) pending the outcome of the ALR Non-Farm Use application, a rezoning application will also be required and subject to the required statutory process;

   iii) other Development Applications (i.e., Environmentally Sensitive Area Development Permit, Development Variance Permit) may also be required based on the proposal or site context;

Bylaw 9506 2016/02/15

c) in certain cases, a rezoning application will not be required following approval of an ALR Non-Farm Use application. Under these circumstances, any specific requirements to be secured through the ALR non-farm use application are to be confirmed through the necessary resolution of Council upon consideration of the application;

d) in considering development proposals (i.e., ALR Non-Farm Use applications or rezoning application) in the No. 5 Road Backlands Policy area, the City requires the applicants to:

i) prepare farm plans with access;

ii) explore farm consolidation;

iii) commit to do any necessary on-site infrastructure improvements;

iv) co-operate as necessary to remove constraints (e.g., required infrastructure) to farming the Backlands, in partnership with others;

v) commit to legal requirements as may be stipulated by Council to achieve acceptable land uses (e.g., farming the Backlands);

vi) provide financial security to ensure the approved farm plan is implemented;

vii) undertake active farming of the Backlands;

viii) register a statutory right-of-way on title for a future farm access road along the eastern edge of the property along the Backlands, to the satisfaction of the Director of Development;

ix) comply with such other considerations or requirements by Council;

Reporting Requirements

a) all property owners who are required to farm the Backlands must, in a form acceptable to the City, report to the City on a yearly basis regarding the current status of the farm by providing clear evidence (e.g., detailed description of the farming activities conducted in the Backlands, photos, farm tax records) that the Backlands are actively being farmed in accordance with the approved farm plans, to Council and the ALC's satisfaction;

Amendments to the Above Policies

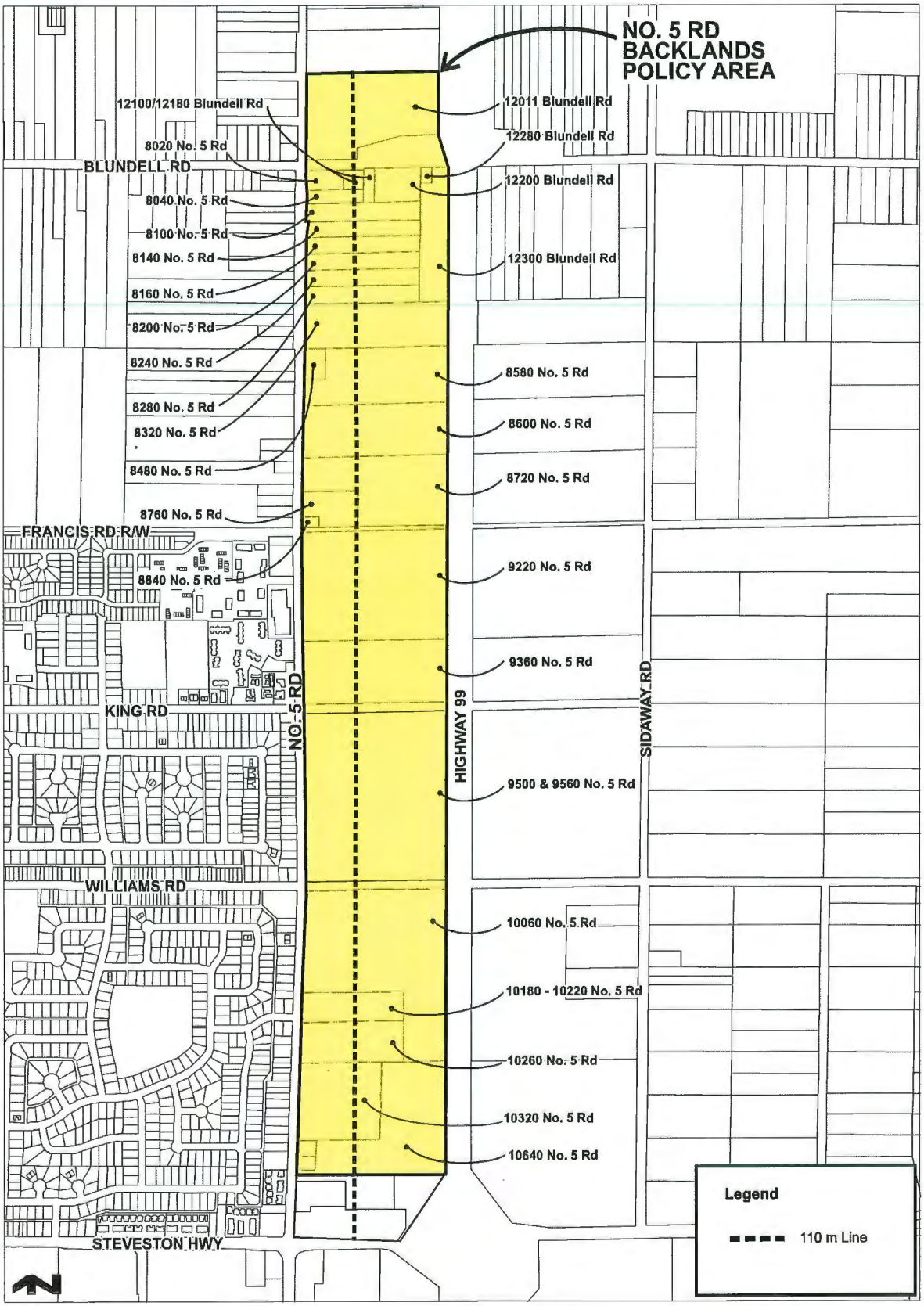
a) amendments to these policies in the 2041 OCP is subject to the required statutory process, which will include consultation between the City, ALC and other stakeholders as deemed necessary;

Co-ordination of Review Process

a) the City and the ALC will co-ordinate efforts when reviewing applications for ALR non-farm use and subsequent rezoning applications, in order to ensure that the interests of each party are addressed. This co-ordinated effort will be done prior to granting any approvals.

No. 5 Road Backlands Policy Area Map

Bylaw 9506
2016/02/15



Excerpt of Food Security and Agricultural Advisory Committee
Meeting Minutes
September 12, 2019

Non-Farm Use Application at 9500 No. 5 Road

Kevin Eng, Planner 2, introduced the proposed non-farm use application at 9500 No. 5 Road and provided the following comments:

- The site is located in the Agricultural Land Reserve (ALR), was previously used as a golf course, and has a total area of approximately 29 acres;
- The property is located within the OCP No. 5 Road Backlands Policy area and the proposal is consistent with the Policy;
- The property has a Community Institutional land use designation along with westerly 110 m, with the remaining portion of the property designated Agriculture;
- Background information was provided on a previous non-farm use application that included subdivision of the land by a previous owner, which was ultimately denied by the ALC. Staff noted that the current proposal is under a new owner and completely separate from any previous applications on the subject site;
- A school is proposed to be developed on the westerly 110 m, including supporting uses;
- The applicant has submitted an agricultural remediation plan for the backlands to convert the area of approximately 18.4 acres to agriculture; and
- A security in the amount of approximately $800,000 will be secured to ensure the remediation of the backlands to agriculture.

Bruce McTavish, Project Agrologist, provided the following additional comments regarding the proposal:

- The proposal will include a significant buffer between the proposed school and farmland in accordance with the ALC's guidelines;
- Site investigations revealed that there is no contaminated soil on the site, small pockets of asphalt debris will be removed, and the soil series is Delta ranging from sandy clay to silt clay and silt loam;
- Soil chemistry is normal for an unused site;
- Present agricultural capability is Class 4W and the proposal is to improve the entire backlands portion area to Class 2WD;
- Agricultural remediation will include tree and stump removal, grass and weed removal, berm removal, filling of water hazard (with berm material), removal of sand traps, removal of existing irrigation and drain lines, cultivation and soil de-compaction techniques;
- Salvaged topsoil from the proposed school site will be moved to the backlands;

- Subsurface drainage will be installed, the land will be prepared for planting, and grass forage crop will be planted to improve soil; and
- Preferred farm operator would be organic vegetable or organic small fruit production. The consulting agrologist noted that they have had discussions with commercial farmers to lease the backlands portion of their site.

In response to questions from the Committee, Staff noted that should the non-farm use application be approved by Council and the ALC, a rezoning application would be required to allow the proposed land uses.

Councillor Steves indicated support for the City to retain ownership of the backlands.

As a result of the discussion, the Committee providing the following comments:

- Consider retaining a portion of the proposed school site for agricultural programing for students; and
- Consider providing space within the proposed school site for non-profit organizations.

As a result of the discussion, the Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee support the Non-Farm Use Application at 9500 No. 5 Road as presented.

Carried Unanimously

McTAVISH
RESOURCE & MANAGEMENT
CONSULTANTS LTD.

Agricultural Conversion Plan
Pythagoras Academy – 9500 No. 5 Rd, Richmond BC

Prepared for: Dagneault Planning Consultants Ltd.

November 4, 2019

Revision Index			
Revision #	Approved by	Date (YYYY-MM-DD)	Issued Status
1	B. McTavish	2019-06-17	Issued for internal review
2	B. McTavish	2019-06-28	Final for distribution to client
3	B. McTavish	2019-07-02	Final for distribution to CoR
4	B. McTavish	2019-09-05	Final with revisions
5	B. McTavish	2019-10-26	Final with revisions from FSAAC Meeting
6	B. McTavish	2019-11-04	Final with revisions from comments from CoR

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Executive Summary

The following report submitted by McTavish Resource & Management Consultants Ltd. (McTavish) is an update that summarizes the eight reports submitted to the City of Richmond (CoR) with respect to converting the eastern ~18 acres of the Mylora Golf Course located at 9500 No. 5 Road, Richmond BC, to a commercial farm. The current report also provides new information on subsurface drainage and updates the soil contaminated site (CSR) data to reflect updates to the regulations.

The McTavish report is prepared as part of the required supporting documentation for the proposed conversion of the western 10 acres to an independent school. The No. 5 Road corridor has seen a number of agricultural properties converted to institutional use with the eastern portion's sections in Agricultural production. The property directly south of the Mylora Golf course is the Ling Yen Mountain Temple which is undergoing a significant expansion including removal or agricultural land but with significant improvement of the remaining land. South of the temple is the Richmond Christian School which was also developed on agricultural land.

One of the major issues with the institutional development along No. 5 Road is the lack of agricultural improvements and production on the remaining agricultural land. The proposed strategy presented in this document requires an investment of approximately $700,000 in improving the agricultural capability of the property. To the author's best knowledge, this will be the first time in British Columbia that a golf course has been converted back to productive agricultural land. The property owners have also secured a long-term lease of the agricultural portion of the land to a Lower Mainland farmer with many years of experience in farming land in Richmond and Delta.

The present land capability for agriculture on the site is 4WD. This will be improved 2WD by following the recommendations for soil improvement in this report. The improvements will include removing all golf course features, improving surface drainage by crowning, spreading of salvaged topsoil, subsoiling, cultivation and incorporation of organic matter. Drainage will also be improved by the installation of a subsurface drainage system.

Since the soils are compacted from years of golf course use, they will be remediated by using typical cultivation methods such as subsoiling, ploughing and disking. These actions will remove the existing root restriction layer and allow rooting to approximately 50 cm depth compared to the present 20 cm depth. These actions will allow a wide variety of annual and perennial crops to be grown on the property.

Soil pits were installed on all fairways and greens, soil samples collected and analyzed for agricultural chemical criteria as well as for heavy metals because golf courses have historically used fungicides that incorporate mercury and cadmium. The soil analysis indicated that metals were well below the limits for agricultural soils, and that there are no soil chemical issues that would preclude farming on this site or necessitate any soil removal.

Extensive excavations for soil sampling took place on all constructed berms to determine if there was debris in the berms that is not compatible with agriculture. Only a small amount of concrete and asphalt was found in a single location. The amount found is not significant with respect to using the berm material for filling in the water hazards on the property.

A 2-inch water line will be connected to the CoR water system and run to the property to provide a source of irrigation water. An all-weather farm road will be constructed to provide access to the farm.

A number of agricultural options were presented to the City of Richmond Agriculture Advisory Committee (AAC) and to City staff under a previous development application. The City of Richmond AAC requested that the site be converted into a single contiguous farm and that all golf infrastructure be removed including all berms and trees that would interfere with farm operations. Based on this recommendation an agricultural reclamation/conversion plan has been developed and is described in this report. This report also includes recommendations from the Food Security and Agricultural Advisor Committee (FSAAC) September 2019 meeting that reviewed the McTavish agricultural plan.

Although this is a new application, the previous soil investigations and farm conversion plan that was accepted by the City of Richmond AAC and the CoR is re-submitted with some modifications. The proposed farm conversion process includes improvement of the drainage by the installation of subsurface drains and the confirmation of a lease by a long-term Richmond farmer. One significant difference between the 2016 and 2019 application is that the trees on the agricultural conversion area were felled and many of them removed. Trees that still on the property as are stumps which will be chipped and composted if the new project is permitted. The 2019 Agricultural Remediation plan also makes a commitment not to use herbicides for initial weed control and to make best efforts to secure a long term lease with an organic farmer so that the site can be operated as an organic farm.

1.0 Introduction

McTavish Resource and Management Consultants Ltd. (McTavish) was retained by Dagneault Planning Consultants Ltd. (the "client") to provide an agricultural remediation plan to convert the eastern 7.3 ha (18 acres) of the Mylora Golf Course located at 9500 No. 5 Road, Richmond BC (the "site") to a commercial agricultural operation (Figure 1). This conversion is part of the proposed redevelopment of the western section of the property to an independent school.

The purpose of this report is to provide relevant updates to the April 2016 Agricultural Remediation Plan (ARP) that was prepared for the City of Richmond (CoR) and the Agricultural Land Commission (ALC). This report summarizes the findings of eight documents prepared by McTavish that were previously submitted to the CoR. This document also provides an updated drainage plan that includes the removal of the previously designed open drainage ditch on the southern side of the property and instead recommends the installation of subsurface drainage that will discharge into the King Road ditch. This change improves the overall drainage and maximizes the area available for agricultural production.

1.1 Site Details

The site is located at 9500 No. 5 Road (PID 004-856-686) and is currently zoned as a golf course (GC). The legal description is SEC 30 BLK 4N RG 5W PL NWP775 Parcel A, Except Plan 2627, 51360, SRW 21305, REF 775 SEE R-030-373-551. The property is within the Agricultural Land Reserve (ALR).

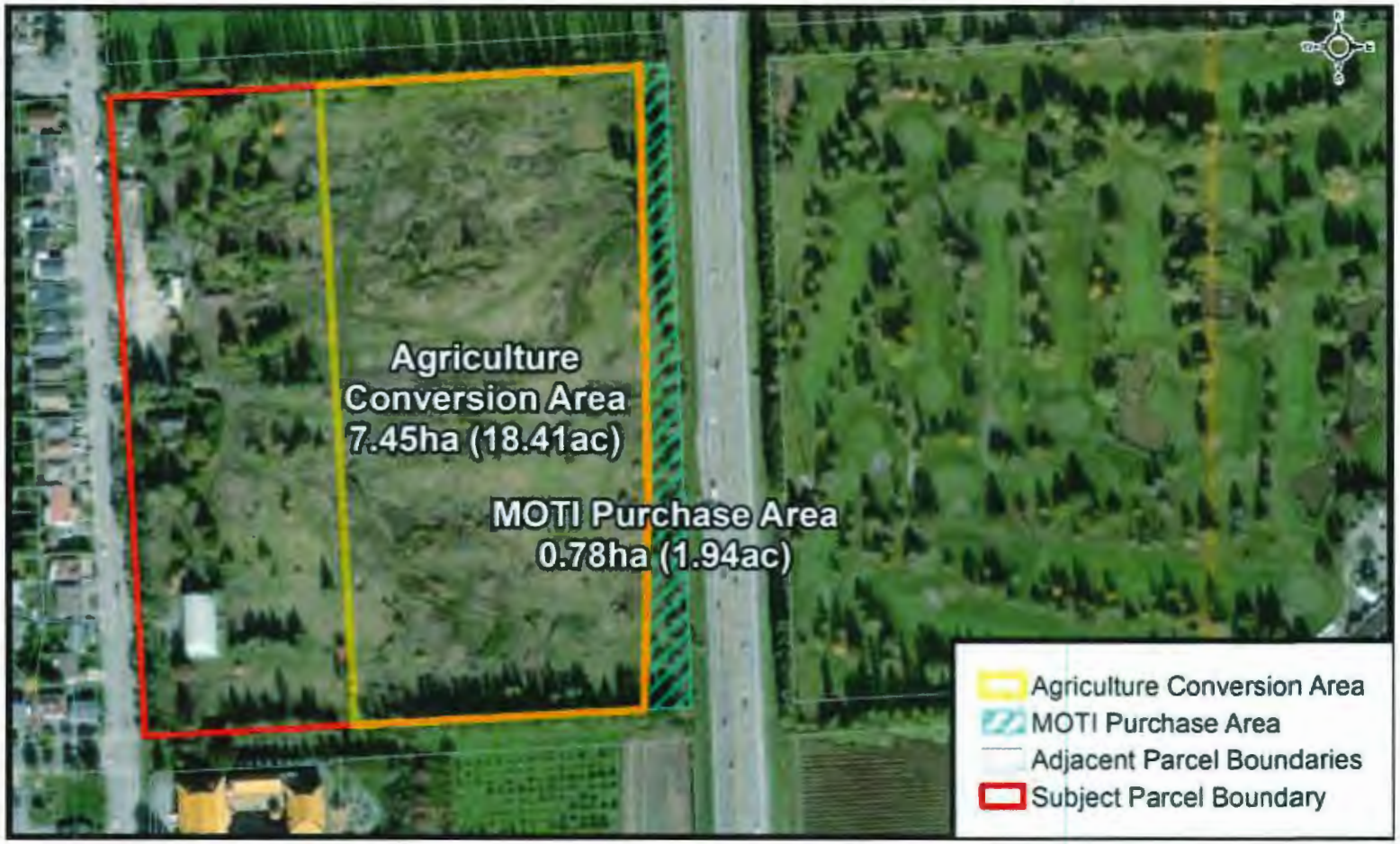

Figure 1: 9500 No. 5 Road and approximate area of proposed agriculture conversion area

1.2 Proposed Development

The site has historically been used as a golf course. The landowner proposes to develop the western 4 ha (10 acres) along No. 5 Road for institutional development. This development will be an independent school with no dormitories. The remaining 7.45 ha of land will be converted to agricultural land. Since the initiation of this project in 2013, the George Massey Tunnel Project (GMT) was announced by Ministry of Transportation and Infrastructure (MOTI) and cancelled. In the Bridge planning process MOTI purchased approximately 2 acres of the property that is adjacent to Highway 99. The land taken by MOTI varies in width from 18 metres at the north end to 28 metres at the south end. The total amount of land to be acquired is 0.78 ha or 1.94 acres as shown in Figure 1.

2.0 Methodology

The following Agricultural Plan has been developed by completing a desktop review of relevant sources, completing extensive soil investigation and a site assessment.

2.1 Desktop Review

A desktop review was conducted using mapped soil and agricultural capability classification of the study area using the BC Soil Information Finder Tool (BC SIFT).

2.2 Soil Investigation

In 2016, a total of 17 soil pits were installed on the site and recorded using a GPS (Figure 2). The soil of each fairway was sampled to a depth of 60 cm with a Dutch auger. Soil observations including horizon designation and depth were made at each soil pit. Soil texture was determined by hand texturing at each sample location.

Aggregate samples were taken from both the A and B horizon from each soil pit and laboratory tested at Exova Laboratory Inc. (now Element Materials Technology) in Surrey BC for macro/micronutrients as well as organic matter, electrical conductivity (EC) and acid reaction (pH).

Figure 2: Soil sample locations 2016

2.3 Agricultural Capability

The Land Capability Classification for Agriculture in British Columbia published by Kenk and Cotic (1983) is used to describe the potential for agriculture and any limitations for soil-based agriculture. This rating system "groups mineral and organic soils into seven classes which indicates the type and extent of any soil and climate parameters which affect the range of crops that can be grown and/or the management inputs required" Kenk and Cotic (1983). Class 1 is land best suited for agriculture and Class 7 is non-arable land. Various subclasses describe the limitations for agriculture.

The agricultural land capability classification indicates the range of suitable crops that can be grown and/or the management inputs required based on soil and climate parameters. The ratings can be *unimproved* based on the conditions that exist at the time of the survey without any management inputs) or *improved* (based on the rating after the limitations have been alleviated through improvements).

An agricultural capability assessment was carried out at the site within the area intended for agricultural use. The assessment was performed to make general observations of the site that impact the agricultural capability such as topography, rooting depth, drainage, soil texture and structure.

3.0 Site Investigation Results

3.1 Soil Investigation

To determine the site's suitability for agriculture and the steps necessary to convert the existing golf course back to agriculturally productive land, detailed investigation of soils, drainage, existing golf course features, and potential soil contamination took place between 2013 and 2015. Since there has been no activity on the site since then, soil testing was not repeated in 2018 or 2019.

Figure 3 shows a typical sample of the soils found on the site.

Figure 3 Soil sample showing mottled Bg horizon

3.1.1 Existing Soil Mapping

The existing soil mapping indicates that the soils on the subject property are in the Delta soil series which are common in central and western Delta and central Richmond (Figure 4). The parent material is medium to moderately fine-textured Fraser River deltaic deposits, with the surface texture varying from silt loam to silty clay loam that is usually a depth of 100 cm or greater.

Luttmerding (1981) describes the Delta Series:

> "Delta soils have a very dark gray or black, friable to firm, cultivated surface that is about 20 cm thick and usually contains 10 to 20 percent organic matter. The plowed surface layer (Ap

horizon) is underlain by a gleyed Bg horizon which is typically grayish-brown, firm to very firm, silty/clayey zone, about 30 cm thick which breaks to prismatic or blocky clods and contains some reddish-brown mottles. Underlying this is a Cg horizon about 30 cm thick of dark gray or grayish-brown, massive silty material containing common mottling. Below 100 cm is typically saline, sandy or silty material. The lower part is also often saline and high in sulphur compounds. The soil series is classified as an Orthic humic Gleysol: saline phase, and typically has an extremely to very strongly acid reaction throughout the soil profile." Figure 3 shows the soil profile of the Delta soil series as found on the subject property.

Figure 4 Mapped soil series at 9500 No. 5 Road, Richmond BC

3.2 On-site Soil Observations

On -site soil observations were made by sampling all fairways, greens and berm areas on the golf course.

Soil logs from the test pits are provided in Appendix I.

3.2.1 Physical Properties of Soil on Fairways

The hand textures of the Ap horizon indicate that soils ranged from sandy clay; silty clay; to silt loam. Since texturing was done by hand it is possible that some of the sandy textured soils are sandy clay loams or clay loams (Figure 5). It was assumed that the soils of the fairways represented the natural soil

because there was a clear Ap horizon; however, the samples are lower in organic matter and higher than normal in sand for Delta soils. This is probably due to sand topping of the fairways in an attempt to improve drainage.

Figure 5 Typical soil profile of fairways

3.2.2 Soil Compaction on Fairways

Heavy foot traffic on golf courses, particularly around tee boxes, is considered a potential issue in the management inputs needed to convert the property back into agricultural production. Compaction reduces the amount of large non-capillary pores in the soil (reducing hydraulic conductivity) and increases the small capillary pore spaces. This leads to an increase in water-holding capacity (not good on naturally wet soils) and decreases water infiltration. Compaction typically leads to an increase in standing water and increases the probability of fungal and other diseases. Compaction will also reduce air movement in the soil (oxygen diffusion rates) that in turn inhibits plant growth. It also leads to reduced root growth because roots cannot penetrate the compacted soil.

To determine the degree of compaction on this site a cone penetrometer was used to measure the density of the Ap soil horizon. Penetrometer readings were taken at 25-meter intervals from the tee box down the middle of each fairway towards the green. (McLaughlin et al., 2004) describes measuring soil compaction:

> Soil resistance (strength) is measured in units of pressure: 1 Mega Pascal (MPa) = 145 lb per square in (psi). Root growth is reduced by about half at a penetration resistance of 2.0 MPa

(290psi) and severely limited at 3.0 MPa (435 psi). The 2.0 MPa threshold is equivalent to a force of about 26 kg (57lb) to push the 0.5-inch diameter probe into the soil; penetration resistance in compacted soils can be two to four times this value. Higher soil water content typically results in lower penetrometer values, so assessments should be carried out at consistent soil water contents.

The readings were taken in the Ap horizon to a maximum depth of 15 cm (6 inches). The readings ranged from 200 to 500 psi with an average of 296 psi. Detailed penetrometer readings are provided in Appendix II. A t-test was run on the data at the 95% confidence interval which indicates that the penetrometer average is 296 psi plus or minus 19.6 psi. This means this reading can be expected 95 times out of 100 tests.

The levels of compaction found on the site are very high (above 300 psi) which will severely restrict roots. At 500 psi root penetration is impossible. In order to convert this property back to agriculture, measures will have to be taken to reduce the compaction by using typical cultivation methods such as subsoiling, ploughing and disking and the incorporation of organic matter. These will be discussed in more detail in the site remediation section of the report.

3.2.3 Chemical Properties of Soil on Fairways

Nitrogen levels for all soil pits are classified as deficient, which is common for soils on the west coast. Soils can be amended by the addition of organic or inorganic soil amendments. Soil test results for phosphorus and sulphur indicate marginal levels in samples taken from holes 1-18; these levels can be raised through the use of soil amendments. Soil micronutrients are all in the optimum range with the exceptions of boron and chlorine for holes 1-18. Soil sodium is low (< 30 ppm) so there will be no saline issues. The TEC (total nutrient exchange capacity of the soil) indicates that the soil will hold nutrients in reserve and gradually release them to the crop. The organic matter for fairways 1-9 is 6.6%, which is at the high end of normal. This reflects in the relatively high nutrient exchange capacity (TEC of 16.1 meq/100 g). The organic matter for fairways 10 to 18 is slightly lower at 5.5% but still within the normal range.

Soil test results are summarized in Tables 1 and 2 below and lab results are provided in Appendix III.

Table 1 Soil chemistry fairways 1 to 9

Analysis	Results (ppm unless indicated otherwise)	Comments
N (nitrogen)	4	Deficient
P (Phosphorus)	20	Marginal
K (Potassium)	217	Low optimum
S (Sulphur)	5	Marginal
Ca (Calcium)	1670	Optimum
Mg (Magnesium	200	Optimum
Fe (Iron)	421	Optimum
Cu (Copper)	2.4	Optimum
Zn (Zinc)	2.2	Low optimum
B (Boron)	0.2	Deficient
Mn (Manganese)	11.8	Low optimum
Cl (Chlorine)	5.0	Marginal
pH	6.4	Neutral
EC ((dS/m)	0.20	Good
OM (organic matter %)	6.6	High normal
BS (Base saturation)	65.3 %	
TEC (Exchange capacity)	16.1 (meq/100g)	Good
Na (Sodium)	<30 ppm	Good

Table 2 Soil chemistry fairways 10 to 18

Analysis	Results (ppm unless indicated otherwise)	Comments
N (nitrogen)	4	Deficient
P (Phosphorus)	12	Deficient
K (Potassium)	177	Low optimum
S (Sulphur)	4	Deficient
Ca (Calcium)	1170	Optimum
Mg (Magnesium	198	Optimum
Fe (Iron)	385	Optimum
Cu (Copper)	3.0	Optimum
Zn (Zinc)	2.4	Low optimum
B (Boron)	0.3	Deficient
Mn (Manganese)	13.1	Low optimum
Cl (Chlorine)	5	Marginal
pH	6.2	Neutral
EC (dS/m)	0.12	Good
OM (organic matter %)	5.5	Normal
BS (Base saturation)	60.9	
TEC (Exchange capacity)	13.0 (meq/100g)	Good
Na (Sodium)	<30 ppm	Good

Since the greens are built with a deep layer of medium to coarse-textured sand they are considered highly modified and will be removed as part of the agricultural conversion. Soil sampling on the greens therefore focused on the potential for soil contaminants as described in Section 3.3.

3.3 Golf Greens and Potential for Contaminants

All greens were impacted by fungal infections (see reddish-brown spots, Figure 6). A number of fungal diseases are common on bent grass golf greens these include dollar spot, pink snow mold (*Microdochium* patch and *Fusarium* patch), *Anthracnose*, and *Pythium* diseases (including *Pythium* blight and *Pythium* root rot or dysfunction). The obvious presence of fungal disease indicates that the golf course would have had a fungal control program that would have included extensive use of fungicides to control these diseases when the course was in operation. The major concern in terms of agricultural conversion of the golf course is not the actual presence of fungal diseases, but the types of fungicides that may have historically been used for control.

From the 1960s until the 1990s golf courses used fungicides whose active ingredients were either mercury or cadmium. Mercury was present in the inorganic formulation of mercurous and mercuric chlorides and organic forms with phenyl mercuric acetate and hydro-xymercurichlorophenol. Cadmium was incorporated into fungicides in both organic and inorganic forms including cadmium chloride (inorganic) and cadmium succinate (organic).

Figure 6 Reddish-brown spots indicating fungal disease on greens

With respect to the development of agriculture on the subject property, it was important to assess potential heavy metal contamination that may be present due to fungicide use on golf course greens. Prior to 1995 there was widespread use of mercurial fungicides to control snow mold (Brytus, 1997). These mercury compounds have a high affinity to absorb into soil complexes, leading to residual

contamination long after the fungicides were used. Based on this information the testing for heavy metal contamination is imperative to ensure mercury levels do not exceed agriculture standards.

Mercury and cadmium are the main concerns. To test for heavy metals for each green, samples were taken at the depths of 0-7.6 cm (0-3 inch), 7.62 cm-15.2 cm (3-6 inch), 15.2 cm-22.8 cm (6-9 inch) and 22.8 cm-30.4 cm (9-12 inch). Samples were taken using an Oakfield probe. The probe was cleaned between each set of samples taken. In total two sets of samples were submitted to the laboratory (composites of fairways 1-9 and 10-18). Each sample set consisted of an aggregate sample representing the 0-7.6 cm depth (Sample 1), and the 7.62 to 15.2 cm depth (Sample 2). The deeper samples were stored in a freezer pending analysis in case any metals above allowable limits were found in the shallower samples. The logic for testing the surface 15 cm (6 inches) is that heavy metals are not mobile in the soil since they bind to soil cations. Thus, if they were present, they would be found in the upper 15 cm of the soil.

Samples representing all 18 greens on the subject property were tested for heavy metals and compared to the agriculture regulation standard for allowable heavy metals for agriculture use. All samples were well below the maximum limit allowed for agriculture (see Table 3 and Appendix III). The allowable limit for Cadmium is 1.5 ppm, and concentrations were found at 0.11 in the 0-7.6cm (0 to 3 inch) depth (less than 10% of the allowable limit). The allowable limit for mercury is 0.6 ppm and this heavy metal was found at 0.039 in the 0-7.6 cm (0-3 inch) depth and 0.021 ppm in the 7.6-15 cm (3 to 6 inch) depth (about 5% of the allowable limit). Based on these results there are no concerns about mercury or cadmium contamination on this site.

Table 3 Heavy metal test results from golf greens

Substance	Allowable limits for agriculture – Human uptake of soil (ppm)[1]	Allowable limits for agriculture – Toxicity to Plants (ppm)[2]	Sample 1	Sample 2
			0 – 7.62 cm depth (ppm)	7.62 to 15.24 cm depth (ppm)
	Inorganic Substances			
Antimony	250	-	1.7	1.8
Arsenic	20	25	<0.20	<0.20
Barium	8500	700	35	42.3
Beryllium	85	150	0.16	0.19
Boron (hot water soluble)	2		0.15	0.08
Cadmium	20	30	0.11	0.14
Chloride ion (Cl-)	>1000 mg/g	350	-	-
Chromium (+3)			-	-
Chromium (+6)			-	-
Chromium (total)	100	200	29	32.5
Cobalt	25	45	5.56	6.56
Copper	3500	150	12.6	12.2
Fluoride			-	-
Lead	120	550	1.7	3.2
Mercury	10	40	0.039	0.021
Molybdenum	200	80	0.21	0.09
Nickel	450	150	35.9	29.4
Selenium	200	1.5	<0.3	<0.3

[1] BCCSR Standards consolidated to March 19, 2019 http://www.bclaws.ca/civix/document/id/crbc/crbc/375_96_multi

[2]

Silver	200		<0.2	<0.2
Sodium ion (Na+)	>1000mg/g		-	-
Sulphur (elemental)	2000		-	-
Thallium	2		<0.3	<0.3
Tin	25000		<0.2	<0.2
Vanadium	200	150	41.3	43.4
Zinc	10000	450	37.8	42.9

3.4 Constructed Berms and Potential for Contamination

Several constructed berms form part of the golf course infrastructure. It is the intention to use the soil material in the berms to fill in the existing water features on the golf course. Therefore, it is critical to ensure there are no contaminants in the berms.

Observations took place in 2013 and 2015 by excavating trenches in the berms with a tracked excavator and making visual observations for foreign material such as asphalt and concrete.

Twenty trenches were excavated in 2015 as shown in Figure 7. A small amount of asphalt was observed at GPS location 655 and 657. All other trenches were free of any foreign material.

Figure 7 Sample locations 2015

The 2013 sampling indicated that the large berm running east to west along fairway 14 (GPS locations 419 to 421) contained occasional pieces of concrete and asphalt (consistent with 2015 findings). The soil in this berm also contains some gravel and is of a texture more consistent with glacial till. This berm turns north at sample location 421 (Figure 8) and 660 (Figure 7). The section of the berm running north is constructed with soil material from the subject property and can be used as topsoil.

Figure 8 Sample locations 2013

The small amount of concrete and asphalt found in the berms are of no concern with respect to using the soil in the berms as fill material for the golf course water hazards. Even if there are small amounts of concrete or asphalt in this material, research has shown that aged asphalt and concrete do not leach significant quantities of deleterious material into the environment.

3.5 Drainage

Delta soils are generally poorly drained. Internal and surface drainage are both slow, resulting in high water tables over the winter months. During the growing season the water table gradually retreats, and droughty conditions sometimes develop during dry summers. The soil compaction that is found on the site will also reduce water infiltration and result in poorly drained soils.

During the site investigation in April 2013 surface water ponding occurred in some areas, along with soggy soil and generally poor drainage. Surface drains and shallow subsurface drain lines were encountered during the site investigation and one outlet was observed into the Highway 99 ditch approximately 0.30 m below the soil surface. Due to heavy brush along the ditch it was not possible to find other drain outlets.

Drainage needs to be improved in order to convert the property to agriculture. More details on drainage improvement are provided in the agricultural conversion plan (Section 4).

3.6 Agricultural Capability

Agricultural areas in the Lower Mainland have been mapped and the land rated for its agricultural capability. The capability is presented as unimproved (land without additional management inputs such as drainage or irrigation) and improved which is the highest capability the land can reach if all constraints are removed.

3.6.1 Agricultural Capability Based on Existing Mapping

The land capability class 4W. This means that based on the published mapping without improvement, 100% is of the site has an unimproved classification of 4 with the most significant limitation being W (excess wetness).

3.6.2 Agricultural Capability Based on Site Investigations

Site observations on the subject properties show soils to be consistent with the current land capability rating of 4W (Figure 8). Evidence of prolonged wetness was observed on many of the fairways. Mottling was present in many of the soil pits, indicating prolonged water saturation in the soil profile. This is common for Delta soils, which are classified as Orthic Humic Gleysol.

The site has been managed as a golf course for many years, and shallow subsurface drainage has been installed, however this is offset by very compacted soils and lack of freeboard for adequate drainage outlet depth at the Highway 99 ditch. Based on the saturated condition of the site observed during soil sampling in April 2013 and results of soil compaction testing in May 2013, it is the author's opinion that the site is presently a 4W classification.

Figure 9 Land capability for agriculture

Agricultural capability ratings are described below (Kenk & Cotic, 1983):

Class 4

Land in Class 4 has limitations which make it suitable for only a few crops, or the yield for a wide range crops is low, or the risk of crop failure is high. The limitations may seriously affect one or more of the following practices: timing and ease of tillage, planting, harvesting and methods of soil conservation.

Class 4W

Frequent or continuous occurrence of excess water during the growing period causes moderate crop damage and occasional crop loss. Water level is near the soil surface during most of the winter or until late spring, preventing seeding in some years, or the soil is very poorly drained.

With site remediation the land capability can be improved to 7:2WD 3:3WD. This means that 70% of the property can be improved to Class 2 with excess water restrictions, as well as a root-restricting layer within 50-75 cm of the soil surface. 30% of the property can be improved to Class 3 with excess water restrictions and a root-restricting layer within 25-50 cm of the soil surface. Class 3 capability is described below:

Class 3

Limitations are more severe than for Class 2, and management practices are more difficult to apply and maintain. Limitations may restrict the choice of suitable crops or affect one or more of the following practices: timing and ease of tillage, planting and harvesting, and methods of soil conservation.

Class 3W

Occasional occurrence of excess water during the growing period causes minor crop damage but no crop loss, or the occurrence of excess water during the winter months adversely affects perennial crops. Water level is near the soil surface until mid-spring, forcing late seeding, or the soil is poorly and, in some cases, imperfectly drained, or the water level is less than 20 cm below the soil surface.

Present land capability classifications have the potential to be improved by remediating current limitations. Such improvements typically include:

- Water control (ditching or tilling)
- Deep ploughing
- Amelioration of soil texture
- Cultivating to break up root-restricting layers

Class 2

Land has minor limitations that either require good ongoing management practices or may restrict the range of crops (or both). Soils are deep, hold moisture well, and can be managed with little difficulty.

Class 2D

On Class 2D land, root-restricting layer occurs within 50 to 75 cm of the mineral soil surface, or the upper 25 cm has a texture of silty-loam, clay loam, or sandy-clay that is slightly sticky-wet, or the slowest permeability usually 0.5 to 1.0 cm/hr in the upper 100cm.

Class 2W

Class 2W is described as having occasional occurrence of excess water during the growing period causing slight crop damage, or the occurrence of excess water duing the winter months adversely affecting deep rooted perennial crops. Water level is rarely, if ever, at the surface and excess water is within the upper 50 cm for only a short period (less than 2 weeks) during the year.

The options for improvement of the property will be discussed in Section 4.

3.7 Existing Golf Course Features

Various features need to be addressed when returning golf courses to commercial agriculture use. These include ponds, sand traps, tees and greens, various undulations in the terrain and berms, and landscaping. This section describes the various golf course features found on the property, and Section 4 describes the remediation strategy to remove these features to allow for commercial agriculture.

Bennett Surveying prepared a survey plan of the site that included the area and volume of all water hazards and the volume of the berms. This section of the report uses the Bennett survey plan (January 8, 2017) to describe the various golf course features and to develop a reclamation plan and budget.

3.7.1 Golf Course Water Hazards

Various water hazards located throughout the site can be seen in Figure 1. Based on the survey plan approximately 4000 m^2 (volume of 4600 m^3) of water hazards exist on the property and will need to be filled.

3.7.2 Sand Traps

Various sand traps are located throughout the site as can be seen in Figure 1. Based on the survey plan approximately 850 m^2 of sand traps will need to be filled or the sand removed, and topsoil applied.

3.7.3 Tees and Greens

Tees and greens are built above the natural soil surface with native soil and fine sand. Greens are highly compacted sand and tees are also compacted. The layer of sand is about 25 cm deep (9-10 inches). The sand can either be spread and incorporated into the soil or used as fill for the water hazards.

3.7.4 Undulations

The fairways include various undulations and minor landscaping. Some are planted with ornamentals or single trees. Most undulations are covered with grass. The minor undulations consist of contoured natural soil, and after potential removal of vegetation and trees, can be easily levelled.

3.7.5 Berms

The Mylora course includes one major berm running east-west alongside Fairway 14, with a north-south section near Highway 99. The east-west berm has numerous coniferous trees and ornamental plants. It is constructed with mostly clean fill (subsoil). The north-south part of the berm is constructed with native soil. Another berm runs across the north side of the property and is planted with conifers and poplars.

Based on the survey plan the total soil volume of the berms is 2418 m^3.

3.8 Summary of Site Investigations

Based on site investigations carried out between 2013 and 2017, there are no contaminants that will inhibit the conversion of the existing golf course to a commercial agriculture property. The soil chemical and physical properties are all within normal parameters for agricultural land in Richmond, and the low macro nutrient levels are consistent with areas that were not fertilized on a regular basis.

Existing golf course features such as berms, sand traps, tees, and greens have been identified and quantified. These numbers are used in the conversion/reclamation plan (Section 4) and in the budget presented in Section 8 of this report.

4.0 Agricultural Site Options

A number of agricultural options were developed and presented to the City of Richmond Agricultural Advisory Committee (AAC) for the conversion of the golf course into a farm operation. These included:

1. Developing a single commercial farm site:
   - Commercial agriculture requires the removal of all trees and berms, all greens and tee boxes, as well as the filling of all water hazards presently on the golf course.
2. Developing small lot urban agriculture plots of 2 acres each:
   - This scenario would need less site reclamation because a single contiguous unit of land would not be required (as is the case for a larger scale commercial operation). The proposed small agricultural lots would closely follow the existing fairways, with some removal of trees and filling of ponds and sand traps.
3. Use of the site as a community garden with multiple small gardens that could be leased/rented to residents of the local community:
   - Under this option it is feasible to leave the ponds and berms as aesthetic features but fill in the sand traps with topsoil to make them available for garden plots.

- This option would require that a significant area be developed for parking.

4. Develop a combination of community garden and 2-acre urban agriculture plots.
   - For more detailed information on each option refer to 'Agricultural Site Assessment of Land Located at 9500 Number 5 Road for Inclusion in the Agricultural Land Reserve and Conversion of Golf Course to Agriculture' prepared by McTavish Resource & Management Consultants and submitted to the CoR in June of 2013. Also refer to the 'Proposed Business Plan for Mylora Golf Course Agriculture Conversion Addendum II' prepared by McTavish Resource & Management Consultants and submitted to the CoR in September 2014.
   - The City of Richmond AAC and staff at the CoR carried out a detailed review of all proposals. They requested the option of conversion to an 18-acre commercial farm. Since all other options have been removed from consideration, the following site reclamation plan is based on converting 18 acres of golf course into a contiguous farmable area

5.0 Agriculture conversion plan

The objective of the agricultural conversion plan is to maximize the area of farmable land and to improve the agricultural capability of the site to Class 2W. This will be achieved by improving the drainage and carrying out the following activities:

- Tree and stump removal
- Grass and weed removal
- Berm removal
- Filling of water hazards
- Removal of sand traps
- Removal of existing irrigation and drain lines
- Leveling and crowning the land
- Break the existing sod by ploughing and disking
- Spreading salvaged topsoil over berm removal areas, sand traps and water hazards
- Preparing the land for planting
- Seeding a grass forage crop
- Constructing a farm access road along the Williams Road right of way[3]
- Installation of subsurface drainage
- Installing a 2-inch water from the city main to a standpipe inside the property line.

[3] Mapping indicates a road right of way along the south edge of the property. This right of way has never been registered, and discussions with the ALC staff indicate that the prefer to maximize the farmable area and are not in favour of agricultural land being removed for road right of ways.

5.1 Agriculture Capability Improvement Through Drainage Enhancements

A detailed analysis of site elevations, depth of the Highway 99 ditch and water table depth indicates that it is not possible to install a functioning gravity subsurface drainage system that discharges into Highway 99. Based on this assessment a subsurface drainage system has been designed by Mr. Geoff Hughes-Games PAg that will have an outlet into the King Road drainage ditch. The subsurface drainage plan is provided in Appendix V. Due to outlet depth restrictions the drainage lines will be placed at 12.5 m spacing and an outlet depth of 1.1 m at the King Road drainage ditch.

The installation of subsurface drainage allows the removal of the southern open ditch that was designed in the original proposal that was submitted to the CoR for the previous owner.

Based on site investigations the current land capability classifications can be improved to Class 2W with the installation of subsurface drainage, application of salvaged topsoil from the western 10 Acres and site regrading. Drainage improvements include:

- Grading and ditching to remove excess surface water
- Installation of subsurface drains the discharge into a holding pond and then to the King Road drainage ditch
- Deep ploughing/subsoiling to break up the root-restricting and water infiltration-restricting layers
- Improving soil texture through the addition of organic matter
- Disking and ploughing to incorporate organic matter and further break up the root-restricting layer
- Adding salvaged topsoil to increase the rooting layer depth
- Regrading to improve surface drainage

5.2 Use of Salvaged Topsoil

Six (6) acres of land in the proposed development area (western section of the property) are unencumbered with buildings or parking lots. In addition, MOTI has indicated that topsoil may be available for salvage from the 2 acres they have purchased that is adjacent to Highway 99. This results in a total of 8 acres available for topsoil salvage. The average topsoil depth of Delta soils is 20 cm (7.87 inches). Therefore there is approximately 6460 m^3 of topsoil [8 acres (340,480 ft^2) x 0.67-foot depth = 228,126 ft^3 = 8448 yd^3 = 6460 m^3] that will be available to assist in crowning the land to improve surface drainage.

The topsoil will be used to improve the grades from west to east, with a deeper application along the western section of the agricultural area to produce a greater slope from the west to the Highway 99 ditch.

5.3 Surface drainage management

The sloping and crowning of the agricultural area will ensure that all surface drainage from the site flows to the Highway 99 or King Road drainage ditch. Water will be transmitted by the existing King Road ditch on the north of the property, and by subsurface drainage as described in section 5.5 of this report.

Figure 10 Location of surface drainage features

5.4 Subsurface drainage system

A subsurface drainage system will be installed to improve the agricultural capability of the site. The drainage criteria applied are as follows:

- Drain spacing to 12.5 m to overcome reduced outlet invert depth from the recommended 1.2m to approximately 1m invert depth into the King Road ditch. This tightened spacing will allow for future perennial cropping and overcoming possible impacts of climate change
- Drain depth at pond outlet approximately 1.0 m
- Laterals: 100 mm perforated "Big-O" HDPE drainage tile at minimum of 0.10 % grade
- Mains: 150 mm non-perforated "big- O" HDPE drainage pipe at a minimum of 0.05% grade
- Mains outlet to enlarged existing ponds in NE corner of property
- Pond outlet via control structure (to allow for future controlled drainage, possible pumped outlet and to overcome future climate change issues)
- All existing ponds need to be dry filled and packed as drain lines will be crossing these and settling could impact effectiveness of drainage

A detailed drainage plan is provided in Appendix V.

5.5 Agricultural Capability Improvement Using Cultivation

The wetness (W) and root restricting (D) limitations can be mitigated by the application of cultivation techniques including:

- Subsoiling (deep ploughing) the soil to break up the root-restricting and water infiltration restricting layer;
- Amelioration of soil texture by the addition of organic matter; and
- Disking and ploughing to incorporate organic matter and further break up the root-restricting layer.

5.5.1 Subsoiling

Deep compaction which restricts water infiltration and root development can be improved by subsoiling with a wing-tined subsoiler to depths of 0.75 m (Figures 11 and 12). Criteria for effective subsoiling include:

- Tine spacing must be at least 1 x the working depth of the subsoiler
- Subsoiling must be done when the soil is relatively dry
- Subsoiling will take place prior to the installation of the subsurface drainage system

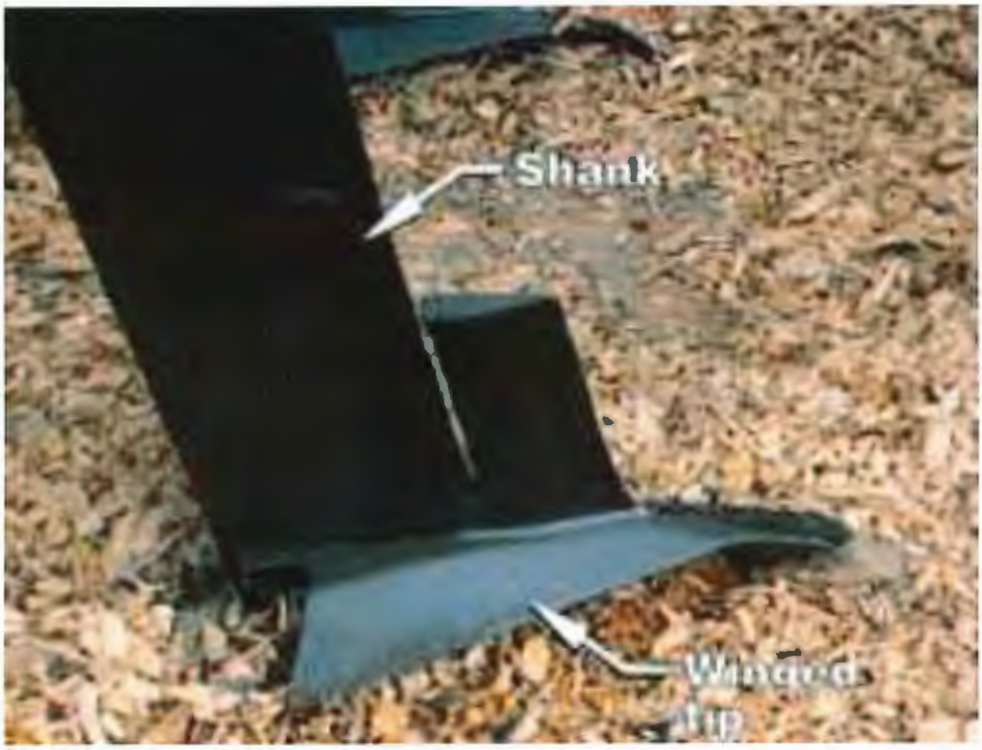

Figure 11 Example of a winged tine subsoiler

Figure 12 Example of a deep subsoiler (US DOA, 2008)

Correct use of subsoiling equipment includes pulling the subsoiler at the correct speed. Soil moisture must be low, and shanks must be the correct depth and spacing (Figure 13).

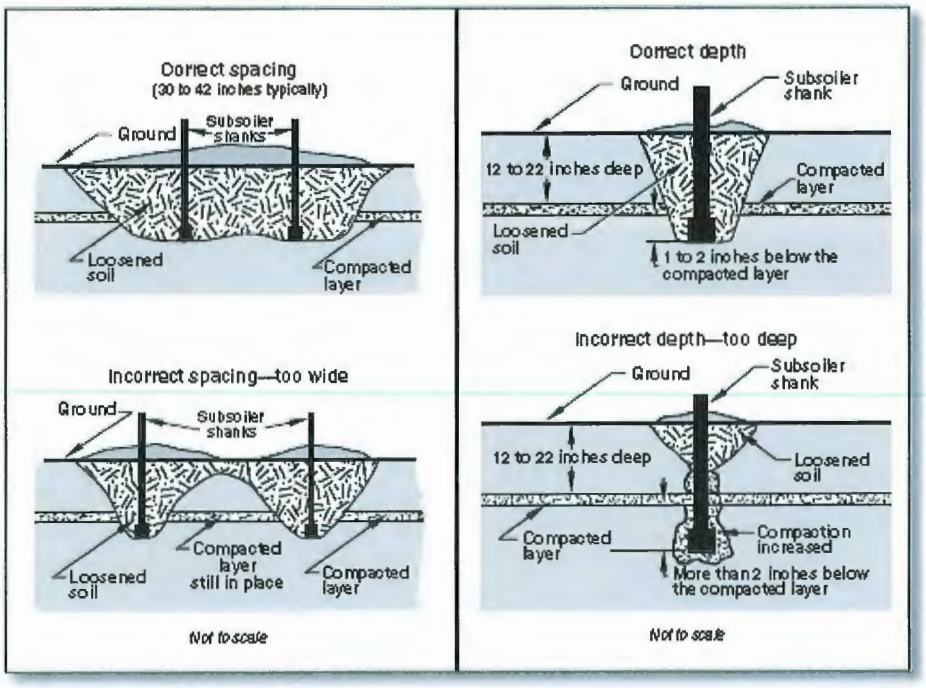

Figure 13 Correct use of a subsoiler

Horsepower requirements for subsoiling depend on soil moisture, the depth and thickness of the compacted layer, and (to a lesser extent) the soil type. Each shank may require from 30 to 75 horsepower. Equipment speed can affect subsoiling. Travel speed that is too high can cause excessive surface disturbance, bring subsoil materials to the surface, create furrows, and bury surface residues. Travel speed that is too slow may not lift and fracture the soil adequately.

To ensure subsoiling is carried out correctly and effectively, McTavish will direct the contractor to proceed when soil conditions are ideal, and McTavish personnel will be present on site to ensure correct depth and speed.

5.5.2 Ploughing

The site will be ploughed using a moldboard plough which slices, lifts, fractures and inverts the soil. Ploughing the site after subsoiling will have two positive impacts:

- Burying the existing sod and weeds
- Restoring tilth to the top layer of the soil

Ploughing should be done using a large mouldboard plough (see Figure 14) with a plough depth of at least 30 cm (12 inches).

Figure 14 Moldboard plough

5.5.3 Improving Soil Texture

Soil texture will be improved through the addition of organic matter. This will improve water infiltration and nutrient-holding capacity. All trees and branches will be chipped and composted on site and incorporated into the soil. Incorporation will be done by spreading the organic material with a manure spreader and using a tine cultivator to incorporate the material into the existing soil.

5.5.4 Summary of Agricultural Capability Improvements

The combination of subsurface drainage, addition of salvaged topsoil and cultivation will result in a significant improvement in the agricultural capability of this site. The cultivation practices and addition of organic matter as described will remove the root-restricting limitations. At the present time, the root-restricting layer ranges between 12 and 20 cm below the surface. Implementation of the recommendations will result in a root-restricting layer located between 40 and 50 cm below the surface. The new classification will therefore be 2D with respect to root restriction.

Installation of subsurface drainage, adding salvaged topsoil and subsoiling the entire site will significantly improve drainage and infiltration rates and increase the root penetration depth. The resulting agricultural capability classification will be 2W or possibly better with respect to the wetness limitation. Subsoiling and increased soil depth will increase the rooting depth and should improve the root penetration limitation to 2D.

The existing agricultural capability mapping shows that under best management practices the site would be 70% 2WDN and 30% 3WDN. The management inputs described will result in a rating for the property

of 100% 2WD. This will allow a wide range of crops to be grown on the site; these are described in section 6.6 Crop Potential.

5.6 Tree and Stump Removal

All trees were cut in 2017 and some of the trunks and most of the stumps still need to be removed.

- Trees of commercial value will be sold. All others will be chipped on site and cultivated into the soil.
- Chips will be small enough to quickly decompose, or a breaking disc must be used to cultivate chips into the soil after application.

A list of trees that have been felled are shown in Appendix VI

5.7 Grass and Weed Removal

Weed removal will be done by mechanical means. This will include:

- Mowing in the spring of the year that the project is permitted
- Ploughing as soon as soil moisture conditions allow
- Disking as soon as soil moisture condition allow.

By using only mechanical means for weed control the site will be suitable for organic agriculture.

5.8 Berm Removal

All berms will be removed, and the berm material used for filling the water hazards. Any asphalt or concrete encountered will be removed from the site.

5.9 Fill in Water Hazards

All water hazards will be pumped dry and then filled using on-site material from sand traps, berms and tee boxes. This must be done prior to the installation of the subsurface drainage system.

5.10 Remove Sand Traps

All sand will be removed from sand traps and used as fill in water hazards. Sand in excess of that required for filling of water hazards will be spread evenly over the site.

5.11 Break Existing Sod by Ploughing and Disking

The entire golf course area will be ploughed and disked to break the sod prior to land levelling.

5.12 Level and Crown Land

The site will be levelled with a grade of 0.25% from west to east toward the Highway 99 Road ditch and crowned in the middle with a grade of 0.25% toward the north and south.

5.13 Prepare the Land for Planting

Once land levelling is completed the site will be disked and prepared for seeding by harrowing the entire area.

5.14 Seed Forage Crop

The site will be seeded with a fall cover crop of either winter wheat or fall rye depending on the weather conditions and time of year when seeding takes place. The cover crop will need to be harvested or cultivated into the soil as green manure, and the site seeded in the spring with Richardson Seed (Terralink) General Pasture with Clover Mix or equivalent. Seed at 35 lbs. per acre (39.23 kg/ha).

To improve soil structure and infiltration it is important to seed a deep-rooting forage crop and maintain it for a minimum of 1 year after all reclamation activities are complete. This crop can then be harvested as hay or silage and therefore has commercial value.

5.15 Timeline for Site Reclamation Activities

It is critical that the work begin in the spring (May at the latest) to ensure that soil movement activities take place during the summer months when the soil is not saturated. It is also important to seed a cover crop by the end of the first week of October to ensure establishment before winter. Table 4 outlines the activities that need to take place and their appropriate timing.

Table 4 Site reclamation schedule

Item	Activity	Month
1	Tree and stump removal; chipping and composting	March to May
2	Mechanically remove existing vegetation including weed species in June	May (June)
3	Remove berms - place all material in water hazards	June to July
4	Fill water hazards	June to July
6	Topsoil - salvage topsoil from west lots and use on water hazards	June to July
5	Topsoil water hazards (minimum 20 cm of topsoil)	June to July
7	Remove sand traps and spread sand evenly over fairway	June to July
8	Apply topsoil to sand traps	June to July
9	Break sod, plough and disk the entire site	June
10	Spread topsoil over all berm areas (20 cm deep)	July to August

Item	Activity	Month
11	Remove irrigation and drain lines as encountered	As encountered
12	Subsoil, plough, disk, land level and crown (use remaining topsoil to improve grades)	August to September
13	Install subsurface drainage system	August - September
14	Prepare for planting (harrow)	September
15	Sample soil, prepare nutrient management plan and add nutrients as needed	September
16	Seed with winter cover crop	Mid-September to first week of October
17	Construct farm access road	July to August
18	Install 2-inch water line	August to September

6.0 Environmental Farm Plan Initiatives Included in Conversion

The agricultural conversion/reclamation will encompass initiatives that have been developed under the Environmental Farm Planning program (EFP) in BC. Areas within the EFP program that are relevant to the site conversion are:

- Crops
- Pest Management
- Soil amendments
- Biodiversity
- Soil
- Water
- Stewardship areas

6.1 Crops

The EFP program encourages farmers to plant cover crops to assist with the management of pests, nutrients and soil tilth. Cover crop practices also benefit wildlife and provide additional forage yield for the farm operator (BC MOA, 2013).

The agricultural reclamation plan recommends that a cover crop be seeded on sites in late September or early October to improve the soil and infiltration capacity of the soil.

6.2 Pest Management

The EFP program encourages the use of integrated pest management, control of noxious weeds, and reduced use of pesticides and herbicides.

Part of the planned activities is the control of all weeds on the property by cultivation only and not to use herbicides. The intention is for the property to be farmed as an organic farming operation so no herbicides or pesticides will be used.

6.3 Soil Amendments

The EFP program encourages the use of compost, animal manures and the management of soil fertility to match crop needs. This is done by developing nutrient management plans for individual farms.

The agricultural reclamation plan includes the natural composting of all wood material on the site (by spreading and cultivation) and incorporating this into the soil. Prior to the seeding of the fall cover crop, soil sampling will take place. A nutrient management plan will be developed, and appropriate nutrients will be added to meet crop needs.

6.4 Biodiversity

The EFP program encourages the maintenance and expansion of biodiversity on farms. Biodiversity as defined by the EFP Program Guide (BC MOA, 2013) as:

> The variety of all life forms plus the habitats and natural processes that support them. It includes all forms of life from bacteria, viruses and fungi to grasses, forbs, shrubs, trees, worms, insects, amphibians, reptiles, fish, birds, mammals, agricultural crops and livestock, and humans. Natural processes including, pollination, predator-prey relationships, and natural disturbances such as floods and wildfires.

The agricultural reclamation plan intends to leave all the trees that are presently growing along the northern property boundary and the existing ditch. The plan also integrates the planting of a bee/pollinator friendly vegetative strip along the north and south sides of the site. The combination of tree retention and plant of bee friendly species will maintain bird and small mammal habitat and increase pollinator populations

Incorporation of the composted wood material will increase soil biodiversity by providing organic matter including fungi, bacteria, and worms. These form the basis of a healthy and biodiverse soil ecosystem.

It should be noted that, based on the recommendations of the CoR and the City of Richmond AAC, all trees are being removed from the farmed portion of the site. This will reduce biodiversity on the site but is necessary to develop a large farm without impediments to conventional farm activities.

6.5 Soil

The EFP program encourage farmers to use management practices that improve or maintain a high level of soil quality. Soil quality factors include carbon to nitrogen ratios; compaction, soil contaminants; macronutrients (especially nitrogen); organic matter; cultivation and erosion control.

6.5.1 Carbon to Nitrogen Ratio

A nutrient management plan will be developed which will ensure that there is adequate nitrogen to balance the carbon added via the composted wood chips.

6.5.2 Compaction

The agricultural reclamation plan includes significant work to reduce the compaction of soil on the site and improve soil tilth.

6.5.3 Soil Contaminants

The entire site has been tested for contaminants and none are present.

6.5.4 Macronutrients

A nutrient management plan will be developed which will ensure that all nutrients are balanced with crop needs, and that nitrogen does not leach from the soil.

6.5.5 Organic Matter

Organic matter will be increased through the addition of the decomposed wood chips and the incorporation of crop residue.

6.5.6 Cultivation

Cultivation techniques will be used as described in the report. Subsoiling will improve drainage; ploughing and disking will be only used to the degree necessary to break up compaction and improve rooting depth. These are all cultivation practices that will improve the soil, including soil biodiversity and tilth.

6.5.7 Erosion Control

A cover crop will be seeded in the fall to ensure that there is soil cover to reduce water and wind erosion.

6.6 Crop Potential

The anticipated agricultural capability of the site after the conversion from the existing golf course to a commercial farm is 2WD. A wide variety of climatically suitable crops will be capable of growing on this site. Some of these crops are:

- Annual legumes
- Blueberries
- Cereals
- Cole crops
- Corn
- Perennial forage crops
- Root vegetables (except carrots)
- Shallow rooted annual vegetables (except celery)
- Strawberries

An example of specific crops is provided in Table 5 which are the top ten crops presently grown in Richmond and on similar soil and drainage conditions.

Table 5 Top 10 crops grown in Richmond (CoR, 2011)

Crop	Hectares	% of crops	% of census farms	% of ALR
Cranberries	858	38.9%	11.4%	21.5%
Blueberries	556	25.2%	33.2%	13.9%
Other Hay	320	14.5%	8.1%	8.0%
Potatoes	88	4.0%	2.8%	2.2%
Cabbage	64	2.9%	4.7%	1.6%
Strawberries	57	2.6%	2.4%	1.4%
Sweet Corn	52	2.4%	4.7%	1.3%
Chinese Cabbage	51	2.3%	10.0%	1.3%
Pumpkins	25	1.1%	5.2%	0.6%
Squash and Zucchini	21	1.0%	7.1%	0.5%
Total	**2,092**	**94.7%**	**89.6%**	**52.4%**

6.7 Farm Road Access

A farm access road will be constructed to access the easterly agriculture lands. This is a farm access road and not a public road and is therefore designed to meet farm standards as outlined in the BC EFP Program Reference Guide (2013).

- The road width will be 6m wide allowing ample room for farm vehicles and trucks to enter and leave the farm site.
- Road base will be compacted well drained gravel
- Road surface will be clean, non-contaminated permeable materials.
- A drawing of the farm road is provided in Appendix VII.

6.8 Cost Estimate

A number of quotations have been obtained to carry out the work listed below:

Item	Activity
1	Tree and stump removal; chipping and composting
2	Remove existing vegetation including all weeds in June
3	Remove berms - place all material in water hazards
4	Fill water hazards
6	Topsoil - salvage topsoil from west lots and use on water hazards
5	Topsoil water hazards (minimum 20 cm of topsoil)
7	Remove sand traps and spread sand evenly over fairway
8	Apply topsoil to sand traps
9	Break sod, plough and disk the entire site
10	Spread topsoil over all berm areas (20 cm deep)
11	Remove irrigation and drain lines as encountered
12	Subsoil, plough, disk, land level and crown (use remaining topsoil to improve grades)
13	Install subsurface drainage on the entire agricultural portion of the property
14	Prepare for planting (harrow)
15	Seed with winter cover crop
16	Construct farm access road
17	Install 2-inch water line

The cost to carry out the work as described is estimated at $702,440.00 (note that the trees have been felled and many removed from the site). Stump removal still needs to take place and the remaining felled trees and branches chipped and cultivated into the soil.

6.9 Monitoring Plan

McTavish has been retained to monitor the agricultural remediation at 9500 No. 5 Road, Richmond BC. McTavish will ensure that the remediation plan is carried out as outlined above according to the proposed timeline. McTavish will monitor farming activities for three growing seasons to ensure that the agriculture is continued following remediation. Monitoring activities will include, but is not limited to the following:

- Regular inspection during remediation works
- Inspection at substantial completion of the remediation works outlined above

- Provision of site-monitoring reports

7.0 Closing

I trust that this report provides the information that you require at this time. If you have any questions regarding this report, please contact the undersigned.

MCTAVISH RESOURCE & MANAGEMENT CONSULTANTS LTD.

Bruce McTavish MSc RPBio PAg
President | Principal Agrologist

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Appendix I. Soil Logs

Sample & GPS locations	Depth (cm)	Horizon	Texture	Biological activity	Other comments
Fairway 1	0-10 10-30 29-	Ap Bg Cg	Sandy clay Silty clay Silty clay	Worms/grass roots	
Fairway 2	0-13 13-	Ap Cg	Clay sand Silty clay	Roots	
Fairway 3 GPS 404	0-15 15-35 35-	Ap Bg Cg	Sandy clay Silty clay Silty clay	Roots	Red mottles
Fairway 4 GPS 405	0-20 20-	Ap Cg	Sandy clay Pure sand	Roots/worms	Construction sand
Fairway 5 GPS 406	0-15 15-35 35-	Ap Bg Cg	Silty clay Silty clay Silty clay	Roots Worms	
Fairway 6 GPS 407	0-15 15-27 27-	Ap Bg Cg	Sandy clay Silty clay Silty clay	Roots	Construction sand
Fairway 8 GPS 408	0-13 13-35 35-	Ap Bg Cg	Sandy clay Sandy clay Sandy clay	Roots	
Fairway 9 GPS 409	0-10 10-33 33-	Ap Bg Cg	Sandy clay Silty clay Silty clay	Roots/worms	
Fairway 10 GPS 410	0-12 12-28 29-	Ap Bg Cg	Sandy clay Silty clay Silty clay	Roots	
Fairway 11 GPS 411	0-22 22-56 56-	Ap Cgh Cg	Sand Silty loam Silty clay	Roots Organic matter	Sand
Fairway 12 GPS 412	0-13 13-28 28-	Ap Bg Cg	Sandy silt Silty clay Silty clay	Roots/worms	Sand
Fairway 13 GPS 413	0-15 15-25 25-	Ap Bg Cg	Sandy silt Silty clay Silty clay	Loose blocky	Sand
Fairway 14	0-17	Ap	Sandy silt	Roots	Sand

Sample & GPS locations	Depth (cm)	Horizon	Texture	Biological activity	Other comments
GPS 414	17-33 33-	Bg Cg	Silty clay Silty clay		
Fairway 15 GPS 415	0-13 13-28 28-	Ap Bg Cg	Sandy silt Silty clay Silty clay	Roots/worms	Sand
Fairway 16 GPS 416	0-15 15-23 23-	Ap Bg Cg	Sandy silt Silty sand Silty clay	Worms/roots	Sand
Fairway 17 GPS 417	0-10 10-23 23-	Apg Bg Cg	Sandy silt Silt Sand	Roots	Drainpipe
Fairway 18 GPS 418	0-23 23-38 38-	Ap Bg Cg	Sand Silty clay Silty clay		Sand Water table

Appendix II. Penetrometer Results

Fairway #	Distance from tee (meters)	Penetrometer reading (psi)
1	25	250
	50	250
	75	300
2	25	500
	50	250
	75	200
3	25	500
	50	250
	75	400
	100	350
	125	300
4	25	200
	50	400
	75	400
5	25	250
	50	250
	75	300
	100	400
	125	250
6	25	400
	50	400
7	25	250
	50	250
	75	300
	100	300
8	25	200
	50	200
	75	400

Fairway #	Distance from tee (meters)	Penetrometer reading (psi)
9	25	300
	50	250
10	25	300
	50	300
	75	300
11	25	500
	50	300
12	25	250
	50	350
	75	200
	100	300
13	25	250
	50	300
	75	300
14	25	250
	50	200
	75	250
	100	400
15	25	300
	50	300
	75	300
	100	350
16	25	300
	50	200
	75	250
17	25	200
	50	200
	75	200

Fairway #	Distance from tee (meters)	Penetrometer reading (psi)
	100	300
18	25	300
	50	300
	75	300

Appendix III. Soil Contaminants Lab Results and Agricultural Soil Testing

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Exova

Analytical Report

Bill To: McTavish Resource &
Report To: McTavish Resource &
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Surrey, BC, Canada
V4A 2Z4
Attn: Bruce McTavish
Sampled By:
Company:

Project:
ID:
Name:
Location:
LSD:
P.O.:
Acct code:

Lot ID: **931863**
Control Number: B08505
Date Received: Apr 24, 2013
Date Reported: Apr 29, 2013
Report Number: 1620729

		Reference Number	931863-1	931863-2		
		Sample Date				
		Sample Time				
		Sample Location				
		Sample Description	0-3" Metals	3-6" Metals		
		Matrix	Soil	Soil		
Analyte		**Units**	**Results**	**Results**	**Results**	**Nominal Detection Limit**
Hot Water Soluble						
Boron	Water Soluble	ug/g	0.15	0.08		0.02
Metals Strong Acid Digestion						
Antimony	Strong Acid Extractable	ug/g	1.7	1.8		0.5
Arsenic	Strong Acid Extractable	ug/g	<0.20	<0.20		0.2
Barium	Strong Acid Extractable	ug/g	35.0	42.3		0.03
Beryllium	Strong Acid Extractable	ug/g	0.16	0.19		0.01
Cadmium	Strong Acid Extractable	ug/g	0.11	0.14		0.05
Chromium	Strong Acid Extractable	ug/g	29.0	32.5		0.04
Cobalt	Strong Acid Extractable	ug/g	5.56	6.56		0.05
Copper	Strong Acid Extractable	ug/g	12.6	12.2		0.05
Lead	Strong Acid Extractable	ug/g	1.7	3.2		0.3
Lithium	Strong Acid Extractable	ug/g	7.9	8.9		0.1
Mercury	Strong Acid Extractable	ug/g	0.039	0.021		0.003
Molybdenum	Strong Acid Extractable	ug/g	0.21	0.09		0.05
Nickel	Strong Acid Extractable	ug/g	35.9	29.4		0.1
Selenium	Strong Acid Extractable	ug/g	<0.3	<0.3		0.3
Silver	Strong Acid Extractable	ug/g	<0.2	<0.2		0.2
Strontium	Strong Acid Extractable	ug/g	19.2	21.7		0.02
Thallium	Strong Acid Extractable	ug/g	<0.3	<0.3		0.3
Tin	Strong Acid Extractable	ug/g	<0.2	<0.2		0.2
Vanadium	Strong Acid Extractable	ug/g	41.3	43.4		0.1
Zinc	Strong Acid Extractable	ug/g	37.8	42.9		0.1
Soil Acidity						
pH	1:2 Soil:Water	pH	5.6	5.6		0.5

Exova
#104, 19575-55 A Ave.
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V3S 8P8, Canada

T: +1 (604) 514-3322
F: +1 (604) 514-3323
E: Surrey@exova.com
W: www.exova.com

Exova

Methodology and Notes

Bill To: McTavish Resource &
Report To: McTavish Resource &
2858 Bayview Street
Surrey, BC, Canada
V4A 2Z4
Attn: Bruce McTavish
Sampled By:
Company:

Project:
ID:
Name:
Location:
LSD:
P.O.:
Acct code:

Lot ID: **931863**
Control Number: B08505
Date Received: Apr 24, 2013
Date Reported: Apr 29, 2013
Report Number: 1820729

Method of Analysis

Method Name	Reference	Method	Date Analysis Started	Location
Boron - Hot Water Soluble (Surrey)	McKeague	* Hot Water Soluble Boron - Azomethine -H Method, 4.61	26-Apr-13	Exova Surrey
Metals (Strong Acid Leachable) in soils (Surrey)	B.C M.O.E	* Strong Acid Leachable Metals (SALM) in Soil, V 1.0, SALM	26-Apr-13	Exova Surrey
pH and EC - 1:2 (Surrey)	Carter	* Soil pH (1:2 Water), 16.2	29-Apr-13	Exova Surrey

Reference Method Modified

References

McKeague	Manual on Soil Sampling and Methods of Analysis
B.C.M.O.E	B.C Ministry of Environment

Guidelines

Guideline Description	BC CSR Agricultural Soil Standards
Guideline Source	British Columbia Contaminated Sites Regulation; Schedule 4 (Generic) and 5 (Matrix) Soil Standards, BC CSR, Reg. 375/96
Guideline Comments	AL = Agricultural Standards, Column II, Schedule 4 Generic Numerical Soil Standards and Schedule 5 Matrix Numerical Soil Standards (lowest standard for all Site-Specific Factors). Refer to BC CSR for complete standards and additional information.

Comments:

Holes 1 - 9

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Exova

Farm Soil Analysis

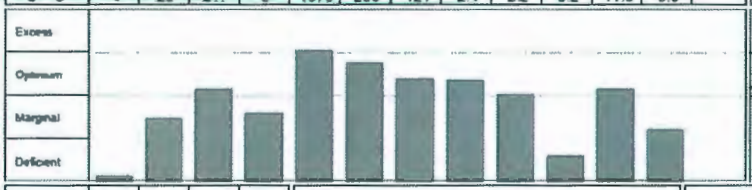
Bill To.	McTavish Resource & Management Consultants	Grower Name.		Lot Number.	931863
Report To:	McTavish Resource & Management Consultants	Client's Sample Id:	B1 Holes 1-9	Report Number:	1820731
		Field Id:		Date Received:	Apr 24, 2013
	2858 Bayview Street	Acres:		Disposal Date:	May 24, 2013
	Surrey, BC., Canada	Legal Location:		Report Date:	Apr 26, 2013
	V4A 2Z4	Last Crop.	Crop not provided	Arrival Condition:	
Agreement:	36394				

Nutrient analysis (ppm)

Depth	N*	P	K	S**	Ca	Mg	Fe	Cu	Zn	B	Mn	Cl	BCarbP
0" - 6"	4	20	217	5	1670	200	421	2.4	2.2	0.2	11.6	5.0	

Soil Quality

pH	EC(dS/m)	OM(%)	Sample#
6.4	0.20	6.6	4393910



Alkaline	Very Toxic	High		
Neutral	Toxic	Normal		
Acidic	Caution	Low		
Very Acidic	Good	Very Low		

Total lbs/acre	7	40	433	11
Estimated lbs/acre	14	40	433	22

Texture n/a Hand Texture n/a
Sand n/a Silt n/a Clay n/a
Ammonium n/a
Lime 1.8 T/ac Buffer pH 6.4 Est. N Release n/a C:N Ratio n/a

BS 65.3 %
Ca 51.6 % Mg 10.2 % Na <0.8 % K 3.4 %
TEC 16.1 meq/100g Na <30 ppm

*Nitrate-N **Sulfate-S n/a = not analysed

RECOMMENDATIONS FOR BALANCED CROP NUTRITION

	Golf fairways					Golf greens				
Macro-nutrients	Yield	N	P2O5	K2O	S	Yield	N	P2O5	K2O	S
Growing Condition	bu/ac	To be added (lbs/acre)				bu/ac	To be added (lbs/acre)			
Excellent	4	121	113	25	6	4	121	113	25	6
Average	3	104	100	15	2	3	104	100	15	2
Your Goal	0					0				
Removal Rate (Seed/Total)	4	0 / 0	0 / 0	0 / 0	0 / 0	4	0 / 0	0 / 0	0 / 0	0 / 0
Micro-nutrients	Iron	Copper	Zinc	Boron	Manganese	Iron	Copper	Zinc	Boron	Manganese
To be added (lbs/ac)	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0

The ideal pH range is 6.0 to 7.5

Nitrogen recommendations are based on nitrate-N only. Fertilization history should also be considered.

Comments:

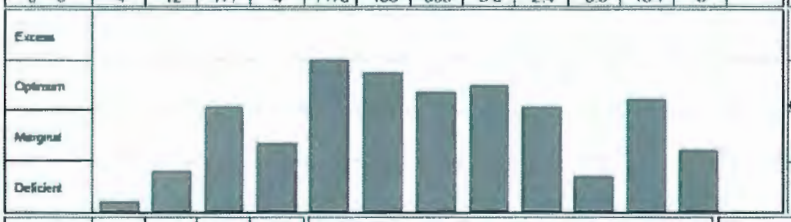
Holes 10 to 18

Nutrient analysis (ppm)

Depth	N*	P	K	S**	Ca	Mg	Fe	Cu	Zn	B	Mn	Cl	BCarbP
0" - 6"	4	12	177	4	1170	198	385	3.0	2.4	0.3	13.1	6	

Soil Quality

pH	EC(dS/m)	OM(%)	Sample#
6.2	0.12	5.5	4393911



Alkaline	Very Toxic	High	
Neutral	Toxic	Normal	
Acidic	Caution	Low	
Very Acidic	Good	Very Low	

Total lbs/acre	7	24	354	8
Estimated lbs/acre	15	24	354	16

Texture n/a Hand Texture n/a
Sand n/a Silt n/a Clay n/a
Ammonium n/a
Lime 1.6 T/ac Buffer pH 6.5 Est. N Release n/a C:N Ratio n/a

BS 60.9 %
Ca 44.9 % Mg 12.5 % Na <1 % K 3.5 %
TEC 13.0 meq/100g Na <30 ppm

Appendix IV. Construction Quantities

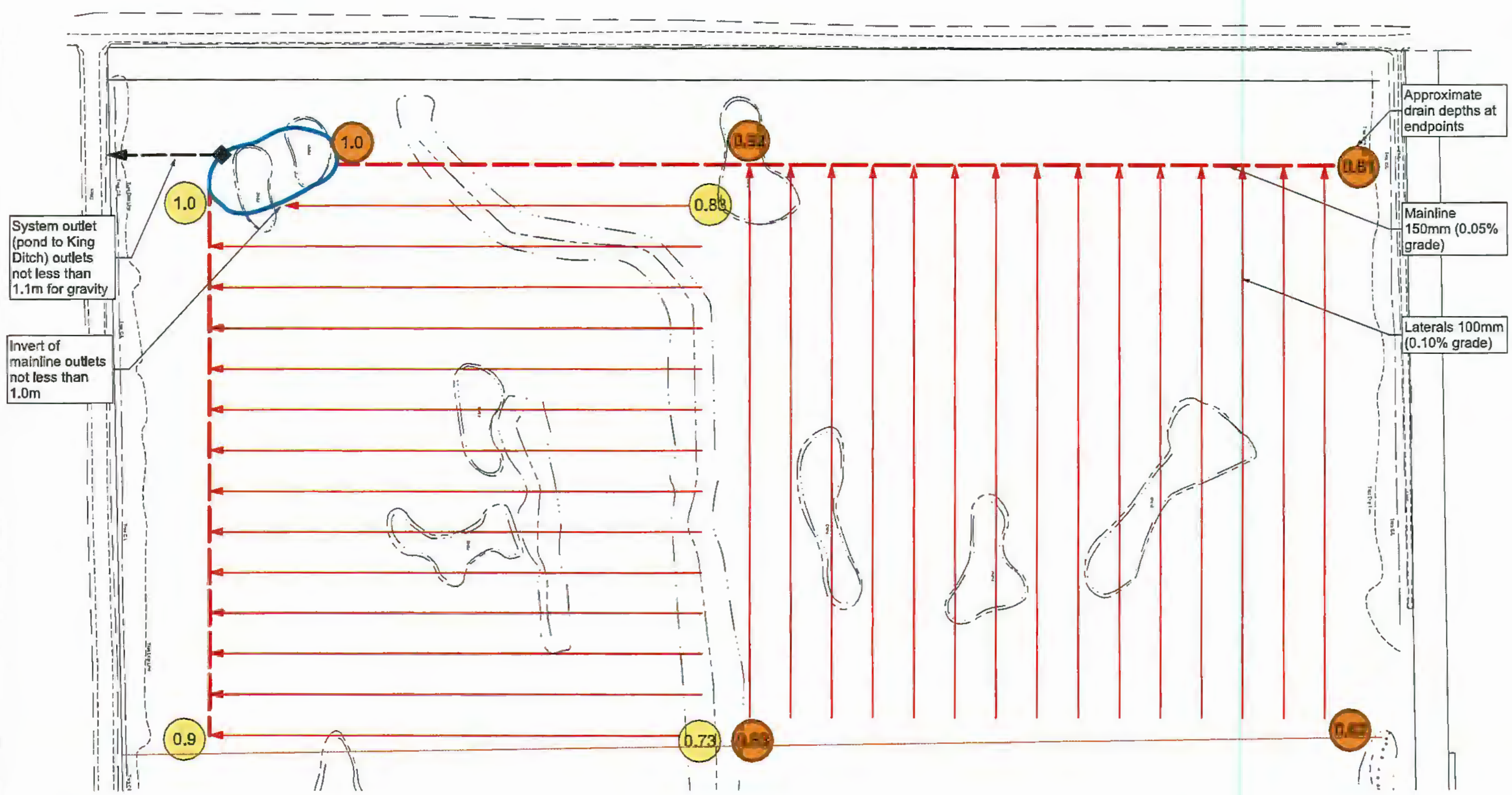
Item	Activity	Quantity	Unit
1	Tree and stump removal and chipping. These have been felled and many removed, however there are still ~ ½ left to remove or chip and stumps to remove	486	Trees
2	Mechanical weed management	~18	Acres
3	Break sod, plough and disk	~18	Acres
4	Fill water hazard	4600	m^3
4a	Fill water hazard	4000	m^2
5	Topsoil water hazards minimum 20cm	1200	m^3
6	Topsoil - salvage topsoil from west lots and use on water hazards	1500	m^3
7	Remove sand traps and spread sand evenly over fairway (best estimate to be verified in field)	850	m^2
7a	Remove sand traps and spread sand evenly over fairway (best estimate to be verified in field)	425	m^3
8	Topsoil sand traps with on-site topsoil	850	m^2
9	Remove berms - place all material in water hazards	2500	m^3
10	Spread topsoil over all berm areas 20 cm deep	4000	m^2
10a	Spread topsoil over all berm areas 20 cm deep	1200	m^3
11	Remove irrigation and drain lines as encountered	as found	-
12	Level, plough, disc, land level and crown	~18	Acres
13	Install subsurface drainage	~18	Acres
14	Prepare for planting (harrow)	~18	Acres
15	Seed with deep-rooting forage crop	~18	Acres
16	Construct farm access road	120	m
17	Install 2-inch water line	115	m

Appendix V. Subsurface Drainage Analysis and Design

Drain Design Notes

Design Drain Depth
1.2 m (not achievable due to grade and outlet conditions)

Design Drain Spacing
(Delta Soil Series) 16 m (recommend tightening to ensure response to climate change and options for perennial cropping)
To overcome shallow depth –consider a pumped outlet or tighten spacing.
Tighten spacing to 12.5 m initial invert on outlet (pond or King Ditch) at 1.0+m



MCTAVISH RESOURCE & MANAGEMENT CONSULTANTS LTD.

N

PROJECT TITLE
Pythagoras Academy
No. 5 Rd,
Richmond BC

DRAWING TITLE
Subsurface Drainage Plan

CLIENT
Dagneault Planning Consultants Ltd

ISSUED FOR / REVISION

1	19.06.26	Draft for Review
2	19.06.2[illegible]	[illegible]
3	19.06.2[illegible]	[illegible]
4	19.07.01	Drainage plan appended
5		

PROJECT NO	BD-05
ASSESSED BY	TM/AH
DRAWN BY	SF
CHECKED BY	BM
DATE	JULY 02 2019
SCALE	1:800

DRAWING NUMBER
SD1/1

Appendix VI. Trees to be Removed

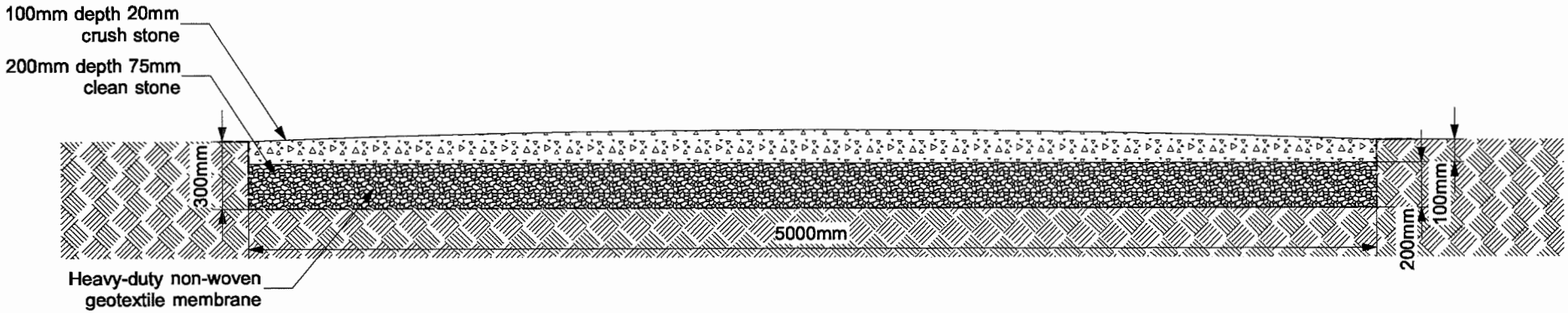
(Note: All the trees in the area for agricultural production were felled and removed in 2017)

Species	Total Quantity		Species	Total Quantity
DBH (cm)	Quantity		DBH (cm)	Quantity
***Abies* sp.**	**8**		***Prunus pissardi***	**8**
20	2		15	2
50	6		20	2
***Acer* sp.**	**30**		40	4
5	1		***Pseudotsuga menziesii***	**8**
10	7		40	4
15	13		45	2
20	3		50	2
30	1		***Quercus* sp.**	**9**
35	2		50	1
40	1		52	2
45	2		57	1
***Betula* sp.**	**282**		57	1
15	48		60	2
20	64		62	2
25	52		***Salix babylonica***	**2**
30	70		55	2
35	28		***Sorbus* sp.**	**2**
40	14		15	2
45	6		***Thuja* sp.**	**107**
Picea pungens	**15**		15	17
20	1		20	5
25	2		25	18
30	3		30	16
35	2		35	26
40	5		40	10
60	2		45	2
***Pinus* sp.**	**14**		50	11
50	2		55	2
55	2			
60	4			
70	2			
80	4			
Subtotal Column a	**349**		**Subtotal Column b**	**136**
Grand total (Column a + b)			**485**	

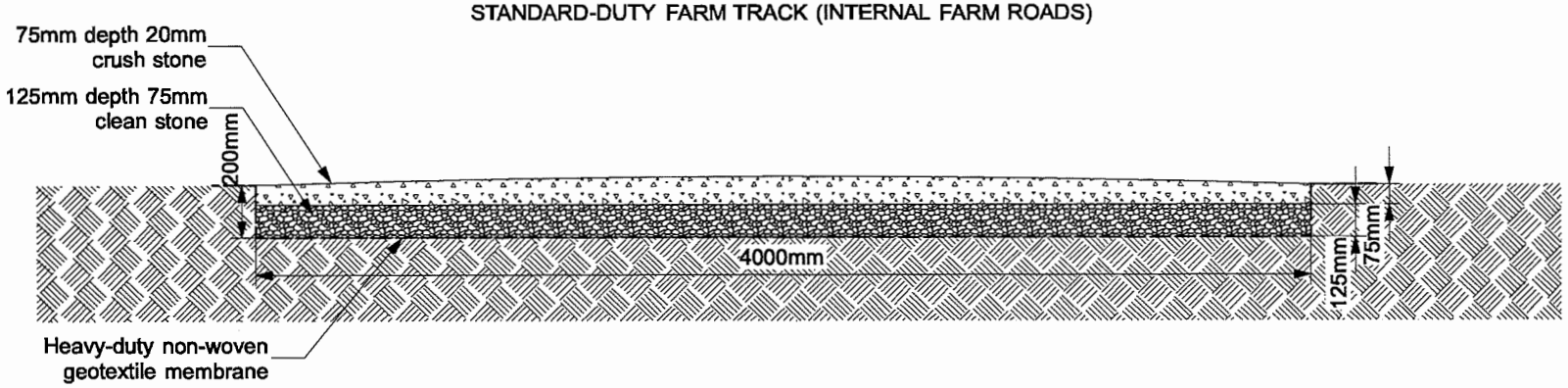
Appendix VII. Road Design

The following represents the recommended agricultural road design that will allow for access to the site from No. 5 Road and meet requirements of the City of Richmond. The road design is intended to reduce the amount of land that is removed from agricultural production. The access road length is limited to the western portion of the property and is intended strictly of access to the eastern agricultural acreage. The internal farm road has been incorporated into the design to meet the City of Richmond requirements and extends along the southern and eastern perimeter of the property. The internal farm road is 4 m wide to reduce the impact on the amount of land available for farming.

HEAVY-DUTY FARM TRACK (ROAD TO INSIDE FARM GATE)



STANDARD-DUTY FARM TRACK (INTERNAL FARM ROADS)



1 Mylora Farm Road Typical Sections
Scale: 1:25

PLN - 163

#203 – 19292 60 Avenue
Surrey BC
V3S 3M2

Memorandum – Revision 2

Date: October 25, 2019
To: Brian Dagneault
From: Bruce McTavish, PAg
Re: Detailed budget for Agricultural Conversion old Mylora Golf Course

McTavish Resource & Management Consultants Ltd. (McTavish) had developed a detailed budget for the conversion of the old Mylora Golf course (Pythagoras Academy) to a state that is ready for farming. McTavish has extensive recent experience in similar projects including:

- Land levelling farms to obtain adequate soil cover over pipelines including seed bed preparation and seeding
- Restoration of 23 km of the Fortis Pipeline Expansion in Surrey and Coquitlam.

The budget is based on McTavish experience and quotations from subcontractors.

The detailed budget follows the outline presented in the McTavish report Agricultural Conversion Plan Pythagoras Academy – 9500 No. 5 Rd, Richmond BC October 25 2019.

The detailed budget presented in this memo amalgamates activities into logical groups based on the remediation activities. Table 1 summarizes the budget, with detailed calculations provided in the body of the document.

The estimated cost to carry out the proposed work is $702,440.00

Bruce McTavish, MSc MBA PAg RPBio
President | Senior Agrologist

Table 1: Budget Summary Table

Items (From original McTavish Activity item list)	Activity	Quantity	Unit	Associated Costs
1	Tree and stump removal and chipping. These have been felled and many removed, however there are still ~ ½ left to remove or chip and stumps to remove	486	Trees	$75,000.00
2, 9	Break sod, plough and disk	~18	Acres	$14,000.00
3	Remove berms and use material to fill in all water hazards	4600	m^3	$180,000.00
4,5,6,10	Topsoil - salvage topsoil from west lots and use on water hazards, and sand traps, ensure a minimum of 20 cm of topsoil	1500	m^3	$54,000.00
7, 8	Remove sand traps and spread sand evenly over fairway or use as additional material to fill water hazards	1225	m^2	$12,000.00
11	Remove irrigation and drain lines as encountered, $10,000 allocated for labour and equipment	as found	-	$10,000.00
12	Level, plough, disc, land level and crown	~18	Acres	$50,000.00
13	Install subsurface drainage	~18	Acres	$27,000.00
14,15	Prepare for planting; disc for weed control and power harrow	~18	Acres	$5,500.00
16	Seed with deep-rooting forage crop	~18	Acres	$5,700.00
17	Construct farm access road main access road	120	m	$25,000.00
17a	Farm road to back of property running east/west total of 550m. Road build by stripping 6 inches of topsoil, adding geotextile, 3 inches of 4 inch minus rock and 3 inches of road mulch	550	104	$57,200.00
18	Install water line 1m inside the agricultural area and stand pipe/hydrant/backflow preventor			$5,000.00
	Contingency 10%			$52,040.00
	Project management and supervision, safety, environmental permits as necessary, construction infrastructure, traffic control.			$130,000.00
	Total			**$702,440.00**

#203 – 19292 60 Avenue
Surrey BC
V3S 3M2

Item 1: Tree and stump removal; chipping and composting

Days	Activity	Unit cost	Total
28	Excavator (2 excavators for 14 days_	$1,500.00	$42,000.00
14	Chipper	$1,000.00	$14,000.00
5	Dump truck to hauls material that cannot be chipped	$800.00	$4,000.00
	Dump Fees		$5,000.00
28	Labour (2 labourers for 14 days)	$500.00	$5,000.00
14	Foreman	$800.00	$5,000.00
	Subtotal		**$75,000.00**

Items 2 and 9: Spray with herbicide *now only mechanical weed removal using agricultural cultivation equipment*

Days	Activity	Unit cost	Total
4	Mow area prior to cultivation	$1,000.00	$4,000.00
1	Plough	$2,500.00	$2,500.00
3	Breaking disk	$2,500.00	$7,500.00
	Subtotal		**$14,000.00**

Item 3: Remove berms and use material to fill in all water hazards

Days	Activity	Unit cost	Total
40	Use large scraper haulers to move material, 2 machines for 20 days	$4,500.00	**$180,000.00**

Items 4,5 6 and 10: Topsoil - salvage topsoil from west lots and use on water hazards, and sand traps, spread sand from sand traps and ensure a minimum of 20 cm of topsoil

Days	Activity	Unit cost	Total
12	2 hauler scrapers for 6 days	$4,500.00	**$54,000.00**

Items 7 and 8: Remove sand traps and spread sand evenly over fairway or use as additional material to fill water hazards

Days	Activity	Unit cost	Total
2	Excavator	$1,500.00	**$3,000.00**
2	Hauler scrapers to spread	$4,500.00	**$9,000.00**
	Subtotal		**$12,000.00**

Item 12: Level, plough, disc, land level and crown

Days	Activity	Unit cost	Total
10	Final land leveling using laser guided hauler scrapers, 2 machines for 5 days	$4,500.00	$45,000.00
2	Cultivate using large breaking disk	$2,500.00	$5,000.00
	Subtotal		**$50,000.00**

Item 13: Install subsurface drainage

Days	Activity	Unit cost	Total
~18	Quoted cost to install drainage is $1500/acre by Valley Drainage	$1,500.00	**$27,000.00**

Items 14 and 15: Prepare for planting; disc for weed control and power harrow

Days	Activity	Unit cost	Total
1	Cultivate 1 additional time for weed control	$2,500.00	$2,500.00
2	Power harrow	$1,500.00	$3,000.00
	Subtotal		**$5,500.00**

Item 16: Seed with deep-rooting forage crop

Days	Activity	Unit cost	Total
2 days	Seed cover crop for first year	1500	**$3,000.00**
900 lbs	Purchase seed (50 lbs/acre)	$3/lb	**$2,700.00**
	Subtotal		**$5,700.00**

Item 17: Construct 120m of farm road

Days	Activity	Unit cost	Total
120m road	Strip topsoil, install geotextile, build road 5 m wide with a 8 inch base of 4 inch minus gravel, finish with 4 inches of ¾ inch minus (road mulch). **Quote by Universal Contracting Ltd.**	$208.33/m	**$25,000.00**

Item 17a: Construct 550m of farm road from end of the heavy traffic farm road, running east to the Highway 99 RoW and paralleling Highway 99 running north/south along the eastern side of the property

Days	Activity	Unit cost	Total
550m road	Strip topsoil, install geotextile, build road 4 m wide with a 3 inch base of 4 inch minus gravel, finish with 3 inches of ¾ inch minus (road mulch). **Quote by Universal Contracting Ltd.**	$104/m	**$57,200.00**

Item 18 Install irrigation line

	Activity	Unit cost	Total
~ 1m designated farm area	Install water line including necessary connections and hydrants in the field **Quote from Universal Contracting Ltd.**	$5,500	**$5,500.00**

McTAVISH
RESOURCE & MANAGEMENT
CONSULTANTS LTD.

#203 – 19292 60 Avenue
Surrey, BC
V3S 3M2

November 4, 2019

To: Brian Dagneault

From: Bruce McTavish, MSc MBA PAg RPBio

Re: Bonding for Agriculture Pythagoras

I believe a reasonable bond would be the cost of production for one year of $176,400 (round to $176,000) and the capital start up costs of $87,790 (round to $88,000) for a total bond of $264,000. This ensures that the required capital start up expenses are covered as are one full year of production costs.

Best regards,

Bruce McTavish, MSc MBA PAg RPBio
President | Senior Agrologist

Memorandum of Understanding

_This document signifies that:

Miles Smart
2271 No 4 Rd, Richmond BC, V6X2L4

and

Robert Smart
2351 No 4 Rd, Richmond BC, V6X2L4

(dba Cherry Lane Farm) express an interest in leasing 18 acres of land at 9500 No 5 Rd from:

9500 Properties LP
10560 Sorrel Drive, Richmond BC, V7E 2B2

Cherry Lane Farm intends to run a certified organic mixed vegetable operation on this land. All arable portions of the leased portion are to be brought into production within 3 years. We intend to bring several shipping containers to serve as storage for machinery and produce.

Our agreed yearly lease rate is $1,000/acre for the arable land (exact area to be determined by survey), and a onetime damage deposit payment of $1000.00. Such a lease would be in the structure of an initial 5 year lease with three 5 year options (right of first refusal). Lease rates reflecting market rates are to be negotiated at lease renewal.

Obligations of the lessor:
-The entirety of the lease portion of the land and margins shall be prepared according the specifications presented in the document "Agricultural Conversion Plan Pythagoras Academy - 9500 No. 5 Road, Richmond BC." October 25, 2019
-Building and maintaining the fence between the school and the farm.
-Installation of separate water meter for lessee.
-Provision of adequate water supply for irrigation purposes, and maintenance of prebuilt irrigation infrastructure.

-Payment of taxes and dues pertaining to the ownership of the land.

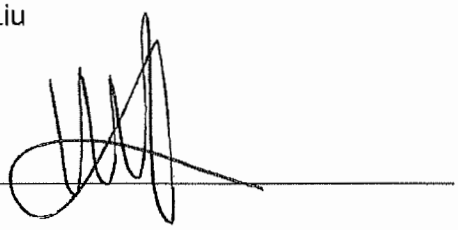
Obligations of the lessee:

-Prompt payment of utilities exclusively used by lessee.
-Prompt payment of lease to lessor at agreed upon date.
-Respect and protect riparian areas and tree buffer areas from farm activities.
-Minimize any nuisances in regard to smell, noise, and dust where feasible.
-Repair drainage tile damaged by field operations.
-Maintain farm access road.

Miles Smart

Nov. 5. 2019.

Winfred Liu



Date

Nov 5, 2019