



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, February 3, 2015
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-6 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, January 20, 2015.*



NEXT COMMITTEE MEETING DATE

Tuesday, February 17, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **RICHMOND SENIORS ADVISORY COMMITTEE 2014 ANNUAL REPORT AND 2015 WORK PROGRAM**
(File Ref. No. 01-0100-30-SADV1-01) (REDMS No. 4461428)

PLN-18

See Page PLN-18 for full report

Designated Speaker: Sean Davies

STAFF RECOMMENDATION

That the Richmond Seniors Advisory Committee 2014 Annual Report and 2015 Work Program be approved.



2. **RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE
2014 ANNUAL REPORT AND 2015 WORK PROGRAM**

(File Ref. No. 11-7000-01) (REDMS No. 4457839)

PLN-34

See Page PLN-34 for full report

Designated Speaker: Lesley Sherlock

STAFF RECOMMENDATION

That the Richmond Community Services Advisory Committee's 2015 Work Program be approved.



3. **INTERIM SINGLE FAMILY SUBDIVISION REZONING POLICY –
AFFORDABLE HOUSING CONSIDERATIONS AND PROPOSED
AMENDMENTS**

(File Ref. No. 08-4057-01) (REDMS No. 4460491)

PLN-61

See Page PLN-61 for full report

Designated Speaker: Dena Kae Beno

STAFF RECOMMENDATION

- (1) *That, as per the staff report titled Interim Single Family Subdivision Rezoning Policy – Affordable Housing Considerations and Proposed Amendments, dated January 16, 2015, from the General Manager of Community Services, the City's secondary suite policy for single family rezoning applications, where the density bonusing approach is taken in exchange for a higher density, all the lots that are being rezoned, be amended to require developers to either:*
- (a) *build a suite on 100% of the single family lots subdivided through rezoning applications; or*
 - (b) *provide a built unit on 50% of the single family lots subdivided through rezoning applications and a cash-in-lieu contribution of \$2 per square foot per total buildable area from the remaining lot; or*
 - (c) *provide a 100% cash-in-lieu contribution of \$2.00 per square foot per total buildable area on lots subdivided through rezoning applications that cannot accommodate the provision of built secondary suites; and*

- (2) *That the \$2.00 per square foot interim contribution rate be implemented and is subject to final adoption when the contribution rates for all development types identified in the report “Richmond Affordable Housing Contribution Rate and Reserve Fund Analysis” be adopted.*



4. **RICHMOND AFFORDABLE HOUSING CONTRIBUTION RATE AND RESERVE FUND STRATEGY REVIEW - RECOMMENDATIONS FOR STAKEHOLDER CONSULTATION**
(File Ref. No. 08-4057-01) (REDMS No. 4479632)

PLN-79

See Page PLN-79 for full report

Designated Speaker: Dena Kae Beno

STAFF RECOMMENDATION

- (1) *That the staff report titled Richmond Affordable Housing Contribution Rate and Reserve Fund Strategy Review, dated January 13, 2015, from the General Manager of Community Services be received for information;*
- (2) *That staff be directed to seek comments from the development community and other key stakeholders regarding the recommended Affordable Housing Contribution rates and report back to Planning Committee;*
- (3) *That development applications already received and being processed by the City, prior to adoption of the proposed rates, be grandfathered with existing Affordable Housing Contribution rates; and*
- (4) *That approved rates undergo periodic review to account for current market conditions and affordable housing demands.*



PLANNING & DEVELOPMENT DIVISION

5. **RICHMOND RESPONSE: ADOPTED PORT METRO VANCOUVER LAND USE PLAN**
(File Ref. No. 01-0140-20-PMVA1) (REDMS No. 4460917)

PLN-91

See Page PLN-91 for full report

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

That:

- (1) Port Metro Vancouver be advised that the City of Richmond continues to strongly object to the Port Metro Vancouver Land Use Plan, as it does not protect agricultural land and that the Port Metro Vancouver Board be requested to delete the ‘Special Study Areas’ located within the City of Richmond and add a policy which prohibits the expansion of Port uses on all agricultural lands;*
- (2) Port Metro Vancouver prepare an annual work plan in consultation with the City of Richmond and other affected stakeholders indicating how Port Metro Vancouver will implement and consult regarding the implementation of their Land Use Plan;*
- (3) the Minister of Environment Canada be requested to establish an inter-governmental agency similar to the former Fraser River Estuary Management Program (FREMP), to better protect the environment for all major projects including proposals from Port Metro Vancouver; and*
- (4) all Richmond Members of Parliament and the Legislative Assembly, the Minister of Transport Canada, BC Ministry of Transportation and Infrastructure, BC Ministry of the Environment, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendations.*



6. **APPLICATION BY ALAN KWOK AND ANGELINA KWOK FOR REZONING AT 11760 SEATON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009182; RZ 14-666216) (REDMS No. 4475035)

PLN-178

See Page PLN-178 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9182, for the rezoning of 11760 Seaton Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



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ITEM

7. MANAGER'S REPORT

ADJOURNMENT





Planning Committee

Date: Tuesday, January 20, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Carol Day
Councillor Harold Steves
Mayor Malcolm Brodie

Also Present: Councillor Alexa Loo

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, January 6, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, February 3, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY NANAKSAR GURDWARA GURSIKH TEMPLE FOR REZONING AT 18691 WESTMINSTER HIGHWAY FROM AGRICULTURE (AG1) TO ASSEMBLY (ASY)**
(File Ref. No. 12-8060-20-009044; RZ 02-208277) (REDMS No. 4477211)

Wayne Craig, Director, Development briefed the Committee on the proposed application and noted that portions of the site was previously approved for non-farm use, accompanied with a set of conditions. He added that almost all conditions set in the previously approved non-farm use application have been or will be addressed with the proposed rezoning application.

Mr. Craig identified one condition from the previously approved non-farm use application that placed a no build/development covenant on the Agriculture (AG1) portion of the site. Staff are recommending that the no build/development covenant be removed. Mr. Craig noted that the portions of the site retaining the AG1 would remain subject to the restrictions associated with AG1 zoning.

In reply to queries from Committee, Mr. Craig advised that since the approval of the non-farm use application approval in 2004, the accompanying rezoning application for the site was delayed due to technical issues and construction of the Nelson Road interchange.

Discussion ensued with regard to the location of the septic field and the site's installed connections to the City's sanitary sewer force main.

Discussion then ensued regarding the removal of the no build/development covenant on site. Mr. Craig advised that the two existing parcels will be consolidated into one parcel and any additional structures proposed outside the Assembly (ASY) zone area would need to conform to AG1 zoning restrictions.

In reply to queries from Committee, Mr. Craig advised that there is a single-family dwelling on 18791 Westminster Highway (east property).

In reply to queries from Committee, Kevin Eng, Planner 2, noted that (i) zoning provisions allow owners the option of building a second single-family dwelling used for housing farm labour once the sites are consolidated, and (ii) the proposed new building Temple addition will be approximately 20,000 square feet and would host similar activities to the existing building such as prayers and dining.

Discussion ensued with respect to the farming history of the site. Mr. Craig noted that the site has a historical record of farming and the City will secure a farm plan and performance bond through the application.

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In reply to queries from Committee, Mr. Craig advised that (i) the subject site of the Temple expansion was never used for farming so there will be no net loss of agricultural land on-site, (ii) the east property is used for farm staging, (iii) an Agricultural Land Reserve (ALR) Non-Farm use application is forthcoming to remove parking restrictions on the site, and (iv) additional restrictions can be placed on the site at Council's discretion.

Discussion ensued with regard to the current parking available on-site and the overflow parking along Westminster Highway. Mr. Eng advised that the current parking available on-site meets City requirements.

Discussion then ensued with regard to (i) safety concerns associated to parking along Westminster Highway, (ii) parking volumes during special events, (iii) using the gravel lot in the east property for parking and, (iv) removing the covenant restricting parking on the east property.

In reply to queries with regard to the no build/development covenant and building homes on-site, Mr. Eng advised that the zoning would have provisions for a single-family dwelling which cannot be used for dormitory purposes. Concerns were raised regarding the size and use for a dwelling on site. Mr. Craig noted that provisions in the AG1 zoning restrict the size and location of dwellings.

Discussion ensued regarding the effect of the Nelson Road interchange on truck traffic along Westminster Highway. Victor Wei, Director, Transportation, advised that restrictions on truck movement along Westminster Highway were put in place following the completion of the Nelson Road interchange.

In reply to queries from Committee, Mr. Wei advised that on rare occasions and during special events, parking can be permitted along Westminster Highway.

Discussion ensued with respect to the traffic along Westminster Highway and other examples in the city where vehicles are parked along a road near a place of worship.

In reply to queries from Committee, Mr. Craig noted that (i) the parking area would be located south of the farm building in the east property and would remain a gravel lot, (ii) structures on the property would be limited to a single-family dwelling or farm-related buildings, and (iii) an application to the Agricultural Land Commission (ALC) is required if additional non-farm structures are proposed.

Discussion ensued regarding the parking along Westminster Highway and the safety of cyclists using the bicycle lane. Mr. Wei advised that cyclists remain safe and that on the occasions that vehicles park along Westminster Highway, vehicles are parked away from the bicycle lane.

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Discussion then ensued with respect to (i) using the gravel lot on the east property for overflow parking, (ii) safety concerns related to parking along Westminster Highway, (iii) truck traffic along Westminster Highway, (iv) overflow parking on arterial roads from church services in the city, (v) exploring the removal of parking restrictions on the east property at the present time, (vi) following the ALC process to remove restrictions on the subject site, (vii) allowing for proper public consultation on the proposed rezoning changes, and (viii) opportunities to plant fruit trees in the buffer area between non-farm and farm-use parcels.

In reply to queries from Committee, Mr. Craig advised that there are currently no restrictions prohibiting the planting of fruit trees on-site.

Harp Hoonjan and Jinder Berar, Nanaksar Gurdwara Gursikh Temple, spoke on the proposed application and provided the following information:

- the applicant was able to meet the requirements to proceed with the proposed project;
- the subject site was developed in 1979 and has been actively farmed;
- the east property was acquired in 1989;
- there are safety concerns with regard to overflow parking along Westminster Highway;
- issues related to the green zone and sanitary connections have been addressed;
- the Nelson Road interchange project used one and a half acres of the east property, relocated a farm building and impacted a flower garden;
- the staging area and the gravel area in the east property will remain unchanged;
- planting fruit trees is possible in the east property;
- there is no intention to build a large house or secondary house on-site since there is no need for additional housing;
- the congregation is active in the farming community; and
- the Nanaksar Gurdwara Gursikh Temple is open to the community.

Discussion ensued with regard to the activities in the Temple and the need for expansion. Mr. Hoonjan noted that the Temple is used for prayers as well as weddings, funerals and other special events. Mr. Hoonjan added that there is a two year waiting list to host weddings at the Temple. The proposed expansion will be able to accommodate multiple events simultaneously.

In reply to queries from Committee, Mr. Berar commented on the agricultural activities on-site, noting that approximately 10,000 lbs of produce are produced annually.

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Discussion ensued about the timeline of the application to remove parking restrictions on-site. Mr. Hoonjan noted that the application has been submitted.

In reply to queries from Committee, Mr. Craig advised that it is within Council's discretion to pass a resolution to endorse the application to remove parking restrictions on the east property.

Discussion ensued with regard to the number of special events the Temple hosts in a year. Mr. Hoonjan noted that the Temple is a highly used facility with approximately eight to fifteen special events per year in addition to lunar calendar events, full moon celebrations, weddings and funerals.

In reply to queries from Committee, Mr. Hoonjan advised that the applicant has no intention of building a secondary house on-site. Mr. Berar added that the applicant already had another home on a separate site in the city.

Discussion ensued regarding community access to the Temple. Mr. Hoonjan noted that the facility is open to the community. He added that on most occasions, the main parking area is sufficient to meet demand and that users of the parking area are patrons of the facility.

Discussion then took place with regard to the reasoning behind the placement of the no build/development covenant on-site. It was noted that during that time, there were concerns related to the septic field in place on-site.

In reply to queries from Committee, Mr. Craig advised that the removal of the parking restrictions on the east property would require Council and ALC approval. The applicant has submitted a separate application for the removal of the parking restrictions on the east property.

Joe Erceg, General Manager, Planning and Development, advised that Committee can proceed with a resolution that would endorse a recommendation to the ALC that would remove parking restrictions on the east lot.

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9044, for the rezoning of a portion of 18691 Westminster Highway from "Agriculture (AG1)" to "Assembly (ASY)", be introduced and given first reading;*

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- (2) *That the requirement for a no build/development legal agreement identified in Council's May 14, 2001 resolution in relation to Agricultural Land Reserve non-farm use application (AG 00-175102), be removed; and*
- (3) *That the ALR application (AG 14-668409) by the Nanaksar Gurdwara Gursikh Temple for a non-farm use for the 5 acre (2 ha) south portion of 18791 Westminster Highway to allow for the existing agricultural parking and staging area to also be utilized for temple special event and overflow parking be endorsed and forwarded to the Agricultural Land Commission.*

CARRIED

2. **APPLICATION BY HI-AIM BUILDERS LTD. FOR REZONING AT 7100 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**
(File Ref. No. 12-8060-20-009208; RZ 10-545413) (REDMS No. 4475100)

Mr. Craig briefed Committee on the proposed application, noting that an extension of the adjacent rear lane is proposed in order to provide vehicle access to the site.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9208, for the rezoning of 7100 No. 2 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

The question on the motion was not called as discussion ensued with regard to (i) opposition from neighbouring properties, (ii) the curve in the proposed lane creating a blind corner, (iii) straightening the proposed rear lane, and (iv) utilizing the triangular parcel created from the proposed curve lane as parking space.

In reply to queries from Committee, Mr. Craig noted that staff have examined the proposed lane's functionality and reviewed alternative lane geometry. He added that the lane could become a straight-shot lane.

Discussion ensued with regard to public consultation done for the proposed development. Mr. Craig noted that staff have spoken with some of the residents that have provided written concerns. He added that the correspondence attached in the staff report was from 2011 and no additional correspondence have since been received.

Juan Miguez, 6011 Comstock Road, spoke in opposition to the proposed development and expressed concern with regard to (i) additional traffic from the proposed lane extension, (ii) tandem parking on the proposed development, (iii) overflow street parking on Comstock Road, and (iv) additional vehicles from the proposed development's secondary suite.

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Mr. Miguez commented on options for vehicle access to the site and provided a drawing of an alternative option for vehicle access along No. 2 Road (attached to and forming part of these minutes as Schedule 1).

Discussion ensued with regard to tandem parking and owners converting parking spaces into suites. Mr. Miguez noted that his suggested design has provisions for parking and suites.

In reply to queries from Committee, Mr. Miguez expressed concern with regard to the possible blind spot from the curvature of the proposed lane and the traffic from the lane extension.

Discussion ensued with regard to the paving of front yards and the lack of landscaping that his proposed development option would create.

In reply to queries, Mr. Miguez noted that his suggested design will have provisions for more green space. He added that he is willing to work with the developer and City staff on addressing concerns with the proposed development.

Khalid Hasan, Hi-Aim Builders Ltd., commented on the proposed development and highlighted the following:

- the development application was submitted to the City in 2010;
- the applicant considered multi-family options and coach houses on the site, however due to concerns expressed by neighbouring properties, the proposed development was revised to single-family houses on two lots;
- the proposed development continues the pattern of development on adjacent properties, requiring the extension of the rear lane;
- vehicle access to the site is via a rear lane due to regulations restricting driveways on arterial roads;
- the triangular parcel cornering the lane will belong to and be maintained by the south lot;
- the applicant has worked with staff on lane functionality;
- a two metre frontage along No. 2 Road is dedicated for future road improvements;
- the lane will be developed with street lights; and
- the proposed development satisfies requirements for parking and green space.

Discussion ensued with regard to lane access to the site and the densification of the development. Mr. Hasan noted that it is possible to include an additional secondary suite, however other requirements such as parking would need to be considered.

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In reply to queries from Committee, Mr. Hassan advised that the applicant is willing to work with the adjacent property owners to address concerns. He noted that the application was revised to a proposed single-family development as a result of neighbourhood consultation.

Discussion ensued with regard to the triangular parcel and other examples in the city where lots are divided by a road. Mr. Craig advised that some lots in multi-family developments are occasionally divided by a road. He added that the applicant is required to submit a landscape plan that would address the landscaping of the triangular parcel.

In reply to queries from Committee, Mr. Craig noted that the Arterial Road Policy requires rear lane access to the site. Mr. Craig added that he anticipates that the lane will extend north as adjacent lots are developed.

Barry Konkin, Program Coordinator-Development, noted that direct driveway access to No. 2 Road creates additional safety concerns closer to the intersection of No. 2 Road and Granville Avenue.

In reply to queries from Committee with regard to alternative vehicle access points to the site, Mr. Craig advised that the City owns dedication in the area around Livingston Place that, if required, could be used for vehicle access when adjacent sites are developed.

Discussion ensued with respect to traffic calming in the proposed lane. Mr. Wei advised that the curve in the proposed lane would slow traffic. Also, he noted that staff will be able monitor the traffic speeds in the proposed lane.

As a result of the discussion, a motion to refer the application back to staff for further public consultation was introduced; however failed to receive a seconder.

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

The Chair advised that there will be additional opportunities for public consultation prior to the Public Hearing and notification will be given to neighbouring properties.

Mayor Brodie and Cllr. Loo left the meeting (5:36 p.m.) and did not return.

3. APPLICATION BY PETER YEE FOR REZONING AT 8151/8171 LUNDY ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009185; RZ 14-668270) (REDMS No. 4433783)

Discussion ensued regarding public consultation with respect to the proposed application. Mr. Craig noted that no correspondence has been received and that development of Single-Family Lot Size Policy 5423 would have included community consultation.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9185, for the rezoning of 8151/8171 Lundy Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, be introduced and given first reading.

CARRIED

4. APPLICATION BY EVERNU DEVELOPMENTS INC. FOR REZONING AT 9751 STEVESTON HIGHWAY AND 10831 SOUTHRIDGE ROAD FROM SINGLE DETACHED (RS1/E) AND SINGLE DETACHED (RS1/B) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-009187; RZ 14-669571) (REDMS No. 4418919)

Mr. Craig briefed Committee on the proposed application to subdivide two lots into five smaller lots, noting that the applicant is proposing to extend the existing rear lane from Southdale Road eastward to Southridge Road.

In reply to queries from Committee, Mr. Craig noted that the landscape setback along the south property line is required to establish a buffer which identifies the urban/rural interface. A legal agreement on title notifies prospective purchasers that the property is across from active agricultural land.

Discussion ensued with regard to neighbourhood consultation. Mr. Craig advised that staff have been in contact with some of the adjacent property owners including a property to the north of the subject site, 101811 Southridge Road. Mr. Craig noted that should the application proceed to Public Hearing, resident notification would include properties within a 50 metre radius from the subject site.

In reply to queries from Committee, Mr. Craig advised that should the proposed application proceed, resident notification will be distributed after the application receives first reading. He added that residents have the opportunity to provide correspondence to staff which is then forwarded to Council for consideration at the Public Hearing.

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Discussion ensued with regard to resident concerns surrounding the density of the development and vehicle parking. Mr. Craig advised that the proposed development would provide for improvements along Southridge Road. Also, he noted that the rezoning would allow for double car garages and the ability to park four vehicles on each lot.

Mr. Erceg advised that should the application proceed, residents would have opportunity to provide input through the Public Hearing process. Also, Council would have the option to refer the item back to staff to consider a reduction in the number of subdivided lots if preferred.

In reply to queries from Committee, Mr. Craig advised that (i) the applicant is proposing to provide secondary suites on four out of the five lots, (ii) the City's Affordable Housing Strategy would require only three secondary suites for the proposed development, and (iii) vehicle access to the site will be through the rear lane.

In reply to queries from Committee, Reuben Zilberberg, Evernu Developments Inc., advised that it is not economically feasible to reduce the number of proposed subdivisions from five to four. Also, he noted that reducing the number of secondary suites would be contrary to the Official Community Plan (OCP) which prefers the densification of lots.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9187, for the rezoning of 9751 Steveston Highway and 10831 Southridge Road from "Single Detached (RS1/E)" and "Single Detached (RS1/B)" to "Compact Single Detached (RC2)", be introduced and given first reading.

CARRIED

Opposed: Cllr. Day

Discussion ensued regarding the height of newly constructed buildings on raised soil.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:50 p.m.).

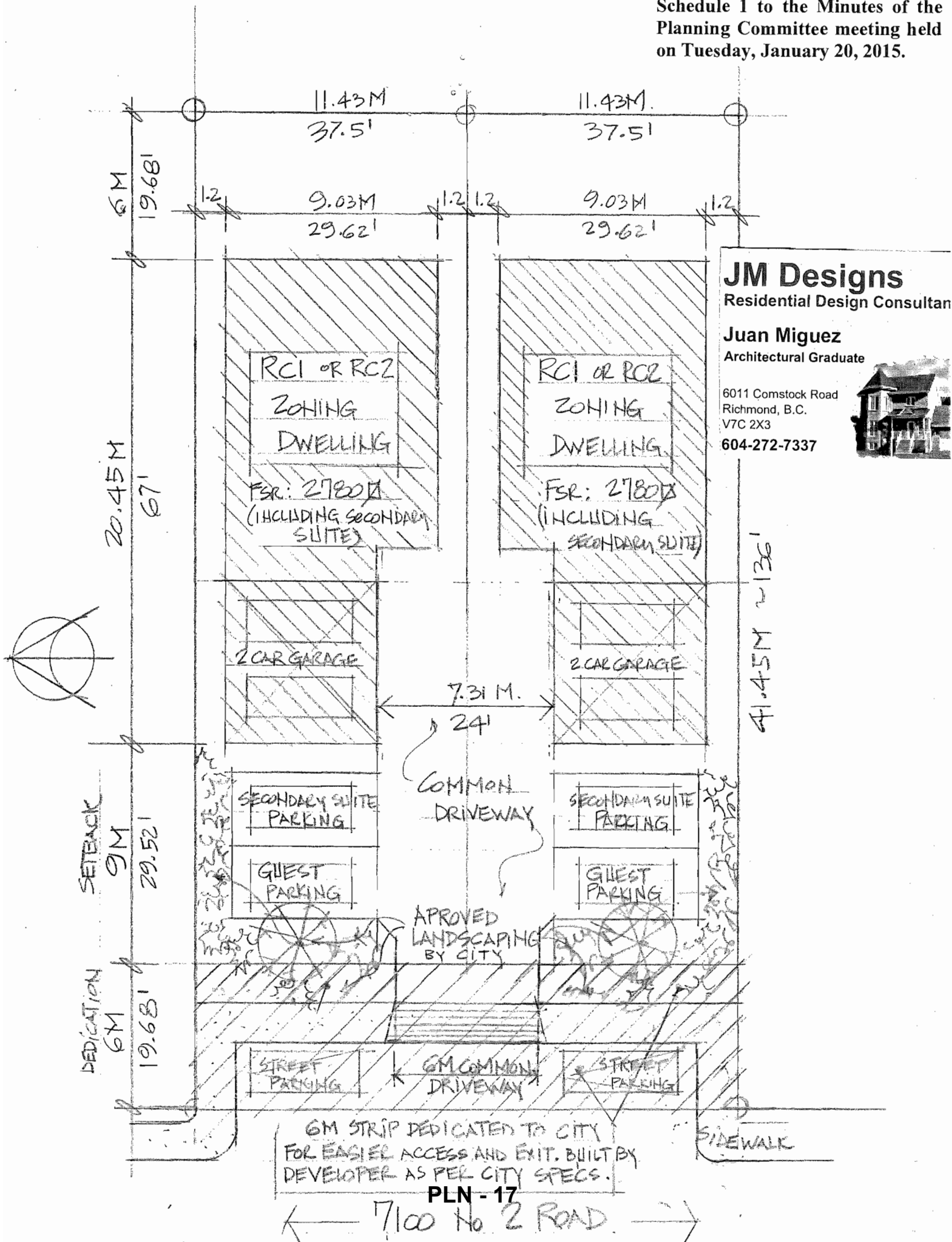
CARRIED

Planning Committee
Tuesday, January 20, 2015

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, January 20, 2015.

Councillor Linda McPhail
Chair

Evangel Biason
Auxiliary Committee Clerk





City of Richmond

Report to Committee

To: Planning Committee
From: Cathryn Volkering Carlile
General Manager, Community Services
Date: January 15, 2015
File: 01-0100-30-SADV1-
01/2015-Vol 01
Re: **Richmond Seniors Advisory Committee 2014 Annual Report and 2015 Work Program**

Staff Recommendation

That the Richmond Seniors Advisory Committee 2014 Annual Report and 2015 Work Program be approved.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 2

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

Staff Report

Origin

The Richmond Seniors Advisory Committee (RSAC) was formed in 1992 to advise Council regarding the concerns and future needs of Richmond seniors. The committee meets on a monthly basis to consider issues referred by City Council, City staff and members of the community. It studies a range of matters deemed of concern to seniors and submits information, options and recommendations to City Council.

This report presents the RSAC 2014 Annual Report and proposed 2015 Work Program, which supports the following 2011-2014 Council's Term Goals regarding Community Social Services:

2.1. Completion of the development and implementation of a clear City social services strategy that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to our advisory committees, community partners, and the public in order to appropriately target resources and help manage expectations.

2.4. Initiation of a strategic discussion and ongoing dialogue with the City's MLAs and MPs to ensure better representation of Richmond's needs in Victoria and Ottawa for social services issues and the related effects of downloading.

2.5. Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

Analysis

2014 Annual Report

The RSAC 2014 Annual Report (Attachment 1) highlights key activities of the committee during the past year. Noteworthy examples include:

- Closely following the development of the Kiwanis senior's housing project, including discussions with Kiwanis, Polygon and AWM Alliance.
- Continuing to monitor transportation issues including the potential impact of Translink's Compass Card on seniors.
- Researching and subsequently making a recommendation to Council to pass a resolution on the changes to the Canada Health Accord and the impact it will have on Richmond residents, particularly seniors.
- Active involvement with many community committees including Richmond Intercultural Advisory Committee, Falls Prevention, Isolated Seniors, Richmond Community Services Advisory Committee, RCMP Multicultural Advisory Committee, Poverty Response Transportation Committee, VCH Health Committee and other committees concerning seniors.

- Increasing community awareness about the presence and the role of the Seniors Advisory Committee by attending meetings with Seniors Coordinators at Richmond community centres and attending Wellness Clinics for seniors.

2015 Work Program

In 2015, the RSAC will provide continue to provide Council with advice and recommendations on matters affecting older adults in the community. The RSAC will contribute to Richmond's efforts to seek designation as an Age-Friendly City.

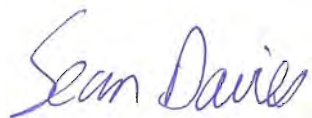
The committee will also continue to monitor various other topics of concern to seniors, as identified in the attached table (Attachment 2). Members will continue to liaise with a wide range of community and senior-specific organization. City staff will support the RSAC 2015 Work Program as City policies, work programs, time and resources permit.

Financial Impact

There is no financial impact

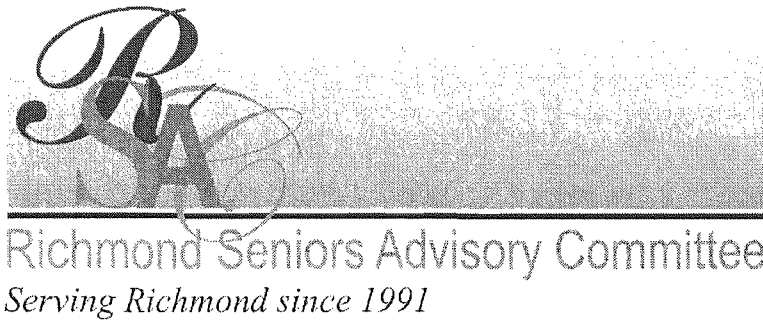
Conclusion

The RSAC continues to advise Council on matters of concern to Richmond seniors and contributes to initiatives that aim to improve the quality of life for older adults in the city. Staff recommends approval of the proposed 2015 RSAC Work Program.



Sean Davies
Diversity Services Coordinator
(604-276-4390)

Att.1: RSAC 2014 Annual Report
Att.2: RSAC 2015 Work Program



2014 Membership:

Seemah Aaron, Olive Bassett, Neil Bernbaum, Aileen Cormack, Mohinder Grewal, Hans Havas (Vice-Chair), Joan Haws, Kathleen Holmes (Chair), Shams Jilani, Mike MacLean, Corisande Pericval-Smith, Jackie Shell, Doug Symons, Daryl Whiting, Becky Wong

City of Richmond Liaisons:

Cllr. Ken Johnston, Council Liaison
Eva Busich-Veloso, Coordinator, Senior Services
Sean Davies, Coordinator, Diversity Services

Purpose:

The role of the Richmond Seniors Advisory Committee (RSAC) is to act as a resource and provide advice to City Council regarding senior's issues as they arise or are referred by City Council. The RSAC members identify concerns of seniors and work with various community organizations and agencies including City staff to obtain an understanding of the issues. Information, options and recommendations are prepared and submitted to City Council for consideration. The Richmond Seniors Advisory Committee has not received referrals from City Council this past year, although members have continued to identify issues of concern and provide support and advice.

Membership:

The Richmond Seniors Advisory Committee consists of 15 members this year including one new member. A majority of our members belong to one or more additional groups or organizations, and attend numerous forums and workshops throughout the year. Our members bring to the RSAC table additional information on a broad range of topics relevant to seniors, as illustrated in the attached reports and Work Program.

Meetings:

The Richmond Seniors Advisory Committee members meet 10 times a year on the second Wednesday of the month. All meetings are open to the public. Monthly guest speakers are primarily from the non-profit sector and the provincial or municipal governments. The guest speaker's presentations provide committee members with insight into senior's issues and resources available for seniors located in the Richmond community.

In lieu of the April meeting committee members attended a session of the provincial Legislature in Victoria and had the opportunity to observe our government at work.

Our members continue to closely follow Translink's Compass Card project and the Kiwanis Towers, a seniors' housing development located in Richmond. Our Housing committee also has a representative sitting on the Visitability project being led by the Richmond Centre for Disability.

Committee members also addressed concerns about The Canada Health Accord, a letter containing a resolution was sent to City Council seeking council support. We are pleased to report City Council has endorsed the proposed Health Accord resolution.

RSAC members have formed a Promotions committee to create awareness of Richmond Seniors Advisory committee in the community. RSAC members are currently re-aligning their roles for the 2015 Work Plan.

Eva Busich-Veloso, Coordinator, Seniors Services, City of Richmond attends RSAC monthly meetings to keep committee members informed on programs and services affecting senior's health and wellbeing in the Richmond community.

Sean Davies, staff liaison attends all RSAC monthly meetings to provide committee members with minutes and agendas and to ensure the RSAC members fulfill duties and achieve goals.

Sani Mursalim, our volunteer web master does not attend monthly meetings but ensures minutes and other information supplied to him is posted on the RSAC web site. The RSAC web site gives the public access to the committee's role at City Hall and serves as a model for communities wishing to establish a similar advisory committee.

The Richmond Seniors Advisory Committee would like to thank Mayor Malcolm Brodie and Council for their continuing support of our committee and Council Liaison Ken Johnston for keeping the committee members apprised of various issues arising in City Council.

Guest Speakers:

Donna Chan, Manager, City of Richmond, Transportation Planning
Becky Wong, Certified Financial Planner
Colin Dring, Executive Director, Richmond Food Security Society
Eva Bush-Veloso, Coordinator, Senior Services, City of Richmond
Cst. Barry Edwards, Community Liaison Office, Richmond R.C.M.P.
Kiwanis Housing/Polygon/AWM Alliance Property Management
Pat Miller, Executive Director, Richmond Hospice Association

Correspondence Received:

Monthly – COSCO minutes
Minoru Seniors Society, Christmas card
Invitation from COSCO to "Passing the Torch"
Invitation from SFU to attend "Housing Alternative for An Aging Population" - Friesen Conference

Copy of a letter from Mayor Brodie to the Mayor and Council of L'Isle Verte, Quebec
Invitation for a RSAC representative to attend "Older Adult Plan Steering Committee"
Invitation from VCH for a representative to "Health Matters"
Access Transit External Stakeholder Newsletters
Invitation from SFU Gerontology Research Centre to attend "Technology and Aging Knowledge Café"
Invitation from Metro Vancouver Cross-Cultural Seniors Network to attend a new website launch
Invitation to attend a Panel Discussion of Collaborative Street Outreach
Invitation from Richmond Chinese Community Society to attend their annual senior's lunch
Invitation from the Office of the Seniors Advocate to apply to be a representative at the Seniors Advocate Council of Advisors

Correspondence Sent:

Letter sent to Frances Clarke congratulating her on the lifetime volunteer award from the Prime Minister
Letter to Mayor and Council requesting support for a motion on the Canada Health Accord
Letter sent to Kiwanis regarding Kiwanis Towers
Letter sent to AWM Property Management regarding Kiwanis Towers
Letter sent to Polygon regarding Kiwanis Towers

Member Participation in Forums and Conferences:

Friesen Conference (2)
COSCO Conference – "Passing the Torch" (2)
Vancouver Coastal Health – "Health Matters"
Seniors Advocate – Isobel McKenzie (4)

Work plan for 2015 (table attached):

- Continue to gather information on issues affecting seniors in order to provide knowledge and relevant advice to City Council

- Encourage monitoring and reporting on a broad range of topics
- Continue to support events in the Richmond community such as Wellness Week and Wellness Fairs
- Maintain our liaison and representation with the Richmond Community Services Advisory Committee, the Falls Prevention Committee, the R.C.M.P. Multi-Cultural Advisory Committee, the Richmond Integrated Addiction System, the Richmond Intercultural Advisory Committee and organizations and agencies deemed appropriate.

Proposed Budget for 2015:

The RSAC proposes the following budget for 2015.

Meeting Expenses	\$1000
Memberships & website	\$450
Events, conferences and workshops	\$900
Misc. Expenses (e.g. Name badges)	\$150
Total	\$2500

Report submitted by:

Kathleen Holmes, Chair
 Richmond Seniors Advisory Committee
 December, 2014

2014 Committee Report - Housing

Richmond should be proud of the fact that they have many new projects underway including Affordable Housing.

The many high rises we now see in Richmond, either have a percentage of affordable housing or the City has received funding for the affordable housing fund that can be used in a myriad of projects.

The project located at 8111 Granville Avenue has finally reached the construction stage. The planning of this project and the finalization has taken over 2 years to complete, but will be worth the wait, as I believe Richmond is a “first” in this type of project.

The “Kiwanis” project is nearing completion and seniors will take occupancy to their suites as of February and August 2015. Richmond Seniors Advisory Committee met with Kiwanis, Polygon and the Management Company to clarify a number of issues we felt were necessary to have a smooth transition from a smaller project to a high-rise. This project is another “feather in the cap” for Richmond.

As seniors, we can only reiterate every year, for council to consider having a number of affordable housing units be designated for seniors.

We, as Richmond seniors, appreciate what the City and staff have accomplished this year and continue achieving their ambitious goal in housing Richmond’s low-income and most vulnerable residents.

Respectfully submitted
Aileen Cormack

2014 Committee Report - Safety

In 2014, the Isolated Seniors sub-committee reported back to the RSAC on a number of initiatives in the community that were targeted to seniors including:

- Fire alarms installed in seniors homes by Richmond Fire Rescue
- “Steady Feet” – a program from VCH
- Activities of the Falls Prevention Network

2014 Committee Report – Publicity

In 2014, the Promotions committee reformed to promote the role of the RSAC to seniors in the community so that seniors understand that Council is listening to seniors and to provide an avenue for seniors to ask questions or raise their concerns to the RSAC about seniors issues in the community.

The committee prepared pamphlets, nametags and a tabletop display and used these materials to attract seniors attending Wellness Clinics. This was a great opportunity to have some discussion with seniors about concerns they have in the community.

The committee also reached out to the Seniors Coordinators at the various community centres in Richmond to help further promote the RSAC.

2014 Committee Report – Intercultural/Multicultural Committee

This committee has members who sit on the Richmond Intercultural Advisory Committee and the Richmond RCMP Multicultural committee.

Some of the highlights for 2014 include:

- A visit to Ecomm to learn about emergency operation at that facility.
- Providing input into the “Hi Neighbour” initiative and the Russian Newcomers Guide with RIAC.
- Attending Vaisakhi, Eid, Diwali celebrations
- Attending Doors Open activities.

2014 Committee Report – Isolated Seniors

In 2014, the Isolated Seniors sub-committee reported back to the RSAC on a number of initiatives in the community that were targeted at isolated seniors:

- Outreach to seniors to educate them about healthy aging and to facilitate social and community connections. This was through a grant initiated by members from Isolated Seniors, Falls Prevention Network, Oasis, Alzheimer's Society and Minoru Activity Centre.
- The role of Geriatric Transition Nurses from VCH
- The work of VCH in developing a screening tool for family doctors to screen patients whom they feel will benefit from home support due to increased physical needs or cognitive decline.
- The launch of light housekeeping as an additional service of the Better at Home program (transportation and friendly visit programs already are in place).

2014 Committee Report – Transportation

The transportation committee has been very active over the past year dealing with issues that were important and concerning seniors. This sub-committee works with the Poverty Response Committee and the Richmond Seniors Network transportation committees and more recently linking with the COSCO transportation committee. These committees have been sending much correspondence to TransLink concerning many issues.

One major topic that was discussed was the Compass Card and what effect it will have on the seniors. The proposed Compass Card is causing some major discussion as to how the pass will confuse seniors. Also discussed was the utilization of Handy Dart vs. taxis for seniors and that the Cab companies be properly trained to deal with seniors in pick-up and delivery service. A guest from TransLink may be invited to meet with the RSAC in 2015.

These committees are currently working with the City in finding easier seniors /disabled access at major bus shelters around Richmond.

Most recently, the committees sent a letter to Translink regarding the concession pass for seniors. The letter asked that the discounted price be extended to all daytime hours and not just on evenings and weekends.

Transportation is a continuing concern for seniors and the Seniors Advisory Committee will continue to liaise with other community transportation committees to work with Translink to make the transition to Compass Cards easier for seniors.

Submitted by

Hans Havas

Transportation Chair - Richmond Seniors Advisory Council

RSAC 2015 Work Program

This Work Program supports the following Council Term Goals (2011 - 2014):

2.1 – Completion of the development and implementation of a clear social services strategy for the City that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to the public in order to appropriately target resources and help manage expectations.

2.4 – Initiation of a strategic discussion and ongoing dialogue with the City's MLAs and MPs to ensure better representation of Richmond's needs in Victoria and Ottawa for social services issues and the related effects of downloading.

2.6 – Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

Topics monitored or addressed by the RSAC are outlined in the table below.

Richmond Seniors Advisory Committee 2015 Work Program					
Initiative	RSAC Actions/Steps	Expected Outcome	Indicator of RSAC Success	Partners	Status
Housing					
Collaborate with the Affordable Housing Coordinator and Community Services to identify, advance and support to completion housing projects that meet the spectrum of affordable housing needs	- Continue monitoring new developments that include affordable housing with a specific percentage of units to be allocated to seniors	Regular communication with City staff and Council regarding affordable housing initiatives in Richmond	<ul style="list-style-type: none"> - RSAC informed of affordable and supportive housing developments - RSAC consulted regarding seniors affordable and supportive housing developments - Council advised as necessary 	<ul style="list-style-type: none"> - Developers - NGOs - Faith Community - Poverty Response Committee - Homelessness Coalition - Rental Connect 	Ongoing
Liaise with community groups seeking to establish seniors housing	- Participate in the monthly meetings organized by the Faith Communities, Affordable Housing Task Force, others				
Advise developers seeking to establish seniors housing when requested	- Continue monitoring Kiwanis' development of 296 units of seniors affordable housing				
Liaise with community committee regarding visitability of housing.	- Participate in the meetings organized by the RCD				
Advise the City re: the Affordable Housing Strategy Update and use of the Affordable Housing Statutory Reserve Fund	- Ongoing dialogue with the City about the Strategy and use of the affordable housing fund				

Richmond Seniors Advisory Committee 2015 Work Program

Initiative	RSAC Actions/Steps	Expected Outcome	Indicator of RSAC Success	Partners	Status
Health					
Monitor quality of health care services	<ul style="list-style-type: none"> - Monitor community concerns: long term care, adult day care - Continue to monitor cleanliness issues at Richmond Hospital - Discuss the issue of changing demographics in community services - Follow up with the Healthy Living Secretariat and appropriate departments re: Aging Well in BC recommendations - Continue to monitor any recommendations that come from the Office of the Seniors Advocate - Monitor response to Canada Health Accord concerns raised by seniors 	<ul style="list-style-type: none"> - Better quality long term care - Increased adult day care - Improved cleanliness at Richmond Hospital - Community health services more responsive to changing demographics - Implementation of Aging Well in BC recommendations 	<ul style="list-style-type: none"> - RSAC informed of and consulted about a range of seniors health care concerns - RSAC monitors the impact of and response to changing demographics - RSAC monitors Provincial progress re: Aging Well in BC recommendations - Council advised as necessary 	<ul style="list-style-type: none"> - Vancouver Coastal Health - Richmond Health Services - Community services - Healthy Living Secretariat - Government Departments 	Ongoing
Raise awareness of seniors' health issues	<ul style="list-style-type: none"> - Bring forward speakers to RSAC on relevant health issues - Work with the Community Health Advisory Committee to consider joint public forums 	<ul style="list-style-type: none"> - RSAC well informed about a range of health issues - Forums reach a wide audience on seniors' health concerns 	<ul style="list-style-type: none"> - Speakers on health issues inform the RSAC - RSAC participates effectively in well-attended public events 	<ul style="list-style-type: none"> - Community Health Advisory Committee 	Ongoing
Advocate for increased and improved seniors' addiction services	<ul style="list-style-type: none"> - Work with the Medical Health Officer on seniors' addiction issues - Liaise with the Community Health Advisory Committee (CHAC) on seniors' addiction issues 	<ul style="list-style-type: none"> - Seniors addiction issues better understood and addressed - RSAC well informed about seniors' addiction issues 	<ul style="list-style-type: none"> - Medical Health Officer speaks to the RSAC - CHAC and RSAC mutually informed - Council advised as necessary 	<ul style="list-style-type: none"> - Vancouver Coastal Health - Richmond Health Services - NGOs 	Ongoing

Richmond Seniors Advisory Committee 2015 Work Program

Initiative	RSAC Actions/Steps	Expected Outcome	Indicator of RSAC Success	Partners	Status
Intercultural/Multicultural Liaison					
Richmond Intercultural Advisory Committee (RIAC) Liaison	<ul style="list-style-type: none"> - Continue participating on RIAC and bring senior's perspective, including new immigrant seniors, to the RIAC deliberations - Participate in RIAC subcommittees (e.g. Newcomers Guide sub-committee arranges financing, translation, printing, reprinting and distribution of the Guide in English and two other languages) 	<ul style="list-style-type: none"> - Other members of RIAC recognize how inter-cultural issues may, in particular, impact seniors 	<ul style="list-style-type: none"> - Recommendations and advice provided by RIAC have been viewed through a seniors' lens. - RSAC is, in general, kept informed of the major initiatives undertaken by RIAC - Newcomers to Richmond are provided with the Newcomers' Guide to assist with settlement 	<ul style="list-style-type: none"> - RIAC 	Ongoing
RCMP Multicultural Committee Liaison	<ul style="list-style-type: none"> - Attend meetings, monitor activities, report back 	<ul style="list-style-type: none"> - RSAC informed re: RCMP Multicultural activities - RCMP outreach includes seniors' perspective 	<ul style="list-style-type: none"> - RSAC informed about Committee activities - Seniors' perspective contributed to the RCMP 	<ul style="list-style-type: none"> - RCMP 	Ongoing
Transportation					
Seek information and make recommendations regarding transportation issues affecting seniors	<ul style="list-style-type: none"> - Arrange subcommittee meetings with representatives of various transportation related agencies, e.g., Translink, HandyDART - Invite speakers to RSAC meetings, e.g., re: Canada Line, No. 3 Road improvements 	<ul style="list-style-type: none"> - Transportation reflects seniors' needs 	<ul style="list-style-type: none"> - RSAC informed re: transportation issues - RSAC advises re: transportation concerns - Council advised as necessary 	<ul style="list-style-type: none"> - Richmond Centre for Disability - Minoru Place Activity Centre - Translink - HandyDART - COSCO 	Ongoing
Publicity					
Increase the profile of seniors issues in Richmond	<ul style="list-style-type: none"> - Continue to publicize seniors' issues (e.g., RSAC member writes monthly column for local newspaper) - Attend Wellness Clinics and community events for seniors with information about the RSAC 	<ul style="list-style-type: none"> - Greater public awareness of seniors issues 	<ul style="list-style-type: none"> - RSAC informs the public - Council advised as necessary 	<ul style="list-style-type: none"> - Local media 	Ongoing
Council of Senior Citizens' Organizations of BC (COSCO)					
COSCO Liaison	<ul style="list-style-type: none"> - Attend meetings, monitor activities, report back 	<ul style="list-style-type: none"> - RSAC informed about COSCO initiatives - COSCO enriched with Richmond seniors' perspective 	<ul style="list-style-type: none"> - RSAC members knowledgeable about seniors issues and COSCO activities - RSAC is known to COSCO 	<ul style="list-style-type: none"> - COSCO 	Ongoing

Richmond Seniors Advisory Committee 2015 Work Program

Initiative	RSAC Actions/Steps	Expected Outcome	Indicator of RSAC Success	Partners	Status
Older Adult Service Plan					
Contribute to the update of the Richmond Older Adults Service Plan	<ul style="list-style-type: none"> - Attend meetings, provide input, monitor activities, report back 	<ul style="list-style-type: none"> - Older Adults Service Plan is endorsed by Council and community. 	<ul style="list-style-type: none"> - Richmond seniors better served through new and/or improved services and opportunities 	<ul style="list-style-type: none"> - Minoru Seniors Society - Vancouver Coastal Health - Non-profit community organizations 	Update initiated and scheduled for completion in 2015.
Isolated Seniors					
<p>Identify isolated seniors in Richmond</p> <p>Reduce the isolation of seniors by coordinating services</p>	<ul style="list-style-type: none"> - Monthly meetings will be held - Assist Minoru Place Activity Centre and Seniors Wellness Coordinator with expansion of Wellness Outreach programs to offsite locations, immigrant groups and other cultural and non-English speaking groups. 	<ul style="list-style-type: none"> - Seniors will be more connected with the services available in the community - Follow up is now done by hospital staff to elderly seniors after release from hospital; many of the former isolated are now connected to the community - Seniors will be more informed and aware of services available to them - Seniors with barriers to participation will be able to fully engage in recreation and leisure opportunities. 	<ul style="list-style-type: none"> - More and more isolated seniors are being contacted and made aware of the services available - Many more seniors connected with the community and programs available to them such as the Minoru Activity Centre programs 	<ul style="list-style-type: none"> - Minoru Seniors Society - Richmond Health Services - Vancouver Coastal Health - Richmond City Council - Richmond Addiction Services - Falls Prevention Network 	Ongoing
Age Friendly Richmond					
Age Friendly Richmond	Work with City Staff to identify opportunities for RSAC to be involved with plans for an Age Friendly Richmond.	<ul style="list-style-type: none"> - RSAC members are able to contribute toward the implementation of an Age Friendly Plan for Richmond 	<ul style="list-style-type: none"> - RSAC Members have been involved in Richmond's Age Friendly Plan Development - Richmond applies Age-Friendly Community designation from the Province of BC 	<ul style="list-style-type: none"> - Vancouver Coastal Health - Minoru Seniors Society - Non-profit community organizations 	Ongoing



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 15, 2015
From: Cathryn Volkering Carlile **File:** 11-7000-01/2015-Vol
General Manager, Community Services 01
Re: **Richmond Community Services Advisory Committee 2014 Annual Report and
2015 Work Program**

Staff Recommendation

That the Richmond Community Services Advisory Committee's 2015 Work Program be approved.

Cathryn Volkering Carlile
General Manager, Community Services

Att. 1

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

Staff Report

Origin

The mandate of the Richmond Community Services Advisory Committee (RCSAC) is to encourage and promote social policies and community services that contribute to the well-being and quality of life of Richmond residents, and to develop the capacity of the community service sector.

While an advisory body, the RCSAC is only partially a City-appointed committee (i.e., only two citizen representatives are Council-appointed). The City supports the RCSAC by providing an annual operating budget, a Council Liaison and a Staff Liaison.

This report presents the RCSAC 2014 Annual Report and proposed 2015 Work Program (Attachment 1), which supports the following 2011 – 2014 Council Term Goals regarding #2 Community Social Services:

- 2.1. Completion of the development and implementation of a clear City social services strategy that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to our advisory committees, community partners, and the public in order to appropriately target resources and help manage expectations.*
- 2.3. Clarification of the City's role with respect to providing or facilitating the securing of space for non-profit groups.*
- 2.4. Initiation of a strategic discussion and ongoing dialogue with the City's MLAs and MPs to ensure better representation of Richmond's needs in Victoria and Ottawa for social services issues and the related effects of downloading.*
- 2.5. Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.*
- 2.6. Development of an updated youth strategy to address the needs and to build on the assets of youth in the community.*

Analysis

2014 Annual Report

In 2014, the RCSAC Work Program was based on 2011 – 2014 Council Term Goals. Highlights include:

- an information sharing meeting with Richmond MLAs, whereby the results of the RCSAC's Addictions and Mental Health Gap Analysis were forwarded through meetings with MLAs Reid and Yap, as well as a submission to the Standing Committee on Finance;
- a revised Social Services Survey exploring funding changes and space needs was designed and circulated to members, with results anticipated in 2015;
- Communication Tools were sent to Council regarding the impact of Collective Agreement Wage Increases, the need for a Provincial Social Policy Framework and a status report on the Youth Media Lab;

- a report regarding Federal settlement funding changes was submitted in response to a Council referral; and
- RCSAC member agencies continued to participate in many community initiatives, tables and consultations, including the Richmond Homeless Coalition, Richmond Children First, Youth and Older Adults Service Plan Reviews, and the Age-friendly Assessment and Action Plan.

2015 Work Program

In 2015, the RCSAC's plans include:

- determining the need for further service gaps analysis, following up on the "Gap Analysis on Mental Health and Addiction Support Services";
- implementing the annual Community Social Services Survey, with the addition of a section on agency space needs;
- providing information regarding affordable housing needs;
- updating the Community Table/Committee Inventory;
- developing a youth webpage;
- supporting food security initiatives; and
- continuing to apprise Council of matters affecting community agencies and Richmond residents.

This plan will be revised as necessary to reflect new Council Term Goals, once adopted.

Financial Impact

The RCSAC operating budget reflects the existing funding plan, as budgeted.

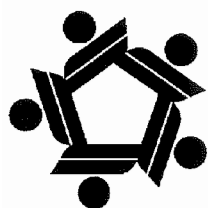
Conclusion

The RCSAC 2015 Work Program will remain flexible to reflect new Council Term Goals once adopted, and to address emerging issues impacting the community. The RCSAC will also continue to support the community service sector by fostering collaborative working relationships, networking opportunities and information exchange. The RCSAC continues to play a vital role in sustaining and enhancing the social well-being of Richmond residents.



Lesley Sherlock
Social Planner
(604-276-4220)

Att. 1: 2014 Annual Report and 2015 Work Plan



RCSAC | **Richmond Community Services
Advisory Committee**

2014 Final Report 2015 Work Plan and Budget

RCSAC Approvals:

2014 Final Report endorsed

2015 Work Plan endorsed

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2014 RCSAC Executive Committee Report

2014 Executive Committee Membership:

Lisa Whittaker, Family Services of Greater Vancouver	Co-Chair
Colin Dring, Richmond Food Security Society	Co-Chair
Rick Dubras, Richmond Addiction Services Society	Treasurer
Richard Lee, Citizen Appointee	Member-at-Large
De Whalen, Richmond Poverty Response Committee	Member-at-Large
Janice Barr, Richmond Society for Community Living	Member-at-Large
Daylene Marshall, Richmond Youth Services Agency	Member-at-Large
Councillor Linda McPhail	City Council Liaison
Lesley Sherlock	City Staff Liaison

Results of Executive Elections at the November 13, 2014 Annual General Meeting

As documented in the RCSAC Operating Policies and Procedures, members on the executive, with the exception of the Co-Chair positions, hold their positions for a period of one year. Elections are held at the November Annual General Meeting (AGM) to elect/re-elect committee members to their respective executive roles. A nominating committee was struck to fill vacant positions. At the November 2014 AGM, after nominations were put forward, the following individuals were elected to executive positions:

Co-Chair	Colin Dring, Richmond Food Security Society (2 nd year)
Co-Chair	Daylene Marshal, Richmond Youth Services Agency
Treasurer	Lisa Whittaker, Family Services of Greater Vancouver
Members-at-Large	De Whalen, Richmond Poverty Response Committee Alex Nixon, Richmond Food Bank

The following members completed their terms on the Executive Committee: Rick Dubras, Richmond Addiction Services and Janice Barr, Richmond Society for Community Living. They were acknowledged for their years of service on the executive committee at the RCSAC annual meeting.

The Executive Committee, on behalf of the membership, wishes to acknowledge and thank all exiting members of the Executive Committee for their dedication and leadership throughout 2014, as well as welcoming new members. The Executive Committee also acknowledges our

City Staff Liaison, Lesley Sherlock, and our City Council Liaison, Linda McPhail, for their contributions and support while working with the RCSAC during 2014.

Executive Committee Summary of 2014 Activities:

Membership

- ❖ Membership increased in 2014. Vancouver Metro Transit Police joined the committee in 2014.
- ❖ There were two Citizen Appointee positions, each in the 2nd year of their terms: Richard Lee and Hamid Ghanbari.

RCSAC Action Groups

The RCSAC identified the following hot topics and action groups in 2014:

Addictions and Mental Health Gap Analysis Follow Up
Training for Volunteers and Service Providers
Research on Municipal Responses to Child Poverty
Community Social Services / Space Needs Survey – Re-Design

Communications with City of Richmond

Presentation Updates from the City of Richmond were provided as follows:

- Kate Rudelier, Youth Services Coordinator presented the Youth Services plan and overall departmental goals.
- Courtney Miller, Sustainability Project Manager, visited an RCSAC Meeting and provided information on the Energy Efficiency Resources available to qualifying residents in Richmond. An overview of two programs was provided: 1) the Energy Savings Kit and 2) the Energy Conservation Assistance Program.

Technology

- The RCSAC website – the number of visits to the RCSAC website were tracked and in the 35,000 range. Details are available in the last section of the 2014 Work Plan and Report.

Financial

A 2014 financial report and proposed 2015 budget was drafted by the Treasurer and approved by the membership at the November AGM.

The 2015 Work Plan was approved at the December 11, 2014 RCSAC General Meeting as a working document that will be revisited throughout the year and revised as necessary.



RCSAC

Richmond Community Services
Advisory Committee

2014 Final Report

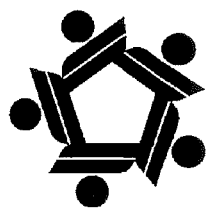


RCSAC | **Richmond Community Services
Advisory Committee**

Membership and Budget Information

RCSAC Membership 2014

Organization	Representative(s)
Avia Employment Centres	Nicole Smith
Pacific Community Resource Services	Kay Sarai/Leslie Martin
BC Responsible and Problem Gambling	Jenn Fancy de Mena
Boys and Girls Club of South Coast BC	Jason Lee
Canadian Mental Health Association (Richmond)	Dave MacDonald
Chimo Community Services	Mark Miller
City Appointee	Richard Lee
City Appointee	Hamid Ghanbari
City Liaison (Non-Voting Member)	Lesley Sherlock
Council Liaison (Non-Voting Member)	Linda McPhail
Developmental Disabilities Association	Donna Cain/Kathy Moncalieri
Family Services of Greater Vancouver	Lisa Whittaker
Heart of Richmond AIDS Society	Brian Wardley
Individual Member	Jennifer Larsen
RCMP Richmond	Heather Hall
Richmond Addictions Services Society	Rick Dubras
Richmond Caring Place Society	Sandy McIntosh
Richmond Children First	Helen Davidson
Richmond Centre for Disability	Ella Huang/Eileen Kalshoven
Richmond Family and Youth Court Committee	TBD
Richmond Family Place Society	Janice Lambert
Richmond Food Bank Society	Margaret Hewlett/Alex Nixon
Richmond Food Security Society	Colin Dring
Richmond Mental Health Consumer & Friends Society	Barb Bawlf
Richmond Multicultural Community Services	ParmGrewal
Richmond Poverty Response Committee	Lynda Brummitt/De Whalen
Richmond School District #38	Monica Pamer
Richmond Seniors Advisory Committee	Corisande Percival-Smith
Richmond Society for Community Living	Janice Barr/ Sue Graf
Richmond Women's Resource Centre	Florence Yau/Colleen Glynn
Richmond Youth Service Agency	Daylene Marshall
Salvation Army (Richmond)	Major Ed Chiu
S.U.C.C.E.S.S.	Francis Li
Touchstone Family Services	Judy Valsonis
Turning Point Recovery Society	Brenda L. Plant
Vancouver Coastal Health	Belinda Boyd
Vancouver Transit Police	Inspectors David Hansen / Wendy Hawthorne
Volunteer Richmond Information Services	Elizabeth Specht /Jocelyn Wong



RCSAC | **Richmond Community Services
Advisory Committee**

2014 Financial Statement and 2015 RCSAC Budget

	2014 Budget - January 1 - December 31	2015 - January 1 - December 31
Balance Projected to be brought Forward December 31, 2013	\$6,663.33	\$1,889.40
Revenue		
City of Richmond	\$11,000.00	\$11,000.00
Membership Dues	\$1,400.00	\$1,400.00
Bank Interest	\$5.00	\$4.00
Sponsorship		
Total Revenue	\$19,068.33	\$14,293.40
Expenses		
Admin Assistant	\$10,450.00	\$10,000.00
Admin Expenses	\$200.00	\$75.00
Forums/Meetings	\$1,000.00	\$1,600.00
Website + IT	\$1,500.00	\$1,100.00
Website Training/Calendar	\$500.00	\$1,100.00
Post Box Renewal	\$158.00	\$158.00
Volunteer Appreciation	\$250.00	\$250.00
All Candidates Meeting		
Sub Committee/printing/events	\$5,000.00	
Total Expenses	\$19,058.00	\$14,283.00
Total Balance	\$10.33	\$10.40



RCSAC

Richmond Community Services
Advisory Committee

2014 Work Plan Results

2014 RCSAC Work Plan

For the 2014 year, the RCSAC has chosen to continue to link its annual work plan initiatives to the Richmond City 2011-2014 Council Term Goals. The 2014 Work Plan is designed to provide Council with advice to support Council's Goal Statement for Community Social Services:

To develop and implement an updated social services strategy that clearly articulates and communicates the City's roles, priorities and limitations with respect to social services issues and needs.

Within this goal statement, the RCSAC will focus on providing advice on Council's following priorities that are scheduled for implementation in 2014.

It is understood that the Council Term Goals will be revisited from time to time. The RCSAC will take the opportunity to review this plan in conjunction with any revisions to the Council Term Goals. In addition, The RCSAC considers this plan to be a working document that will also be modified to include topics and projects that are timely for review and implementation during the 2014 year.

2014 activities undertaken to support Council Term Goals are indicated at the end of each section below.

Council Term Goal 2.1

Completion of the development and implementation of a clear City social services strategy that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to our advisory committees, community partners, and the public in order to appropriately target resources and help manage expectations.

Objectives:

- To advise City Council on the implementation plans of the Social Development Strategy.
- In conjunction with City Staff and Council, establish methods for ongoing identification of service needs based on feedback of RCSAC members and the ongoing utilization of these services.

Proposed 2012 – 2014 Actions:

- Presentation to RCSAC on Social Development Strategy implementation.
- RCSAC review Social Development Strategy implementation plan and form Task groups as needed.
- Determine the need for further service gaps analysis in service areas additional to Addictions and Mental Health.
- Build on success of Mental Health and Addiction services wallet card. Determine potential need for other similar service cards in the community.
- Continue to implement RCSAC Community Social Services Survey. Identify to Council changes in social service programs and corresponding funding structures that will have impact to the city of Richmond
- Complete a multi-year analysis of Community Social Services Survey results
- Support initiatives that reduce barriers to accessing services

Outcomes/Indicators of Success:

- Appropriate action teams formed around pertinent elements of Social Development Strategy implementation as required.
- Community Social Services Survey and Report Completed
- Communication Tools to Council
- Final report on successful actions completed

2014 Activities:

- AMH Task Group Gaps Analysis document was again highlighted at the RCSAC MLA forum. The task group created a proposal and presented this to MLA John Yap. This proposal was further submitted to the Select Standing Committee on Finance regarding Richmond Mental Health and Addictions services and requested for consideration in the 2015 provincial budget.
 - Multi-year analysis of the Social Services Survey was completed and highlighted to MLA's at the RCSAC MLA forum.
 - The Social Services survey was redesigned and the space needs survey was incorporated into this survey. These surveys were transferred to fluid surveys and are being distributed to RCSAC members in November 2014.
-

Council Term Goal 2.2

Completion of an updated Older Adults Service Plan to address the growing needs of older adults in the community, including services and facilities for active older adults, the development of a volunteer base to serve the older adult population, as well as to provide opportunities for volunteering for this population.

- RCSAC member agencies have participate in Steering Committee and consultation activities.
-

Council Term Goal 2.3

Clarification of the City's role with respect to providing or facilitating the securing of space for non-profit groups.

Objectives:

- The RCSAC continues to be active in working with the City to identify changes in space needs by non-profit societies within Richmond

Proposed 2012-2014 Actions:

- Form action group as required
- Action group to build on previous work which included a review of:
 - Space Needs Survey (2008)
 - Richmond 101 (2009)
 - Redraft of Space Needs Survey (2009)
 - Proposed City information requirements considered too cumbersome (2010)

- Letter sent to Mayor and Council requesting an implementation strategy to allow for the creation of community service space for non-profits (2010)
- Information provided on use of School Gym Space initiative, City Centre Strategy, potential use of Neighbourhood Learning Centre space
- Reports to RCSAC as needed
- Communication Tools to Council

Outcomes/Indicators of Success:

- Action team formed
- Communication Tool to Council
- Final report on successful outcomes completed

2014 Activities:

- January 2014 – RCSAC completed a survey on the need for School Gym Space for non-profit agencies. Sean Davies administered the survey. Feedback from 10 organizations was received. The respondents outlined whether they had space requirements for recreation programs. Summary feedback on the survey was provided as information to the Council / School Board Liaison Committee. As the City has now an established process in place for groups to access the elementary school gym spaces, staff will continue to work with groups to facilitate their access requests.
- September 2014 – Survey task group incorporated space needs survey questions into Community Social Services Survey – see further outcomes under Goal 2.4.

Council Term Goal 2.4

Initiation of a strategic discussion and ongoing dialogue with the City's MLAs and MPs to ensure better representation of Richmond's needs in Victoria and Ottawa for social services issues and the related effects of downloading.

Objectives:

- To provide Council with information re: impact of provincial and federal funding decisions on social services agencies

Proposed 2012 – 2014 Actions:

- Completion of annual Community Social Services Survey and Report – provide information to Council on provincial and federal funding decisions that may affect the delivery of social services in Richmond
- Completion of multi-year analysis of Community Social Services Survey
- Membership will submit Communication Tools regarding changes in relationships with federal and provincial government
- MLA Information Session

Outcomes/Indicators of Success:

- Communication Tools submitted as necessary
- Community Social Services survey completed and report submitted to Council
- Final report on successful outcomes completed

2014 Activities:

- February 2014 – Communication Tool Community Services Collective Agreement Wage Increases.
- May 2014 Communication Tool: Social Policy Framework – supported by Council - the resolution going forward to the Union of BC Municipalities, which has been created by City of Duncan and supported by City of Nelson. From May 26, 2014 Council meeting ADOPTED ON CONSENT
From the UBCM Resolutions - B123 Provincial Social Policy Framework
WHEREAS every British Columbian depends on social services, healthcare, justice and education services; AND WHEREAS our communities are partners in the delivery of many of these services and are facing increasingly complex social challenges requiring coordination between multiple social ministries of government, municipalities and the community agencies and organizations that deliver services to the public: THEREFORE BE IT RESOLVED that UBCM call upon the Premier to begin a consultation with British Columbians to initiate the development of a social policy framework that will set out key policy directions, values, priorities, roles and expectations, and guide the creation of public policy to meet our social needs now and into the future.
Was endorsed.
- April 2014 – Communications Tool on the Youth Media Lab and accompanying report was forwarded to council.
- June 2014 – hosted MLA Information Session
- July 2014 – AMH task group met with MLA Reid to review AMH Gaps Report priorities and discuss options for provincial finance committee submission / presentation – see AMH task groups follow up under Goal 2.1
- September 2014 – Community Social Services /Space Needs Survey reviewed, revised and delivered to RCSAC Member Agencies. Results included as
- October/November 2014 – RCSAC/RIAC Subcommittee report on ESL Funding Cuts was completed

Council Term Goal 2.5

Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

Objective:

- Continue to support the implementation of an Affordable Housing Strategy
- Support implementation of Affordable Housing Program 2014-2018

Proposed 2012 – 2014 Actions:

- Work collaboratively with Richmond Homeless Coalition – Homes for All, Richmond housing organizations, advocates and the City to identify and highlight affordable and supportive housing needs and projects in Richmond.
- Work collaboratively with Richmond housing organizations and advocates to craft regular communication, which highlights housing needs and projects, to city staff and Council

Outcomes/Indicators of Success:

- Action Team formed as required
- Communication Tool to Council as required
- Regular updates presented to RCSAC General Committee meeting
- Final report on successful outcomes completed

2014 Activities:

- February 2014 - Dena Kae Beno, Affordable Housing Coordinator from the City of Richmond, provided an update on Affordable Housing from the City of Richmond. Presentation notes were posted online for members to connect with more information and links regarding affordable housing.
- Funds made available to support the St Albans Church as the hub for volunteers and outreach for the Vancouver Metro Homeless Count.
- April 2014 – Presentation Trish Garner, Organizer BC Poverty Reduction Coalition presented information regarding poverty in BC and the impact of the BC Poverty Reduction Plan. Presentation, including how to get involved, will be provided and posted on RCSAC News Members Only Section of RCSAC website.
- October 2014 **Richmond Homeless Connect Event – 2014** sponsored by Richmond Homelessness Coalition Many RCSAC agencies have representatives involved.

Council Term Goal 2.6

Development of an updated youth strategy to address the needs and to build on the assets of youth in the community.

Objective:

- To provide input and support into the development of the Youth Strategy.
- To continue to support and ensure updating of the RCSAC Youth web page to provide a one-stop access for activities and events of interest to youth in the City of Richmond.

Proposed 2012 – 2014 Actions:

- Continue to work with existing youth committees
- Provide input on youth strategy
- Engage youth volunteer to ensure youth web page is regularly updated
- Communication Tools to Council as required

Objectives/Indicators of Success:

- Input provided to youth strategy
- Youth volunteer engaged and youth website page completed and regularly updated
- Communication Tools developed
- Communication Tool: 2013 Richmond Youth Media Lab Annual Report
- Final report on successful outcomes completed

2014 Activities:

- January 2014 – 2 RCSAC Representatives: Sue Graff, Richmond Society for Community Living and Daylene Marshall, Richmond Youth Service Agency attended City of Richmond workshops as part of our Community Engagement Strategy, within which participants engaged in a City Mapping Activity and Dialogue to explore the strengths and contributions of the City of Richmond Youth Service Plan and discuss youth programs, services and opportunities for growth in Richmond.
- March 2014 – Youth task group recruited youth volunteer(s) to update the RCSAC youth website page. Supervision, Volunteer position description, web training, web administration manual developed to support youth volunteer web administrator program. Small honorarium approved for youth volunteer on an annual basis.
- July 2014 – Funds approved for youth task group / volunteer to separate youth web page from the RCSAC website. The youth website will remain in the RCSAC domain (sharing the same domain reg. annual fees) and be accessed separately for administration / youth access.
 - *Currently City of Richmond staff are examining future funding and partnership opportunities for the Richmond Addiction Services Society and Richmond Youth Media Program, (2) other programs that are operating out of the Richmond Media Lab, (3) how these programs support the City's strategies; and the long-term strategy to staff these programs*
- March 2014 - Kate Rudelier, Youth Services Coordinator, City of Richmond, provided an update on the Youth Services department and the Youth Services Plan.
- Presentation: Vancouver Foundation Youth Vital Signs, Nicole MacLellan, Manager Grants & Initiatives, Youth Presenters: June Liu and Michelle Su (Kate Rudelier, City of Richmond attended)

Council Term Goal 7.2

Develop a plan to ensure the provision of public facilities and services keeps up with the rate of growth and changing demographics of the community (families, older adults, increasing cultural diversity), particularly in the City Centre.

Objectives:

- The RCSAC continues to support and work with the Richmond Children First committee on their City Centre Early Childhood Development Report
- The RCSAC to receive reports and provide feedback as part of the City's public consultation on needs when determining plans for the new Aquatic and Older Adult Centre and any other community amenity.
- Supporting the City's 2014 Community Needs Assessment

Proposed 2012 – 2014 Actions:

- RCSAC to continue to follow Communications Tool sent to Council on City Centre Report
- Reports from Children's First on progression of report recommendations
- Presentations from the City's representatives on the new Aquatic / Older Adult Centre planning and the 2014 Community Needs Assessment.

Outcomes/Indicators of Success:

- Regular reports at RCSAC
- Ongoing reports provided by Council Liaison.
- Feedback from Council on submitted Communication Tool
- Final report on successful actions completed

2014 Activities:

- RCSAC members participated in Richmond Children First's Finding Home initiative, connecting low income families in the City Centre with each other and to community services.
- RCSAC members participated in consultations and on the Steering Committee for the Age-Friendly Assessment and Action Plan and the Older Adults Service Plan Update.

Council Term Goal 8.2

Continue to advocate for a coordinated regional approach to enhance local food security for Richmond and the region through policy development initiatives such as community farms.

Objectives:

- The RCSAC will examine issues of food security and its inter-relation to community and social services in Richmond (e.g. intersection of food with physical and mental health, disease prevention, emergency food relief)
- Support the City as it advocates for a coordinated regional approach to enhance local food security
- Support the development of a food charter for the City of Richmond

Proposed 2012 – 2014 Actions:

- RCSAC members to have a presentation on Food Charter for City of Richmond
- Action teams formed as necessary to meet objectives
- Potential gap analysis undertaken
- Communication Tool developed for Council

Outcomes/Indicators of Success:

- Presentation from Richmond Food Security on final Food Charter
- Action team formed
- Communication Tools to Council completed as needed
- Final report on successful actions completed

2014 Activities:

- October 2014 Richmond Food Charter draft presented at the RCSAC. RCSAC members encouraged to provide their feedback on the draft charter.

Additional RCSAC Work Plan Activities**Objectives:**

- To increase connections within RCSAC members
- To increase information RCSAC members can access to plan and promote social service events and activities
- To review membership of the RCSAC committee and invite organizations providing social services in the Richmond community to join the committee.
- To increase administrative efficiency for RCSAC

Proposed 2012 – 2014 Actions:

- Maintain Community Table/Committee Inventory and provide update to Council in 2014 final report
- Create members log-in section on RCSAC website so members can access minutes, agendas, reports etc.
- Support on-going updates to website
- Form action team to review membership of RCSAC and determine organizations to receive invitation to learn more about the RCSAC.

Outcomes/Indicators of Success:

- Members only log- in page created
- Final report on successful outcomes completed

2014 Activities:

- Log in page created and Online newsletter posted to members here.
- Website utilization continues to increase
- Increased number of events and program information posted to website
- New memberships: Vancouver Metro Transit Police and possibly The Sharing Farm
- Presentation: Community Response Networks
Louise Tremblay, Regional Mentor, BC Association of Community Response Networks



RCSAC | **Richmond Community Services
Advisory Committee**

2015 Draft Work Plan

2015 Draft RCSAC Work Plan

For the 2015 year the RCSAC has chosen to continue to link its annual work plan initiatives to the Richmond City Council Term Goals. The 2015 Work Plan is designed to provide Council with advice to support Council's Goal Statement for Community Social Services:

To develop and implement an updated social services strategy that clearly articulates and communicates the City's roles, priorities and limitations with respect to social services issues and needs.

Within this goal statement, the RCSAC will focus on providing advice on Council's following priorities that are scheduled for implementation in 2015.

It is understood that the Council Term Goals were initially created from 2011 to 2014 and will be reviewed and revised in 2015. The RCSAC will take the opportunity to review this plan in conjunction with any revisions to the Council Term Goals made in 2015. In addition, The RCSAC considers this plan to be a working document that will also be modified to include topics and projects that are timely for review and implementation during the 2015 year.

Council Term Goal 2.1

Completion of the development and implementation of a clear City social services strategy that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to our advisory committees, community partners, and the public in order to appropriately target resources and help manage expectations.

Objectives:

- In conjunction with City Staff and Council, establish methods for ongoing identification of service needs based on feedback of RCSAC members and the ongoing utilization of these services.

Actions:

- Determine the need for further service gaps analysis in service areas additional to Addictions and Mental Health.
- Build on success of Mental Health and Addiction services wallet card. Determine potential need for other similar service cards in the community.
- Continue to implement RCSAC Community Social Services Survey. Identify to Council changes in social service programs and corresponding funding structures that will have impact to the City of Richmond
- Complete a multi-year analysis of Community Social Services Survey results
- Support initiatives that reduce barriers to accessing services

Outcomes/Indicators of success:

- Community Social Services Survey and Report Completed
 - Communication Tools to Council as appropriate
- Final report on successful actions completed

Council Term Goal 2.2

Completion of an updated Older Adults Service Plan to address the growing needs of older adults in the community, including services and facilities for active older adults, the development of a volunteer base to serve the older adult population, as well as to provide opportunities for volunteering for this population

To be included after further information received by Council in 2015

Council Term Goal 2.3

Clarification of the City's role with respect to providing or facilitating the securing of space for non-profit groups.

Objectives:

- The RCSAC continues to be active in working with the City to identify changes in space needs by non-profit societies within Richmond

Actions:

Inclusion of space needs in Community Service Survey (2014)

- Reports to RCSAC as needed
- Communication Tools to Council

Outcomes/Indicators of Success:

- Space results compiled from community needs assessment survey
- Communication Tool to Council
- Final report on successful outcomes completed

Council Term Goal 2.4

Initiation of a strategic discussion and ongoing dialogue with the City's MLAs and MPs to ensure better representation of Richmond's needs in Victoria and Ottawa for social services issues and the related effects of downloading.

Objectives:

- To provide Council with information re: impact of provincial and federal funding decisions on social services agencies

Actions:

- Completion of annual Community Social Services Survey and Report - provide information to Council on provincial and federal funding decisions that may affect the delivery of social services in Richmond
- Contribute to and update as needed multi-year analysis of Community Social Services Survey

- Membership will submit Communication Tools regarding changes in relationships with federal and provincial government

Outcomes/Indicators of Success:

- Communication Tools submitted as necessary
- Community Social Services survey completed and report submitted to Council
- Final report on successful outcomes completed

Council Term Goal 2.5

Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

Objective:

- Continue to support the implementation of an Affordable Housing Strategy
- Support implementation of Affordable Housing Program 2014-2018

Actions:

- Work collaboratively with Richmond Homeless Coalition –Homes for All, Richmond housing organizations, advocates and the City to identify and highlight affordable and supportive housing needs and projects in Richmond.
- Work collaboratively with Richmond housing organizations and advocates to draft regular communication, which highlights housing needs and projects, to city staff and Council

Outcomes/Indicators of Success

- Action Team formed as required
- Communication Tool to Council as required
- Regular updates presented to RCSAC General Committee meeting
- Final report on successful outcomes completed

Council Term Goal 2.6

Development of an updated youth strategy to address the needs and to build on the assets of youth in the community.

Objective:

- Participate as requested in the implementation of the youth strategy. To provide input and support into the development of the Youth Strategy. This has been developed so maybe change wording to similar to support the Strategy (similar wording to the Social Development Strategy above): "advise City Council on the implementation plans of the Youth Strategy"

- To continue to support and ensure updating of the RCSAC Youth web page to provide a one-stop access for activities and events of interest to youth in the City of Richmond.

Actions:

- Continue to work with existing youth committees
- Engage youth volunteer to ensure youth web page is regularly updated
- Provide training in Joomla for maintenance of youth page
- Communication Tools to Council as required

Objectives/Indicators of Success

- Continued engagement of youth volunteer and youth website page completed and regularly updated
- Communication Tools developed
- Final report on successful outcomes completed

Council Term Goal 7.2

Develop a plan to ensure the provision of public facilities and services keeps up with the rate of growth and changing demographics of the community (families, older adults, increasing cultural diversity), particularly in the City Centre.

Objectives:

- The RCSAC continues to support and work with the Richmond Children's First committee on their City Centre Early Childhood Development Report

Actions:

- RCSAC to continue to follow Communications Tool sent to Council on City Centre Report

Outcomes/Indicators of Success:

- Regular reports at RCSAC
- Feedback from Council on submitted Communication Tool
- Final report on successful actions completed

Council Term Goal 8.2

Continue to advocate for a coordinated regional approach to enhance local food security for Richmond and the region through policy development initiatives such as community farms.

Objectives:

- The RCSAC will examine issues of food security and its inter-relation to community and social services in Richmond (e.g. intersection of food with physical and mental health, disease prevention, emergency food relief)
- Support the City as it advocates for a coordinated regional approach to enhance local food security

- Support the development of a food security action plan for the City of Richmond

Actions:

- Action teams formed as necessary to meet objectives
- Potential gaps analysis undertaken
- Communication Tool developed for Council

Outcomes/Indicators of Success:

- Presentation from Richmond Food Security on final Food Charter
 - Action team formed
 - Communication Tools to Council completed as needed
 - Final report on successful actions completed
-

Additional RCSAC Workplan Activities

Objectives:

- To increase connections within RCSAC members
- To increase information and opportunities RCSAC members can access to plan and promote community and social service events and activities
- To review and broaden the membership of the RCSAC and encourage organizations providing community and social services in the Richmond community to join.
- To increase administrative efficiency for RCSAC

Activities:

- Maintain Community Table/Committee Inventory and provide update to Council in 2015 final report
- Continue to develop members only log-in section on RCSAC website so members can access minutes, agendas, reports etc.
- Support on-going updates to website
- Form action team to review membership of RCSAC and determine organizations to receive invitation to learn more about the RCSAC.

Outcomes/Indicators of Success

- Members only log- in page continue to be enhanced and utilized by members
- Website utilization continues to be increased. Increased number of webpage hits.
- Increased number of events and program information posted to website
- Potential new memberships joining the RCSAC
- Report on successful outcomes completed



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 16, 2015
From: Cathryn Volkering Carlile **File:** 08-4057-01/2015
General Manager, Community Services
Re: **Interim Single Family Subdivision Rezoning Policy – Affordable Housing Considerations and Proposed Amendments**

Staff Recommendation

1. That, as per the report dated January 16, 2015 from the General Manager of Community Services titled "Interim Single Family Subdivision Rezoning Policy – Affordable Housing Considerations and Proposed Amendments", the City's secondary suite policy for single family rezoning applications, where the density bonusing approach is taken in exchange for a higher density, all the lots that are being rezoned, be amended to require developers to either:
 - a) Build a suite on 100% of the single family lots subdivided through rezoning applications; or
 - b) Provide a built unit on 50% of the single family lots subdivided through rezoning applications and a cash-in-lieu contribution of \$2 per square foot per total buildable area from the remaining lot; or
 - c) Provide a 100% cash-in-lieu contribution of \$2.00 per square foot per total buildable area on lots subdivided through rezoning applications that cannot accommodate the provision of built secondary suites.
2. That the \$2.00 per square foot interim contribution rate be implemented and is subject to final adoption when the contribution rates for all development types identified in the report "Richmond Affordable Housing Contribution Rate and Reserve Fund Analysis" be adopted.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 3

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

PLN - 61

Staff Report

Origin

The purpose of this report is to respond to the November 18, 2014, Planning Committee referral, reiterated at the November 24, 2014 Council meeting, for staff to examine the:

1. Affordable Housing Strategy requirements for single family developments to identify other areas in the city where affordable housing units should be provided and report back.

This report supports Council's Term Goal #2 Community Social Services:

2.6. Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

This report supports Council's Term Goal #7 Managing Growth & Development:

7.3. Review the adequacy of developers' contributions towards affordable housing, public art and public amenities.

The community benefit that this report addresses is having a full range of housing, including affordable housing that play an important role in attracting and retaining employees and business, or to accommodate population growth and new investment.

Analysis

Current Policy

The City's Official Community Plan encourages the development of diverse densities, styles, types and tenures of housing, as well as exploring incentives and mechanisms to retain existing housing stock in established single family neighbourhoods.

Secondary suites are considered market rental housing, which falls outside of the City's Affordable Housing Strategy. Secondary suite development is encouraged by the City through various approaches, including: Single family rezoning applications, new development, conversion and legalization of suites.

The City adopted a density bonusing approach for all single-family residential rezoning applications received after July 1, 2007, which required that:

- All single family lots being rezoned in order to facilitate a subdivision are required to ensure at least half (50%) of the new lots being created through the subdivision will include a single family dwelling with a secondary suite or coach house unit; or
- A cash-in-lieu contribution of \$1 per total buildable square foot on all new houses to be constructed is to be provided towards the Affordable Housing Reserves.

In 2007, the City adopted amendments to the Zoning By-law to allow a single secondary suite in single family dwellings. The units can be part of a newly constructed house, part of a new renovation to an existing house, or be legalized as an approved suite. To be legal, a secondary suite must be inspected and upgraded as required to ensure code compliance.

With regards to parking, there is an existing bylaw (Zoning Bylaw 8500, section 5.4.1.j) which states *“where a secondary suite is on a lot fronting an arterial road ... one additional on-site parking space must be provided for the exclusive use of the secondary suite, and the required on-site parking spaces for the single detached housing may be provided in a tandem arrangement with one parking space located behind the other”*.

Policy Outcomes and Considerations

Single family developers and owners are not required to enter into a Housing Agreement, because secondary suites and coach houses are not secured as affordable housing units or administered with rent controls. Although secondary suites are not necessarily affordable, the construction of units increase the supply of rental housing which, in turn, may indirectly contribute to reducing pressures on rent and availability of secured affordable housing stock.

As of July 1, 2007 to December 31, 2014, Council has approved 175 single family rezoning applications through 3rd reading at its Public Hearing. Of these applications, 126 applications or 72% indicate built secondary suites at time of rezoning adoption; whereas, 49 applications or 28% reflect a cash-in-lieu contribution.

Since the Zoning Bylaw was amended in July 2007, an additional 812 secondary suites and coach house suites have been approved for conversion (legalization) or development in existing single family lots/houses (not through rezoning). This is a combined total of 938 secondary suite units and coach house units that have been issued building permits or have been approved through development applications processes from July 1, 2007 to December 31, 2014.

G.P. Rollo, Land Economists were retained by the City to review single family development in Richmond and the market impact of providing secondary suites. They revealed through their analysis that, in general, Richmond purchasers are paying the same amount per square foot for new construction single family homes regardless of whether the home has a secondary suite or not. That being said, Rollo advised that the costs to produce a secondary suite are not substantially higher over and above the cost of construction for the primary dwelling space. A concurrent report titled “Richmond Affordable Housing Contribution Rate and Reserve Fund Analysis”, also appearing on this Planning Committee agenda, provides a detailed economic analysis of the affordable housing contribution rates and built unit requirements. Secondary suite cash-in-lieu rates are further explored in this report.

Each year, Canada Mortgage Housing Corporation (CMHC) generates housing and rental market reports about housing starts, market rental availability and vacancy rates for new home construction, private apartment and townhouses in Metro Vancouver. In Spring 2014, CMHC reports that new home construction in Metro Vancouver will continue at a steady pace during the next eighteen months, with an increase in single-detached homes. Also, rental vacancy rates are anticipated to remain stable. This supports a strong rental demand, due to a growing population

and rental housing being relatively more affordable than ownership housing. In Fall 2013, CMHC estimated Richmond's private rental apartment vacancy rate was 2.7%.

As part of its Regional Growth Strategy, Metro Vancouver issued a 10 year Regional Estimated Housing Demand indicates that 10.5% of the total housing need in Richmond is for moderate to above income Richmond households with combined incomes of \$57,026 or above; whereas, 23.5% of the overall demand is for low to moderate income households with combined earnings of \$34,000 to \$57,000.

The Demand Estimates support a greater need for rental housing for low to moderate income households than moderate to high income households. The City's Affordable Housing Strategy focuses on meeting the rental housing needs of households with incomes of \$34,000 or less to \$57,000 through capital financial support, partnership and policy advancement.

In summary, a continued demand for rental housing construction and supply in Richmond remains steady across all points of the housing continuum through various forms, including: purpose-built market rental housing, market rental secondary suites and coach houses, and secured affordable housing that is rent controlled.

Policy Recommendations

In an effort to meet local market rental housing and purpose-built affordable housing demand, the following options are being provided for Council's consideration with respect to the City's Single Family rezoning policy where the density bonusing approach is taken in exchange for a higher density.

Option 1- 100% Built Contribution – Not Recommended

Through a density bonusing approach in exchange for a higher density, developer will provide built secondary suites on 100% of the single family lots subdivided through rezoning applications.

If approved, this recommendation would require that both single family lots created through subdivision build a secondary suite. No cash-in-lieu contribution would be required if the developer builds a unit on both subdivided lots.

The land economic analysis provides evidence that the marketability and costs of generating secondary suites on both lots through subdivision would have minimal impact to developers and buyers. However, there may be design, transportation, fire safety, and engineering related considerations that would require further review; i.e., landscaping, parking, access, emergency response planning and increased servicing impacts.

Option 2- 50% Built and 50% Cash Contribution – Not Recommended

Through a density bonusing approach in exchange for a higher density, developer will provide secondary suites on 50% of single family lots subdivided through rezoning applications and collect a cash-in-lieu affordable housing cash contribution of \$2 per square foot per total buildable area from the remaining lot.

The recommended affordable housing contribution rate is outlined in further detail in an accompanying “Richmond Affordable Housing Contribution Rate and Reserve Fund Analysis” report that has been placed on the same agenda for consideration.

If approved, Option 2 would require all single family subdivision rezoning applications to build a secondary suite and provide a cash-in-lieu contribution towards its Affordable Housing Reserve Funds. The approach would increase market rental supply, while generating Affordable Housing Reserve funds by the City to be utilized first and primarily for subsidized rental housing development to serve households with incomes of \$34,000 and below.

Option 3- Hybrid Contribution – Recommended

Through a density bonusing approach in exchange for a higher density, developer will provide to either:

- a) provide a built secondary suite on 100% of the single family lots subdivided through rezoning applications, or
- b) provide a built secondary suite on 50% of the single family lots subdivided through rezoning applications and a cash-in-lieu contribution of \$2 per square foot per total buildable area (double the amount of the existing policy) on the remaining lot, or
- c) provide a 100% cash-in-lieu contribution of \$2.00 per square foot per total buildable area on lots subdivided through rezoning applications that cannot accommodate the provision of built secondary suites.

If approved, the developers choice to pursue either a, b or c would be made by the developer prior to advancing a rezoning application to Council for consideration. Council would have final approval and authority on what the developer is required to provide.

Option 3 would provide built units in both choices as well as opportunity to collect Affordable Housing Reserve funds by the City to be utilized towards affordable housing from development applications opting to build one suite. This option would be applied to all neighbourhoods in the city. This option would also support development where only one secondary suite may be feasibly built: smaller lot sizes or lot locations that have challenges with parking, traffic, access or servicing impacts.

Staff recommends Option 3 as a balanced policy approach for the following reasons:

- Requiring built units on subdivided lots creates indirect benefit to affordable housing by increasing market rental unit supply, decreasing pressure on rent prices, and increasing unit availability and choice, and
- Collecting affordable housing contributions from the remaining lot generates direct community benefit to affordable housing through Affordable Housing Reserve funds collected by the City and utilized to financially support other affordable housing development opportunities; such as, subsidized rental housing development for low income households.

Staff acknowledge feedback received from developers that not all lots can accommodate the delivery of built secondary suites, due to a variety of factors, such as: lot size, location, access to parking, and servicing requirements. Therefore, Staff recommend that applicants be afforded option of providing a 100% cash-in-lieu contribution in these cases.

The prospect of securing the secondary suites as affordable housing through a City Housing Agreement would be onerous and cost prohibitive to current available municipal resources. Further analysis and modeling is recommended if Council prefers this as part of the requirements for its approved option. Secured Housing Agreements on Single Family lots may also create potential issues for homeowners with respect to financing and future sale of their properties.

A review of contribution rates for all developments is outlined in the report titled “Richmond Affordable Housing Contribution Rate and Reserve Fund Analysis”, also appearing on this agenda. The interim rates will be presented to stakeholders for consultation, with the results of the consultations and recommendations for adoption of the rates being presented in a subsequent report to Council. Staff recommend that the \$2 per square foot rate be implemented when all rates are adopted.

Policy Implementation

Staff recommends that:

- The interim Single Family affordable housing contribution rates are effective subject to Council adoption of the approved recommendations outlined in this report (i.e. interim rates will be included in the Final Affordable Housing Contribution Rate recommendations for all housing types that is anticipated after stakeholder consultation to be advanced to Council for final adoption in Spring 2015),
- The policy not be applied to rezoning applications that are currently under staff review provided that they are presented to Council within 1 year of the effective date of the revised policy, and
- Any new single family rezoning application received after the effective date of the revised policy will be subject to the new policy.

Richmond Home Builder and UDI Discussions

In preparing this report, representatives of Richmond Home Builders sector and the Urban Design Institute-Richmond Liaison Committee were consulted about the proposed changes to the policy (Attachments 1, 2 and 3). Some of the feedback included:

- The need for further consultation (i.e. Greater Vancouver Home Builders' Association, Richmond homeowners and other key stakeholders)
- Lot size, geographic location and house size will have impacts on the desirability of providing secondary suites

- The challenges for compact lots to accommodate secondary suites
 - A minimum lot size needs to be identified to require secondary suites
 - Neighbourhood opposition
 - Geographical considerations
- The need for a 100% cash-in-lieu option for sites where a built unit is not viable (note: this point has been acknowledged in Option 3 Staff recommendations)
 - Further understanding of the impacts to homeowners and their property values is needed
 - The need for a comprehensive policy (i.e. consideration of other forms of development to increase affordability, density bonus incentives, standard rezoning processes, capturing rebuild potential)

Internal Department Discussions

The focus of this report is on affordable housing policy considerations with respect to density bonusing provisions and affordable housing cash-in-lieu contribution rates for single family development. With this in mind, internal discussions within City departments identified that there may be a variety of site specific technical reasons and/or local area resident concerns that may potentially pose a legitimate challenge to requiring a secondary suites as part of all single family rezoning applications.

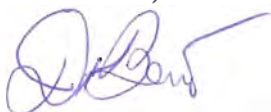
Financial Impact

Option 1, 2 and 3, as provided in this report, generate no significant financial impact to the City. Whereas, if secondary suites are to be secured as affordable housing through a City administered Housing Agreement, requiring rent control provisions and on-going occupancy management would generate significant impact to existing municipal resources.

Conclusion

On a municipal scale, the City can help to shape the responsiveness of the housing supply system in effectively meeting demand. However, affordability is largely influenced by macro-economic conditions and senior government policies; such as, interest rates, inflation levels, tax policies, income, employment conditions, and migration.

Therefore, it remains important for City policies to encourage a diverse supply of attainable market and affordable housing options to meet current and future housing need based on demand. This helps to generate a balanced approach of development at all points of the housing continuum, while supporting housing policy advancement at all levels of government.



Dena Kae Beno
Affordable Housing Coordinator
(604-247-4946)

January 16, 2015

- 8 -

- Att.1: Stakeholder Review and Consultation Notes – UDI
- Att. 2: Stakeholder Review and Consultation Notes – Representatives from the Richmond Homebuilder Sector
- Att. 3: Correspondence from representatives from the Richmond Homebuilder Sector, January 16, 2015

Stakeholder Review and Consultation – City of Richmond
Secondary Suite Policy Exploration
January 19, 2015

Stakeholders: Representatives from Urban Development Institute (UDI)

1. Comprehensive review of all charges to better understand how affordable housing contributions (AHC) fit into the cost of development to builders.

- Request for consultation re: analysis of Affordable Housing Contribution/Affordable Housing Reserve Fund;
- Housing Action Plan- collectively define local definition and priorities
- Incentives to develop affordable housing (what affordable housing is being developed now, how can we improve on that, and how to encourage developers to meet needs without creating further constraints to development;
- Tweaks to policies to generate a more manageable framework;
- Working together to develop policy advocacy (e.g. Federal tax policies/burden re: rental income; CMHC mortgage for rental housing);
- Municipal tools are confined to fees that are applied, development charges, and amount of time that it takes to process applications (finite tools available to municipalities);

2. Single Family Rezoning Policy requirements

Discussion ensued of project examples where lot sizes were unable to accommodate the provision of secondary suites:

- Modest floor area increase was provided with a suite required;
- Cost of building a suite as smallest permitted suite (\$16,000-17,000 cost) independent of overall cost to build home; It is way cheaper to pay \$1 AHC than to build;
- 2500 ft² (can viably build suite); Houses too small create an unmarketable product; modern standards and expectations are different than the traditionally smaller homes over past generations
- However, in larger homes (net 2,000 ft² house), to make it viable; smaller lots have a scaled method of incentive; smallest .55 to .65 db incentive and then go up gradually the density bonus is scaled down; it automatically limits the floor area ratio (FAR) but provides incentive to build rather than cash-in-lieu contribution.
- Larger homes with suites are viable without floor area density bonus incentive;
- Ability to offer entry level homeowners a mortgage helper would be a great opportunity and provide a market advantage;
- Lot size, geographical location, and house size correlates where the built suites are being provided;
- Richmond small builders (over 3,200 ft²) owners want theatre room rather than a suite.

- Arterial roads may be more uptake for built secondary suite units;
- Single Family (SF) Policy requirements: Zoning Bylaw minimum size (388 ft²) and maximum size (British Columbia Building code); Parking requirements only on Arterial roads (3rd parking stall); No rental requirements; Covenant registered on title as a condition to build suite; No enforcement of occupancy management requirements;
- Florida example (Tax to absentee homeowners presented a challenge to the market and for homeowners)

3. November 18, 2015 Council Referral

- Fast track Affordable Housing Strategy (AHS) review and how it relates to SF requirements;
- Greater Vancouver Home Builders' Association should be consulted;
- In municipalities overall, it seems that the pendulum has swung from mandating no secondary suites to requirement to build; It is important to keep in mind that incentivizing secondary suites is not an either/or solution;
- There is a political issue that needs to be addressed; neighbourhood acceptance about this issue needs to be taken into consideration (e.g. multi-family development and how it may change your neighbourhood- the change is already occurring, it is up to the neighbourhood to help inform the change); Adequate community consultation is required especially with the rate of change that is being observed (parking, traffic, who is living in the suites, and the make-up in the neighbourhood); Outreach to community is required.
- Community consultation should be incorporated into reports to Council

Should smaller lot consideration be included?

- Lot size policy is one way to achieve affordability, (Also, include in Housing Action Plan)
- Staff clarified that this policy recommendation would only apply to rezoning applications,
- Ensure the SF Rezoning policy recommendations are not looked at in isolation without understanding of how it relates to broader comprehensive Strategy review, contribution rates and Housing Action Plan development;
- It was suggested to incorporate these recommendations into future affordable housing policy reports

Terra Nova, Sunnymede (historical resistance)

- Do you want to incorporate this requirement for City as a whole or certain neighbourhoods? City-wide
- There is a compelling argument that more secondary suites that are being built it increases rental stock and empties out sub-standard housing to provide opportunity to re-develop;
- Staff clarified that requirements will be effective city-wide, but understand that the policy considerations are inter-related;

- Staff recommendation- no housing agreement requirement for unit to be built where appropriate; 100% cash-in-lieu contribution for lots where it is not feasible to build a suite;
- Density bonus, zones, smaller lot sizes may create greater incentive for suite development;
- Tiering approach to contributions: as you go up in house size, your contribution increases if built unit is not chosen due to the fact that you are targeting a certain market;
- The City is foregoing the opportunity to incentivize larger suite development in larger homes (e.g. 2-3 bedroom suites in larger lots);
- Aging in Place (Single family homes with lock-off or caregiver suites); Supporting households with varying ranges of mobility and age along all points of continuum;
- City can help to work with Non-Profit sector to build capacity and facilitate relationships with development sector;
- City needs to work towards permissive rather than proscriptive approach to incentivize affordable housing requirements;
- Work with Public and decision makers about macro level issues and how it relates to affordable housing requirements (creative solutions to affordable housing provision; certain number of units that are affordable home ownership); Affordable home ownership challenge- Stakeholders commented that affordable homeownership units need to be an unending supply (Many models tends to fail with the perpetuity requirement and people are unable to build equity);
- Flexibility with housing policy across the board with all housing forms
- (e.g. Clayton-Surrey area experienced very compact development, which led to huge parking issues; Secondary suite and coach house with primary dwelling; Surrey approach banned units as policy response to challenge)
- Richmond Bylaw is exclusive (Developers must choose to build a suite or laneway house and laneway housing is only allowed in certain areas);
- Parking tends to be a threshold issue, but also may mask public perceptions of built suites in neighbourhoods; the public needs to be aware of what is coming; the perception of the issue is greater than the reality;

4. Policy implementation:

- Staff are tasked to provide Council with recommendations of how to implement; in stream applications will be subject to existing requirements and provided 1 year to reach approval; any new applications received after adoption of new policy would be required to adhere to new policy.
- Does the builder community know that the requirements are being explored and recommendations being brought forward from Council referral? Staff confirmed that representatives from the Richmond Homebuilder sector were consulted
- GVHBA should be consulted;
- It may affect existing Richmond homeowners and they should be made aware that policy requirements are being explored through an active Council referral (e.g. City of Vancouver- Heritage Policy had a fast tracked response that didn't allow for adequate community and stakeholder input and outcome was devaluation of

properties); Potential impacts of the value of the home values under potential scenarios should be considered; Homeowners should be consulted and analysis should be generated).

- Consultation with homeowners is key.
- This does come back to overall realm of costs; homeowners want to gain the largest value for home sale. Homeowners need to be aware that there may be an economic consequence; Requirements to build a secondary suite may be impacting communities through increases in fees and homeowner costs if devalues property; whereas, incentives may provide offsets.

Small Builders conveyed that there needs to be an option where it is a 100% Cash-in-lieu contribution on lots that cannot support the built unit.

- Homeowners should be able to choose if they want a built unit or provide cash (A person's home is their castle);
- Built secondary suite/unit requirements (does it require ability for pre-zoned areas in certain locations to support application processes); Staff clarified that pre-zoning may not be a consideration that will be worked through at this time, due to the fact that the public is provided opportunity to speak up about applications through Rezoning and Public Hearing processes;
- The entire spectrum of choices should be provided for consultation.

Stakeholders expressed that if requirements are either/or (built/AHC)- pre-zoning should be required.

- In some projects, there was concern expressed that Council may challenge grandfathering period of policy requirements. Staff clarified that recommendations will be brought forward in the report to Council addressing the grandfathering period.

5. Summary Findings and Next Meeting (UDI Stakeholder Engagement):

- At the next meeting, staff plan to provide overview of the outcomes of Council's decision regarding 1) Single Family Rezoning report and Affordable Housing Contribution and Reserve Fund analysis report, 2) Housing Action Plan- Terms of Reference development
- Next scheduled meeting is for end of February 2015
- Stakeholders expressed that the expedited approach to developing and introducing SF rezoning policy requirements and components of AHS are ineffective, because many of these factors are complex and inter-related with comprehensive planning and development policies, implications, and outcomes.
- For example, UDI worked tirelessly for almost 2 years with the City and consultants to create a workable AHS prior to initial adoption;
- During the AHS development of SF requirements, there was huge push back initially by small builders; stakeholders stated that it would help if there is more balance for single family and smaller builders with respect to cash-in-lieu contributions, and the requirements for 5% built affordable housing units in apartments with more than 80 units (gross vs. net calculation of AH FAR and that

- everyone is calculating that consistently); building the AH units scales with economy/market drivers (you are paying more to do that scales with the market);
- Recommend the Public Art methodology? Stakeholders advised that this may be more equitable than the existing approach.
 - It may be better if there is an incremental increase with scale of development that is reflective of CPI and market factors. This could provide the consistency and predictability that industry needs and wants.
 - Staff stated that substantive changes to SF Policy requires time for consultation and research and will take longer; at this time, Staff are recommending tweaks to current policy with respect to affordable housing contribution rates only

Sign In sheet

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Stakeholder Review and Consultation – City of Richmond
Secondary Suite Policy Exploration
January 14, 2015

Stakeholders: Representatives from the Richmond Homebuilder Sector

1. Are there specific challenges that should be considered?

- Terra Nova, Steveston, & Quilchena, Riverdale/Gibbons
 - Considerations and Impacts: Lot size/limited liveable space/viability of lot to support primary dwelling and suite/neighbourhood opposition
- Current density allowed on lots doesn't always support providing a suite
- Total building of 2700-2800ft² out of which homeowner can have a secondary suite of 550 ft², leaving a marketable primary single family unit/dwelling space of 2150-2250 ft²
- 3600-4000 ft² / home purchased often don't want a secondary suite, they rather have a theatre room
- Challenge is that once a secondary suite is secured and built, later on, Homeowners may convert space to a theatre room/living room
- \$1.5/1.6/1.7 m (home price) – suites are preferred by homebuyers, usually
- \$2 m+ - no suites desired, usually (additional living space/home theatre space, preferred)
- Three important factors to consider for secondary suites are: area sensitivity, price bracket, and lot size (3 areas that require further analysis)
- Example: Broadmoor (Neighbourhood area with limited site build out potential)
 - Suggest: Rental 100-like initiative (City of Vancouver policy)
 - Open more development opportunities/incentives
 - Single Family requirements should link with overall Market Rental provision
- Opportunities on arterial roads
 - Look at lot size; increased density provisions;
 - Public Hearings and public consultation provides community acceptance lens
 - Expand allowable development uses/different types of dwellings/(e.g. duplex dev. – Staff clarified that this is currently an active Council referral)
- No.1/Granville – Multi-Family sensitive area
 - Back to back duplexes (cross/blend of Single Family & Multi-Family uses)
- Absentee Homeownership
 - Is there a study underway? (Active Council referral)
- Taking community sensitivity in mind with policy decisions is required. (Developers invest time and resources into approval process, which needs to be accounted for)
- Will proposed policy provisions transfer cost to end users? (AHC contribution and built units)

- Parking challenges are created w/secondary suites and adding more suites may intensify challenge
- Lot width/overall size of some lots make it impossible to build suite
- (Eg) Density Bonus – build suite on top of garage; which, provides more liveable space in main Single Family dwelling [garage suite not considered as total buildable]
- Main/Arterial Roads – lots/sites manageable
- On Garry St/Steveson – challenging to manage suite access and parking with limited lot size
- 60-65 FAR/4000 ft² : A density bonus of up to 0.60 to 0.65 FAR was suggested which would allow an additional suite for a house that is over 4,000 ft²
- RS-IE/A zone (rental suite) density bonus of 10%
 - Encourage suite (eg. Over Garage)
 - Encourage Affordable Market Rental through developer incentive
- 66ft lots (4 bedroom upstairs; main living areas – 1st floor; den/theatre/guest room-bottom floor)
- \$2-2.5 m want ancillary space rather than suites
- Garage can be dropped to 9ft (eg) height and allow room for suite above.

2. Overall lot size or footprint of the house that is pillar consideration to provide a viable suite?

- 1200-1300 ft² (+ garage) creates maximized liveable space + suite
- A lot size of approximately 6700 ft² could provide a 2,000 ft² main floor, plus suite and garage
- Depth of lot matters
- A lot depth of 120 ft or more is preferable when including a suite.
- 2475 ft² (home can support the addition of a suite and create a viable project)
- Marketability of open space may be more desirable than suite in larger homes

- Suite over garage would provide incentive

Grandfathering Apps (InStream)

- Stakeholder group is in favour
- Challenge w/100% built requirement

3. Summary findings

- **Need 3rd option:** contribution of 100% of lots providing an Affordable Housing Contribution (this could be applicable in areas where secondary suites may not be feasible to build due to lot sizes, traffic/parking constraints, or neighbourhoods in opposition)
- Letters, attached to RTC (Feb 3)

Edgemere – Zero Coach Houses have been built, to date

- Time consuming (Development Permit requirements/approval process has been observed to be onerous and takes too long to achieve appropriate approvals.
- Staff are aware of this constraint and are working through the current process
- Municipal Comparison: Delta – lot size limitation; allow basements in homes; and a house size cap is administered.
- 33x120/33x111/ ≥ lot size/project compare
- Stakeholders achieved consensus about their request for Staff to advise CO of 3rd option that was discussed and noted above in “Summary Findings”
- 2010-2012 reflects the majority of secondary suite/coach house development
- Now the majority of areas are built out that have secondary suite potential under the current policy requirements.
- Stakeholders requested clarification about the City’s Affordable Housing Reserve Fund
 - AHRF Policy 5008, Zoning Bylaw 8500 and City’s Affordable Housing Strategy create a Policy Framework for Council to authorize the use of Affordable Housing Reserve Funds for: land acquisition and capital affordable housing development.
 - Project initiative examples, include: Kiwanis Towers, Storeys Development, and a Group Home capital life-safety upgrade.
 - All fund disbursement requires Council authority.
- Stakeholders request confirmation of the upcoming Planning Committee and Council meeting that the Report will go forward to.

Sign In sheet

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16 January 2015

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

Attn: Mayor Brodie and City Council

RE: Richmond Single Family Subdivision Rezoning Policy-Affordable
Housing Considerations and Proposed Amendments

We, the undersigned represent 95 per cent of the small builders group of single family homes in Richmond. Drawing on over 80 years of expertise in construction with a broad knowledge of the neighbourhoods, the needs and issues related to construction within this diverse population. We believe we have the capacity and understanding to work collaboratively with the city and community.

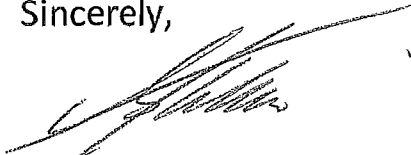
We object strongly to the purposed policy changes put forth and recommend to the council and staff to further consult the public as well as other stakeholders on this matter before proceeding forward to planning committee. We have many concerns that need further constructive, transparent and fact based open dialogue with all residents of Richmond that will be affected. Mandating legal suites in new single family homes is a very bold proposal on the city's part that would ruin the character of our unique neighbourhoods and further overwhelm the public. Council should focus on other opportunities available for affordable housing, while improving the character and quality of an area and the way it functions. With inadequate current

debate on “mega house” situation. However increased building height and living spaces in attics could be an option

- 7) R1/A & R1/K the new zones created in McLennan Area ZS14-lots should be exempt from this policy
- 8) R1/B/C/D/E rezoning of these lots may be possible provided min depth is 37m, with garages in the front.

If you have any questions or want to further discuss how we can give further input for this proposal, please contact the undersigned.

Sincerely,



Ajit Thaliwal on behalf

Raman Kooner

Rav Bains

Khalid Hasan

Clive Alladin

M Sian

Rick Sian



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 13, 2015
From: Cathryn Volkering Carlile **File:** 08-4057-01/2015-Vol
General Manager, Community Services 01
Re: **Richmond Affordable Housing Contribution Rate and Reserve Fund Strategy
Review- Recommendations for Stakeholder Consultation**

Staff Recommendation

1. That the report titled, "Richmond Affordable Housing Contribution Rate and Reserve Fund Strategy Review" dated January 13, 2015 from the General Manager of Community Services be received for information.
2. That Staff be directed to seek comments from the development community and other key stakeholders regarding the recommended Affordable Housing Contribution rates and report back to Planning Committee.
3. That development applications already received and being processed by the City, prior to adoption of the proposed rates, be grandfathered with existing Affordable Housing Contribution rates.
4. That approved rates undergo periodic review to account for current market conditions and affordable housing demands.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 1

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

Staff Report

Origin

At the Council meeting, held May 28, 2007, Council adopted the Richmond Affordable Housing Strategy. As part of the Strategy, Council adopted the following Affordable Housing Contribution rates where a cash contribution for affordable housing is received under a statutory density bonusing approach for rezoning applications received after July 1, 2007:

- a. \$1 per square foot from single family subdivision developments;
- b. \$2 per square foot from townhouse developments; and
- c. \$4 per square foot from apartment and mixed use developments involving 80 or less residential units.

A review of the existing rates and the City's Affordable Housing Reserve Fund strategy is being conducted as a key component of the overall Affordable Housing Strategy update that is currently underway. The Affordable Housing Contribution Rate and Affordable Housing Reserve Fund strategy review is intended to provide an updated resource to support the City's decisions and resource allocations on affordable housing matters, in accordance with the City's Affordable Housing Strategy and related City policies.

The purpose of this report is to provide Council with recommended adjustments to the cash-in-lieu affordable housing rates. The report is timed to coincide with another report appearing on this Planning Committee agenda titled: "Single Family Subdivision Rezoning Policy-Affordable Housing Considerations and Proposed Amendments". The information and recommendations contained in this report will provide Council with the required information in order to review the Single Family Affordable Housing Contribution rate recommendations.

This report supports Council's Term Goal #2 Community Social Services:

To develop and implement an updated social services strategy that clearly articulates and communicates the City's roles, priorities and limitations with respect to social services issues and needs.

2.5. Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

The community benefits that this report addresses are:

- Creating affordable housing promotes more intensive and efficient use of land and buildings by optimizing public investment in meeting the community's built and social infrastructure needs; and
- Providing affordable housing enables low to moderate income households to continue living in areas close to work, school, informal/formal supports and community connections.

Analysis

Affordable Housing Contribution Rate and Affordable Housing Reserve Fund Strategy Overview

The Affordable Housing Strategy, Affordable Housing Reserve Fund Policy 5008 and Zoning Bylaw 8500 Section 5.15 create a City policy framework to articulate affordable housing priorities, collect developer contributions, and manage the City's affordable housing reserve funds to provide resources to meet the specific housing and support needs of priority groups.

The City's Affordable Housing Reserve Fund was not intended to be the sole source of funding for development and operation of affordable housing in the City. Rather, its aim was to help the City to plan and, as resources and budgets are available, support affordable housing development opportunities through collaboration with senior levels of government and other partners to:

- Develop and implement a strategic land acquisition program; and
- Collect monies to be utilized first and primarily towards subsidized rental housing capital development.

The City's Affordable Housing Strategy was adopted on May 28, 2007 and the density bonusing approach for multi-family and single family rezoning applications was approved for applications received after July 1, 2007. Through the Strategy, each apartment and high-rise development containing more than 80 residential units are asked to build at least 5% of the total residential building area as low end market rental units (i.e. excluding townhouse developments). In addition, the following cash-in-lieu contribution rates for developers seeking increased density were established:

- \$1 per total buildable square foot on all new houses to be constructed or a built secondary suite or coach house unit on 50% of the new lots created through single family subdivision rezoning applications.
- \$2 per square foot from townhouse developments; and
- \$4 per square foot from apartment and mixed-use developments involving 80 or less residential units.

As the affordable housing contribution rates have been in place since the Strategy was adopted, it was considered timely to initiate a reassessment. As part of the comprehensive Affordable Housing Strategy review, G.P. Rollo and Associates (GPRA), Land Economists, have been contracted by the City to:

- Review the City's current affordable housing contribution rates;
- Determine appropriate affordable housing contribution rates for new development; and
- Generate and forecast the best approach to manage the City's Affordable Housing Reserve Funds, through partnership, to meet current and future local affordable housing demand.

Also, the information generated from the affordable housing contribution rate and reserve fund review is intended to be a resource, both for the City and its external partners to:

1. Clarify established affordable housing contribution rates that reflect current market conditions and housing/population growth demands;
2. Provide contribution projections and strategic directions about how Richmond's growing affordable housing demands can be partially met through utilization of the City's Affordable Housing Reserve Funds; and
3. Inform and advance City affordable housing policy development, resource allocation and partnership opportunities.

Affordable Housing Contribution Rates

Estimated housing demands were established by Metro Vancouver as part of its Regional Growth Strategy and by the City of Richmond and McClanaghan & Associates during the Affordable Housing Strategy development process. The estimated unit totals project affordable housing demand for a 30 year period through 2041, as reflected below:

Estimated Need/Target by 2041	Metro Vancouver	City of Richmond	McClanaghan & Asc.
Subsidized Rental Housing	2,520	2,190	1,500
Low End Market Rental Housing	7,611	8,370	2,850
Entry Level Homeownership	8,399	7,290	1,800

As of July 1, 2007 to December 31, 2014, the City has secured the following market rental and affordable housing commitments:

Housing Type	Total Units	Total Square Feet
Subsidized Rental Housing	477	
Low End Market Rental Housing	272	
Market Rental Housing	411	
Entry Level Homeownership	19	
Secondary Suite/Coach House units	126	
Square feet of affordable housing floor space secured through phased developments (Unit totals- TBD)		108,202 ft ²
TOTAL	1,305	108,202 ft²

As the table reflects, a total of 1,305 units have been secured, plus 108,202 ft² of affordable rental housing space, with unit counts to be determined when development plans are finalized. Final occupancy has been achieved for 73 secured affordable rental units in 6 developments. In addition, there are 3,797 assisted affordable housing units or beds being operated in Richmond which have been established prior to our outside of the Strategy. This combined total represents approximately 5,102 secured affordable housing or assisted housing options in the City.

Optional Affordable Housing Contribution Rates

The City required a review of its current affordable housing contribution rates in order to reflect changes in the housing development market and local land values since the rates were

established in 2007. Also, the review helped to inform potential City funding strategies to support meeting a portion of the City's estimated affordable housing need.

GPRA utilized a rate analysis method to ensure that any projected increased rate would allow developers to still achieve an acceptable return on their projects, while providing a fair and reasonable affordable housing contribution to the City as part of their new development requirements (Executive Summary presented in Attachment 1).

Utilizing this rationale, GPRA analyzed current affordable housing contribution rates and put forward two potential Affordable Housing Contribution rate increases that provide varying levels of projected revenues and unit totals that could be generated through City investment of its Affordable Housing Reserve Funds towards affordable housing development. Analysis is being provided to compare the existing rates to the two optional rate increases presented by GPRA: Option 1, Conservative Increase, and Option 2, Recommended Increase.

Current Affordable Housing Contribution Rates

Type of Development	Rate per S.F
Single Family dwellings	\$1.00
Townhouse developments	\$2.00
Apartments	\$4.00

The existing contribution rates are projected to generate \$38.9M in revenue plus current funds and interest, which would finance approximately 1,174 subsidized rental units through 2041, averaging 39 units per year, with no monies available for other Strategy priorities. The calculation is based on the City providing 20% of the cost of a project in partnership with Senior Government and/or private and community partners.

GPRA's research indicates that higher contribution rates are possible for all types of development except for duplex rezoning applications. All other development types show the ability to support the recommended options as follows:

Option 1: GPRA Conservative Increase

Type of Development	Rate per S.F
Single Family dwellings	\$1.14
Townhouse developments	\$2.28
Apartments	\$4.55

Affordable housing funds collected from Option 1, a conservative increase, would generate \$44.2M (plus current funds and interest), which would finance 20% of approximately 1,261 subsidized rental units through 2041, an average of 42 units per year, again with no money available for other Strategy priorities.

Option 2: GPRA Recommended Increase

Type of Development	Rate per S.F
Single Family dwellings	\$2.00
Townhouse developments	\$4.00
Apartments	\$6.00

Affordable housing funds collected from Option 2, GPRA's recommended increase, would generate \$76.1M (plus current funds and interest), which would allow the City to fund 20% of 1,978 subsidized rental units, an average of 66 units per year, but would also still allow for any additional monies to be put towards all three Strategy priorities.

Analysis Summary

The Strategy established targets for each of its priorities that assumed that a subsidized rental unit would cost \$200,000, approximately, to develop and that through City policies affordable rental market units could be built and secured, as well as affordable homeownership encouraged through policy incentive. The subsidized rental housing target includes a 20 percent City funding contribution towards subsidized rental housing and assist factors from other levels of government and/or community partners. The current targets are as follows:

Strategy Priority	Annual unit target	Assist Factor/Policy Mechanism
Priority 1 Subsidized Rental	25 to 50 units	25 units representing an 80% assist factor from other partners and 50 units representing a 90% assist factor.
Priority 2 Low End Market Rental	95 units	25 units through 5% built requirement in developments with over 80 residential units; and 75 units through secondary suites (Near market due to size and dwelling type, but not secured as Affordable Housing through a Housing Agreement).
Priority 3 Entry Level Homeownership	60 units	Created through City policy initiatives that encourage smaller units, innovative design and/or non-profit sector involvement.

Both presented options for contribution rate increases project monies being spent over the next 30 years in projects where the City provides 20 percent of developing an affordable housing project, with other funding coming from partnerships with other levels of government or private/non-profit partners. A comparison of the projected revenues and total number of potential built units from each option is presented below:

Contribution Rate Options	Total Projected Revenue to 2041	Total Number of Projected Units
Current Rates	\$38.9M	1,174 subsidized rental units (39 units per year, average)
Option 1 GPRA Conservative Rate Increase	\$44.2M	1,261 subsidized rental units (42 units per year, average)
Option 2 GPRA Recommended Increase	\$76.1M	1,978 subsidized rental units (66 units per year, average) and surplus funds could go towards other Strategy priorities and policy incentives.

The current contribution rates and increased rate options would meet the Strategy's current achievable goal or target of 25 to 50 subsidized rental units per year; however, Option 2, the recommended increase, would support the City's ability to provide the largest contribution in meeting the growing housing demand for low to moderate income households. Also, Option 2 would support future opportunity to diversify the City's ability to contribute funding to policy

initiatives that would encourage diverse tenure and housing types along all points of the affordable housing continuum.

GPRA's conservative and recommended rate options do represent a substantial increase over current affordable housing contribution rates currently required in most parts of the City. However, GPRA revealed through employing development sensitivity analysis that even the highest rate would account for less than 2.5% of the total project cost for development.

It must be stressed that GPRA recommends that rates not exceed the Option 2 values so as not to discourage redevelopment in the city. Further, GPRA does not recommend setting lower rates based on hypothetical market downturns; rather, they suggest that periodic rate reviews be conducted to ensure adjustments are made to compensate for any longitudinal changes in the market.

Staff support Option 2, with the new rates being set at:

- \$2 per square foot per total buildable area for standard single family subdivision rezoning applications,
- \$4 per square foot per total buildable area for townhouse development, and
- \$6 per square foot per total buildable area for apartment developments with fewer than 80 units with periodic rate reviews being conducted for the reasons listed above.

Affordable Housing Reserve Fund Strategy considerations

As part of the analysis, affordable housing practices were reviewed from other jurisdictions in Metro Vancouver and elsewhere and found very similar approaches that are employed by the City of Richmond with respect to Affordable Housing Reserve fund management and policy practice. While a more in depth assessment would be required, some ideas that may be considered are:

Practice	Outcome/Consideration
Seeking additional revenue sources for the Affordable Housing Reserve Fund (i.e. partial transfer from general revenue or other funding)	Sole reliance on collected contributions from new development generates dependency of meeting affordable housing demands on development and business cycles.
Consider allocation of funds to all 3 Strategy priorities	Diversifying allocations of funds may increase partnership opportunities in meeting affordable housing needs along all points of the affordable housing continuum.
Potential purchase and refurbishment of existing older rental properties or hotels	May support utilization of existing built infrastructure to secure affordable rental or specialized housing.
Permissive property tax exemptions to affordable housing developers for a period of time.	Provides financial relief for the first 3-7 years of operation to support financial sustainability of the non-profit housing provider.
Encourage development of a broader variety of housing forms	Supports flexible design, stratified units/lock off suites, flexible design, and lower levels of finishing to improve affordability.

In conclusion, Staff recommends that:

- The GPRA Option 2 Affordable Housing Contribution rates (i.e. \$2 from single family subdivision developments, \$4 from townhouse developments, and \$6 from apartment and mixed use developments involving 80 or less residential units), with staff being directed to seek comment from the development community and key stakeholders and report back to Committee and Council prior to adoption of the new proposed rates.
- The revised rates not be applied to rezoning applications that are currently under staff review provided that they are presented to Council for consideration within 1 year of Council's adoption of the revised Affordable Housing Contribution Rates.
- Any new single family rezoning application received after Council's adoption of the revised Affordable Housing Contribution Rates be subject to the new contribution rates.
- That approved rates undergo periodic review to account for current market conditions and affordable housing demands.

With respect to future rate adjustments, Staff considered indexing rates annually vs. periodic review. However, at this time, Staff recommend periodic affordable housing contribution rate reviews to align with the City's current DCC review practices.

The proposed affordable housing contribution rates are anticipated to elicit comment and potential concern by some members of the development community. Staff anticipates facilitating discussions with the development community in February 2015 and will utilize Let's Talk Richmond, the City's social media tool, to receive feedback from other key stakeholders and community members about the recommended rates. The feedback received will be taken into consideration in preparation of the final rate recommendations anticipated to be presented to Council in Spring 2015.

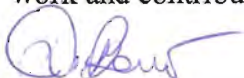
Financial Impact

There will be no financial impact to administer the proposed changes to the Strategy.

Conclusion

The recommendations provided in this report will support Council in their review of the report appearing on this Planning Committee agenda, "Single Family Subdivision Rezoning Policy-Affordable Housing Considerations and Proposed Amendments".

In addition, the proposed recommendations cited in this report will support the City to advance its affordable housing objectives while balancing development requirements with growing affordable housing demands in our City, to ensure low to moderate income households can live, work and contribute to Richmond's local and diverse economy and community.



Dena Kae Beno
Affordable Housing Coordinator
(604-247-4946)

Att. 1: Richmond Affordable Housing Strategy Reserve Fund Strategy Review- Executive
Summary

EXECUTIVE SUMMARY – RAH RESERVE FUND STRATEGY REVIEW

The City of Richmond established the Affordable Housing Statutory Reserve Fund in 1991 and their Affordable Housing Strategy in 2007 to support the implementation of the City's Affordable Housing priorities assisting in the provision of Subsidized Housing, Low-End Market Rental, and Entry-Level Home Ownership in the City of Richmond.

The 2006 Regional Growth Strategy from Metro Vancouver estimated the annual needs in the City of Richmond at 73 Subsidized Housing units, 279 Low-End Market Rental units, and 243 Entry-Level Ownership units from 2006 to 2041. A separate piece of analysis in 2006 by McClanaghan & Associates for the City was prepared to determine the ability of the City to meet the Metro Vancouver estimates. The McClanaghan & Associates report indicated that the City could reasonably assist in the provision of 25 to 50 Subsidized Housing units, 95 Low-End Market Rental units, and 60 Entry-Level Ownership units annually based on an 80/20 split of funding between other sources and the City respectively. The City then adopted their own annual targets based on the information from both reports. The following table presents the aggregate targets from 2006 to 2041 as estimated by Metro Vancouver, McClanaghan & Associates, and the City of Richmond:

Table 1: Affordable Housing Needs and Targets by Priority 2006 – 2041

Estimated Need/Target by 2041	Metro Vancouver	McClanaghan & Associates	City of Richmond
Subsidized Housing	2,520	1,500	2,190
Low End Market Rentals	7,611	2,850	8,370
Entry Level Ownership	8,399	1,800	7,290

Since July 2007 Single Family residential rezonings have been required to provide either secondary suites or coach houses in at least 50% of new lots created or a cash-in-lieu contribution of \$1 per square foot of gross building area (GBA) to the Affordable Housing Reserve Fund. Townhouse developments have been required to contribute a cash-in-lieu contribution to the Fund at \$2 per square foot of GBA and apartment developments less than 80 units have been required to contribute \$4 per square foot of GBA.

It was not intended for the Affordable Housing Reserve Fund to serve as the sole funding support for development and operation of affordable housing in the City, but rather to partner with all levels of government along with private sector and community providers to meet the needs of those in Richmond requiring affordable housing. However, this goal has been hampered by decreased funding from senior government for affordable housing with increased burden placed on individual municipalities to bridge the funding gap.

With this in mind the City of Richmond retained G. P. Rollo & Associates (GPRA) to assist the City in determining:

- A. Appropriate Affordable Housing contribution rates for new development in the City; and

B. How best to manage the City's Affordable Housing Reserve Fund.

The review of contribution rates was deemed necessary by the City to reflect changes in market conditions since the rates were established in 2007, increased estimates of need, and a desire to update rates to 2015 values as the existing rates were set prior to the adoption of the Affordable Housing Strategy in 2007.

A key issue for GPRA was to ensure the increased rates would allow developers to still achieve an acceptable return on their projects. GPRA undertook an economic review of how the current rates were established as well as proforma analyses in order to determine potential new rates and their impact on developers.¹

GPRA has put forward two potential Affordable Housing contributions rate increases; an increase to \$1.14 for single family dwellings, \$2.28 for townhouse and \$4.55 for apartments, (**Option 1: Conservative Increase**) and the other being an increase to \$2.00 for single family dwellings, \$4.00 for townhouse and \$6.00 for apartments (**Option 2: Recommended Increase**). GPRA then prepared an estimate of revenues to be collected through to 2041 based on housing demand projections for the City by both Metro Vancouver and Urban Futures using current rates and both the Conservative and Recommended rates.

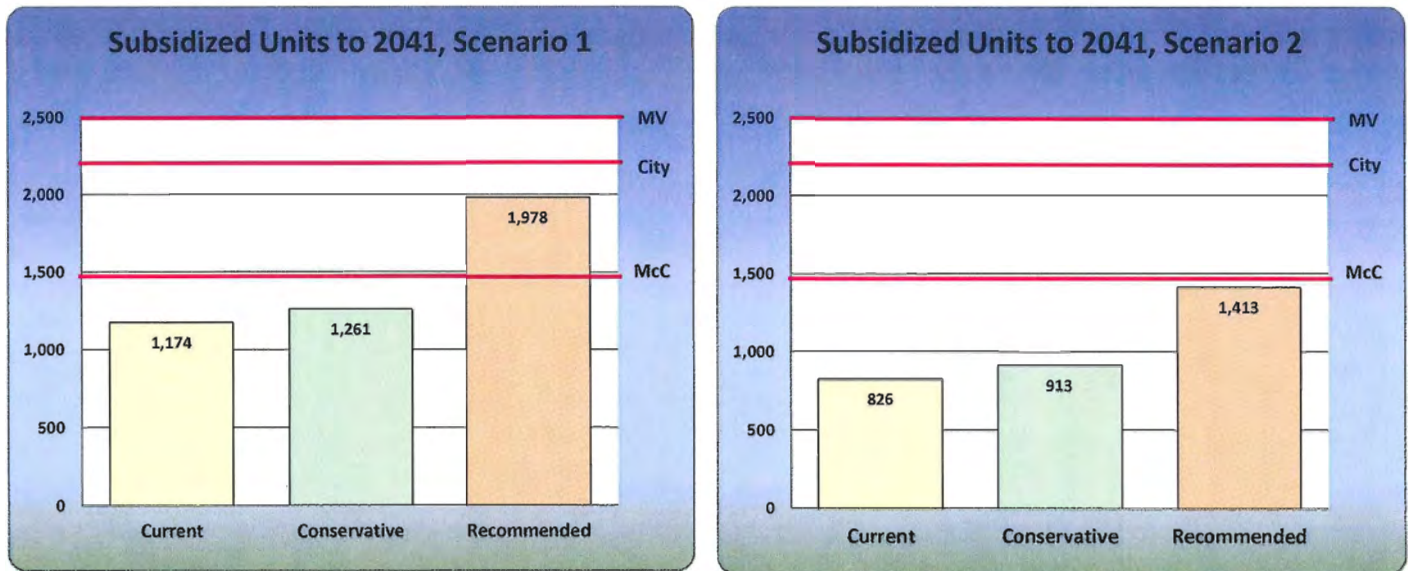
Two scenarios were identified for how funds were to be allocated among the City's three priorities: in **Scenario 1** all funds would be allocated to Priority 1 – Subsidized Housing until the City's target of 73 units per year was met; in the **Scenario 2** funds would be split between all three priorities. Even by implementing the Recommended Increase and devoting all funds to Priority 1 the City could not meet their goal of 73 units per year of subsidized housing, and would have no monies available for either of Priority 2 or 3, and would still rely upon 80% of the funding from senior levels of government or from partnering with private housing providers or non-profits.

However, by implementing the Recommended Increase and choosing to allocate funds to all three priorities the City could meet or exceed McClanaghan & Associates 'achievable goal' of 25 to 50 subsidized units per year and provide funding to both other priorities.

The two figures on the following page show a comparison between the two scenarios of the total Subsidized Units potentially funded through 2041 with the three contribution rates. The units funded can also be compared to the needs and targets (see Table 1 above) denoted by the horizontal lines **MV** (Metro Vancouver needs), **City** (City of Richmond Targets in the AHS), and **McC** (McClanaghan & Associates 'achievable targets')

¹ Economic Analyses on gross contribution potential were completed in October 2011 and then reviewed in November 2013 and again in January 2015 and reflect market conditions at that time. Sensitivity analysis was undertaken to account for potential downward trends in the market, but significant and/or rapid market fluctuations could impact the results and require additional analyses.

Figure 1: Comparison of Subsidized Units Funded through 2041 Scenario 1 vs. 2



As part of this process GPRA conducted a review of affordable housing practices in other jurisdictions in the Lower Mainland and elsewhere and found very similar approaches in place as those employed by the City of Richmond.

However, there are some ideas to be considered, including: seeking additional sources of revenue for the Fund; allocation of funds between all three priorities; consider grants, tax exemptions, and other incentives to encourage rental/affordable housing; allocation of fund to ongoing management of affordable housing units; fast tracking rental/affordable housing development approvals; direct subsidies to at-risk; offering low-interest/deferred loans for qualified entry level purchasers; incentivize innovation for affordable housing.

G. P. Rollo and Associates recommends that the City implement the Recommended Increase for Affordable Housing contributions as this will allow the Fund to meet targets set by McClanaghan & Associates for subsidized housing units and for funding for other affordable housing priorities. We also recommend allocating funds to all three priorities to provide at least some assistance to other needs beyond subsidized housing. This, along with consideration of some of the recommendations identified in the review of other jurisdictions will position the City to move forward in their Affordable Housing Strategy to meeting their goals.



City of Richmond

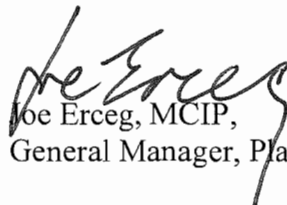
Report to Committee

To:	Planning Committee	Date:	January 27, 2015
From:	Joe Erceg, General Manager Planning and Development	File:	01-0140-20- PMVA1/2014-Vol 01
Re:	Richmond Response: Adopted Port Metro Vancouver Land Use Plan		

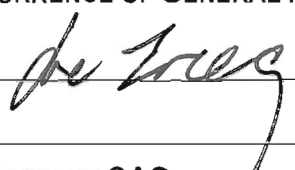

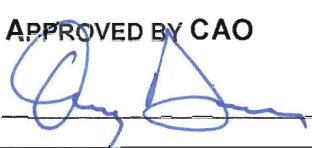
Staff Recommendation

That:

1. Port Metro Vancouver be advised that the City of Richmond continues to strongly object to the Port Metro Vancouver Land Use Plan, as it does not protect agricultural land and that the Port Metro Vancouver Board be requested to delete the 'Special Study Areas' located within the City of Richmond and add a policy which prohibits the expansion of Port uses on all agricultural lands;
2. Port Metro Vancouver prepare an annual work plan in consultation with the City of Richmond and other affected stakeholders indicating how Port Metro Vancouver will implement and consult regarding the implementation of their Land Use Plan;
3. The Minister of Environment Canada be requested to establish an inter-governmental agency similar to the former Fraser River Estuary Management Program (FREMP), to better protect the environment for all major projects including proposals from Port Metro Vancouver; and
4. All Richmond Members of Parliament and the Legislative Assembly, the Minister of Transport Canada, BC Ministry of Transportation and Infrastructure, BC Ministry of the Environment, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendations.


Joe Erceg, MCIP,
General Manager, Planning and Development

JE:tc
Att. 2

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

Staff Report

Origin

The purpose of this report is to provide a response to Port Metro Vancouver's Land Use Plan (Attachment 1) which was adopted by the Port Metro Vancouver Board on October 28, 2014 and released to the public on November 28, 2014.

Background

Port Metro Vancouver Planning Process

Since 2008, Port Metro Vancouver's (PMV) existing Land Use Plan (Plan) has been a collection of the land use plans of the former Vancouver Port Authority, North Fraser Port Authority and the Fraser Port Authority. In early 2012, PMV started a planning process to create one unified Plan for all lands and water in its jurisdiction.

Richmond's City Council and staff have participated in the PMV planning process from the beginning. The City has repeatedly requested PMV on at least ten (10) occasions to not expand on or use agricultural land, as the protection of farmland is a Council priority. This is due to the fact that agricultural land is scarce, cannot be replaced, and is essential to City sustainability, food security and many residents' livelihood and employment. As an alternative, the City has advised PMV to meet its expansion needs by following Metro Vancouver's 2040 Regional Growth Strategy (RGS) and Richmond's 2041 Official Community Plan (OCP) and developing in designated RGS and OCP Industrial and/or Mixed Employment areas. This approach would avoid farmland and complement the Region's and City's employment land uses and services.

During the Port's Land Use Plan planning process, examples of the City advising the Port not to expand on or use agricultural land for non-farm purposes include:

1. At least 5 times, when City staff attended the Port's discussion sessions and related meetings during the preparation of the draft Plan;
2. In a July 3, 2012, Richmond General Manager Letter to PMV;
3. In an August 13, 2013 City staff letter to PMV regarding its proposed mapping designations (e.g., requested that the Gilmore Lands be designated Agricultural);
4. An October 25, 2013 letter from Mayor Brodie to the Minister of Transport Canada requested that the Port not use agricultural land for Port purposes or expansion;
5. A revised draft Land Use Plan was circulated at the end of 2013 which had not taken into account the protection of agricultural land. In response, on March 24, 2014, Council advised PMV that it was only providing conditional support for the proposed Plan and requested that it be revised to state that the Port will not use or expand on agricultural land. Further, the PMV was requested to delete the Plan "Special Study Area" designations in Richmond and replace them with an "Agricultural" designation, before the Plan was presented to the PMV Board of Directors for approval. Letters were also sent to the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities advising them of these recommendations.

On November 28, 2014, PMV released its approved Land Use Plan which still did not protect agricultural land.

Analysis

Port Metro Vancouver Land Use Plan Goals and Objectives

A key priority for PMV is to ensure that it has an adequate supply of industrial land in the Metro Vancouver region to meet its long term trade requirements. According to the Plan, PMV's current inventory of market ready industrial lands is sufficient to meet port demand for approximately 10 years. On December 5, 2014, PMV stated that it needs an additional 930 hectares (2,300 acres) to meet its long term needs. A concern exists that PMV has not stated where in the Metro Vancouver region it will expand its holdings, if it will expand in Richmond and that it will not expand on agricultural land.

The adopted Plan provides a framework for the growth and development of Port lands and waters over the next 15-20 years. The Plan recognizes that PMV is a major economic generator both locally and regionally, and the City recognizes the Port's contribution to achieving the City's 2041 OCP vision for a resilient economy.

The previous draft of the Land Use Plan was reviewed by a staff team involving Policy Planning, Transportation and Sustainability. As the adopted Plan does not differ significantly from the last draft of the Plan, the previous comments are still valid. They are as follows:

- **Land Use:** Because the Land Use Plan does not protect agricultural land from Port development, it is not consistent with the 2014 OCP and therefore is not acceptable. Contrary to Port concerns about needing to develop agricultural land because no other land is available, Richmond has a history of servicing and bringing new industrial land on stream for development. In this light, City staff consider that there is no justification for converting agricultural land to industrial use. As well, the Plan does not contain any policies which commit the Port to avoid expanding on or using agricultural land for Port operations. Of particular concern is Policy 1.3.1 which states "Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings".
- **Transportation:** The Plan complements the City's 2041 OCP transportation policies and is consistent with the recommendations that the City has made to PMV during the preparation of the Plan (e.g., the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth). City staff will be working closely with the Port on a number of initiatives including the Robert Banks Terminal 2 Project and the Massey Tunnel replacement. The Port is also pursuing a transportation study of its Richmond properties and the City is a key stakeholder to identify priorities. Staff will update Council of progress regarding these studies, as necessary.
- **Environment:** The Plan is in keeping with the City's 2041 OCP environmental policies and related initiatives. City staff have been working with PMV on environmental initiatives, mainly related to the PMV's Habitat Banking program (e.g., Shady Island, Sturgeon Banks, and McDonald Park). Staff will continue to liaise with PMV on environmental issues that pertain to the City and update Council, as necessary.

Previous City comments regarding the Plan's land and water use designations are provided in Attachment 2.

Policy Planning Comments

Richmond has repeatedly requested PMV to protect agricultural land. Agricultural land is typically about half the cost of industrial land and would have lower carrying costs.

From a land use perspective, as the City's 2041 Official Community Plan (OCP) and the Metro Vancouver 2040 Regional Growth Strategy (RGS) are important approved land use planning documents that preceded the preparation of the Port's Land Use Plan, the Port and the implementation of the Port's Land Use Plan should be guided by them. This is not the case, as the Port will not commit to avoid developing on agricultural land. As well, the City is concerned about the Port being allowed to set a precedent for others who own or may own agricultural land and wish to develop it for non-agricultural purposes.

Concerning how PMV will be implementing the Plan, to protect the City's interests, the Port should, it is suggested, be requested to prepare an annual work plan, in consultation with the City of Richmond and other affected stakeholders, to assist in identifying the Port's priorities, ensure open ongoing communication, and encourage the protection of agricultural land.

Regarding environmental protection, the Minister of Environment Canada should, it is suggested, be requested to establish an independent inter-governmental agency, similar to the former Fraser River Estuary Management Program (FREMP). This new agency could review all major projects that would impact the environment including proposals from Port Metro Vancouver.

On December 19, 2014, City staff met with PMV staff, to discuss the approved Plan, how PMV intends to implement it and the degree of stakeholder consultation that will be involved in the Plan's implementation. At the meeting, PMV staff indicated that there is no specific intent to develop on farmland in the immediate future, as they predict that there is a 10 to 15 year supply of available industrial land. Once the land shortage becomes a greater issue, PMV staff indicated that they will revisit the Plan's 'Special Study Areas' and consult with stakeholders, including Richmond. PMV staff noted that the existing 'Special Study Areas' allow agricultural uses and they will continued to be allowed, unless PMV amends the Plan; however, there is no guarantee that they will be farmed. Staff regard this PMV approach as a 'pending' threat to the future of Richmond agricultural land and consider it unacceptable, as it provides no commitment to protect agricultural uses, when such could clearly be made, given the availability of non-agricultural land in Richmond. Regarding Port annual work programs, PMV staff indicated that the PMV Board prepares an annual sustainability report which would include Plan implementation projects and, if they affect Richmond, Richmond would be consulted.

Intergovernmental Relations (IR) Comments

In 2014, to strengthen the City's position in its relationships with 'quasi-Federal agencies' operating within Richmond, Intergovernmental Relations (IR) staff analyzed the City's current working relationships and challenges with Port Metro Vancouver (PMV), and outlined options for addressing them. A cross-functional staff team was established (e.g., Law, Planning, Development, Transportation, Finance, Fire-Rescue, Emergency Programs, Engineering and Environmental Sustainability). The team reviewed what other Metro Vancouver cities are experiencing with PMV, as well as what other places (e.g., Montreal, Toronto, Halifax, and Calgary) are experiencing with quasi-Federal agencies.

In summary, throughout the 1990s, the Federal Government divested operating responsibility for many of the country's largest port operations, from Transport Canada to local authorities, often referred to as 'quasi-Federal agencies', to reflect their unique nature as non-shareholding, non-profit corporations operating under ground leases or Letters Patent issued by the Federal Government. These agencies pursue business development activities similar to private sector businesses, but their activities fall under Federal jurisdiction and are therefore immune to provincial or municipal legislation and regulation. To further complicate matters, these agencies essentially operate as monopolies. This combination results in complex, dynamic and often challenging working relationships with the cities in which they operate.

Port Metro Vancouver is such an entity created pursuant to the *Canada Marine Act*, as set out in Letters Patent by which the Federal Government has delegated certain port related aspects of its constitutional authority with respect to "navigation and shipping", and the management of Federal lands, to port authorities. The Letters Patent issued for Port Metro Vancouver indicate that it manages both Federal real property and lands which the Port holds in its own name. The Port may provide services or carry out activities in connection with transport services within the port, or within or between specified municipalities "to provide access to or from the port and its facilities". The specified municipalities are those adjacent to the Port, namely Coquitlam, Delta, Maple Ridge, New Westminster, Pitt Meadows, Port Coquitlam, Surrey, Richmond, Vancouver, Burnaby, District of North Vancouver, City of North Vancouver, Port Moody, West Vancouver, Belcarra and the Township of Langley.

The Intergovernmental Relations review reveals that:

- PMV is the largest port in Canada and the fourth largest tonnage port in North America and consists of 28 major marine cargo terminals in 16 Metro Vancouver cities and connects with three Class 1 railroads.
- Quasi-Federal agencies such as PMV are important to Richmond's economy. Combined, these agencies and their associated businesses comprise Richmond's primary economic generators, accounting for over 11,000 jobs and the generation of over \$16 M annually in City revenues.
- PMV growth is directly related to the Canada Asia-Pacific Gateway and Corridor Initiative (CAPGCI), a major economic initiative driven by the two senior levels of government. Investment in infrastructure related to the movement of people and goods through Metro Vancouver is currently a priority for both the Provincial and Federal Governments.
- Issues between local governments and quasi-Federal agencies impact many Canadian municipalities, and have been the topic of discussion in several forums, including the Federation of Canadian Municipalities (FCM) and the Union of British Columbia

Municipalities (UBCM). In 2007, a survey conducted by the City of Mississauga of 15 Canadian Cities with quasi-Federal relationships identified the following key issues where legislative or policy changes are needed: economic, land use, environmental and emergency services.

- The current City issues with PMV include the Port's acquisition of local land in the Agricultural Land Reserve, unresolved issues related to the Jet Fuel Pipeline project, impacts of PMV's expansion on Richmond's transportation infrastructure and environmental interests.
- Metro Vancouver regional issues, related largely to PMV's growth and Asia-Pacific Gateway projects include the Roberts Bank T2 expansion, Fraser Surrey Docks Direct Transfer Coal Facility and the Kinder Morgan Trans Mountain Pipeline. Many Metro Vancouver area municipalities have PMV related challenges and are generally acting alone in dealing with them. There would be benefits for these municipalities to act collectively to address PMV concerns.

On September 24, 2014, at the UBCM Convention in Whistler, to assist in protecting agricultural land from PMV activities, Council representatives met with the Honourable Norm Letnick, BC Minister of Agriculture and requested him to: (1) prepare and adopt an ALR policy to prevent PMV from converting ALR land to Port uses, and (2) request and work with the Federal Government to prepare and implement a binding dispute/conflict resolution mechanism between local governments and PMV. At the time of writing this report, the City has just received a reply letter from Minister Letnick which staff is reviewing and will update Council shortly.

Intergovernmental Relations staff have indicated that the following changes to the system should be pursued, given the issues faced by cities across the country, and the legislative and political landscape in which quasi-Federal agencies operate:

- At the local level, there needs to be a stronger commitment to meaningful consultation by PMV with the municipalities in which they operate.
- At the national level, there needs to be a legislative requirement and/or clear policy direction for quasi-Federal agencies to undertake meaningful consultation with municipalities and regional authorities on matters which affect them (e.g., land use planning, environmental issues, emergency planning).
- A dispute resolution mechanism needs to be established, to address municipal concerns and resolve issues related to actions taken by quasi-Federal agencies.
- The governing boards and governance models of these agencies should be reviewed to ensure that local interests are adequately represented.

This multilateral approach can be best achieved by the City, in collaboration with Metro Vancouver, UBCM, and FCM, asking the Federal Government to enact legislative, regulatory and policy changes to the PMV's mandate to compel them to engage in meaningful consultations with municipalities and adhere to municipal and regional bylaws, regulations and policies. It is imperative for PMV to become committed to meaningful consultation with the municipalities in which it operates, to mitigate the impacts on and around them. The approach is to be collaborative and protect the City's interests.

An example of Richmond joining another municipality in addressing a Port issue already occurred on January 19, 2015 when the General Purposes Committee agreed to write a letter of

support for the Corporation of Delta regarding the environmental assessment of the Robert Banks Terminal 2 project to the Canadian Environmental Assessment Agency, to ask for a full assessment of the broader community and environmental impacts associated with the traffic impacts of the project.

During 2015, the City will be pursuing the following steps:

- The Director of Intergovernmental Relations will be meeting with his counterparts at Metro Vancouver, Surrey, Delta, Burnaby New Westminster, White Rock, North Vancouver, Port Moody, and other ‘port cities’, to gauge their interest in creating a lobby coalition related to PMV mandate and issues.
- The City will be encouraging Metro Vancouver to put forward resolutions to UBCM and FCM to generate broader awareness on the need for reform in municipal-Federal agency relations. This approach will help place the issue on the Federal policy agenda.
- City elected officials will be meeting with Federal MP’s and BC based Federal ministers, to brief them on municipal concerns with PMV and ask for legislative or regulatory changes to its operating procedures.
- Metro Vancouver and a coalition of municipal officials may take the issue to the Minister of Transport Canada and the Office of the Prime Minister.

Options

The following options are presented for consideration:

- Option 1 – Do Not Respond (Not Recommended): Council could not respond to the Plan, receive it for information and address its implementation on a case by case basis. This option is not recommended, as the City has strongly opposed the Port not committing to protect agricultural land and a no response would appear that the City is not continuing to do so.
 - Option 2 - Reject The Plan (Not Recommended): Council could advise the Prime Minister of Canada, Minister of Transport Canada and the Port that it rejects the Port’s Land Use Plan and, with other municipalities and agencies across Canada, request that port governance models be reviewed to require the Port to undertake meaningful consultation with municipalities and regional authorities, establish a dispute resolution mechanism to address municipal concerns related to Port actions, and require the Port to follow the 2040 Metro Vancouver Regional Growth Strategy (RGS) and Richmond’s 2041 Official Community Plan (OCP). Until this is done, the City would cooperate with the Port on a minimal basis. This option is not recommended, as the Port will actively implement its Plan and continued City involvement will best minimize any negative Port impacts. As well, Intergovernmental Relations staff are already pursuing ways to obtain support across Canada (e.g., FCM, UBCM, Metro Vancouver), to request the Federal Government to make such changes to how PMV operates and report progress, as necessary.
5. Option 3 – Object to the Plan but Continue to Work With The Port (Recommended): Council could advise the Port that Richmond continues to strongly object to the Plan and request that the Port Metro Vancouver Board delete the ‘Special Study Areas’ located within the City of Richmond and add a policy which prohibits the expansion of Port uses on all agricultural lands. It also would involve requesting the Port to prepare an annual Land Use Plan work program in consultation with the City of Richmond and other affected stakeholders, to

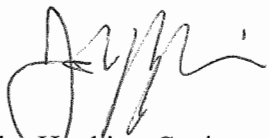
minimize its negative impacts. This option includes requesting the Minister of Environment Canada to establish an inter-governmental agency, similar to the former Fraser River Estuary Management Program (FREMP), to better protect the environment for all major projects including proposals from Port Metro Vancouver.

Financial Impact

None

Conclusion

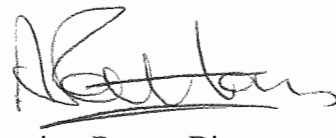
Staff have reviewed Port Metro Vancouver's adopted 2014 Land Use Plan and find that, after repeated requests from the City of Richmond, the Plan does not protect agricultural land from Port expansion or operations. As a result, staff proposes three options and recommends Option 3 in which Council could advise the Port that Richmond continues to strongly object to the Plan and that Port Metro Vancouver Board delete the 'Special Study Areas' located within the City of Richmond and add a policy which prohibits the expansion of Port uses on all agricultural lands. It also would involve requesting the Port to prepare an annual Land Use Plan work program in consultation with the City of Richmond and other affected stakeholders, to minimize its negative impacts. This option includes requesting the Minister of Environment Canada to establish an inter-governmental agency, similar to the former Fraser River Estuary Management Program (FREMP), to better protect the environment for all major projects including proposals from Port Metro Vancouver.



John Hopkins, Senior
Planner (604-276-4279)



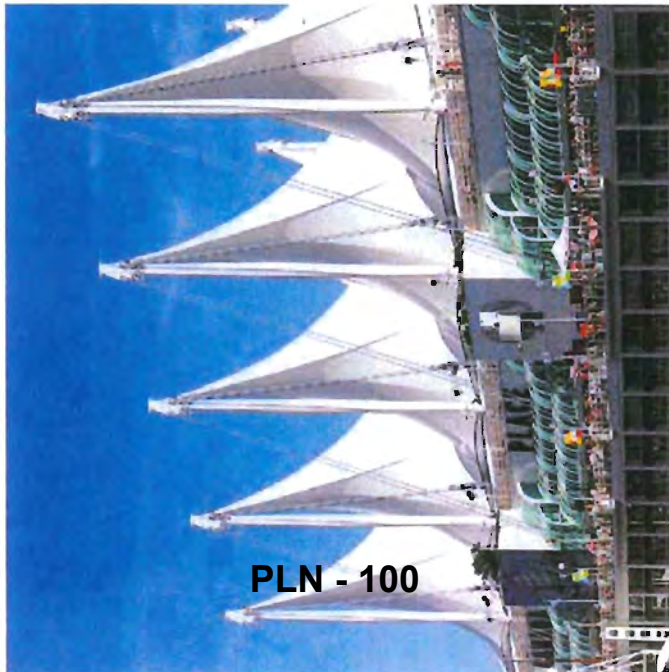
Terry Crowe, Manager,
Policy Planning (604-276-4139)



Amarjeet Rattan, Director
Intergovernmental Relations &
Protocol Unit (604-247-4686)

TC:jh

- Att. 1: Port Metro Vancouver Land Use Plan (Adopted October 28, 2014)
2: Staff Comments on Port Metro Vancouver Land and Water Use Designations (includes map of properties designated "Special Study Area")



PLN - 100



LAND USE PLAN

ATTACHMENT 1

ADOPTED OCTOBER 28, 2014



PORT METRO
vancouver

LAND USE PLAN

This Land Use Plan provides a framework for the growth and development of port lands and waters over the next 15 to 20 years. It has been developed in consultation with more than 1,000 people representing municipalities, First Nations, government agencies, environmental organizations, businesses, industries, and members of the public.

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"We're the hub of one of
North America's most
important economic
corridors, generating nearly
100,000 jobs for Canadians."

Chairman of the Board



Craig Nesser
Chairman of the Board

Port Metro Vancouver is Canada's largest port, and the most diversified port in North America. We're proud to serve Canadians by facilitating trade with more than 160 economies worldwide in a safe, efficient and environmentally responsible manner.

The port is vital to Canada's economy, enabling close to 20 per cent of Canada's entire trade in goods and adding almost \$10 billion to the gross domestic product. We're the hub of one of North America's most important economic corridors, generating nearly 100,000 jobs for Canadians.

As the world's population grows, so does the need for Canadian resources – whether it's wheat from Saskatchewan or lumber from B.C. At the same time, Canadian demand for imported products such as coffee, cell phones and clothes is also on the rise. Port Metro Vancouver's continued success over the long term can't be achieved without a rigorous plan to guide the development of the lands and waters within our jurisdiction. For that reason, the *Canada Marine Act* requires every Canadian port authority to have a Land Use Plan.

The Land Use Plan will guide development decisions for the next 15 to 20 years and, because Port Metro Vancouver borders 16 municipalities and several First Nations, it has been critical to get a broad cross-section of input and perspectives. Since we began developing this most recent version of our plan in 2012, we have engaged with more than 1,000 people representing municipalities, First Nations, government agencies, environmental organizations, businesses, industries, and members of the public.

I want to thank the organizations and individuals who participated in the development of the plan, as well as all those who are contributing to the success of the Vancouver Gateway and Canada's continued growth and development.

A stylized signature of Craig Nesser in black ink.

Craig Nesser
Chairman of the Board



Robin Silvester
President & Chief
Executive Officer

Over the next 25 years, more than one million additional people are expected to settle in Metro Vancouver – a region which is surrounded on all sides by mountains, ocean, and an international border. While the growing population will need space for housing and recreation, it will also need jobs and economic growth.

Port Metro Vancouver is at the heart of one of the most important economic corridors in North America. We manage hundreds of kilometers of shoreline, bordering 16 municipalities, one electoral area and one treaty First Nation in Metro Vancouver, and are located within the asserted traditional territories of several First Nations.

Over the past 30 years, Metro Vancouver has lost much of its industrial land to commercial and residential development. Recent studies indicate that the Vancouver Gateway will need 2,300 additional acres of industrial land by 2025 to meet increasing cargo demand. While people need homes and shops, they also need good jobs. Currently, Port Metro Vancouver industrial lands generate 77,000 jobs in BC – jobs which pay substantially more than the Canadian average

wage. Without suitable land, we will not be able to deliver economic growth to support the growing population. And without careful planning, we will not be able to make best use of the land we manage.

In anticipation of the influx of population and looming land shortages, our port tenants are optimizing their operations to meet Canada's trade objectives efficiently. Terminals are upgrading their infrastructure, investing in new technology and making better use of space. At the same time, Port Metro Vancouver is working more broadly to protect the remaining supply of industrial land.

In January 2012, we began the process of creating a single, comprehensive Land Use Plan that will guide how Port Metro Vancouver develops its lands and waters over the next 15 to 20 years. Throughout the nearly three years it has taken to develop the new plan, we have listened to the diverse perspectives of all who provided input and aimed to balance those perspectives with our mandate to facilitate trade. Our goal has been to plan for future trade needs and respond to anticipated economic growth while continuing to protect the unique environmental areas and communities that make our region truly spectacular.

"While the growing population will need space for housing and recreation, it will also need jobs and economic growth."

President & Chief Executive Officer

We are grateful to everyone who contributed to the Land Use Plan; we all have a stake in the future of the Vancouver Gateway. Our Land Use Plan provides the blueprint to grow Canada's trade in a competitive, efficient and reliable manner, and to ensure we are operating in a sustainable way that enhances the well being of all Canadians.

Robin Silvester
President & Chief Executive Officer

1.0 Introduction

1.1 Port Metro Vancouver

Positioned on the southwest coast of British Columbia, Port Metro Vancouver is Canada's largest and busiest port, a vibrant gateway for domestic and international trade and tourism, and a major economic force that strengthens the Canadian economy.

As the fourth largest tonnage port in North America, Port Metro Vancouver consists of 28 major marine cargo and passenger terminals and connects with three Class 1 railroads and one short line railroad, providing a full range of facilities and services to the international and domestic shipping community.

This Land Use Plan articulates Port Metro Vancouver's ongoing commitment to responsible stewardship of port lands and waters, and demonstrates the Port's responsiveness to social, environmental and economic trends that will impact Canada's Pacific Gateway and the broader community.



1.2 History of the Port

For more than a century, the port has played a vital role in fostering trade and providing significant employment and economic benefits for the region and the country. The port's potential was recognized in 1864 when the first export cargo of lumber and fence pickets left Moodyville on the North Shore destined for Australia aboard the *Ellen Lewis*.

Long before the establishment of the port, the Metro Vancouver area was home to the Coast Salish Peoples. Archaeological records indicate the presence of Aboriginal People in the region from 8,000 to 10,000 years ago.

By the early 1900s, as Canada's economy grew and rail operations expanded, the port rapidly established a reputation for its geographic location, its modern facilities, its well-trained and educated workforce, and its ability to strengthen the regional and national economies through trade and business development.

In 1913 the Government of Canada established the three Harbour Commissions that would later evolve into the North Fraser, Fraser River and Vancouver Port Authorities. In 2008, these three Port Authorities were amalgamated in accordance with the *Canada Marine Act* into the Vancouver Fraser Port Authority, which does business as Port Metro Vancouver. From 1952 to 2014, the Port managed the "provincial bed" of the Fraser River on behalf of the Province of British Columbia through a series of leasing agreements.

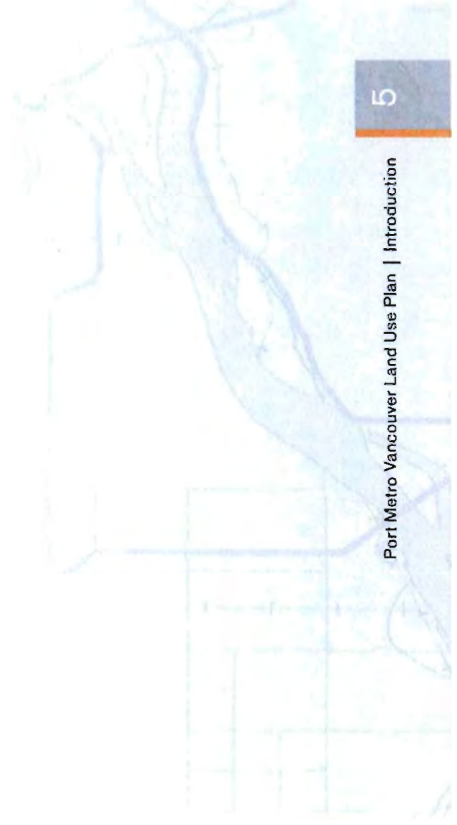
Today, Port Metro Vancouver, local communities and First Nations are working together to take advantage of the opportunities a thriving port can offer. Building upon these relationships and the energy and innovation they bring, the Port will continue to pursue investments, strategies and initiatives that will set the stage for strong and sustainable growth in trade for the benefit of all Canadians.

OUR MISSION

To lead the growth of Canada's Pacific Gateway in a manner that enhances the well-being of Canadians and inspires national pride.

OUR VISION

To be recognized as a world class Gateway by efficiently and sustainably connecting Canada with the global economy, inspiring support from our customers and from communities locally and across the nation.



1.3 National and International Context

The port is a major North American gateway for Asia-Pacific trading and an important generator of jobs, taxes and economic value for the Canadian economy. The Port's trading partners have access to the most diverse port in North America, operating across five business sectors: automobiles, breakbulk, bulk, container and cruise. The port facilitates trade with more than 160 world economies, and handles nearly 130 million tonnes of cargo each year. Approximately 93 per cent of the port's total volume serves Canadian import and export markets.

Since 2006, the Governments of Canada and British Columbia, working with industry, have invested over \$9 billion in the Asia-Pacific Gateway and trade infrastructure projects. Almost \$22 billion has been invested by the provincial government in overall transportation infrastructure in British Columbia. These initiatives are building regional, provincial and national competitive advantages by bringing goods to market faster and with less of an impact on local communities.

Working with federal and provincial governments, and together with local communities, Port Metro Vancouver will deliver major new projects that will continue to benefit regional, provincial and national communities.

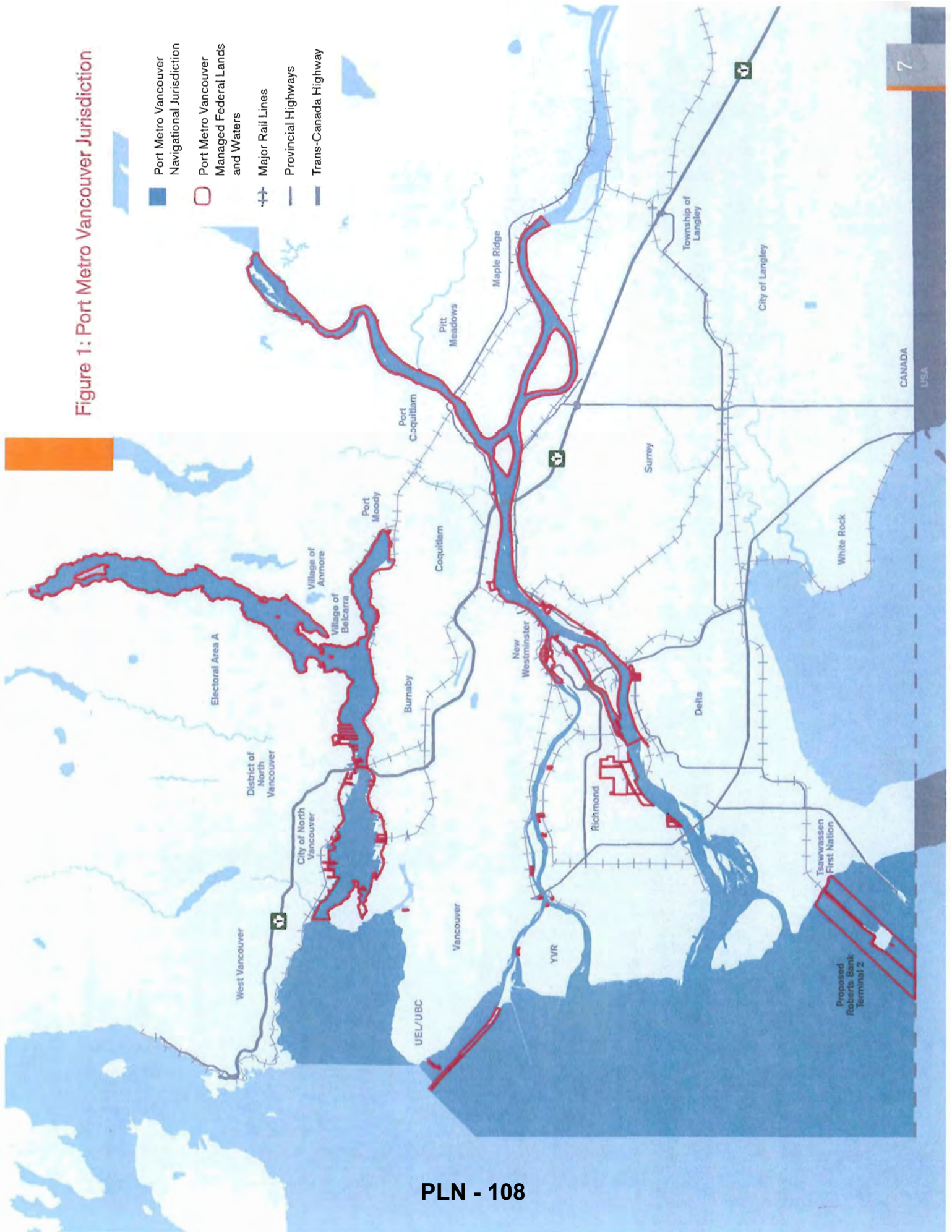
1.4 Regional Context

The Port's mandate, among other things, is to manage Canada's trade in a safe and environmentally responsible manner. Port Metro Vancouver understands that local communities not only want to benefit from port activity—they also want the Port to be a good neighbour. Through ongoing collaboration with local communities, the Port is able to manage Canada's largest gateway to the Asia-Pacific region in a sustainable manner while continuing to generate prosperity and jobs for thousands of families—not just in the Lower Mainland, but also across British Columbia and Canada.

Port Metro Vancouver has been a driving force in the growth of Metro Vancouver, providing employment opportunities to local residents and enabling many of the region's businesses to flourish. In turn, regional growth provides port businesses with an accessible and trained labour force as well as necessary supporting services.

The plans of local governments, First Nations and regional agencies such as Metro Vancouver and TransLink provide important considerations and context to Port Metro Vancouver's land use planning and development decision-making. While this Land Use Plan applies exclusively to lands and waters managed by Port Metro Vancouver, the Plan provides an opportunity to communicate the Port's interests to other authorities having jurisdiction over the balance of the region's land use. Only through communication and collaboration among all jurisdictions will the vision for a world class gateway be achieved.

Figure 1: Port Metro Vancouver Jurisdiction



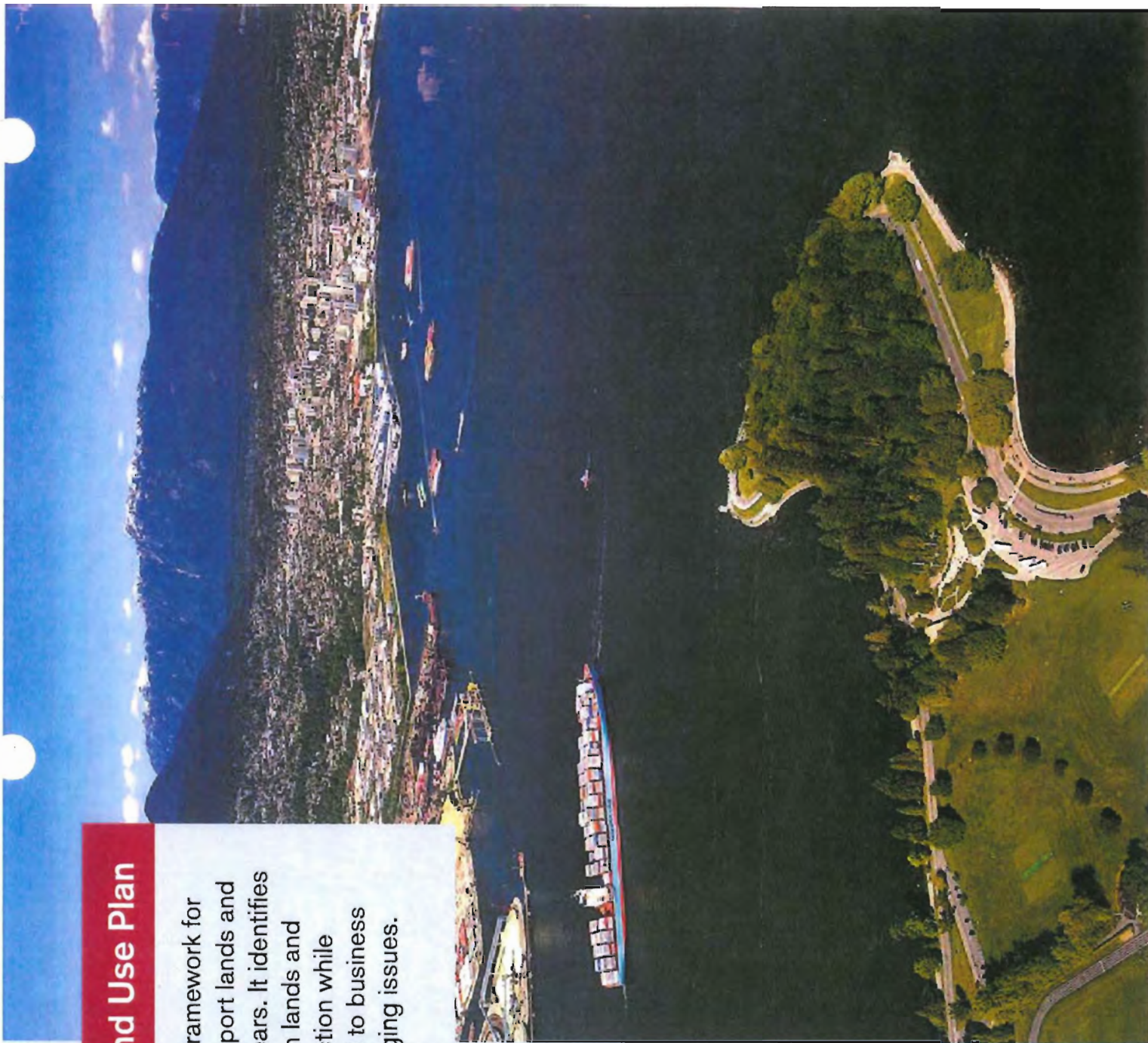
2.0 Purpose of the Land Use Plan

This Land Use Plan provides a framework for the growth and development of port lands and waters over the next 15 to 20 years. It identifies the types of uses appropriate on lands and waters across the Port's jurisdiction while maintaining flexibility to respond to business needs, market trends and emerging issues.

The Plan's goals, objectives and policy directions (Section 6.0) will guide strategic planning and development decision-making in the port going forward.

Section 7.0 describes the land and water designations, each with a specific intent and list of uses. These designations assist in the orderly development and management of areas within Port Metro Vancouver's jurisdiction, and provide clarity on long-term development patterns for Port customers and stakeholders, First Nations, communities and future investors in the Asia-Pacific Gateway.

Implementation measures and monitoring addressed in Section 10.0 demonstrate Port Metro Vancouver's commitment to acting on the directions established by the Plan.



THE GOALS

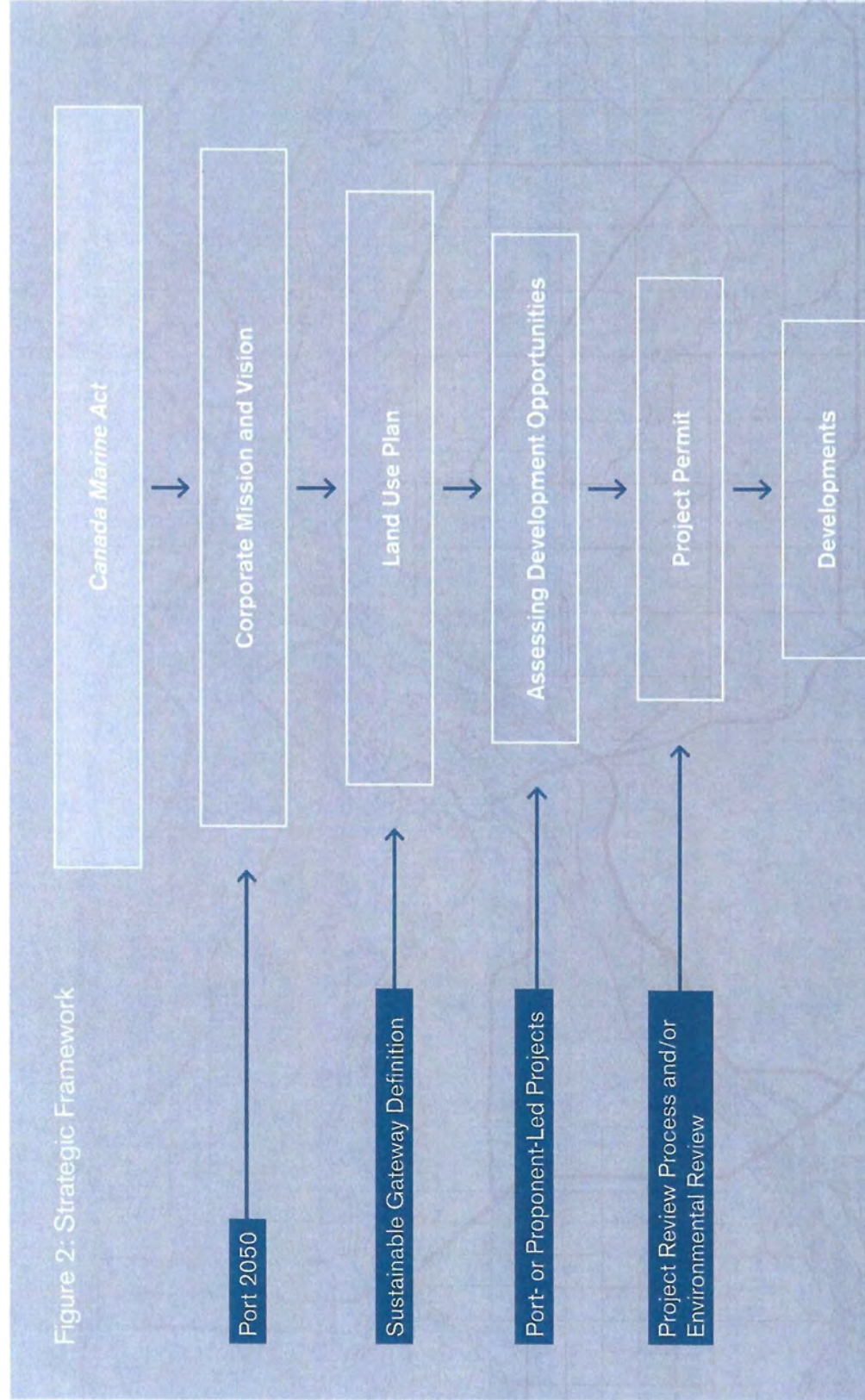
1. Port Metro Vancouver manages port growth and activity in support of Canada's competitiveness and trade objectives while preparing for anticipated transitions in the global economy.
2. Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.
3. Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.
4. Port activity and development is a positive contributor to local communities and First Nations.
5. Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

THE PLAN

- Communicates the Port's long-term land use policy directions.
- Guides land utilization and future growth opportunities.
- Assists port tenants and customers in identifying areas to locate or expand their operations and investments.
- Facilitates coordination of land use and transportation planning with neighbouring communities and government agencies.
- Provides neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how their interests will be considered in the planning process.
- Provides First Nations with clarity about the intended use of Port Metro Vancouver's lands and waters adjacent to their reserves and within their asserted traditional territories, without substituting the Port's consultation with First Nations where activities have the potential to adversely impact Aboriginal and Treaty rights.
- Illustrates the Port's ability to accommodate future growth in a socially, environmentally and economically sustainable manner.

3.0 Land Use Plan Strategic Framework

The Port's Land Use Plan is one of many strategic considerations at Port Metro Vancouver. Guided by the *Canada Marine Act* and the Port's Corporate Mission and Vision, the Plan directly informs existing and future developments within the Port's jurisdiction.



3.1 Port 2050: Our Anticipated Future

In 2011, Port Metro Vancouver completed a strategic visioning initiative called Port 2050. During this year-long initiative, the Port engaged representative stakeholders who had an interest in Port Metro Vancouver's future.

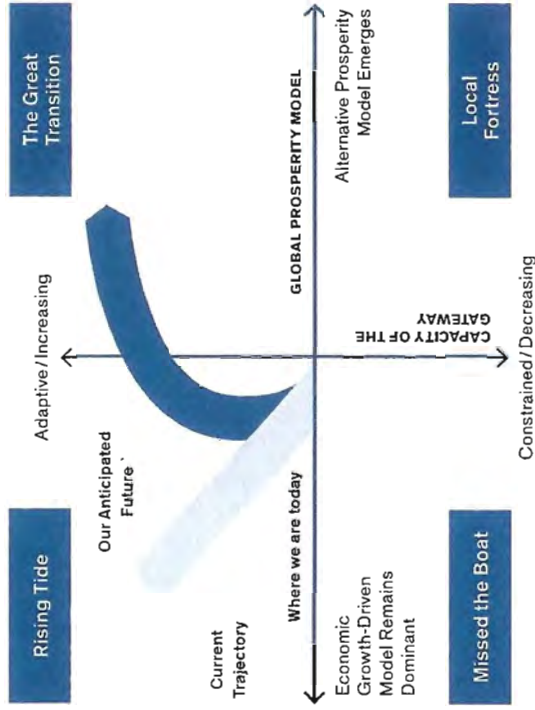
The scenario that emerged from this initiative was Our Anticipated Future. This is an outlook that involves considerable growth across cargo sectors in the coming years, with an eventual transition to a scenario where social, environmental and economic imperatives are equally considered in all measures of success. Sustainable production and consumption patterns under this future scenario would likely result in changes to global shipping and trade patterns, which would affect the Gateway. This transition will be closely monitored by the Port and its partners to anticipate and act on emerging trends, and to inform future amendments to this Plan.

3.2 Sustainable Gateway Definition

Port Metro Vancouver launched the Sustainable Gateway Definition initiative in 2013 to explore what a sustainable gateway looks like, and to assist the Port in preparing for its anticipated future.

This initiative relies upon collaboration with government, communities, First Nations, Port customers, supply chain partners and non-government organizations. It builds on the Port 2050 work and helps to shape the concurrent development of the Land Use Plan. Port Metro Vancouver's definition of a sustainable gateway will inform the overall vision for the Port, which guides our planning and decision-making.

Figure 3: Our Anticipated Future



Port 2050 Future Scenarios

Rising Tide: This is a scenario of continued growth, but in a context of increased volatility due to resource conflicts and climate instabilities.

Missed the Boat: This is a scenario where emerging market growth is strong, but the Gateway misses key opportunities and doesn't live up to expectations due to problems with supply chain issues, poor coordination, lack of community buy-in and diminishing industry support.

The Great Transition: This is a scenario where we see a paradigm shift – a rapid transition to a post-industrial/post-carbon model.

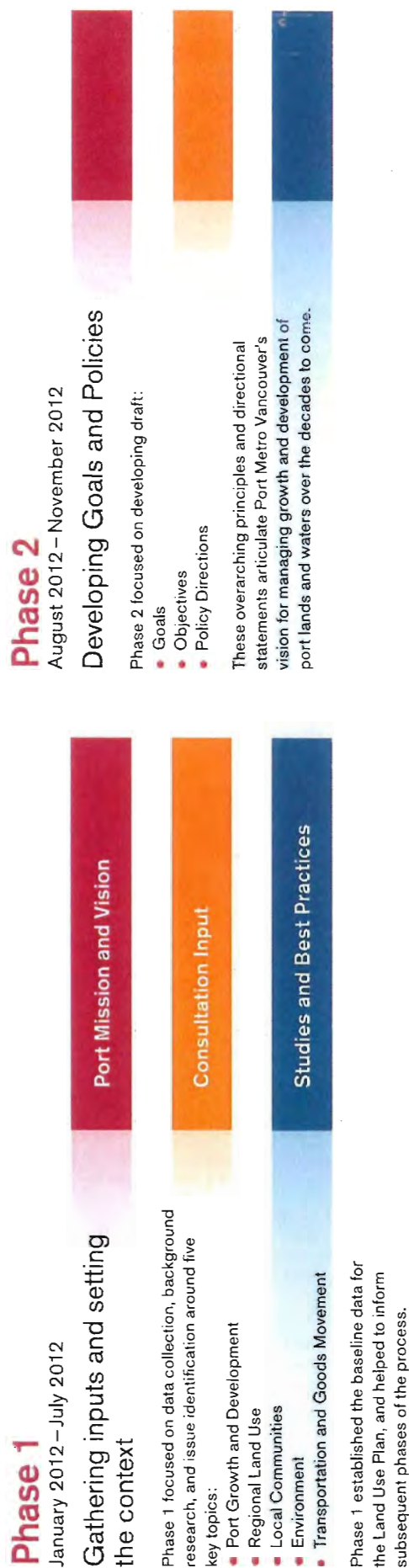
Local Fortress: This is a scenario where Gateway growth is constrained because the Lower Mainland focuses on the regional economy and local resilience.

4.0 Land Use Plan Update Process

Since 2008, Port Metro Vancouver's Land Use Plan has been a consolidation of the land use plans of the former Fraser Port Authority, the North Fraser Port Authority and the Vancouver Port Authority.

One of the primary objectives of updating Port Metro Vancouver's Land Use Plan was to create a unified plan with clear and consistent policies and designations across the Port's jurisdiction. In addition, the Land Use Plan was intended to reflect the Port's mission, vision and strategic priorities, and to be developed through a consultative process that involved municipal, regional and senior governments, agencies, tenants, customers, stakeholders, communities and First Nations.

Figure 4: Plan Development



DID YOU KNOW?

The Plan development and consultation process undertaken by Port Metro Vancouver far exceeds *Canada Marine Act* requirements and provides a high level of confidence that the adopted Plan will:

- Reflect current best practices
- Align with the Port's mission and vision
- Incorporate the social, environmental and economic values critical to its success.

Summaries of the consultation processes and outcomes for each phase of the Land Use Plan update process are available on Port Metro Vancouver's website.

The *Canada Marine Act* requires port authorities to hold one public meeting and post a newspaper advertisement before and after adopting a land use plan. Port Metro Vancouver's process reflected its commitment to engage widely with those who have a stake in the future of the Gateway. The process consisted of four consultation periods and included 15 stakeholder workshops, six open houses, three discussion sessions, three First Nations workshops, three street teams, three webinars and many individual meetings. In addition, 5,000 people visited the Plan's online engagement tool. The feedback received through the consultation process helped to shape a Plan that reflects the aspirations of the region as well as the trade objectives of Canada.

Phase 3

December 2012 – December 2013

Drafting the Plan

Phase 3 focused on developing the draft Plan document, including:

- Revisions to the draft goals, objectives and policy directions
- Updating the land and water designations and associated mapping
- Developing draft implementation measures

Phase 4

January 2014 – October 2014

Finalizing the Plan

Phase 4 involved extensive consultation in order to:

- Refine and finalize the proposed Land Use Plan
- Meet the consultation requirements of the *Canada Marine Act*
- Prepare the proposed Land Use Plan for adoption by Port Metro Vancouver's Board of Directors
- Release the adopted Land Use Plan

5.0 Land Use Plan Context

Port Metro Vancouver operates within a complex social, environmental and economic landscape. The following sections present the context for the Plan and highlight some of the land use challenges that the Port will face over the next 15 to 20 years.



5.1 Legislative Context

The Vancouver Fraser Port Authority, doing business as Port Metro Vancouver, was created in January 2008 by the Government of Canada through the amalgamation of the North Fraser Port Authority, Fraser River Port Authority and Vancouver Port Authority, in accordance with the *Canada Marine Act*. Port Metro Vancouver is accountable to the federal Minister of Transport, and is responsible for the operation and development of the port, specifically the navigable waters, real property and immovables within the jurisdiction of the combined former port authorities.

The *Canada Marine Act* was established to, among other things, promote the success of Canadian ports for the purpose of contributing to the competitiveness, growth and prosperity of the Canadian economy. This legislation establishes the authority and responsibilities of the Port to fulfill its mandate, part of which is a requirement that the Port has a detailed land use plan. This land use plan needs to contain objectives and policies for the physical development of real property and other assets it manages. In addition, it must take into account relevant social, environmental and economic matters and zoning bylaws that apply to neighbouring lands. The legislation also establishes the basic requirements for notification and adoption of a land use plan, requirements that Port Metro Vancouver exceeded through the consultation and engagement activities undertaken during development of this Plan. The Port's Letters Patent identifies the uses the Port may consider approving on its lands and waters.

Port Metro Vancouver Jurisdiction

The Port's jurisdiction under the Letters Patent borders 16 municipalities, one electoral area and one treaty First Nation in Metro Vancouver, and is located within the asserted traditional territories of several First Nations. This jurisdiction covers hundreds of kilometres of shoreline and extends from Point Roberts at the Canada/US border through Burrard Inlet to Port Moody and Indian Arm, and from the mouth of the Fraser River eastward to the Fraser Valley, north along the Pitt River to Pitt Lake, and the North, South and Middle Arms of the Fraser River.

The Port's jurisdiction is a mix of navigational authority throughout this area and jurisdiction over certain real property in Burrard Inlet, Indian Arm, lands and waters east of the provincial bed of the Fraser River, and various federal holdings in the North, South and Middle Arms of the Fraser River. Until the end of December 2014, Port Metro Vancouver holds a Head Lease with the Province of British Columbia that conveys authority over the use of waters and foreshore lands associated with the provincial bed of the Fraser River. After 2014, the Province will resume responsibility for managing these areas of the River.

5.2 Communities and First Nations

Port Metro Vancouver's jurisdiction borders 16 municipalities and one treaty First Nation, and is located within the asserted traditional territories of several other First Nations. While the Port's mandate is to facilitate trade in the best interest of all Canadians, it is important to maintain positive working relationships with its neighbours who rely on port lands and waters for a wide range of activities.

Communities

Port Metro Vancouver has developed a number of ways to engage with local communities, ranging from community meetings and open houses to the PortTalk online forum and designated municipal liaisons.

Port Metro Vancouver has established several Community Liaison Committees as a formal mechanism for dialogue and communication. These committees bring together residents, local government officials, First Nations, industry, and Port representatives to identify concerns and recommend potential solutions related to port operations and development. These committees deal with issues such as container truck operations, rail noise and land use. Members have been key in creating programs – such as the North Shore Rail Noise Steering Committee – to address the impact of port operations on the community.

In East Vancouver, the Burrardview Community Association, Canadian Pacific Railway (CP) and the City of Vancouver participate with Port Metro Vancouver in the East Vancouver Port Lands Liaison Group. The work of this group has resulted in the East Vancouver Port Lands Plan, adopted by both the City of Vancouver and Port Metro Vancouver. The Plan strives to address compatibility issues between industrial and residential land uses in this area.

The North Shore Waterfront Liaison Committee and the Port Community Liaison Committee in Delta are mechanisms for dialogue and communication about port-related issues with those communities. Both committees have been instrumental in bringing about changes to operational matters such as truck traffic management and train whistling.

In addition to Port Metro Vancouver's community engagement initiatives and programs, port lands are used for a variety of community recreational purposes, such as Crab Park at Portside and New Brighton Park in Vancouver, and public viewing platforms in Queensborough. Projects such as Low Level Road also provide opportunities to create or improve community amenities, such as the North Shore Spirit Trail.

First Nations

The lands and waters managed by the Port fall within the asserted traditional territories of several First Nations and border the Tsawwassen First Nation treaty lands. Over thousands of years, these First Nations have acquired an intimate knowledge of this region and its rich natural resources.

With this in mind, it is important to recognize that the Crown has a legal duty to consult with First Nations on projects that have the potential to adversely impact Aboriginal or Treaty rights. Port Metro Vancouver has been delegated authority to manage federal lands by the *Canada Marine Act*, and therefore conducts consultation on behalf of the Crown.

First Nations are also invited to participate in Community Liaison Committees, which provide an opportunity for First Nations to present and discuss their concerns related to port operations and development.

5.3 Environmental Stewardship

Port Metro Vancouver is committed to the efficient and reliable movement of goods and passengers through the port while integrating environmental stewardship initiatives into all areas of port operations. By strengthening partnerships and encouraging innovation, the Port can improve its performance in a sustainable manner.

The port is more than cranes, cargo, terminals, ships and international trade. It is also recognized globally as a naturally beautiful and clean harbour complemented by innovative environmental leadership. The port is home to hundreds of species of fish, crustaceans, birds and marine mammals. Port Metro Vancouver recognizes that both human and marine life depend on the protection of the physical environment.

In recognition of the need for sound environmental stewardship, projects, physical works and activities conducted within Port Metro Vancouver's jurisdiction must undergo an environment review carried out by the Port to comply with the *Canadian Environmental Assessment Act*, 2012 (CEAA) and the Port's Environment Policy. In addition, the Port is subject to other federal legislation, including the *Fisheries Act* and the *Species at Risk Act* (SARA).

Port Metro Vancouver staff with expertise in environmental science, biology, chemistry, sustainability, air quality and energy management conduct reviews of all activities affecting port lands and waters, as well as the local airshed.

On projects of significant scope, the Port seeks advice from environmental regulatory agencies to ensure that proponents receive the best advice and direction for mitigating project environmental impacts.

In addition, any new development within Port jurisdiction is required to appropriately avoid or mitigate potential adverse impacts on fish or wildlife habitat. Projects that have an impact or reduce habitat areas are subject to habitat-offsetting requirements, typically administered through Fisheries and Oceans Canada.

Creating marine habitats is one way that the Port works to lessen its impact on the marine environment and its inhabitants. In 1995 the Port built a reef under the waves at Cates Park – this reef is now inhabited by octopus, rock fish, crabs, sea anemones and shrimp.



Environmental Initiatives

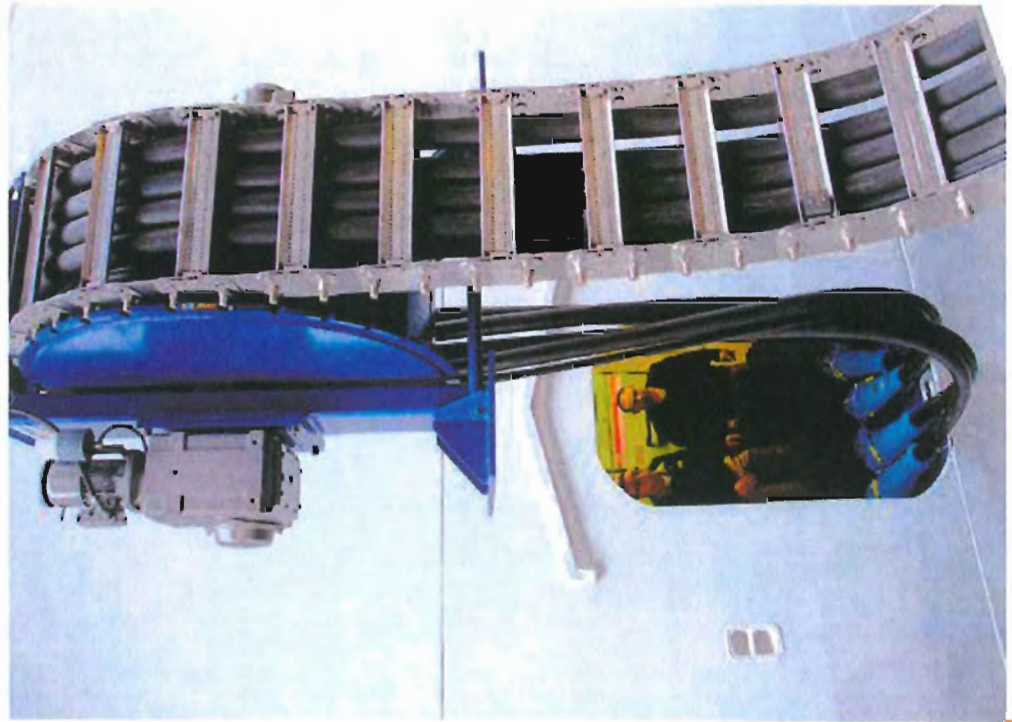
Port Metro Vancouver has created a suite of industry-leading programs to promote a healthy ecosystem, minimize environmental impacts from port operations and grow a sustainable Gateway.

Air Action Program

Port Metro Vancouver's Air Action Program focuses on reducing air emissions from ocean-going vessels, cargo handling equipment, rail and truck sectors, and includes a variety of programs.

● Shore Power

In 2009, Port Metro Vancouver became the first port in Canada, and the third in the world, to install shore power facilities for cruise ships. This system enables cruise ships to shut off their diesel-powered engines and connect to the land-based hydroelectric grid while docked at Canada Place, improving air quality and reducing noise. By 2020, it is anticipated that the majority of container vessels calling on the Port will be shore power-enabled. We are working with BC Hydro and container terminals to expand shore power infrastructure and enable container vessels to plug-in while docked.



DID YOU KNOW?

Marine carriers that participate in the EcoAction Program are eligible to receive a Blue Circle Award. Introduced in 2010, this award recognizes marine carriers that have achieved the highest reduction in operational emissions.

● **Corporate Emissions**

At Port Metro Vancouver we measure our corporate greenhouse gas emissions annually, in accordance with ISO 14064 – part 1, and purchase carbon offsets to make our operations carbon neutral.

● **Non-Road Diesel Emissions Initiative**

This initiative aims to reduce diesel particulate matter emissions from cargo-handling equipment, such as top picks, forklifts, cranes, yard trucks and construction equipment. By phasing out older, high-emitting equipment, advancing idle reduction and promoting innovative clean technologies, this program will reduce diesel particulate matter emissions and improve air quality for port users and local communities.

● **Northwest Ports Clean Air Strategy**

Port Metro Vancouver is working with the Ports of Seattle and Tacoma and government agencies, such as Environment Canada, to reduce port-related air emissions in the Georgia Basin/Puget Sound airshed through the Northwest Ports Clean Air Strategy. This strategy establishes air quality and greenhouse gas reduction goals through to 2020.

● **EcoAction Program**

The Port's EcoAction Program promotes emission reductions by offering discounted harbour dues rates to ocean-going vessels that have implemented emission reduction measures and other environmental practices. A variety of fuel quality, technology and environmental management practices are eligible to receive discounted harbour dues rates.

● **Landside Emissions Inventory**

By developing an inventory of emissions from cargo-handling equipment, trucks, rail and other tenant activities, Port Metro Vancouver works with customers and tenants to identify opportunities to conserve energy, reduce emissions and promote clean energy technologies.

● **Truck Licensing Program**

In 2008, the Port introduced stringent environmental requirements into the Container Truck Licensing Program. These focus on phasing out older trucks and setting mandatory opacity and idling limits. The Port continues to work with truck operators to reduce container truck emissions and to bring the fleet up to the equivalent particulate matter emissions of a 2007 truck or newer by 2017.



Energy Action Program

Port Metro Vancouver's Energy Action Program focuses on promoting energy conservation and the use of reliable, clean energy across port operations. The Port continues to explore opportunities for energy conservation and implementation of alternative or renewable energy to support operations and reduce air emissions. Studies are conducted to investigate energy efficiency, electrification, hybridization, integrated resource management and other practices or technologies at key terminals. By improving our understanding of these opportunities, the Port is better positioned to work with partners and develop a more sustainable Gateway.

Site Remediation

Port Metro Vancouver uses a combination of remediation and risk management approaches to address sites that have been contaminated through past activities. Depending on the condition and expected future use of the site, affected sites are treated with a variety of remedial techniques that may include on-site treatment, removal and disposal of contaminants at appropriate facilities, or containment on-site. Port tenants are required to appropriately maintain their sites to prevent contamination by employing best practices for their operations. Environmental testing at the beginning, end and at other times during a tenant's lease, when appropriate, ensures sites are monitored for contamination and that any contamination is addressed to meet regulatory and additional Port requirements.

BIEAP and FREMP

The Burrard Inlet Environmental Action Program (BIEAP) and the Fraser River Estuary Management Program (FREMP) provided an intergovernmental model of coordinated environmental management, establishing important interagency communications and achieving significant outcomes for its partners and the sustainability of Burrard Inlet and the Fraser River Estuary ecosystems. Program partners included representatives from Environment Canada, Fisheries and Oceans Canada, Transport Canada, the British Columbia Ministry of Environment, Metro Vancouver and Port Metro Vancouver.

Due to the changing mandates of the partner agencies, in March 2013, the BIEAP and FREMP office closed and the programs, including the "single-window" external project environmental review committees, ceased functioning. Port Metro Vancouver continues to apply the FREMP habitat colour-coding system as an important input to development review.

DID YOU KNOW?

Log storage throughout the port has co-existed in areas of FREMP red-coded habitat for many years. During the area designation process undertaken by FREMP, log storage was one of three designations permitted adjacent to red-coded habitat: the other two were conservation and recreation based designations. Log storage areas play a valuable role in buffering marsh habitat, with piles and dolphins (mooring structures that contains multiple piles) also acting as bird habitat.



Flood Management

Studies indicate that climate change will result in a local sea level rise of between 20 and 60 centimetres over the next 100 years. Climate change is also expected to increase severe weather events, which could lead to more frequent incidents of flooding along the Fraser River. If not appropriately addressed, these two factors will significantly affect port operations and infrastructure, much of which is low lying and would be at risk of submersion. This issue is not unique to the port. Rather, all low-lying waterfront lands in the region are at risk of being affected, which is best addressed through coordinated efforts across jurisdictions.

Sea level rise and flood management require a cohesive, collaborative and coordinated regional approach. The Port is working with regional partners to collect and analyze data to better understand and manage flood risks in a coordinated manner as part of the Port's flood management program. The Port is also working

with the Fraser Basin Council along with local, provincial and federal partners, in order to develop a Business Plan for a Regional Flood Management Strategy for the Lower Mainland.

The Port is a member of the Joint Program Committee for Integrated Flood Hazard Management, which is pursuing new studies and models to attempt to better define the possible impact of sea level rise and severe storm scenarios. This is a multi-party, consensus-based committee that brings together about 30 federal, provincial and local government agencies and organizations to address flood risks in an integrated way. In addition, the Port has an infrastructure asset management program that is designed to maximize the long-term use of assets in a cost-effective manner while reducing the risks of failure of assets, which could have financial, safety and environmental implications.

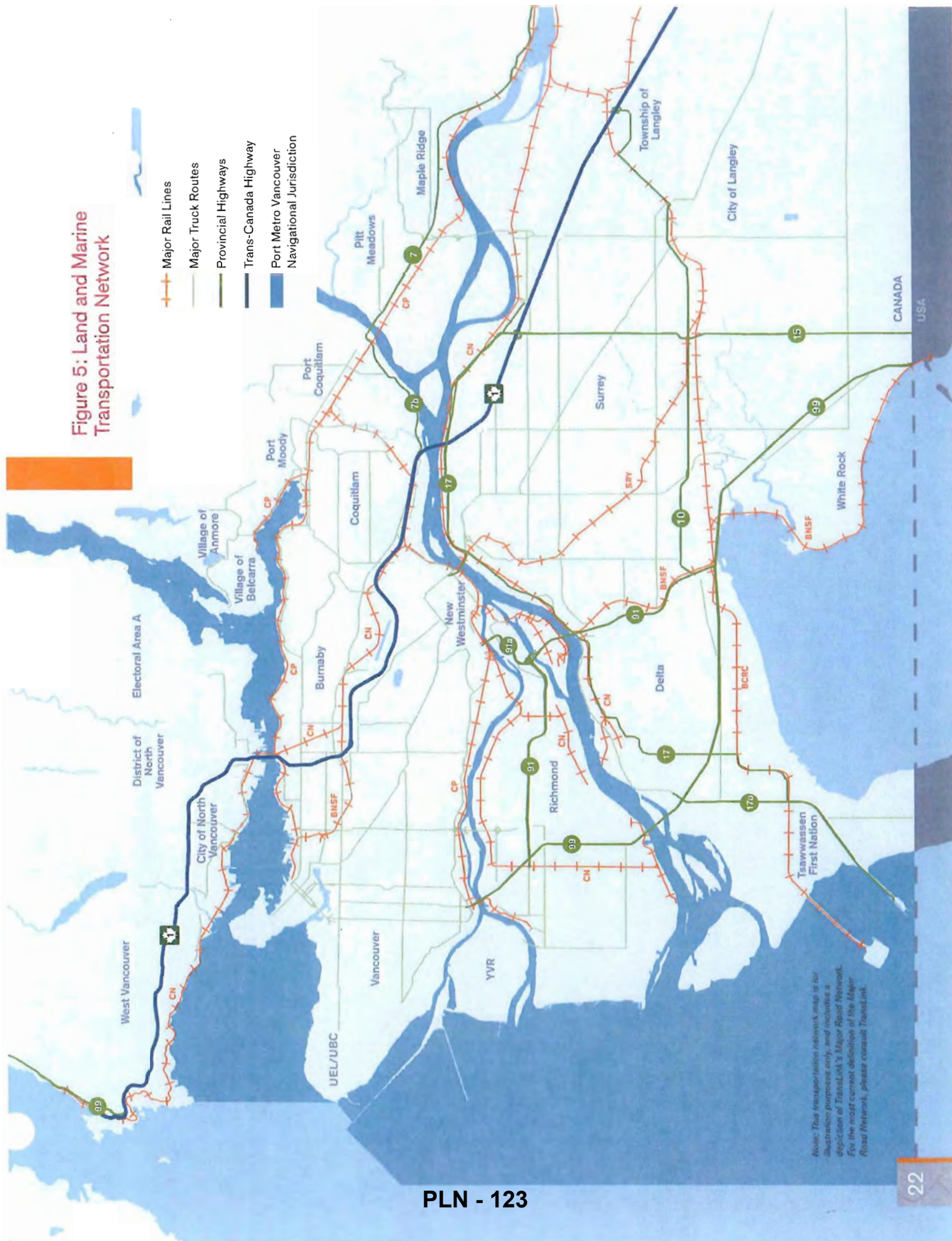
Habitat Offsetting

New development in the port is required to appropriately mitigate potential adverse impacts on fish or wildlife habitat. Projects that do impact or reduce habitat areas are subject to habitat-offsetting requirements, typically administered through Fisheries and Oceans Canada.

There are a number of ways project proponents provide habitat compensation, including:

- Artificial reefs constructed from natural rock, concrete blocks and pile cut-offs create habitat for a variety of marine life.
- Habitat benches made from natural rock are constructed at elevations ideal for fish habitat such as kelp, rockweed and barnacle tidal zones.
- Gabions are wire baskets of cobble (rounded rocks) that are stacked in the intertidal area. They optimize surface areas and spaces between rocks to provide habitat for kelp, algae and juvenile fish.
- Refugia are large openings inside berth structures, such as those at Centerm and Deltaport, that provide additional marine hiding areas or refuge from predator species.





5.4 Transportation and Goods Movement

As part of Canada's Pacific Gateway, the lands and waters managed by Port Metro Vancouver are one link in the supply chain that delivers goods from origin to destination. For a port tenant or terminal operator to be able to effectively manage this service, port lands and waters must be served by a reliable and efficient transportation network.

In a port setting, that network consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain. While marine navigation is largely within the Port's jurisdiction, transportation to and from the port by land relies on a transportation network that is developed, owned and managed by a variety of external organizations.

Growth in trade activity and more intensive use of port lands will mean that the connecting regional transportation corridors will themselves be more intensively used in the future. These transportation corridors will require active management and significant investments to provide the additional capacity needed to accommodate growth efficiently and effectively, and in a manner that addresses the impacts of transportation on surrounding communities.

Regional Road Network

Land-based truck transportation is a key component of port operations. In general, port trucks use the provincial highways managed by the Ministry of Transportation and Infrastructure, regional roads and bridges managed by TransLink, and municipal truck routes owned and managed by individual municipalities. Transport Canada also has a role in facilitating transportation infrastructure solutions to support Canada's economic interests, and thus has a significant role in facilitating goods movement in the region.

Rail Network

Port Metro Vancouver is served by three Class 1 rail companies – Canadian National Railway (CN), Canadian Pacific Railway (CP), and Burlington Northern Santa Fe Railway (BNSF) as well as a local short-line rail service, Southern Railway of British Columbia (SRY). Rail lines are generally owned and managed by specific rail operating companies. A portion of rail line in Delta connecting to Deltaport is owned by the British Columbia Railway

Company (BCRC), which is accessed by BNSF, CN, and CP. Furthermore, the shared use of rail lines to enable efficient movement of goods is occurring through co-production agreements in Metro Vancouver.

Marine Navigation

Providing marine vessels with safe and unimpeded access to port terminals is critical for continued port operations. Key assets of the port are the deep waters of Burrard Inlet and Roberts Bank as well as the ability of the Fraser River to accommodate deep-sea vessels. These assets were recognized by early settlers of the region and are the main reason the port is located where it is today. Deep water is essential for major cargo terminals that must accommodate large deep-sea vessels in order to function efficiently and remain viable.

Port Metro Vancouver marine operation responsibilities include marine patrols, ship inspections, event planning, permitting of dangerous goods, and the provision of navigational and safety advice. Port marine operations also include the design of navigational channels according to national and international guidelines. Navigational channels within the Port's jurisdiction fall into one of the following four categories: (1) deep-sea shipping channel, (2) domestic shipping channel, (3) local navigation channel and (4) channel reserve. The Port also identifies the marine safety channel where development is not permitted to occur, and which acts as a buffer adjacent to the navigational channel.

Dredging is often required to ensure appropriate water depth, and is undertaken by the Port, tenants and/or local users depending on the location. Dredging requirements differ throughout the Port's jurisdiction, with Burrard Inlet and Roberts Bank dredging primarily consisting of capital dredging works and the Fraser River requiring annual maintenance dredging.

Figure 6: Major Marine Terminals and Off-Dock Facilities



5.5 Major Facilities and Assets

The Port consists of 28 major marine cargo and passenger terminals, and connects with three Class 1 railroads and one local railroad, providing a full range of facilities and services to the international and domestic shipping community. These terminals service the following business sectors:

Automobiles

Port Metro Vancouver handles approximately 400,000 vehicles annually, making the port one of the top three ports on the west coast of North America for vehicle transshipment. As the most efficient Gateway for automobiles from Asia that are destined for Canada, Port Metro Vancouver currently has two auto terminals that supply dealerships across Canada. These terminals can also handle additional cargo, such as heavy rolling machinery and equipment.

Automobile Terminals

- Wallenius Wilhelmsen Logistics (WWL) auto terminal is located on Annacis Island in the Fraser River in Delta.
- Fraser Wharves is an auto terminal located on the north side of the Fraser River in Richmond.

Breakbulk

Port Metro Vancouver is the major consolidation centre on Canada's west coast for breakbulk cargo such as forest products, steel and machinery. In 2013, breakbulk cargo represented approximately 13 per cent of the port's annual throughput. All of the port's international breakbulk cargo is handled through two terminals.

Breakbulk Terminals

- Fraser Surrey Docks is a multi-purpose marine terminal located on the deep-sea shipping channel of the Fraser River. It handles containers as well as bulk and breakbulk products.
- Located on the north shore of Burrard Inlet, the Lynnterm facility is the consolidation centre for forest product exports, and pipe, steel, machinery and project cargo imports on Canada's west coast.



Bulk

Dry and liquid bulk cargoes account for approximately two-thirds of the Port's annual tonnage. Shipping lines regularly call on the Port because of the availability of diverse western Canadian commodities for export. The Port also has substantial imports of bulk products including petroleum products, concentrates, salt, gravel and aggregate, and phosphate rock.

As a result, the Port has frequently chartered sailings and a full range of cost-effective maritime and transportation services to support a broad selection of cargo.

Bulk Terminals

- Alliance Grain Terminal, located on the south shore of Burrard Inlet, handles grain, specialty crops and grain feed.
- Canexus is a chemical terminal located on the north shore of Burrard Inlet that imports bulk sea salt and exports caustic soda and sodium chlorate used in bleaching paper products, as well as acid used in a variety of industrial processes.
- Cargill is a grain terminal located on the north shore of Burrard Inlet, operated by Cargill Ltd., that handles wheat, canola, barley and grain byproducts.
- Cascadia is a grain terminal located on the south shore of Burrard Inlet, operated by Viterro Inc., which handles wheat, canola, barley, rye, oats and byproducts.
- Fibreco Terminal, located on the north shore of Burrard Inlet, handles wood chips and wood pellets.

- Fraser Surrey Docks is located north of the Alex Fraser Bridge on the southwest shore of the Fraser River and handles breakbulk, agricultural products, the import and export of containers, and project cargoes.
- Imperial Oil Terminal is a petroleum terminal located in the eastern end of Burrard Inlet. It handles gasoline, petroleum distillate, heavy fuel oil, intermediate jet fuel oil, and marine gas oil.
- Kinder Morgan's Vancouver Wharves is located on the north shore of Burrard Inlet. It handles breakbulk pulp, bulk mineral concentrates liquids, sulphur/fertilizers, specialty agri-products, and other dry bulk commodities.
- Kinder Morgan's Westridge Terminal is a petroleum terminal located in Burnaby. It handles crude petroleum, petroleum products, and jet fuel, all transported via the Trans Mountain pipeline system.
- Lantic Inc. (Rogers Sugar) terminal is located on the south shore of Burrard Inlet and handles bulk raw sugar imports.
- Neptune Bulk Terminals is North America's largest multi-product bulk terminal and is located on the north shore of Burrard Inlet. It handles metallurgical steelmaking and thermal coal, phosphate rock, potash, animal feed and canola oil.
- Pacific Coast Terminals is located in Port Moody. It currently handles sulphur, ethylene glycol, and is considering handling additional bulk products, such as canola oil and potash.
- Pacific Elevators is located on the south shore of Burrard Inlet and is operated by Viterro Inc. It handles canola, flax, peas, and various bulk manufactured agri-forage and byproducts.
- Richardson International grain terminal, located on the north shore of Burrard Inlet, is an exporter of canola and cereal grains to trading economies along the Pacific Rim. It handles wheat, canola, barley, rye, flax, grain and feed products.
- Shellburn is a petroleum distribution terminal operated by Shell Canada Ltd. and is located in Burnaby. It handles petroleum products such as gasoline, diesel oil and jet fuel.
- Stanovan is a petroleum terminal operated by Chevron Canada Ltd. and is located in Burnaby. It handles petroleum products and chemical products such as gasoline, diesel fuel and isooctane.
- Suncor Energy's Burrard Products Terminal is located in Burnaby and handles petroleum products.
- Univar Canada Terminal is located on the north shore of Burrard Inlet and is operated by Univar Canada. It handles caustic soda solution and ethylene glycol.
- West Coast Reduction is located on the south shore of Burrard Inlet and handles animal fats and recycled vegetable oils, canola oil, protein meals and animal feed products.
- Westshore Terminals is located at Roberts Bank in Delta and is a major metallurgical steelmaking and thermal coal terminal.

Container

The Port offers four common-user container terminals with extensive on-dock rail facilities. In 2013, container cargo accounted for approximately 20 per cent of the Port's annual tonnage throughput.

Container Terminals

- Centerm, located on the south shore of Burrard Inlet, operates six gantry cranes on two berths, on-dock rail facilities and an advanced operating system that tracks a variety of containerized cargo in real time.
- Vanterm, located on the south shore of Burrard Inlet has six gantry cranes and is operated by TSI Terminal Systems Inc. It has on-dock rail facilities for containerized cargo, and handles containerized cargo, project cargo and bulk oils from the adjacent West Coast Reduction facility.
- Deltaport, with 10 gantry cranes, is located at Robert's Bank in Delta and handles containerized cargo. Deltaport is currently Canada's largest container terminal, with three berths, on-dock rail facilities and the only quad lift crane in North or South America.
- Fraser Surrey Docks is a multi-purpose marine terminal located on the Fraser River. It handles containers as well as bulk and breakbulk products.

Container Handling Facilities

The Gateway also offers a network of transload, container handling and warehousing facilities that support major importers and exporters across Canada. These facilities play an integral role in the supply chain supporting container trade.

Facilities within Port Jurisdiction

- » Acklands Grainger
- » Coast 2000
- » Terminals Inc.
- » Columbia
- » Containers
- » Container World
- » Damco
- » Delcan
- » Euro Asia
- » Transload Inc.
- » HBC Logistics
- » International Forest Products
- » Kindersly Transport
- » Kintetsu Worldwide
- » Kuehne & Nagel
- » Mazin Furniture
- » Mountain View
- » Reload Inc.
- » Nippon Express Ltd.
- » Nordel Transload
- » Pacific Reload
- » Pro West Transport
- » Simard
- » TMS
- » Transportation/ Rabanco
- » TOLKO
- » Industries Ltd.
- » Transource
- » Western Canada Express
- » Western Navigation
- » Westran
- » Intermodal Ltd
- » YRC Logistics

Container Storage and Maintenance Facilities

- » Delco Delta Container Ltd. Partnership
- » Harbour Link Container Services Inc.
- » TDK Metro Terminals

Cruise

As the home port for the Vancouver-Alaska cruise industry, Port Metro Vancouver welcomes hundreds of thousands of passengers annually. In 2013, primarily at Canada Place, the Port welcomed 812,398 passengers on 235 calls by 29 cruise ships, a 22 per cent increase in passengers over 2012.

Cruise Terminals

- Canada Place is located on the waterfront in downtown Vancouver, close to shopping, dining, attractions and Stanley Park.
- Ballantyne Pier is located east of Vancouver's city centre, adjacent to the Centerm container terminal. The Ballantyne cruise terminal will close in October 2014 and is expected to be redeveloped for other uses.



Note: Terminal operators and products as well as transloading and other facilities can change over time. The above summary reflects conditions as of December 2013.

5.6 Port Growth

Port Metro Vancouver is a major North American gateway for Canada's Asia-Pacific trading partners and a major generator of jobs, taxes and economic value for the Canadian economy. Across Canada in 2011, ongoing operations at businesses related to Port Metro Vancouver generated approximately 98,800 jobs representing \$6.1 billion in wages. Port-related activity was also responsible for a total of \$9.7 billion in Gross Domestic Product (GDP) and a total of \$20.3 billion in economic output to Canada's economy.

Jobs in Canada	Wages	GDP	Contributed to Canada's economy
98,800	\$6.1b	\$9.7b	\$20.3b

DID YOU KNOW?



Forest Products

Forest products are exported to over 100 trading partners globally, led by China, Japan and the United Kingdom. Canada's forest products industry is a \$58 billion dollar a year industry that represents 9 per cent of Canada's manufacturing GDP. Forest products are processed and manufactured items ranging from logs to fabricated structural materials such as lumber, strand board, and panels, as well as commodities like wood pulp and wood pellets.



Wheat

Wheat is exported to over 30 trading partners globally, led by Japan, China and Indonesia. Wheat crops contribute \$11 billion annually to Canada's economy. Wheat is one of the world's most favoured staple foods, currently second only to rice as a main human food crop. Canadians and our trade partners rely on wheat for making common household foods such as bread, pasta, pizza and noodles, as well as for feeding livestock. Nearly all of the Port's wheat exports are loaded into vessels as dry bulk cargo, with a small amount exported in containers.



Coal

Coal is exported to five of the world's seven continents, with South Korea, China and Japan as top destinations. Canada is the third-largest exporter of steelmaking coal behind Australia and the United States. Canadian metallurgical coal is among the highest quality in the world. It is used primarily in the manufacture of steel to make construction materials like pipes and beams, as well as automobiles. Thermal coal is used mostly for energy generation in coal-fired electrical plants.

Forecasted Increase
in Trade (2011–2018)

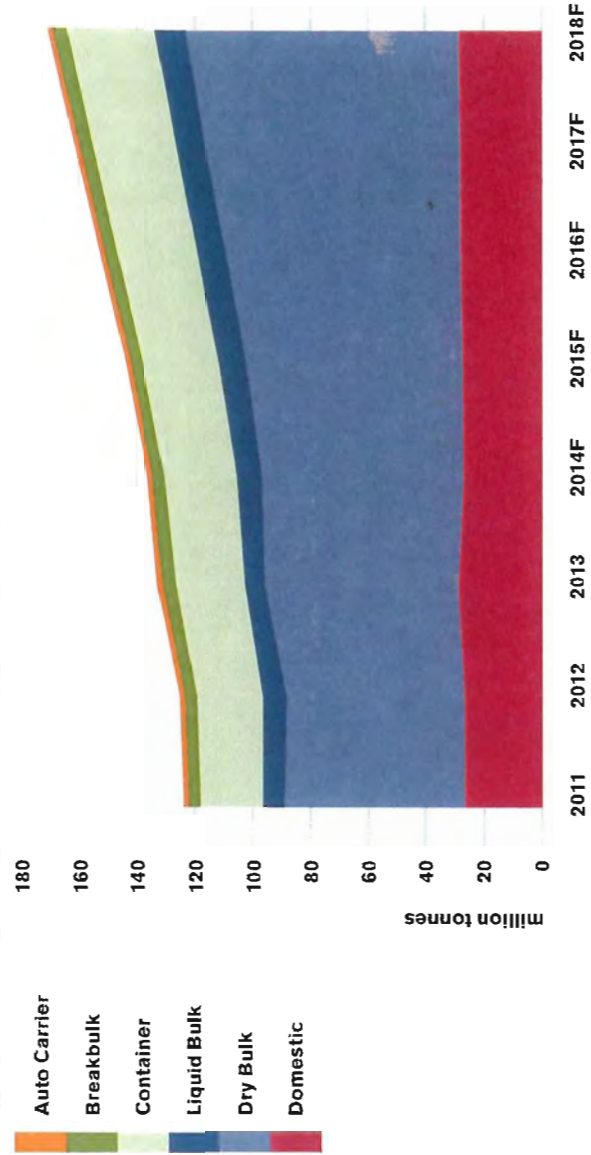
38%

Figure 7: Port Metro Vancouver Trade Forecast

Sector (million tonnes)	2011	2012	2013	2014F	2015F	2016F	2017F	2018F
Auto Carrier	0.3	0.4	0.4	0.3	0.3	0.3	0.3	0.3
Breakbulk	3.8	3.9	3.5	3.8	4.0	4.2	4.4	4.6
Container	21.7	23.0	24.8	25.1	26.4	27.8	29.1	30.5
Liquid Bulk	7.3	8.2	8.6	8.9	9.3	9.7	9.9	10.4
Dry Bulk	62.5	61.4	68.3	69.7	74.9	81.4	88.4	94.5
Domestic*	26.9	27.1	29.3	27.4	27.8	28.4	28.7	29.1
Total Cargo	122.5	123.9	135	135.3	142.7	151.7	160.8	169.5
Cruise ('000s passengers)	663	666	812	816	840	875	890	905
Auto ('000s units)	298	384	379	317	324	318	311	319

*Domestic cargo means both the cargo's origin and destination are in Canada. Cargo is moved from one Canadian location to another Canadian location.

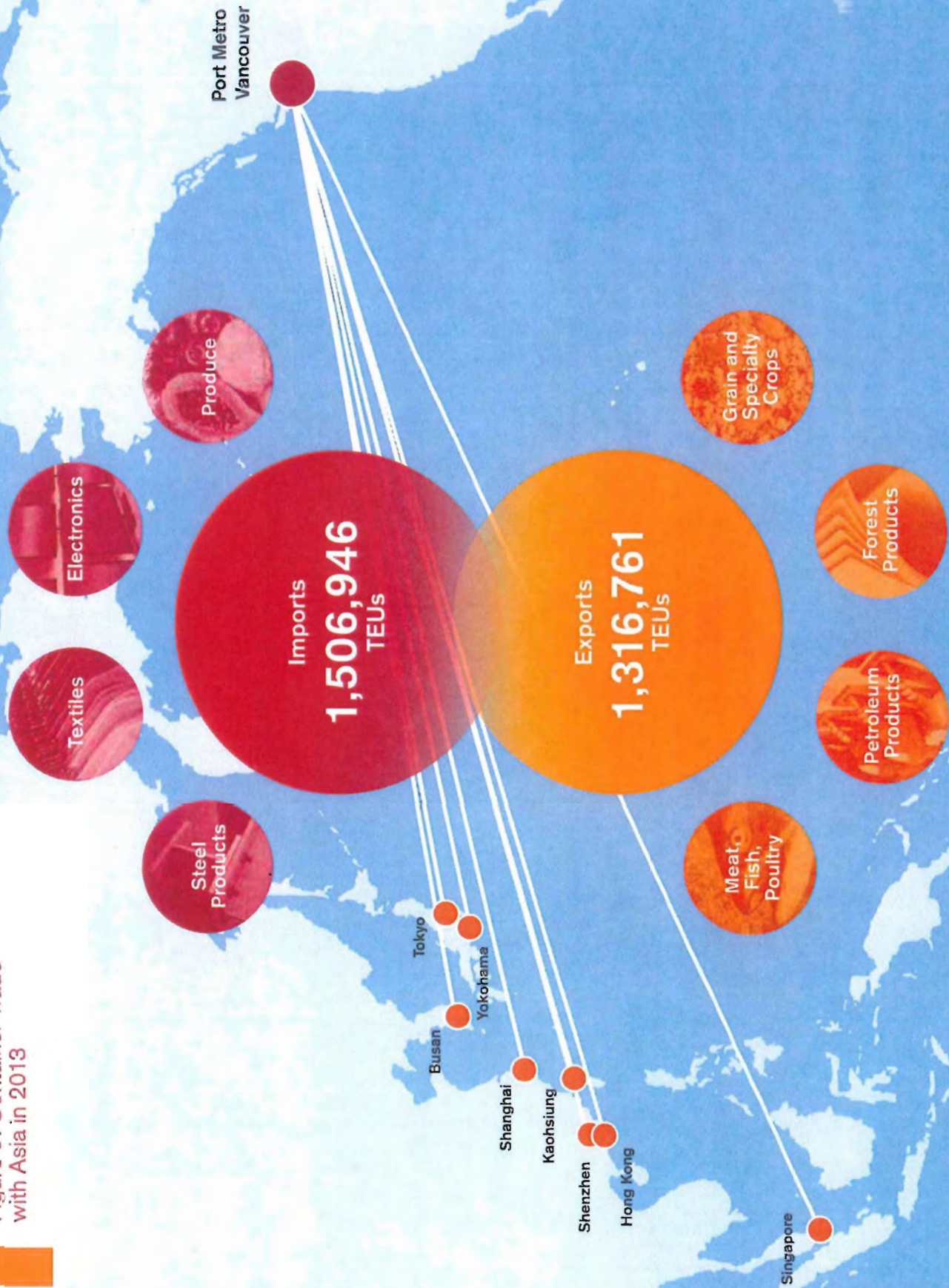
Figure 8: Port Metro Vancouver Trade Forecast



As illustrated in the figures to the right, forecasts indicate that growth is anticipated across almost all commodity and business sectors currently handled at the port.

The extent to which Port Metro Vancouver is able to facilitate and manage the anticipated growth will depend largely on its ability to develop the required additional infrastructure and service capacity within the constraints provided by the Port's physical context, as well as the need to grow in a sustainable manner that considers the interests of local communities. The Land Use Plan provides strategic guidance to ensure that the Port is prepared to accommodate that growth so Canadians can continue to benefit from the resulting economic activity.

Figure 9: Container Trade with Asia in 2013



Note: This graphic does not include all of Port Metro Vancouver's trading partners.

Major Capacity Initiatives Underway

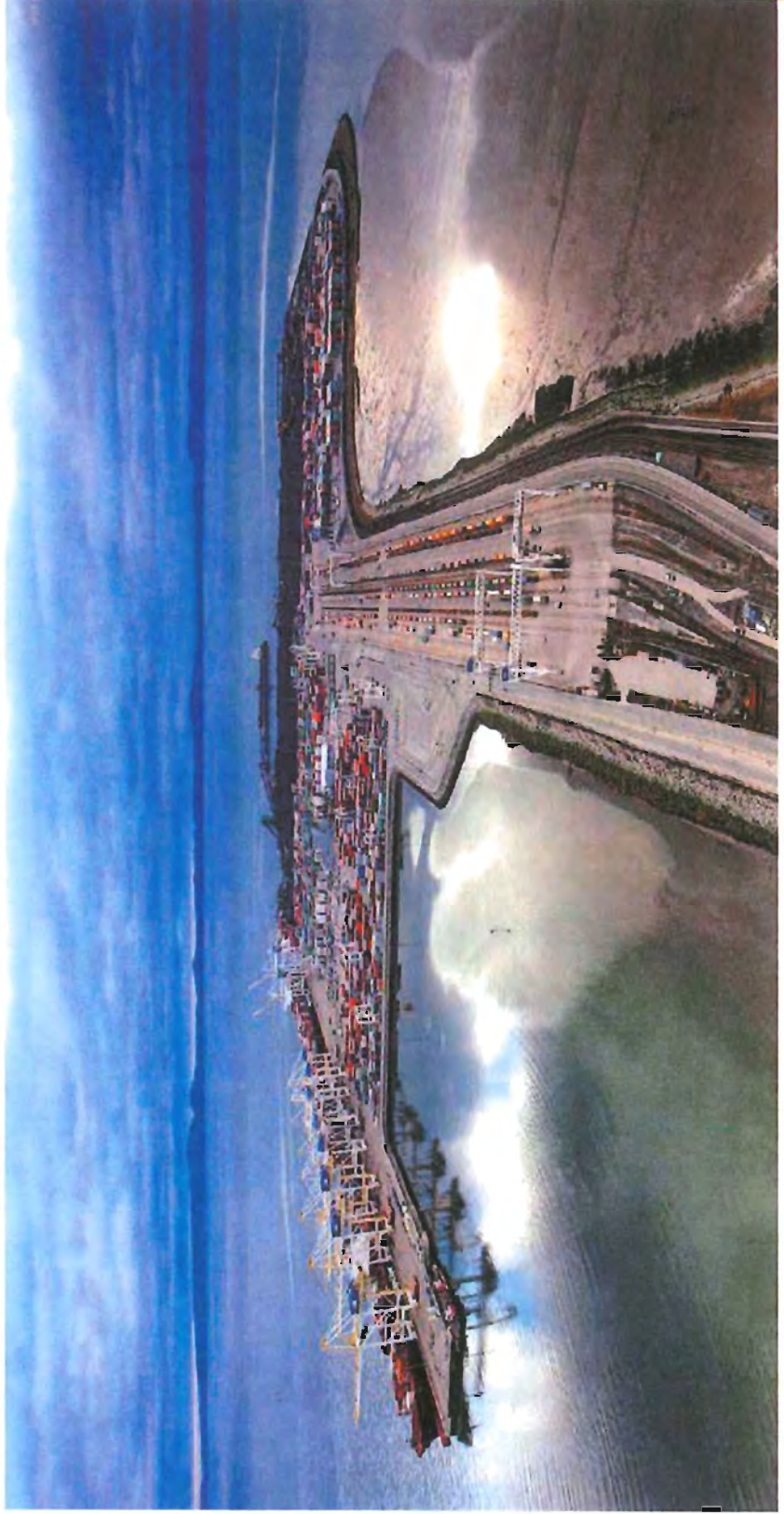
Being one of the largest ports in North America, and with the forecast growth in trade, Port Metro Vancouver is undertaking a number of major initiatives to optimize its ability to accommodate and support this growth.

Container Terminal Capacity Improvements

The Container Capacity Improvement Program (CCIP) is a long-term strategy to reliably support growing international trade in containerized cargoes in an efficient and sustainable manner. As part of this program, the Port has been working with the Province and Deltaport operator TSI Terminal Systems Inc. to develop a plan to increase Deltaport's container capacity by

600,000 twenty-foot equivalent units (TEUs) to a total of 2.4 million TEUs. The majority of this work is expected to occur within the existing terminal and transportation corridor footprint.

Port Metro Vancouver is also proposing a new container terminal adjacent to the existing terminals at Roberts Bank in Planning Area 6 (Section 8.6). The proposed Roberts Bank Terminal 2 Project is a three-berth marine container terminal that could provide additional capacity of 2.4 million TEUs per year to meet forecast demand to 2030. Subject to permitting and environmental approvals, the project could be fully operational by the early 2020s.



Terminal Improvements

In addition to capacity expansion for the container sector, many other port terminals are planning for increased capacity or are already undertaking capacity improvements through investments in equipment, improvements to operating procedures and/or making better use of their sites in support of increased throughput. For example, Neptune Terminals has undertaken a series of upgrades at the company's North Shore location to allow the terminal to handle additional throughput of potash and coal, and the addition of phosphate rock imports within their existing site footprint.

Westshore Terminals at Roberts Bank has undertaken similar work to increase capacity for handling coal. Several of the grain terminals in Burrard Inlet are expanding or upgrading their existing facilities and replacing aging equipment to improve operational efficiencies.

On the marine side, Chevron in Burnaby recently completed dredging its ship and barge berths to accommodate greater vessel drafts and full loading of double-hulled vessels. While the maximum size of vessels calling on their Burnaby terminal will not increase, Chevron now has the ability to fully load these vessels, allowing for the same volume of product to be handled with fewer overall ship calls.



Transportation Capacity Improvements

The South Shore Trade Area, North Shore Trade Area and Roberts Bank Rail Corridor initiatives are examples of programs that have significantly improved road and rail conditions and capacity. Working with federal and provincial governments through the Asia-Pacific Gateway and Corridor Initiative, and together with local communities, the Port is delivering major new transportation projects to keep up with growing demand. Examples include:

- The Low Level Road realignment and the Lynn Creek Rail Bridge on the North Shore.
- The South Shore Trade Area road improvements on Powell and Stewart Streets in Vancouver.
- The more than \$300 million invested by 12 different government, industry and agency partners into the nine Roberts Bank Rail Corridor grade separations.

Through a collaborative approach to planning and development, the Port will continue to manage growth in partnership with interested parties to respond to forecasted demand.



5.7 Industrial Lands

A key priority for Port Metro Vancouver is to ensure there is adequate industrial land available in the region to meet trade requirements today and in the future. The retention of a viable industrial land base in the region is critical to a strong economy locally and across the nation.

Although the demand for industrial land in the region continues to rise, the supply of lands designated for industrial use has significantly declined over the last three decades: approximately 7,400 acres of industrial land in the region has been redesignated for other uses such as residential and commercial during this period. Combined with industrial market absorption, this results in a dwindling supply of market-ready lands available for new investment in industrial activities that directly or indirectly support Canada's trade. Research suggests that the current inventory of market-ready industrial lands is sufficient to meet demand for only about 8 to 15 years, depending on a variety of factors.

Port Metro Vancouver owns approximately 3,600 acres of land, most of which is occupied. Only about 200 acres of undeveloped land remain under Port Metro Vancouver's jurisdiction. Recent studies indicate that the Vancouver Gateway will need approximately 2,300 additional acres by 2025 to meet increasing cargo demand.

One way to respond to this demand is to use the region's industrial lands more intensively. Research is underway to look at how this might be achieved in port and non-port settings. For port lands, more intensive use is generally achieved through better site utilization, investments in equipment and operating procedures that increase throughput efficiency, and increased transportation capacity. In some cases, innovative building and design solutions appropriate to an industrial setting can also result in increased efficiency. The Deltaport Terminal, Road and Rail Improvements Project is an example of how the Port is increasing operational efficiencies and improving existing infrastructure to handle more cargo on existing port lands.

As former industrial lands in neighbouring municipalities are redeveloped for residential or other uses, and as established residential communities become denser through infill or redevelopment, the potential for conflict at the interface between the working waterfront and adjacent uses will increase. While some of this is inevitable in a growing region with a limited land base, it nevertheless requires all jurisdictions to plan and manage growth and to design communities in recognition of the critical role the port plays in the region. This will become even more important as port activities on and near the waterfront intensify through new development and investments that increase the capacity and throughput of existing terminals.

The successful preservation of industrial lands will depend on the decisions of all jurisdictions that have authority over land use in the region. It is vital that all such authorities work together to ensure that adequate protection is put in place to protect remaining industrial lands and jobs, and to provide an adequate industrial land base for future generations. In particular, the Port is seeking to protect industrial land through an "Industrial Land Reserve" that would protect existing industrial lands, help balance land use decisions and explore innovative ways to establish new lands for growing industries.

Port Metro Vancouver supports ongoing efforts to identify strategies that provide effective protection of the industrial land base. The Port will continue to provide input to municipal and other planning processes that may impact the industrial land supply, and engage the region in a constructive and meaningful dialogue to find solutions to this critical challenge.

6.0 Goals, Objectives and Policy Directions

Port Metro Vancouver has developed goals, objectives and policy directions to provide the policy framework for future growth and development. Individual goals, objectives and policy directions address specific topics and issues, but they should be read and considered together to fully understand the Port's approach to managing growth and meeting its responsibilities and commitments to sustainable development.

GOAL

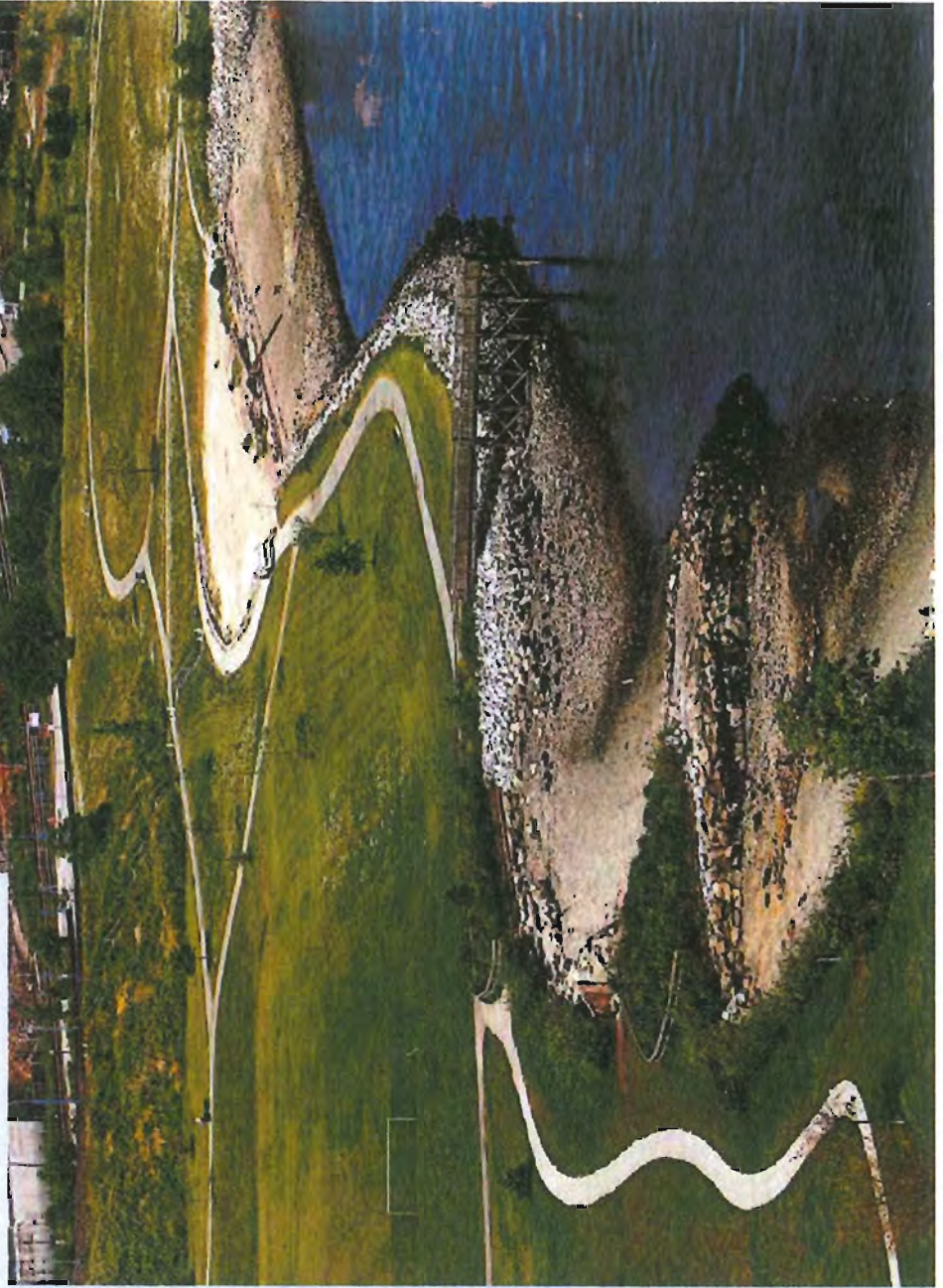
A broad statement of what is to be accomplished – the “ends”.

OBJECTIVE

A more specific statement that supports and expands on the goal.

POLICY DIRECTION

The action to be taken to accomplish the goal and objective at a port-wide scale.





PLN - 136

GOALS

Port Metro Vancouver manages port growth and activity in support of Canada's competitiveness and trade objectives while preparing for anticipated transitions in the global economy.

Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.

Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

Port activity and development is a positive contributor to local communities and First Nations.

Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

GOAL 1

Port Metro Vancouver manages port growth and activity in support of Canada's competitiveness and trade objectives while preparing for anticipated transitions in the global economy.

Looking forward over the next 15 to 20 years, growth is forecast across most port business sectors. The

Port's mission is to *lead the growth of Canada's Pacific Gateway in a manner that enhances the well-being of Canadians and inspires national pride.*

A key challenge will be ensuring there is sufficient land to support this expected growth and to make the best use possible of the available lands. While various land uses within the region – such as commercial, industrial, residential, and agricultural – are interdependent, they also compete with one another for the very land needed to sustain them.

Port Metro Vancouver is uniquely positioned to take a leading role in managing port growth responsibly and preparing the port community for the future so that, together, we may adapt to new challenges and seize the potential of new opportunities that will inevitably arise.

OBJECTIVE 1.1 Protect the industrial land base to support port and related activities into the future.

Policy Directions

- 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
- 1.1.2 Collaborate with local governments, First Nations, Metro Vancouver and other land use authorities to protect the region's industrial land base.
- 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.

OBJECTIVE 1.2 Optimize the use of existing port lands and waters.

Policy Directions

- 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts that intensified use may have on adjacent communities, transportation networks and the environment, and mitigating resulting impacts where appropriate.
- 1.2.2 Manage the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
- 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.
- 1.2.4 Ensure, as appropriate, effective integration of utilities associated with new or expanded port development into local and/or regional systems through the Project Review Process.

OBJECTIVE 1.3

Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.

Policy Directions

- 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
- 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
- 1.3.3 Develop a coordinated approach with local governments and agencies, where appropriate, to anticipate and respond to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

OBJECTIVE 1.4

Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the port.

Policy Directions

- 1.4.1 Monitor and research economic trends and forecasts against measurable indicators to anticipate changes in the way port lands and waters will be used in the coming decades.
- 1.4.2 Develop innovative land management strategies and practices, in collaboration with customers, stakeholders, local governments, First Nations and other land use agencies to influence and adapt to expected changes in trade patterns, supply chains, technology and other key drivers of port activity.
- 1.4.3 Pursue investments in port lands and infrastructure in context of anticipated long-term economic trends and applicable environmental considerations.
- 1.4.4 Pursue best practices in sustainable land use management and support port operators in developing operating and management practices that align with the Port's vision for a sustainable future.

GOAL 2

Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.

The lands and waters managed by Port Metro Vancouver are one link in the supply chain that delivers goods from origin to destination. For a port tenant or terminal operator to be able to effectively deliver this service, port lands and waters must be served by a reliable and efficient transportation network. In a port setting, that network consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain.

OBJECTIVE 2.1 Improve operational efficiencies of transportation modes serving the port.

Policy Directions

2.1.1 Monitor road, rail and marine traffic activities on an ongoing basis in order to identify and pursue opportunities for improvements to operating efficiency.

2.1.2 Collaborate with customers, stakeholders, local governments and transportation agencies to identify and implement operational changes that improve road, rail and marine traffic flows accessing the port.

2.1.3 Support the increased use of regional waterways for the transport of cargo.

2.1.4 Work with customers, stakeholders, local governments and agencies to develop strategies and identify opportunities to optimize supply chain movements within and beyond the Metro Vancouver region.

2.1.5 Work with customers, stakeholders, local governments, First Nations and appropriate agencies to identify and monitor operational improvements to minimize and mitigate potential noise, congestion, air emissions and other impacts arising from port-related activities.

OBJECTIVE 2.2 Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the port.

Policy Directions

2.2.1 Maintain and improve critical navigation infrastructure, port roadways and port-owned rail infrastructure and corridors in order to support the safe, efficient and effective movement of goods.

2.2.2 Support maintenance and improvement of land and marine transportation corridors and infrastructure outside of Port Metro Vancouver's jurisdiction required for current and future port activity.

2.2.3 Collaborate with industry, transportation agencies and local governments to ensure that the capacity of the regional transportation network is sufficient to accommodate current and anticipated port-related traffic, in context of the needs of other transportation network users.

2.2.4 Pursue the Port's interests in efficient, effective regional transportation network management through advocacy and direct participation in the land use and transportation planning initiatives of local, regional and senior government agencies.

2.2.5 Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods.

2.2.6 Support investigation of options to provide alternative modes of travel to port lands to increase transportation choice for port workers and facilitate improvements to regional goods movement.

OBJECTIVE 2.3 **Ensure the safe and secure movement of goods and passengers through the port.**

Policy Directions

2.3.1 Support, in collaboration with port industries, customers, and transportation service providers, the implementation and enforcement of applicable best practices, regulations and standards for the safe use and operation of roads, railways and navigation channels servicing the port.

2.3.2 Assist port users with incorporating best practices for safety and security into all aspects of their operations.

2.3.3 Collaborate with relevant authorities and agencies to ensure appropriate, coordinated emergency and post-emergency response plans are in place and regularly reviewed for incidents originating in the port or directly impacting port operations.

2.3.4 Support emergency response planning of external agencies where Port resources may be of service in responding to emergencies affecting the broader region.

GOAL 3

Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

Port Metro Vancouver strives to be a global leader in port sustainability. From an environmental perspective, the manner in which Port property is physically used will influence how successful the Port is in achieving this goal. The hundreds of kilometres of shoreline managed by the Port are used for a variety of purposes, ranging from industrial operations and commerce to recreation and other uses. Working with customers, port users, local governments, communities and First Nations, the Port is able to identify environmental issues and risks posed by these activities and take action to avoid or reduce the potential impacts and improve environmental quality.

OBJECTIVE 3.1 **Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.**

Policy Directions

3.1.1 Develop, promote and implement, with appropriate agencies, best practices and programs to protect ecosystems and enhance fish and wildlife and their habitats.

3.1.2 Avoid minimize potential adverse impact on habitat quality or, where necessary, mitigate such impacts and compensate for loss of habitat resulting from new port development.

3.1.3 Support the creation, enhancement and/or restoration of fish and wildlife habitat at appropriate locations within the Port's jurisdiction or, when such locations are not available, at locations outside of the Port's jurisdiction.

3.1.4 Collaborate with environmental agencies, local governments, First Nations and stakeholders on environmental initiatives and in the monitoring, protection and enhancement of critical terrestrial, marine and estuarine environments.

3.1.5 Assess, mitigate and monitor land, air and marine environmental impacts from port operations and developments.

OBJECTIVE 3.2 **Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.**

Policy Directions

3.2.1 Reduce air emissions from port activities by applying best practices and best available technologies for reducing emissions and improving regional air quality.

3.2.2 Encourage energy conservation and utilization of alternative or renewable energy to support port operations and developments and achieve reductions in air emissions.

3.2.3 Monitor and report on port-related air emissions and air quality.

3.2.4 Maintain dialogue with relevant agencies on monitoring and reducing air emissions.

3.2.5 Explore opportunities with stakeholders and partner agencies to collaborate on initiatives that could reduce greenhouse gases and other emissions.

OBJECTIVE 3.3 **Improve land and water quality within the port.**

Policy Directions

3.3.1 Manage contamination risks within the port with remediation and risk management approaches to address lands and sediments that have been contaminated historically.

3.3.2 Work with agencies, Port customers and stakeholders to monitor and assess port uses to prevent contamination from port-related activities, and periodically review monitoring and assessment practices to ensure they reflect best practice.

3.3.3 Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant.

3.3.4 Pursue removal of derelict structures and vessels that pose a hazard to safety and/or the environment.

3.3.5 Ensure that proposed developments and works on port lands include appropriate measures to protect receiving water quality and meet best practices for storm water management.

3.3.6 Ensure environmental reviews are undertaken for all projects proposed on lands and waters managed by Port Metro Vancouver to determine that there are no significant adverse environmental effects.

OBJECTIVE 3.4

Promote sustainable practices in design, construction, operation, and administration in the port.

Policy Directions

3.4.1 Promote green infrastructure within the port, based on best practices and related standards.

3.4.2 Encourage Port customers to adopt corporate social responsibility and sustainability principles into their organizations in a way that integrates social and environmental matters into decision-making, strategy and operations in a transparent, accountable and economically viable manner.

3.4.3 Develop and integrate sustainability and other guidelines to assist in the review of projects proposed for lands and waters managed by Port Metro Vancouver.

GOAL 4

Port activity and development is a positive contributor to local communities and First Nations.

Port lands and waters border 16 municipalities and one treaty First Nation in Metro Vancouver, and are located within the asserted traditional territories of several First Nations. While the Port's mandate is to facilitate trade in the best interest of all Canadians, the Port is committed to ensuring that local interests are also considered.

Trade activities result in substantial local benefits, including direct and indirect employment, business activity, government revenues and a strong economy. In addition to the positive economic impacts of a thriving port, port activity can also provide opportunities for public waterfront access and other goals of local communities and First Nations. However, port activity can also present challenges such as noise, traffic congestion and environmental impacts. The Port endeavours to address these challenges in consultation with neighbouring communities and First Nations while ensuring the viability of port businesses. Ultimately, the Port's intent is that the benefits for those living and working in this region alongside a successful and growing port far outweigh the impacts.

OBJECTIVE 4.1

Generate sustainable local and national economic benefits through the use and development of port lands and waters.

Policy Directions

4.1.1 Support the creation and expansion of business activities that provide local, port-related economic opportunities for Metro Vancouver residents.

4.1.2 Explore opportunities for employment and contracting within the port for First Nations whose asserted traditional territories intersect with the port.

4.1.3 Encourage industry training initiatives designed to provide necessary skills for workers of businesses operating within the port.

4.1.4 Maintain a program where a portion of the Port's net income is invested in the communities in which the Port operates.

OBJECTIVE 4.2

Ensure public recreational opportunities and waterfront access are provided within the port in a manner compatible with port activities and the protection of fish and wildlife.

Policy Directions

4.2.1 Support the continuation of park use within the port and explore new opportunities for public waterfront access and views, where such opportunities would not adversely impact port development and operations, introduce safety hazards, or negatively impact fish and wildlife.

4.2.2 Collaborate with communities and First Nations to explore opportunities within publicly accessible port areas to acknowledge and celebrate the traditional and contemporary uses of port lands and waters by Aboriginal Peoples and early settlers.

4.2.3 Manage recreational dock development in a manner that protects the environment and supports public use, safety and enjoyment of foreshore and intertidal areas.

OBJECTIVE 4.3

Seek to minimize the impacts from port operations and development on local communities and First Nations.

Policy Directions

4.3.1 Ensure potential impacts from new or expanded development and transportation infrastructure, such as noise, lighting glare, dust, views, emissions and traffic congestion are identified and appropriately avoided, minimized and/or mitigated by administering a comprehensive and thorough Project Review Process that solicits and incorporates input from potentially affected communities, First Nations and stakeholders, and requires appropriate actions and monitoring by project proponents.

4.3.2 Work with port businesses to develop and implement effective and appropriate solutions for minimizing impacts from their ongoing operations on adjacent communities and First Nations.

4.3.3 Develop guidelines based on best practices to assist in identifying and responding to the presence of archaeological sites and deposits.

4.3.4 Ensure potential impacts from port developments and activities on archaeological resources are identified and appropriately minimized and/or mitigated through a Project Review Process that solicits and incorporates input from First Nations.

4.3.5 Engage with local governments, First Nations and other land use authorities, as appropriate, when developing and updating Port Land Use Plans.

GOAL 5

Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

Port Metro Vancouver places high value in how the Port works with neighbouring communities to identify shared interests and to respond to concerns about port operations and development. The Port engages with communities in a variety of ways – through liaison groups and at community events, by supporting the outreach efforts of port industry partners, by building solid relationships with local governments and First Nations, and by investing in community amenities.

The Port's Project Review Process provides a variety of opportunities for public notification and consultation tailored to the scope and level of interest in proposed developments. The Port seeks to address issues that arise from port operations and proposed developments in a manner that is proactive, reasonable and consistent. In a rapidly growing region where urban and port development are in close proximity, the need for strong and effective engagement processes will only continue to grow. Port Metro Vancouver is committed to a process of continual improvement in how and when it engages communities and stakeholders in the growth and development of the port.

OBJECTIVE 5.1

Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.

Policy Directions

- 5.1.1 Provide current and accessible information on significant development proposals, and work towards a system that makes publicly available information on all development proposals under review.
- 5.1.2 Periodically review the Project Review Process to ensure it provides appropriate opportunities for consultation and engagement with interested parties.
- 5.1.3 Consult with First Nations through the Port's Project Review Process on development activities that have the potential to adversely impact Aboriginal or Treaty rights.
- 5.1.4 Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan.
- 5.1.5 Explore opportunities for establishing agreements with local governments, First Nations and other land use authorities to guide collaboration and engagement on matters of shared interest related to the use and development of lands and waters within and adjacent to the port.

7.0 Land Use Plan Designations

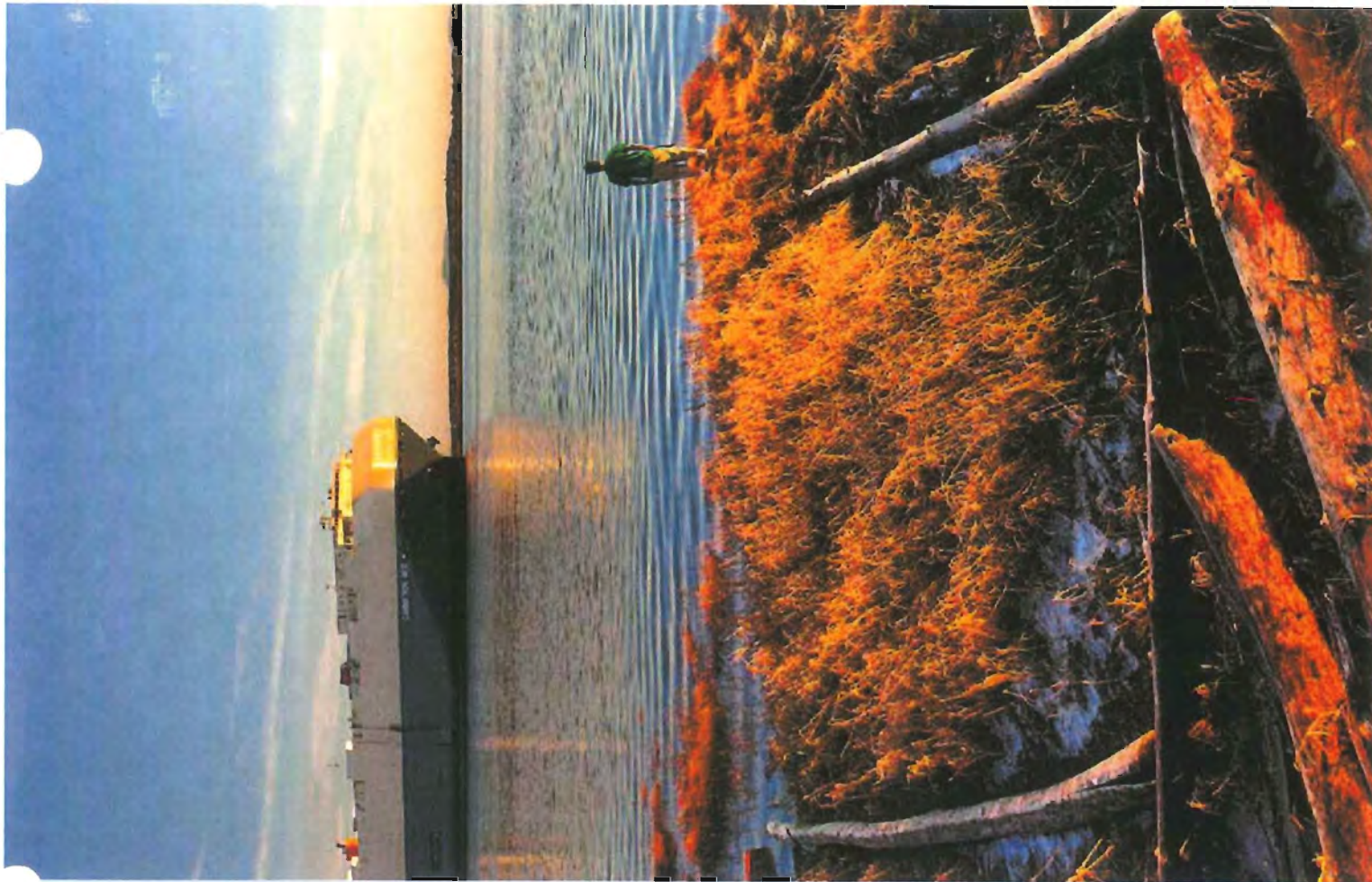
Port Metro Vancouver's Land Use Plan includes eight land use designations that are consistent across the Port's jurisdiction, each having a specific intent and list of associated uses. A set of detailed land use designation maps is available on Port Metro Vancouver's website.

The purpose of land use designations is to provide for the orderly development and management of lands and waters within Port Metro Vancouver's jurisdiction, and to provide clarity on long-term development. The designations apply to all lands and waters within the Port's jurisdiction, and identify the types of uses that may be considered on each site. For administrative purposes, land use designations generally extend to the navigation channel. However, the actual water area available for development and vessel moorage will vary and may be restricted by local water depth, environmental and navigational considerations, and other factors. All developments and activities proposed within the Port's jurisdiction are subject to the Port's Project Review Process and approvals, and must be consistent with the uses permitted under the *Canada Marine Act* and the Port's Letters Patent.

LAND AND WATER DESIGNATION CHARACTERISTICS

The land and water designations have the following characteristics:

- **Applicable to all areas:** the designations apply to all lands and waters within the Port's jurisdiction.
- **Provide flexibility:** the designations indicate the general use of a site while identifying other potential uses on a primary, ancillary or conditional basis.
- **Clear and accurate mapping:** the system of designations supports the orderly development and management of lands and waters within the Port's jurisdiction.
- **Align with Port mandate:** the designations are consistent with the mandate of Port Metro Vancouver under the *Canada Marine Act* and the Port's Letters Patent.



7.1 Land Use Policies

The following are land and marine use policies that apply to all areas of the port.

Parking

Vehicle or truck parking is permitted in all land-based designations on a permanent or temporary basis where compatible with primary uses on the site, subject to applicable regulations and guidelines.

Utilities and Telecommunications

Utility and telecommunication uses are permitted in all designations where compatible with the primary uses on the site.

- Utility uses include electrical, natural gas, water and sewerage infrastructure.
- Telecommunication uses include cell towers and other related telecommunication infrastructure.

Existing Residential Uses on Foreshore and Uplands

There are a number of existing residential encroachments on the Port's foreshore and upland properties. The Port is pursuing an appropriate mechanism to manage and address these encroachments, consistent with the Letters Patent.

Recreational Docks

Recreational docks (single or shared) may be permitted in the Port Water designation and in certain other locations within the Port's jurisdiction and must be associated with a residential upland use or with the consent of the upland owner. All recreational docks will be reviewed on a case-by-case basis and will be subject to the Port's recreational dock policies and guidelines. Port Metro Vancouver will also consider the applicable policies of the upland municipality.

Float Homes

New or relocated float homes are only permitted within or immediately adjacent to existing float home locations on the Fraser River. No new float homes will be considered within the Port's jurisdiction on the Fraser River unless it meets the following criteria: 1) it is in or immediately adjacent to a permitted float home location; 2a) it is a replacement of an existing float home; or 2b) it is a new float home that does not cause the total number of float homes to exceed the aggregate number allowable under the Letters Patent and applicable Port policies or guidelines. Note: after 2014, the Province of British Columbia will resume responsibility for managing the provincial bed of the Fraser River.

USE DEFINITIONS

There are several categories of uses within each designation:

PRIMARY USE is a use that is considered to be the main and intended use within a specific designation.

ANCILLARY USE is a use that may be considered, as appropriate, on individual sites to support the primary use.

CONDITIONAL USE is a use that may be permitted subject to specific regulations or policies and/or may be permitted on an interim or temporary basis. All conditional uses are subject to Port Metro Vancouver's determination of their appropriateness in a given context.

7.2 Land Use Designation Descriptions

Each land use designation is described below. These include designations that relate to both land and marine uses. Primary and conditional uses associated with these designations are outlined in Figure 10.

<p>Port Terminal</p> <p>Port Terminal areas are primarily designated for deep-sea and marine terminals that handle a variety of commodities, including autos, breakbulk, dry bulk, liquid bulk and containers, as well as cruise passengers. This includes primary uses that support shipping, transportation of goods and passengers, handling of goods, and other uses. Ancillary uses may include offices, storage areas, caretaker facilities, utilities, parking and other uses required to support the primary use.</p>	<p>Commercial</p> <p>Commercial areas are primarily designated for commercial activities related to port or marine support services, tourism-related businesses, transportation of passengers, and the handling and storage of goods. Primary uses in the Commercial designation may include marinas, float plane terminals, warehouses, and tourism-related businesses. Ancillary uses may include offices, storage areas, caretaker facilities, utilities, parking and other uses required to support the primary use.</p>	<p>Conservation</p> <p>Conservation areas are primarily designated for habitat conservation, enhancement, restoration, banking and similar uses, and may be publicly accessible. These areas are generally not intended for development.</p>
<p>Industrial</p> <p>Industrial areas are primarily designated for light to heavy industrial activities in support of port operations and marine support services, including shipping, transportation and the handling of goods, and in some cases including the manufacturing of goods. Primary uses may include intermodal yards, container storage facilities, transloading facilities, ship repair and barge moorage activities. Ancillary uses may include offices, storage areas, caretaker facilities, utilities, parking and other uses required to support the primary use.</p>	<p>Log Storage and Barge Moorage</p> <p>Log Storage and Barge Moorage areas are primarily designated for log storage, barge moorage and associated activities.</p>	<p>Port Water</p> <p>The Port Water designation primarily applies to open water and foreshore areas adjacent to port and non-port lands that are generally intended for shipping, navigation and anchorages.</p>
	<p>Recreation</p> <p>Recreation areas are primarily designated for public recreational use such as parks and viewing areas. Examples include Crab Park at Portside and New Brighton Park in Vancouver, and the public viewing platforms on the south side of Queensborough in New Westminster.</p>	<p>Special Study Area</p> <p>Special Study Areas are sites that require additional study, consultation and planning to determine their future use through a Land Use Plan amendment. Until further analysis can be completed, the current use remains unchanged.</p>

Figure 10: Primary and Conditional Uses

The following figure outlines the primary and conditional uses associated with each land use designation. Note that this figure does not provide an exhaustive list of all potential activities that could be considered under this Land Use Plan within a given designation.

Port Metro Vancouver Land Use Designations							
	Port Terminal	Industrial	Commercial	Log Storage and Barge Moorage	Recreation	Conservation	Port Water
Primary Uses							
Conditional Uses							
Terminal (Auto, Bulk, Breakbulk, Liquid Bulk, Containers, Cruise)							
Transportation of Passengers							
Intermodal Yard							
Shipping and Transportation of Goods							
Materials Processing and Manufacturing							
Tug and Barge Operations							
Log Processing							
Marine Support Services							
Warehousing and Distribution Centres							
Marinas							
Float Plane Terminals							
Tourism-related Businesses							
Log Storage							
Booming Grounds							
Barge Moorage							
Boat Moorage							
Public Parks							
Public Recreation Areas							
Public Wharves							
Conservation Areas							
Habitat Compensation							
Habitat Restoration							
Habitat Banking							
Shipping (General)							
Navigation							
Commercial Anchorages							
Existing Use							

8.0 Planning Areas

Port Metro Vancouver's lands and waters are organized into seven planning areas based on geography and port-related activities. The land use designations depicted in the following planning area figures are intended to convey the general distribution of land uses in each area, and are not intended to identify the land use designations for specific sites. Detailed Land Use Plan maps are available on Port Metro Vancouver's website.

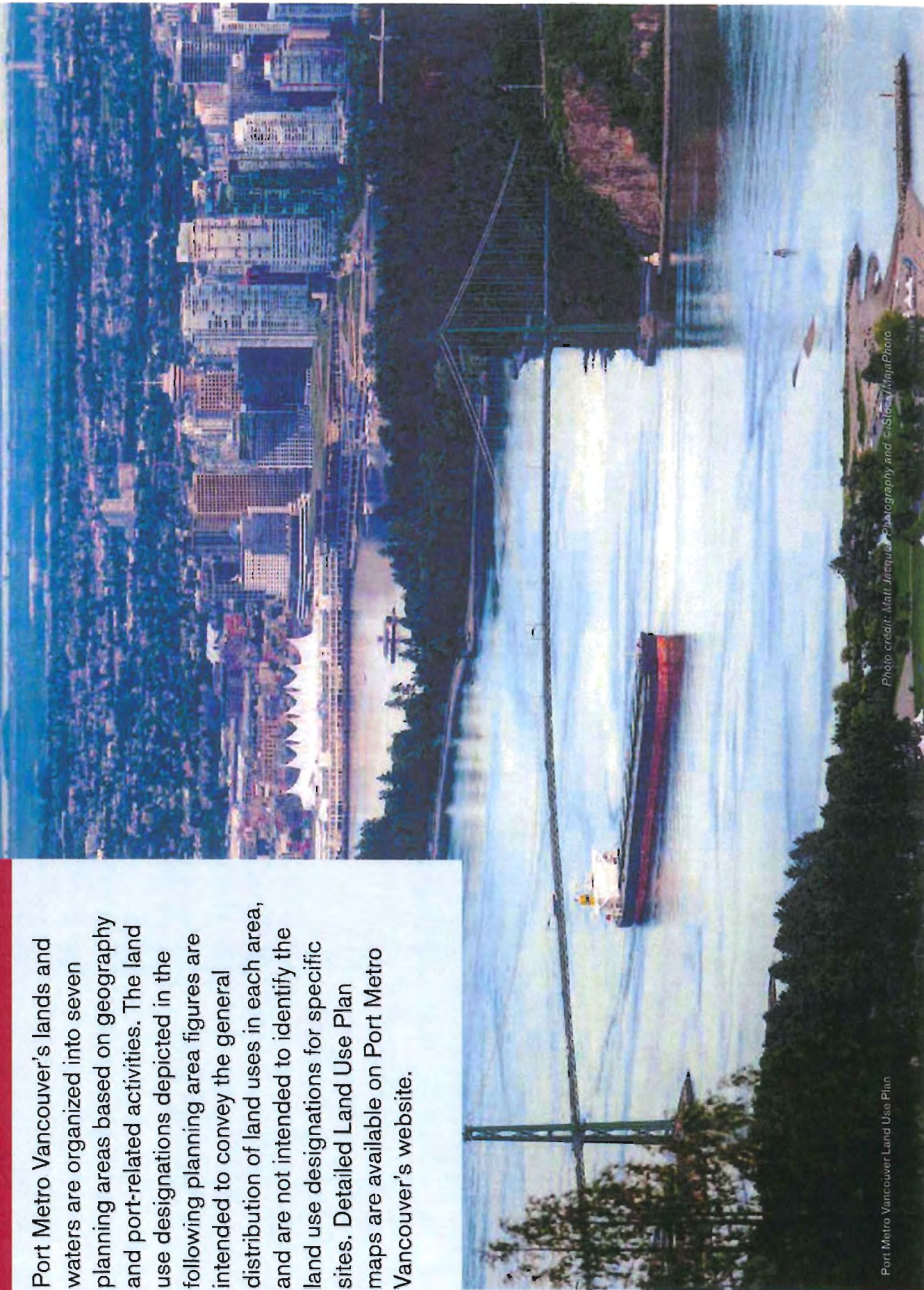


Figure 11: Planning Areas

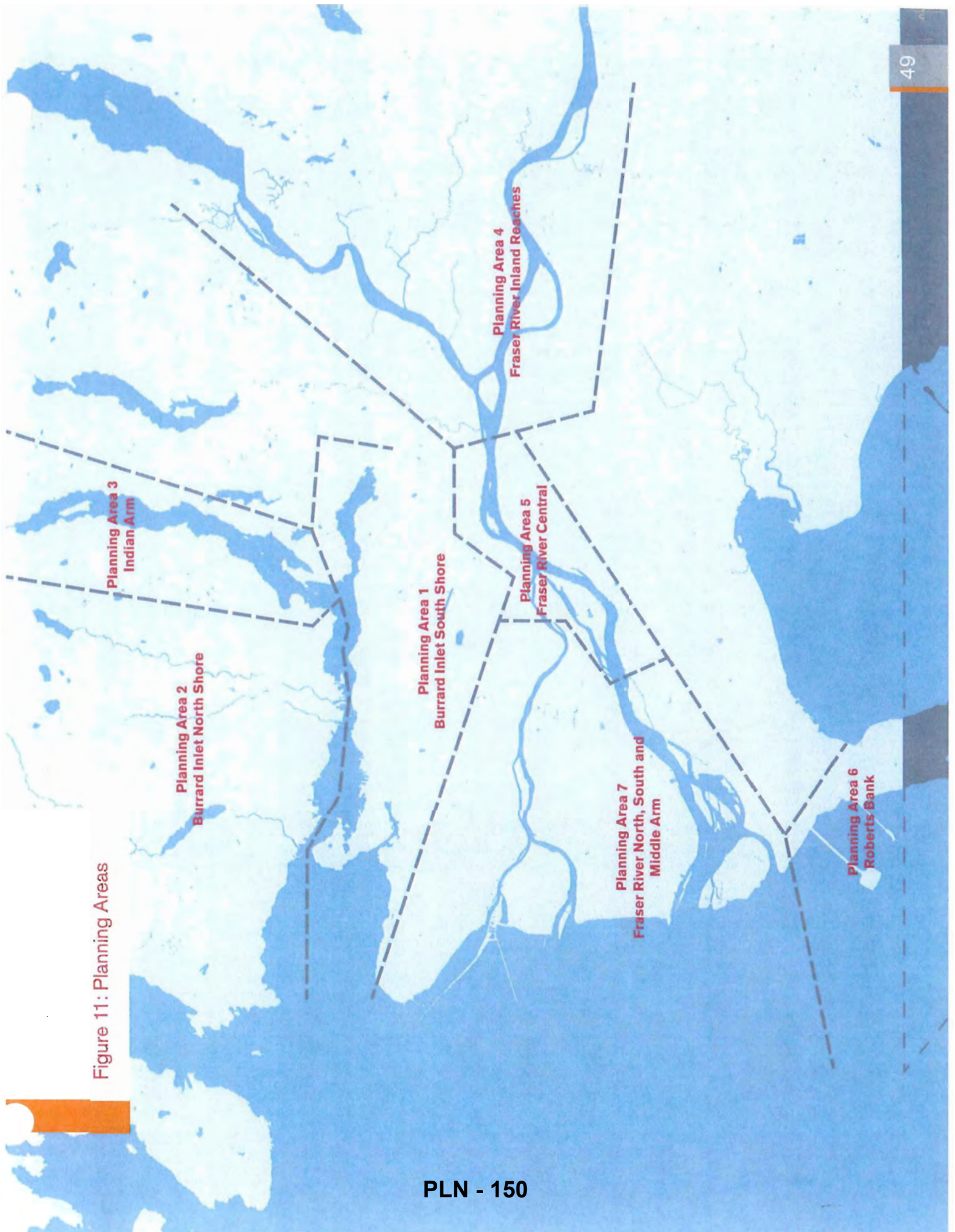


Figure 12: Planning Area 1 Burrard Inlet South Shore



First Nation Reserves
Water outside of Port Metro
Vancouver Management Jurisdiction

Land Use Designations

- Port Terminal
- Industrial
- Commercial
- Log Storage and Barge Moorage
- Recreation
- Conservation
- Port Water
- Special Study Area

For detailed Land Use Plan maps,
please visit Port Metro Vancouver's website.

8.1 Planning Area 1

Burrard Inlet South Shore

Burrard Inlet South Shore spans from Stanley Park in Vancouver to Port Moody Arm in Port Moody. It also includes the East Vancouver Port Lands (EVPL) sub-area, which borders Victoria Drive to Boundary Road and Commissioner Street to McGill Street in Vancouver. This sub-area has its own area plan containing specific policies related to port development.

Planning Area 1, along the south shore of Burrard Inlet, borders the municipalities of Vancouver, Burnaby and Port Moody, and the reserve lands of the Squamish Nation.

In 2013, the area handled over 30 million metric tonnes of cargo and over 812,000 cruise passengers. Major terminals along the South Shore include Canada Place, Centerm, Vanterm, Cascadia, Stanovan, Shellburn, Kinder Morgan Westridge, Burrard Products Terminal and Pacific Coast Terminals. Collectively, these terminals move cruise passengers, containers, dry bulk, liquid bulk, and breakbulk cargo. The area is connected to the main Canadian Pacific Railway (CP) corridor, with access for Canadian National Railway (CN) and Burlington Northern Santa Fe Railway (BNSF), and regional truck routes to the rest of Canada.

The South Shore includes industrial and commercial activities, float plane operations, anchorages, and a number of conservation and recreational uses and waterfront parks.

There will be continued growth of port-related uses in all commodity sectors on the South Shore, particularly in container, dry bulk and liquid bulk activities, and industrial uses.

Further intensification of port-related industrial uses on existing sites is likely, particularly as the availability of industrial lands in the region becomes more limited.

Current and future investments in rail and road infrastructure through initiatives such as the South Shore Corridor Project are expected to improve operational efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

The close proximity of residential areas to port-related activities and conversion of former industrial lands to non-industrial uses create the potential for conflicts between port-related and non-industrial uses. Solutions will require careful planning and collaboration between the Port and adjacent municipalities and First Nations.



The South Shore is one of the major trading areas in Port Metro Vancouver and benefits from a deep-sea shipping channel.

Figure 13: Planning Area 2 Burrard Inlet North Shore



First Nation Reserves
Water outside of Port Metro
Vancouver Management Jurisdiction

Land Use Designations

- Port Terminal
- Industrial
- Commercial
- Log Storage and Barge Moorage
- Recreation
- Conservation
- Port Water
- Special Study Area

For detailed Land Use Plan maps,
please visit Port Metro Vancouver's website.

8.2 Planning Area 2

Burrard Inlet North Shore

The North Shore extends from the southeast area of Ambleside Park in West Vancouver to Cates Park/Whey-ah-Wichen in the District of North Vancouver.

Planning Area 2, along the north shore of Burrard Inlet, borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver, and the reserve lands of the Squamish and Tseil-Waututh Nations.

This Planning Area borders a deep-sea shipping channel and is one of the major trading areas in the port. In 2013, the North Shore handled over 23 per cent of all cargo volume through the port, and remains an integral connection for Canadian exports to overseas markets. It is a critical export gateway to the Asia-Pacific region and supports export-based industries, including agriculture, forestry, mining and manufacturing in British Columbia and across Canada. It also provides important import services for products such as metal concentrates, phosphate rock, petroleum products, salt, steel, pipe and project cargo.

Major terminals and industrial activities in this area include Richardson International, Cargill, Neptune, Lynnterm, Univar Canada, Canexus, Vancouver Wharves, Fibreco, and Seaspan. Collectively, these terminals move project cargoes, dry bulk, liquid bulk and breakbulk products, and Seaspan Terminal provides various marine services including shipbuilding. There are some industrial

and commercial uses, anchorages, as well as conservation and recreation activities in the area. This area includes a main rail line for Canadian National Railway (CN).

It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the North Shore, particularly in dry bulk, liquid bulk and breakbulk activities. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in the region become more limited.

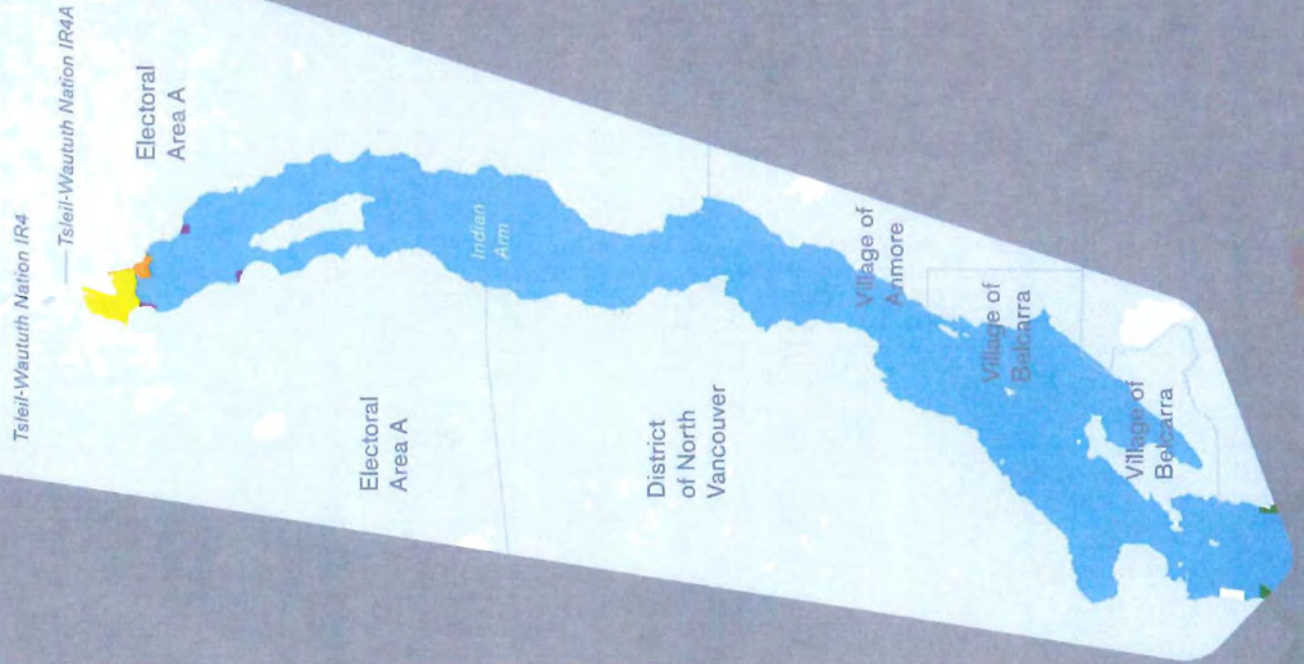
Current and future investments in rail and road infrastructure, such as through the Low Level Road and other improvement projects, are expected to improve operational efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

The close proximity of residential areas to port-related activities and conversion of former industrial lands to non-industrial uses create the potential for conflicts between port-related and non-industrial uses. Solutions will require careful planning and collaboration between the Port and adjacent municipalities and First Nations.



In 2013, the North Shore handled over 23 per cent of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets.

Figure 14: Planning Area 3 Indian Arm



First Nation Reserves
Water outside of Port Metro
Vancouver Management Jurisdiction

Land Use Designations

- Port Terminal
- Industrial
- Commercial
- Log Storage and Barge Moorage
- Recreation
- Conservation
- Port Water
- Special Study Area

For detailed Land Use Plan maps,
please visit Port Metro Vancouver's website.

8.3 Planning Area 3

Indian Arm

Planning Area 3 extends from Cates Park/Whye-ah-Wichen in the District of North Vancouver to the Indian Arm Estuary. Indian Arm is a natural fjord characterized by deep water, steep slopes and undeveloped upland forests.

The area borders the District of North Vancouver, the Villages of Belcarra and Anmore, Port Moody, Electoral Area A, and the reserve lands of the Tsleil-Waututh Nation.

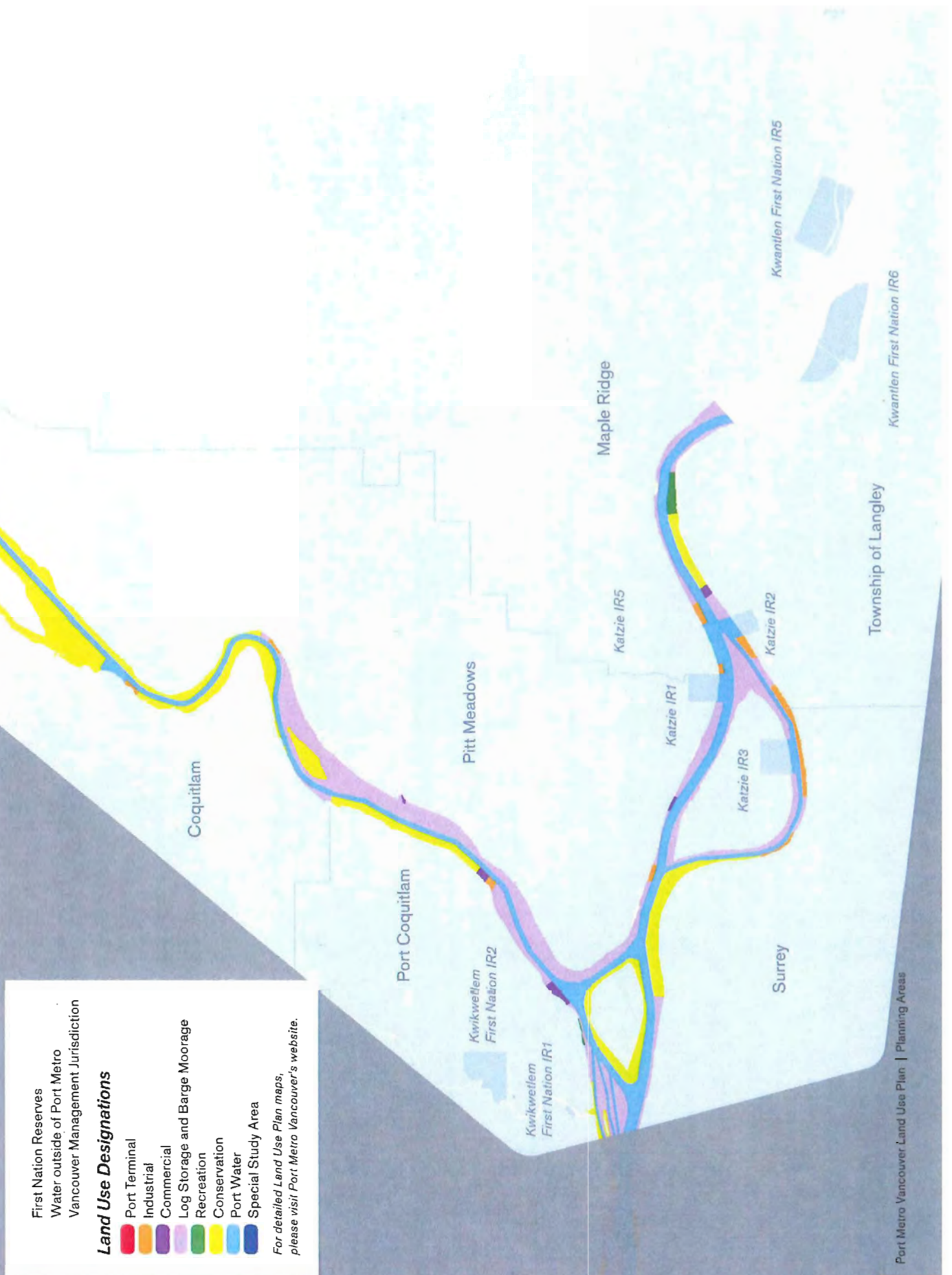
A majority of the upland area in Indian Arm consists of local, regional and provincial parks. Cates Park/Whye-ah-Wichen, meaning "Facing the Wind", and Indian Arm Provincial Park/Say Nuth Khaw Yum, named after the fierce serpent that once laid across the fjord, reflect the area's rich First Nations history and culture. Indian Arm also includes two Metro Vancouver Regional Parks: Thwaytes Landing and Belcarra Regional Park.

Existing uses include residential moorage facilities, marinas and public wharves. Future port-related uses in this area will likely continue to be limited, mainly consisting of a mix of commercial, recreational and conservation uses.



Cates Park/Whye-ah-Wichen, meaning "Facing the Wind", and Indian Arm Provincial Park/Say Nuth Khaw Yum, named after the fierce serpent that once laid across the fjord, reflect the area's rich First Nations history and culture.

Figure 15: Planning Area 4 Fraser River Inland Reaches



8.4 Planning Area 4

Fraser River Inland Reaches

Planning Area 4 extends east from the Port Mann Bridge to Pitt River and Kanaka Creek in Maple Ridge.

The Inland Reaches in the Fraser River border the municipalities of Port Coquitlam, Pitt Meadows, Surrey, the Township of Langley, the District of Maple Ridge and the reserve lands of the Katzie First Nation.

The Fraser River Inland Reaches area mainly consists of domestic and local navigation channels, which are relatively shallow in depth. The area is primarily used for log storage, industrial, commercial, conservation and recreational uses. Future port-related uses in this area will likely continue to include a mix of existing uses.



The majority of the forest products moving through the Fraser River Inland Reaches include domestic logs and domestic woodchips. Other forest products include lumber, pulp, and paper which are moved in containers or as breakbulk through other terminals.

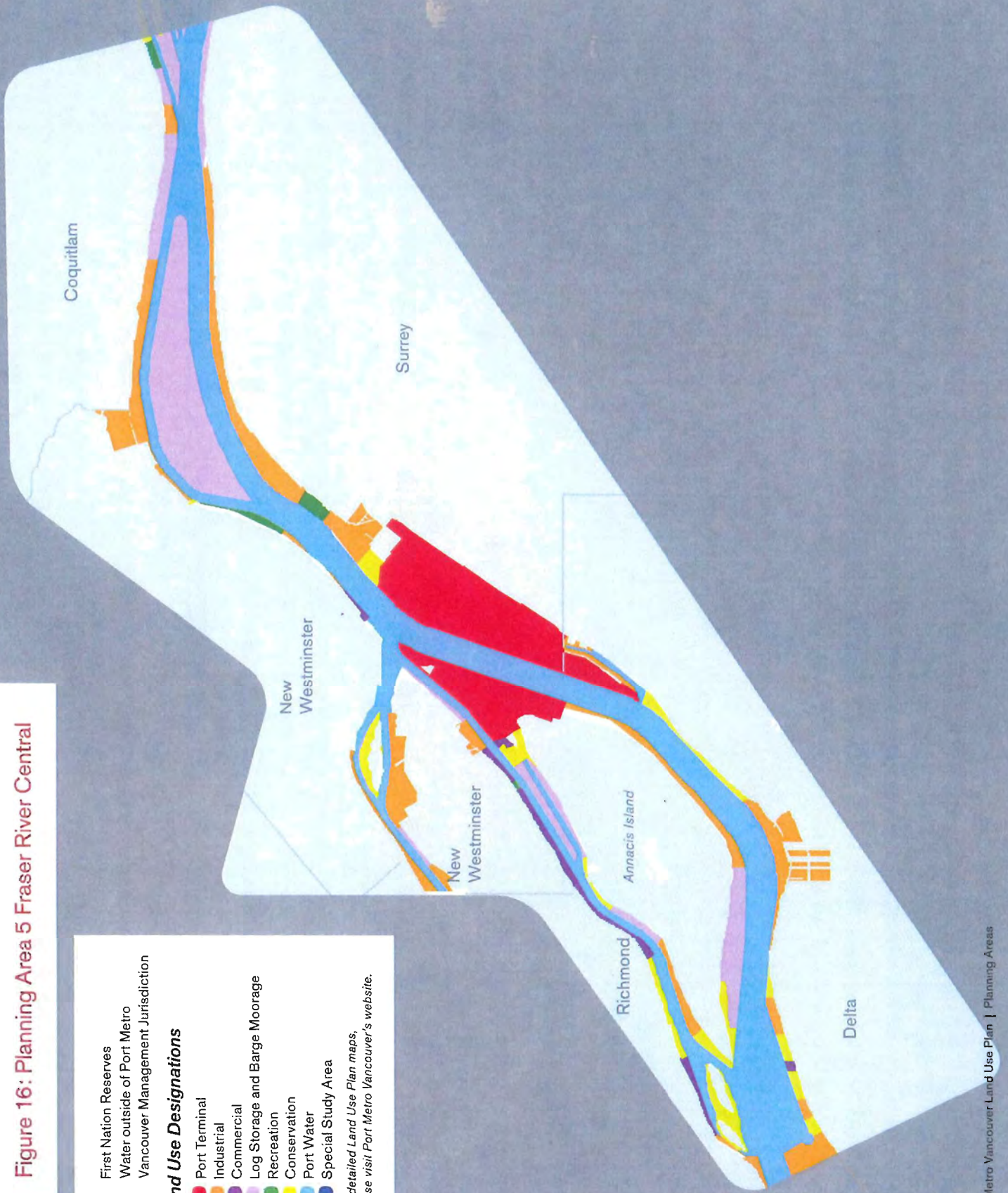
Figure 16: Planning Area 5 Fraser River Central

First Nation Reserves
Water outside of Port Metro
Vancouver Management Jurisdiction

Land Use Designations

- Port Terminal
- Industrial
- Commercial
- Log Storage and Barge Moorage
- Recreation
- Conservation
- Port Water
- Special Study Area

For detailed Land Use Plan maps,
please visit Port Metro Vancouver's website.



8.5 Planning Area 5

Fraser River Central

Planning Area 5 extends from approximately three kilometres southwest of the Alex Fraser Bridge on the south reach to west of the Port Mann Bridge, and is the main area of port activity on the Fraser River.

Fraser River Central borders the municipalities of Richmond, Delta, New Westminster, Surrey and Coquitlam. The western boundary of the Planning Area coincides with the provincial bed of the Fraser River.

The Fraser River Central area has a deep-sea shipping channel up to Fraser Surrey Docks. The Planning Area includes two deep-sea terminals: Fraser Surrey Docks in Surrey, which handles a variety of bulk and breakbulk products as well as containers, and Wallenius Wilhelmsen Logistics (WWL) on Annacis Island in Delta, which specializes in automobiles. There is also a wide variety of port-related industrial and commercial uses such as barge moorage, ship repair, shipbuilding, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreational uses also exist throughout this area.

As potential growth becomes limited in the Burrard Inlet North and South Shore Planning Areas, it is possible that more upland and foreshore areas of Planning Area 5 will be developed to accommodate port-related activities, particularly if the navigational draft increases.

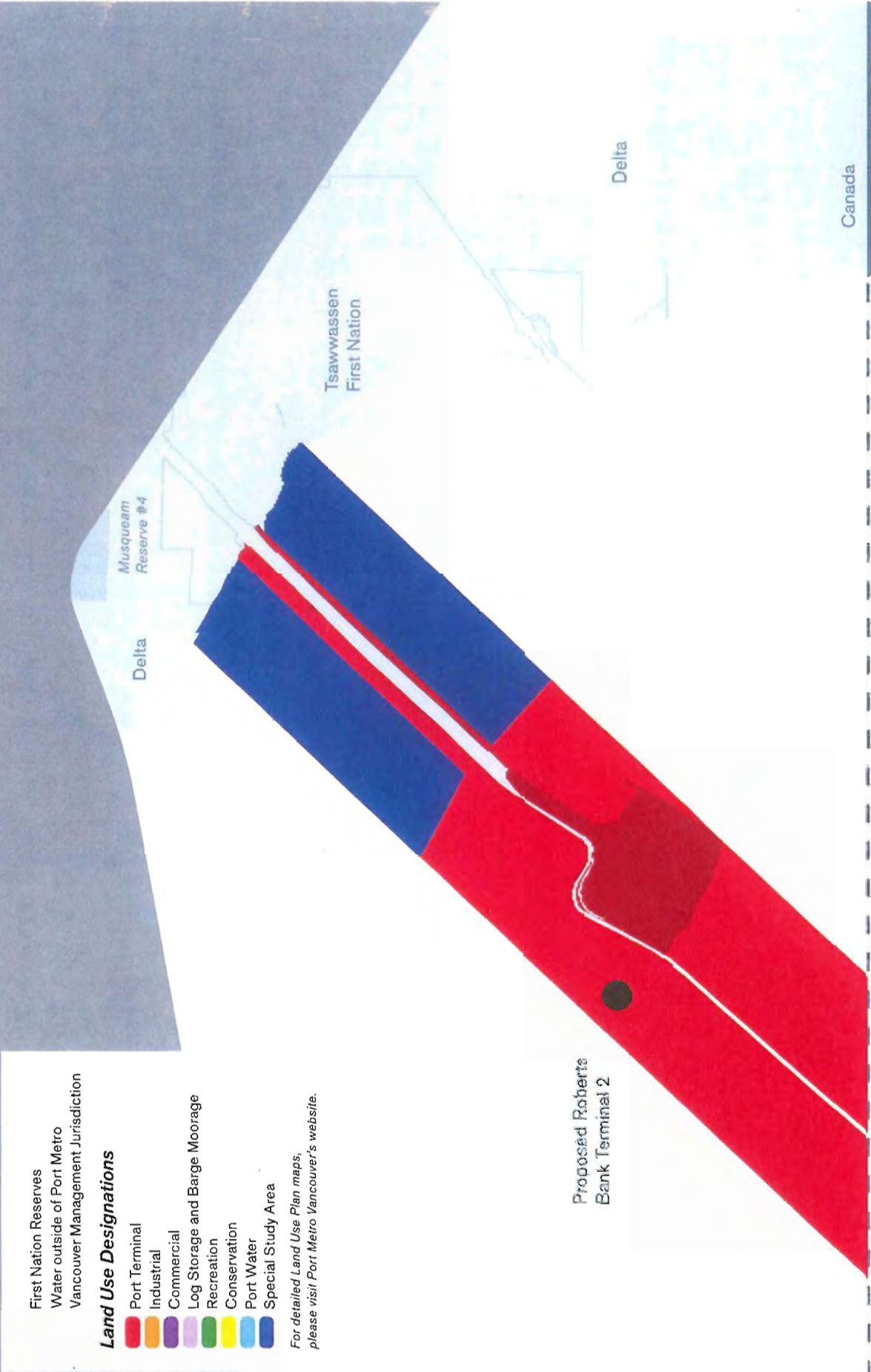
It is likely that there will be further intensification of port-related industrial uses on existing sites, particularly as industrial lands in the region become more limited.

Similar to other areas of the port, the Fraser River Central Planning Area is facing the continued conversion of former industrial uplands to residential and other non-industrial uses. This may increase the potential for conflicts between port-related and non-industrial uses in the community. Solutions will require careful planning and collaboration between the Port and adjacent municipalities and First Nations.



This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all cargo sectors.

Figure 17: Planning Area 6 Roberts Bank



8.6 Planning Area 6

Roberts Bank

Planning Area 6 in Roberts Bank extends into the Strait of Georgia from the foreshore of the Corporation of Delta and the Tsawwassen First Nation lands.

Port Metro Vancouver facilities in this area consist of a 105-hectare artificial land mass and causeway originally built by the federal government in the 1960s, expanded in the 1980s, and expanded further by the Port in 2009 with the Deltaport Third Berth project.

Roberts Bank is one of the main trading areas of the Port, and contains one of the Port's largest bulk facilities, Westshore Terminals, and its largest container terminal, Deltaport. In 2013, over 43 million metric tonnes of container and bulk cargo flowed through Roberts Bank. It is served by a rail and road system that connects to major regional, national and United States rail and highway systems.

The Roberts Bank Planning Area is anticipated to undergo significant growth over the next 10 years as part of the Container Capacity Improvement Program (CCIP), a long-term strategy to deliver projects to meet anticipated growth in container capacity demand through a series of terminal road and rail improvements. This Planning Area also includes the proposed new container terminal known as the Roberts Bank Terminal 2 project that would significantly expand container capacity in response to projected demand. Further intensification of port-related activities and uses is likely to continue at the existing site.



Container traffic through Canada's Pacific Gateway is expected to double over the next 10 to 15 years. Current projections indicate approximately four million TEUs (twenty-foot equivalent units) of additional capacity will be needed to meet Canada's west coast container demand by 2030.

Figure 18: Planning Area 7 Fraser River North, South and Middle Arm



8.7 Planning Area 7

Fraser River North, South and Middle Arm

Planning Area 7 extends from the North Arm Jetty and Sturgeon Bank to the north end of Boundary Road in New Westminster, and from the Sand Heads to just east of Tilbury Island.

This Planning Area in the North, South (also referred to as the Main Arm) and Middle Arms of the Fraser River borders The University of British Columbia, Vancouver International Airport (YVR), the municipalities of Vancouver, Richmond, Burnaby, Delta and New Westminster, and the reserve lands of the Musqueam Indian Band.

The North, part of the South, and the Middle Arms of the Fraser River are included within a Head Lease with the Province of British Columbia until the end of 2014. After 2014, the Port maintains navigational jurisdiction in these waters, and still holds a number of properties in the upland to support trade activities. Future use of these lands is likely to be similar to current uses, although more intensive use of sites on the South Arm can be anticipated to support the growth in Canada's trade.

The Fraser Richmond port lands, including the Richmond Logistics Hub, is a 700-acre industrial area with excellent transportation access, through CN Rail, the Fraser River, arterial roadways and major highways. This area forms a strategically-located logistics and distribution hub important for the efficient movement of goods to and from the Lower Mainland's four container terminals (Deltaport, Vanterm, Centerm, and Fraser Surrey Dock). As one of the most significant off-dock industrial areas in the Lower Mainland, the Fraser Richmond port lands has some of the highest volumes and most concentrated drayage truck activity in the region. This planning area includes terminal sites capable of supporting substantial growth in trade activity.



After 2014, the Province of British Columbia will resume responsibility for managing the waters and foreshore lands associated with the provincial bed of the Fraser River. The Port will maintain navigational jurisdiction and will continue to hold a number of upland properties to support trade activities.

9.0 Project and Environmental Review

The project and environmental review processes contribute to the goal of integrating social, environmental and economic sustainability into land use and development decision-making.

9.1 Project Review Process

Most physical works on Port Metro Vancouver property require a Project Permit, and sometimes a Port Building Permit. All works on Port lands and waters must be reviewed under the Port's Environment Policy even if a Project Permit is not required.

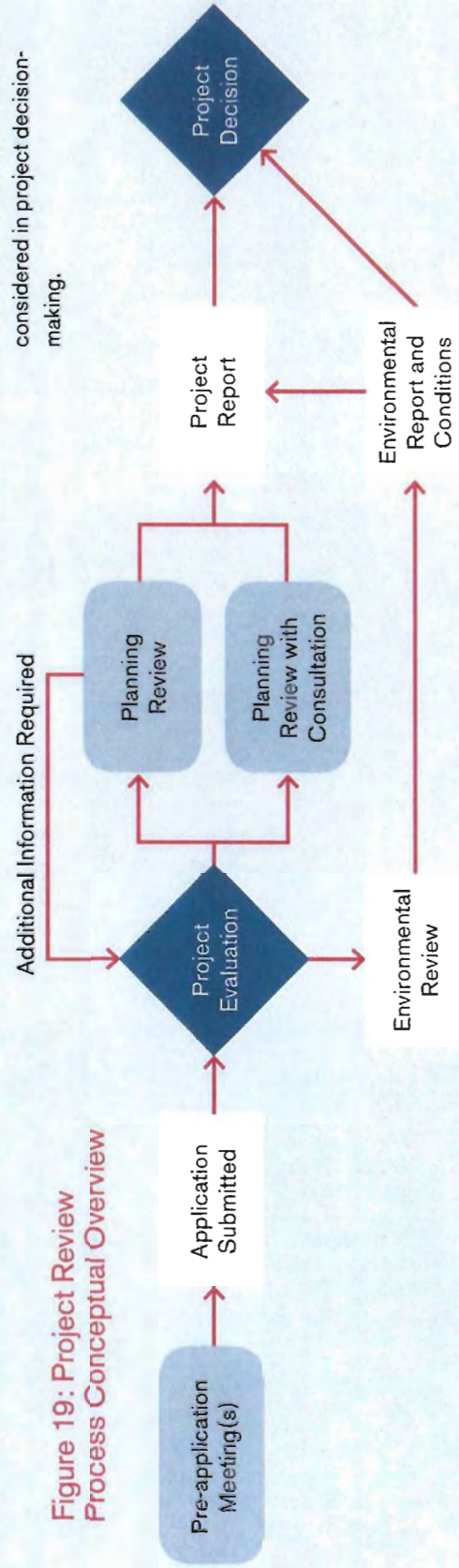
The Project Review Process commences upon receipt of a complete project permit application. Where the proposal involves potential off-site impacts (e.g., traffic, noise, views, glare, dust), Port Metro Vancouver may request the applicant to provide assessments of the impacts and options for mitigative measures. Additional documentation such as studies or professional reviews may be necessary.

The Project Review Process also determines the necessary consultation requirements, which may include referring the project to relevant local governments, First Nations, and/or stakeholders for review and comment, as well as other consultation activities depending on the project's scope and scale, and the level of community interest.

Any such requirements will be identified by the Port during either the pre-application discussions or the Project Review Process.

The Project Review Process ensures that:

- 1) All applicable projects and proposals in the Port's jurisdiction or authority are reviewed, whether they are led by the Port, tenants or others.
- 2) The Process includes planning best practices and environmental reviews mandated under legislation.
- 3) Potentially impacted local communities, First Nations, stakeholders, customers and tenants are consulted and their comments considered in project decision-making.



Note: A review of the Project Review Process is underway and may result in updates to the process.

9.2 Environmental Review

Under the *Canadian Environmental Assessment Act, 2012* (CEAA), Port Metro Vancouver is a federal authority responsible for assessing non-designated projects.

To fulfill its legal responsibility under the CEAA, the Port maintains an environment policy that outlines how to perform environmental reviews.

The Port's Environment Policy requires that all projects and activities that could have an effect on the lands and waters within the Port's jurisdiction undergo an environmental review, and that potential environmental effects are identified, evaluated, avoided and/or mitigated.

The Port's Environment Policy ensures that:

- 1) The Port reviews all projects and proposals in the Port's jurisdiction that are not "designated" projects under the CEAA.
- 2) The Port must not carry out a project on federal lands, or exercise any power or perform any duty or function that would permit a project to be carried out, in whole or in part, on federal lands, unless the Port first determines that the carrying out of the project is not likely to cause significant adverse environmental effects.



Under the *Canadian Environmental Assessment Act, 2012*, the Port must not make any decisions or carry out any non-designated projects unless the Port determines the project is not likely to cause significant adverse environmental effects.

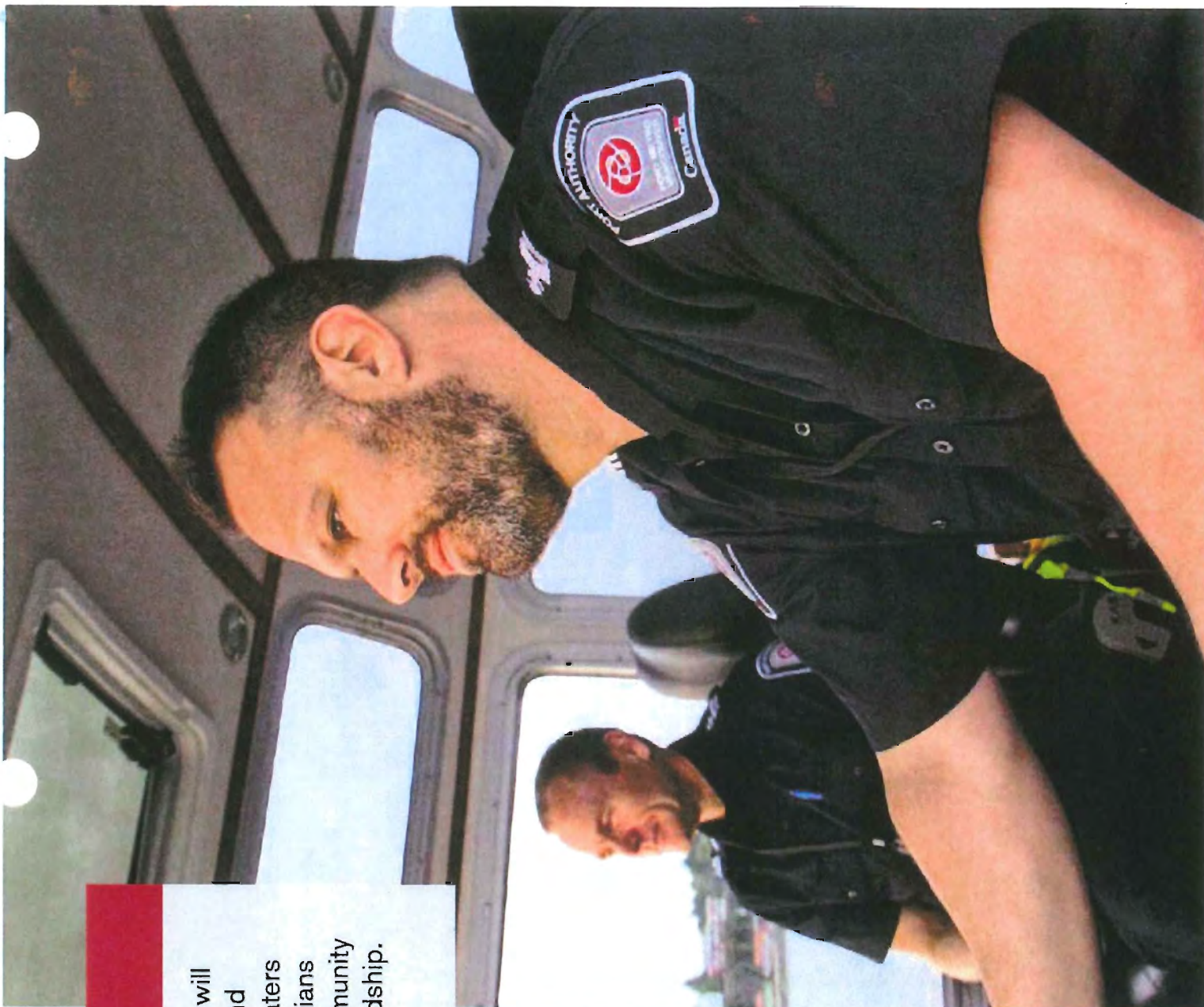
10.0 Implementation

Port Metro Vancouver's Land Use Plan will help guide and manage the planning and development of the Port's lands and waters to facilitate trade on behalf of all Canadians while demonstrating leadership in community engagement and environmental stewardship.

10.1 Role of Port Metro Vancouver

Port Metro Vancouver has primary responsibility for implementing the Plan's policy directions and initiatives, although in many cases implementation will happen in conjunction with other agencies. The implementation measures outlined in Section 10.3, and the measures to be developed in the years to come, serve as an action plan for the Port itself and the broader port community.

The Port's Project and Environmental Review Processes will continue to be key mechanisms for evaluating and consulting on proposed developments within the Port's jurisdiction, guided by the policies and directions established by the Plan.



10.2 Role of Partners

Port Metro Vancouver's partners will play a crucial role in the implementation of the Land Use Plan. In some cases, partners will take the lead in providing the context for achieving the goals and objectives of the Plan, since the long-term prosperity of the port and its surrounding communities are so closely interrelated. Key partners in implementing the Plan include:

Terminal operators, customers and tenants

Through their operations, new projects, corporate initiatives and investments in the Gateway.

Municipalities and First Nations

Through their role in managing the growth of their own communities in a way that supports efficient and effective access to port lands, addressing potential conflicts along the interface between the port and nearby residents and businesses, and through capitalizing on the economic and other opportunities that a thriving port can offer.

Senior government and regional agencies

Through collaborative planning and delivery of infrastructure that supports efficient and effective port operation and sustainable growth.

Transportation service providers

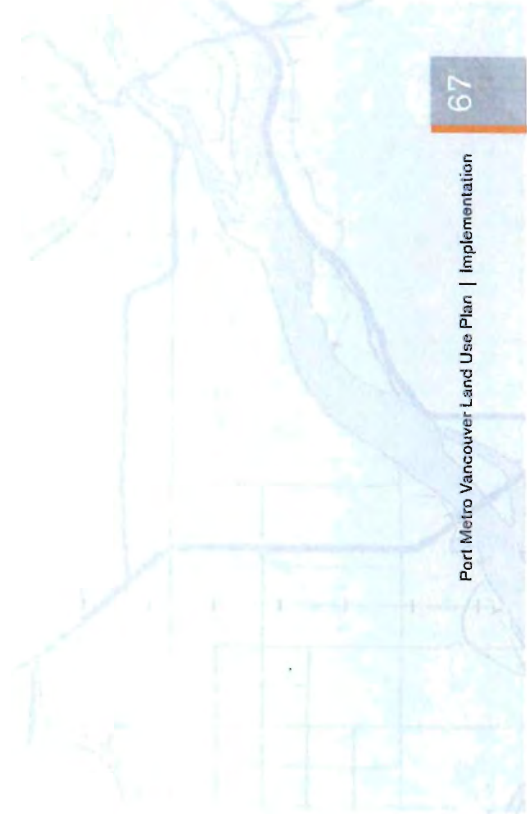
Through the delivery of efficient and effective road, rail and water-based transportation infrastructure and services that enable fluid cargo movement in a manner that is sensitive to the impacts on host communities and supply chain requirements.

Neighbourhoods and individuals

Through engaging with the Port in ongoing and new initiatives, and being aware of the role the Port plays in the livability and prosperity of the region.

FRASER RIVER IMPROVEMENT INITIATIVE

The establishment of the Fraser River Improvement Initiative is an example of a regional collaboration resulting in a five-year initiative to remove derelict structures and vessels from the Fraser River. Port Metro Vancouver will lead this initiative with municipalities and Metro Vancouver, targeting derelict vessels and structures that pose a risk to the environment, wildlife or navigational safety on the Fraser River.



10.3 Implementation Measures

The measures identified below were developed to reflect the Port's commitment to the sound management of its lands and waters, and to the realization of the Land Use Plan's goals, objectives and policy directions. The measures describe the 'how' in terms of realizing the Port's vision for managing growth.

Figure 20 provides an initial list of implementation measures, together with their anticipated timeline. Additional implementation measures will be developed over time and integrated into Port Metro Vancouver programs.

Figure 20: Port Metro Vancouver Land Use Plan Implementation Measures

No.	Implementation Measure	Timeline			
		Short 2014–16	Medium 2016–18	Long 2018+	Ongoing
1	Explore and pursue initiatives with local governments, the Province of British Columbia and other agencies to protect the region's industrial land base – including consideration of an Industrial Land Reserve or similar approach – and identify opportunities to expand the industrial land base to meet the region's long-term needs.				
2	Undertake a study of best practices and opportunities to intensify the use of port terminals.				
3	Develop updated Log Storage Guidelines.				
4	Work with governments and other agencies on the development of a Regional Flood Management Plan.				
5	Collaborate with relevant agencies such as the Pacific Climate Impacts Consortium on sea level rise research and the potential implications for port-related business and infrastructure.				
6	Undertake a comprehensive review of each site designated as a Special Study Area in the Land Use Plan to determine their suitable long-term use. This review will include consultation with affected communities, governments, agencies and stakeholders prior to the associated amendments to this Land Use Plan.				
7	Continue to monitor events and trends to determine and report on progress towards the Port's anticipated future established through the Port 2050 process.				
8	Pursue a Designated Anchorage Area Pilot Project specific to pleasure craft, in partnership with the City of Port Moody.				

No.	Implementation Measure	Timeline			
		Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
9	Participate in TransLink's initiative to prepare a Regional Goods Movement Strategy as part of its overall transportation plan.				
10	Pursue the development and implementation of strategies and initiatives that aim to reduce greenhouse gas intensity as a result of port operations, including the Port's Smart Fleet Trucking Strategy.				
11	Pursue the development and implementation of strategies and initiatives that aim to reduce diesel particulate matter emissions as a result of port operations, including the Port's Non-Road Diesel Emissions Initiative led by the Port and Metro Vancouver.				
12	Update the port air emissions inventory every five years and report annually on progress towards achieving the goals and targets in the Port's Air Action Program.				
13	Apply Port Metro Vancouver's Air and Energy Action Initiative to promote leadership in energy conservation and the use of alternative energy and clean technology.				
14	Continue to implement the five-year Fraser River Improvement Initiative to address the removal of derelict vessels and structures that pose risk to the environment, wildlife safety or impede navigational safety on the Fraser River.				
15	Prepare and implement sustainable development guidelines for developing on port lands and waters.				
16	Strengthen and implement practices through ongoing development of Port Metro Vancouver's environmental management system, in order to promote continuous improvement of the surrounding environment.				
17	Implement and maintain Port Metro Vancouver's Aboriginal Business Directory.				
18	Maintain and monitor Port Metro Vancouver's Community Investment Program.				
19	Update and implement the Port's guidelines for recreational docks.				

No.	Implementation Measure	Timeline			
		Short 2014–16	Medium 2016–18	Long 2018+	Ongoing
20	Develop and implement the Smart Fleet Trucking Strategy to improve the efficiency of port-related truck traffic.				
21	Develop archaeological review guidelines to assist in the review of development proposals.				
22	Evaluate and determine if the East Vancouver Port Lands Area Plan needs to be updated, in consultation with the Burrard View Community Association, the City of Vancouver and area residents.				
23	Implement a Municipal Outreach Program in order to proactively guide efforts to maintain and further develop Port Metro Vancouver's working relationships with local governments and Metro Vancouver.				
24	Support ongoing communication with customers, stakeholders, local governments, First Nations and relevant agencies through measures such as the Municipal Engagement Program, Aboriginal Engagement Strategy, Community Liaison Committees, and regular dialogue and engagement activities.				
25	Complete an evaluation of the Port's Project Review Process.				

10.4 Monitoring and Reporting

Port Metro Vancouver's Land Use Plan is intended to be adaptable to changing conditions. Through monitoring and reporting, the Port is able to ensure that the Land Use Plan will guide the current and future management of the Port's lands and waters while also being responsive to new opportunities, changing market circumstances, and new ideas. Reporting on the implementation of the Land Use Plan will be undertaken through Port Metro Vancouver's annual Sustainability Report to ensure that stakeholders and the public are aware of progress towards achieving the goals and objectives of this Land Use Plan.

10.5 Amendments to the Plan

The Land Use Plan is approved by the Port Metro Vancouver Board of Directors and may be amended from time to time by the Board, consistent with the applicable legislation. Port Metro Vancouver will consider the need for a major review of the Plan five years after its adoption or last major update. The Port may also consider an earlier review of the Plan, should it be deemed necessary.

In order to keep the Plan relevant and to adjust to changing circumstances in support of the Mission and Vision of Port Metro Vancouver, amendments to the Plan may be required from time to time outside of the five-year major reviews of the Plan. An amendment to one element of the Plan may affect several other elements of the Plan, as they may be interdependent. Therefore, any proposed amendment will require a thorough assessment of the potential impacts on the balance of the Plan.

Amendment Process

Amendments to the Land Use Plan are initiated by Port Metro Vancouver, and must be consistent with applicable provisions of the *Canada Marine Act*.

Minor Amendments

Minor amendments would not have a substantive impact on the policies and directions of the Land Use Plan. These may include minor wording refinements, technical updates, or minor designation boundary amendments to reflect lease area adjustments. Consultation is generally not required for such amendments. Port Metro Vancouver will post information on minor amendments, and maintain an up-to-date version of the Land Use Plan, on Port Metro Vancouver's website.

Substantive Amendments

Substantive or major amendments to the Plan would have a significant impact on the policies and directions of the Land Use Plan. These may include changes to land use designations for specific sites, inclusion of new acquisitions or dispositions of land, or substantive revisions to goals, objectives and/or policy directions as set out in the Land Use Plan.

For substantive amendments, the *Canada Marine Act* sets out procedural requirements for public notice and adoption by the Board of Directors. Port Metro Vancouver is committed to undertaking a consultation process to solicit input from interested parties for all proposed substantive amendments to the Land Use Plan. Port Metro Vancouver will post information on substantive amendments, and maintain an up-to-date version of the Land Use Plan on Port Metro Vancouver's website.

Port Metro Vancouver will consider the need for a major review of the Plan five years after its adoption or last major update. The Port may also consider an earlier review of the Plan, should it be deemed necessary.



11.0 Glossary

Berth: An area of water allocated for the wet storage of vessels attached to a fixed or floating structure allowing walk-on access to vessels.

Booming Grounds: An area where boats are used to push or pull logs, booms, bundles or bags for temporary storage prior to shipping.

Breakbulk Cargo: Generalized cargo that is not containerized but may be bundled into specific units. Typical breakbulk cargo includes goods such as lumber, steel, pulp and machinery.

Certificate of Amalgamation: The Certificate of Amalgamation (effective January 1, 2008) issued by the Minister of Transport in accordance with the Port Authorities Management Regulations under which the Vancouver Port Authority, the Fraser River Port Authority and the North Fraser River Port Authority are amalgamated and continued as the Vancouver Fraser River Port Authority.

Channel: An unobstructed waterway that allows the movement of vessel traffic.

Deep Water: A minimum water depth of 2 metres, relative to the Canadian Hydrographic Service Chart Datum.

Dock (Fixed Pier): A non-floating structure extending seaward beyond the shore and to which a ramp (gangway) is usually attached.

Dry Bulk Cargo: Dry cargo that is poured or transferred into ships in bulk, such as grain, sulphur, coal and metal and mineral concentrates.

Environmental Review: A review and evaluation of the possible impacts that a proposed project may have on the environment.

Foreshore: The lands located between the Legal High Water Mark and the Average Low Water Mark.

Green House Gases (GHG) Intensity*: A ratio to express GHG impact per unit of physical activity or unit of economic value (e.g., tonnes of CO₂-equivalent emissions per unit of electricity generated, grams of CO₂-equivalent emissions per TEU, grams of CO₂-equivalent emissions per tonne-kilometre, tonnes of CO₂-equivalent emissions per tonne of product, tonnes of CO₂-equivalent emissions per dollar revenue).

Intermodal: The transshipment of cargo by means of multiple interconnected methods including rail, water, air and road.

Letters Patent: The Letters Patent for the Vancouver Fraser Port Authority issued by the Minister of Transport under the authority of the *Canada Marine Act* that are contained in the Certificate of Amalgamation and that set out the powers of the Vancouver Fraser Port Authority to operate the Port, as amended by Supplementary Letters Patent issued by the Minister of Transport from time to time.

Liquid Bulk Cargo: Liquid cargo, such as crude petroleum, refined petroleum, edible oils, and petrochemicals, that is poured or pumped into or out of ships.

Moorage: A specific location in the water where vessels such as ships, boats and barges are able to tie up at a berth or anchorage.

Off-Dock: Non-marine facilities that assist and extend a port's container and cargo-handling capability by shifting and performing services such as temporary storage, customs clearance and transloading of containers, containerized cargo and general cargo away from the port's main areas of marine and ship-handling activity. Off-dock facilities tend to be located in or near major cities and are typically well connected by road and rail, which facilitates the transfer of containers from the facilities to the seaports and vice versa.

* Source: *The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)*, World Resources Institute.

Project Cargo: Cargo that is destined for major resource and energy construction projects in Western Canada. Typically they are overweight and/or over-sized cargoes.

Shoreline: The general line defined where the water meets the land.

Smart Fleet Trucking Strategy: Port Metro Vancouver's Smart Fleet Trucking Strategy is a three-year plan to improve the long-term sustainability of the container drayage sector by working collaboratively with supply chain partners.

TEU: Twenty-foot equivalent units are the standard measurement for containers. Containers or 'boxes' can come in different sizes – 20-, 40- and 45-foot units. A forty-foot container would equate to two TEUs.

Vancouver Fraser Port Authority (VFPA): Doing business as Port Metro Vancouver, the Vancouver Fraser Port Authority is a corporation under the *Canada Marine Act* that is accountable to the federal Minister of Transport.

Vessel: Any ship, boat, barge, raft, dredge, floating elevator, float plane or other floating craft.

Water Lot: A property that is wholly or partially covered by water.

Acknowledgements

Port Metro Vancouver would like to thank the following organizations and many other members of the community who participated and contributed to the development of this Land Use Plan.

ADESA Vancouver	Environment Canada	Ministry of Forest, Lands and Natural Resource Operations	British Columbia
Against Port Expansion (APE) Community Group	Eric Vance & Associates	Natural Resource Operations	Squamish Nation
Agricultural Land Commission	Fisheries and Oceans Canada	Musqueam Indian Band	Sto:lo Tribal Council
Amix Group	Forrest Marine Ltd.	Nature Canada	Surrey Environmental Partners
Ashcroft Terminal	FortisBC	Nature Guides BC	Teck Coal Ltd.
Barclay Sound Services Ltd.	Fraser Health Authority	Nature Vancouver	TELUS
BC Ministry of Agriculture	Fraser River Coalition	Neptune Terminals	Terminal Forest Products
BC Ministry of Community, Sport and Cultural Development	Fraser River Pile and Dredge	New Westminster Chamber of Commerce	TimberWest Forest
BC Ministry of Environment	Fraser Surrey Docks	Norgate Park Community Association	Township of Langley
BC Ministry of Jobs, Tourism and Innovation	GCT Global Container Terminals Inc.	North Arm Transportation	Trans Mountain Expansion Project
BC Ministry of Transportation and Infrastructure	Gentle Strategies	North Delta Harbour Association	TransLink
BC Ministry of Transportation and Infrastructure, Pacific Gateway Branch	Georgia Strait Alliance	North Shore Waterfront	Transport Canada
BC Nature (Federation of BC Naturalists)	Greater Vancouver Gateway Council	Liaison Committee	Tsawwassen First Nation
BC Trucking Association	Guy Gentner, MLA, Delta North	Northland Asset Management Company	TSI Terminal Systems Inc.
BC Waterfowl Society	Hapag-Lloyd	Nuyroo Research Ltd.	Tsleil-Waututh Nation
Berezan Management (BC) Ltd.	Hemmera	Pacific Coast Marina Ltd.	Univar Canada
BIEAP-FREMP	High Water Ventures Ltd.	Pacific Coast Terminals	Vancouver Airport Authority
BNSF Railway	Hodder Tug Co. Ltd.	Pacific Metals Recycling International	Vancouver Airport Pipeline
Boundary Bay Conservation Society	ILWU Canada	Pacific Reload	Opposition for Richmond (VAPOR)
Bowen Island Municipality	Imperial Paving Ltd.	Pacific Salmon Foundation	Vancouver Coastal Health
Budget Marine Crane Services	Interfor (International Forest Products Ltd.)	Pacific Spirit Park Society (PSPS)	Vancouver Natural History Society
Burke Mountain Naturalists	International Longshore and Warehouse Union (ILWU)	Pacific Streamkeepers Federation	Vancouver Pile Driving
Burrard Inlet Marine Enhancement Society	Joe Trasolini, MLA, Port Moody - Coquitlam	Parklane Homes/Wesgroup Properties	Variety Marine Services Ltd.
Burrard Yacht Club	Katzie First Nation	Port Community Liaison Committee (Delta)	Vicki Huntington, MLA, Delta South
Burrardview Community Association	Kinder Morgan Canada	Quayl First Nation	Village of Ashcroft
Canadian Fertilizer Institute	Kingfisher Docks and Boats	Rabbit River Farms	Village of Belcarra
Canadian International Freight Forwarders Association	Kwantlen First Nation	Reed Point Marina Ltd.	Village of Lions Bay
Canadian Marine Environment Protection	Kwikwetlem First Nation	Residential Waterbot	Vierra
	Ladner Sediment Group	Reisholders Association	Wesgroup Properties
	Lafarge Canada Inc.	Richardson International Ltd.	West Coast Reduction Ltd.
	Lehigh Hanson Materials Ltd.	Richmond Chamber of Commerce	Western Sieveco Inc.
	Linwood Homes Ltd.	Save Our Shores Society	Western Transportation Advisory Council (WESTAC)
	Lyackson First Nation	Schnitzer Steel Canada Ltd.	Westshore Terminals
	Manitoulin Transport	Scotiabank	Wharf Street Committee
	Marine Life Sanctuaries Society of British Columbia	Seaspan	Winvan Paving Ltd.
	McKeen & Wilson Ltd.	Semiamho First Nation	Wreck Beach Preservation Society
	Meadows Marina	Shato Holdings	WWL Vehicle Services Canada Ltd.
	Metro Vancouver	South Fraser Action Network	
	Mill & Timber		

Our Mission

To lead the growth of Canada's Pacific Gateway in a manner that enhances the well-being of Canadians and inspires national pride.

Our Vision

To be recognized as a world class Gateway by efficiently and sustainably connecting Canada with the global economy, inspiring support from our customers and from communities locally and across the nation.

Our Values

Collaboration and Teamwork

We work together to achieve our greatest potential. We communicate openly and treat each other with trust and respect.

Customer Responsiveness

We strive to understand our customers' needs and to proactively provide them with distinctive value.

Innovation

We seek new ideas and creative solutions.

Leadership and Accountability

We lead by example, act with integrity and are accountable for our actions.

Our People

We are committed to continuous learning, diversity and balance.

Sustainability

We think long term, considering social, environmental and financial matters.



PORT METRO
vancouver

Port Metro Vancouver

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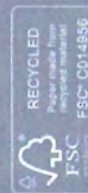
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Canada

Staff Comments on Port Metro Vancouver Land and Water Use Designations

The PMV Plan has a series of land and water use designations, each having a specific intent and list of associated uses that are part of seven planning areas based on geography and port-related activities. Richmond is largely in PMV's Planning Area 7: Fraser River – North, South and Middle Arm area, with the south eastern most part of Richmond in Planning Area 5: Fraser River – Central. Port properties are designated as either “Port Terminal”, “Industrial”, “Commercial”, “Recreation”, “Conservation”, or “Special Study Area” areas. With the exception of the “Special Study Area” designation, the proposed Plan’s designations are consistent with the 2041 OCP land use designations.

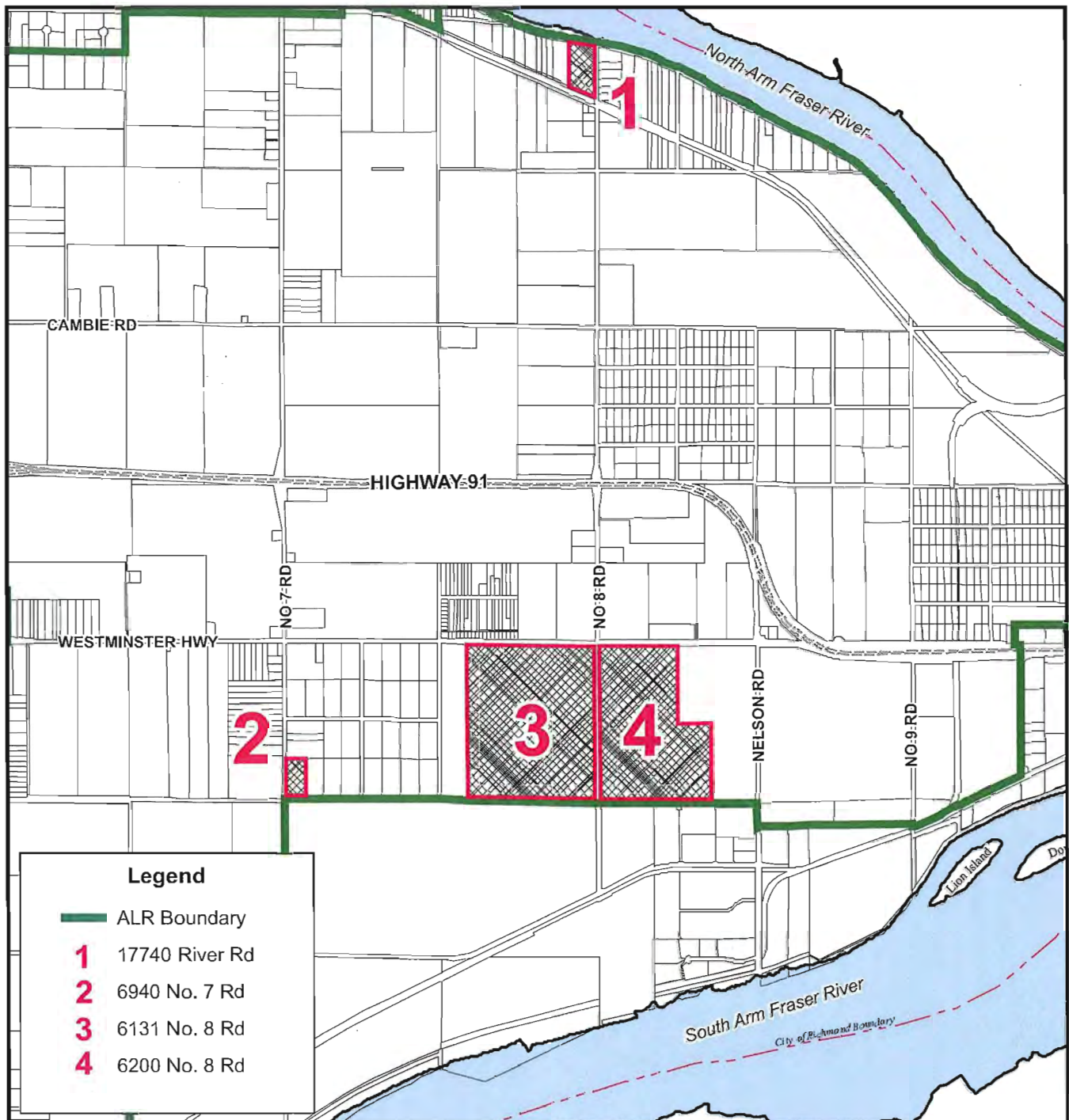
The adopted Plan has designated four properties in the City as “Special Study Area”, which is defined as areas that require further study, consultation and planning to determine their future use through a Land Use Plan amendment. The four properties total 97.2 ha (240 acres) in size, are all located within the ALR, designated “Agriculture” in the 2041 OCP and zoned AG1 Agriculture. The location of these properties can be found on the following page. The table below provides a summary of these properties.

Summary of Properties Designated “Special Study Area”			
No.	Address	Size	Current Land Use
1	17740 River Road	3.05 ha (7.53 acres)	Agriculture (Organic Eggs)
2	6940 No 7 Road	1.88 ha (4.64 acres)	Agriculture (Nursery)
3	6131 No 8 Road	52.67 ha (130.14 acres)	Agriculture
4	6220 No 8 Road	39.62 ha (97.91 acres)	Agriculture

The Plan indicates that the current use of designated “Special Study Area” areas will remain unchanged, until further consultation and analysis can be completed. The review is to include consultation with affected communities, governments, agencies and stakeholders, prior to amending the PMV Land Use Plan. Although the Plan indicates that land in the “Special Study Area” sites can only allow existing uses, (until the review is completed), this does not provide any assurance that the Port will not use them for Port purposes in the future.



City of Richmond



Port Metro Vancouver Special Study Areas

Original Date: 02/28/14

Revision Date: 00/00/00

Note: Dimensions are in METRES



City of Richmond

Report to Committee Planning and Development Department

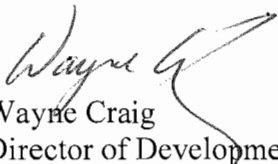
To: Planning Committee
From: Wayne Craig
Director of Development

Date: January 21, 2015
File: RZ 14-666216

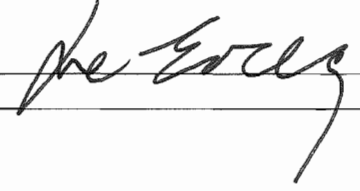
Re: Application by Alan Kwok and Angelina Kwok for Rezoning at
11760 Seaton Road from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9182, for the rezoning of 11760 Seaton Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director of Development

WC:blg
Att.

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

Staff Report

Origin

Alan Kwok and Angelina Kwok have applied to the City of Richmond for permission to rezone the property at 11760 Seaton Road from “Single Detached (RS1/E)” zone to “Single Detached (RS2/B)” zone to permit subdivision into two (2) lots fronting Seaton Road. An existing dwelling situated on the lot is to be demolished. A map and aerial photograph, showing the location of the subject site is included in Attachment 1. A preliminary subdivision plan is provided in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 3.

Surrounding Development

The subject property is located in the Shellmont Planning Area, in a primarily single-family residential neighbourhood. Existing development immediately surrounding the subject property is as follows:

- To the north, on either side of Seacastle Drive, are single-family residential lots under Land Use Contract 084.
- To the east, is a residential lot zoned “Two-Unit Dwellings (RD1)”.
- To the south and west, are single-family residential lots zoned “Single Detached (RS1/E)”.

Related Policies & Studies

2041 Official Community Plan (OCP)

The 2041 Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential (NRES)”. The proposed single-family development complies with the OCP land use designation.

Single-Family Lot Size Policy 5409

The subject site is located within the area governed by Single-Family Lot Size Policy 5409, which was adopted by Council on April 10, 1989, and subsequently amended on October 16, 1995; July 16, 2001 and October 21, 2013 (see Attachment 4). The Lot Size Policy permits the subject site to rezone and subdivide in accordance with the provisions of the “Single Detached (RS2/B)” zone.

Flood Management

The proposed redevelopment must meet the minimum requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

The rezoning information sign has been installed on the subject site. Staff have not been notified of any concerns expressed by the public regarding the proposed redevelopment.

Analysis

Site Servicing and Vehicle Access

There are no site servicing concerns regarding the proposed rezoning.

Vehicle access to both proposed lots is to be from Seaton Road.

Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan were submitted by the applicants (see Attachment 5). The report identifies one (1) tree located on City property proposed for removal, one (1) bylaw-sized tree located on-site proposed for removal, and one (1) bylaw-sized tree located on-site proposed for retention.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's recommendations as follows:

- One (1) Birch tree (Tag# 33) at 63 cm dbh located on-site is in good condition and should be retained.
- One (1) Cherry tree (Tag# 32) at 53 cm dbh located on-site is in fair condition, but cannot be retained, as it is located within the future building footprint of the proposed east subdivided lot.

Parks Department Staff have authorized the removal of one (1) off-site Plum tree on City property (Tag C) at 81 cm dbh located near the northeast frontage of the subject site, as it will conflict with new driveway construction and engineering servicing upgrades at future development stage. Prior to final adoption of the rezoning bylaw, the applicant is required to submit a contribution in the amount of \$1,300 to the Tree Compensation Revenue Fund for this tree removal.

Tree protection fencing is to be installed at a minimum of 4 m out from the base of the Birch tree (Tag# 33). Tree fencing is to be installed to City standard and in accordance with the City's Bulletin TREE-03 prior to demolition of existing buildings and must remain in place until all construction and landscaping works are completed on-site. To ensure the protection of this tree,

the applicants are required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Tree Survival Security in the amount of \$1,000.
- Enter into a contract between the applicant and a Certified Arborist for the supervision of works conducted within close proximity to the tree protection zone of the Birch tree (Tag# 33) to be retained. Pending the survival of the tree, the Tree Survival Security will not be released until a post-construction impact assessment report is reviewed to the satisfaction of City Staff.

Consistent with the 2:1 tree replacement guidelines in the OCP and with Council Policy 5032 – Tree Planting (Universal), the applicant is required to plant a total of three (3) replacement trees on the future subdivided lots (two (2) on the proposed west lot and one (1) on the proposed east lot). The replacement trees must be of the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
1	6 cm		3.5 m
2	10 cm		5.5 m

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a Landscaping Security to the City in the amount of \$1,500 (\$500/tree) to ensure that the three (3) replacement trees are planted and maintained on-site. Suitable replacement tree species include the Japanese Snowbell and the Star Magnolia.

Affordable Housing Strategy

For Single-Family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund.

The applicants propose to provide a legal secondary suite in the dwelling on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicants are required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of the legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicants) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Note: Should the applicants change their minds about the Affordable Housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings to be constructed (i.e., \$4,465).

Subdivision Stage

At subdivision stage, the developer is required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charges, Address Assignment Fee, and Engineering Servicing Costs for works outlined in Attachment 6.

Financial Impact or Economic Impact

None.

Conclusion

The rezoning application to permit subdivision of an existing lot into two (2) lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and with Single-Family Lot Size Policy 5409.

The applicants have agreed to the list of rezoning considerations (signed concurrence on file) included in Attachment 6.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9182 be introduced and given first reading.



Andrew Yu
Planning Technician (Temp)
(604-204-8518)

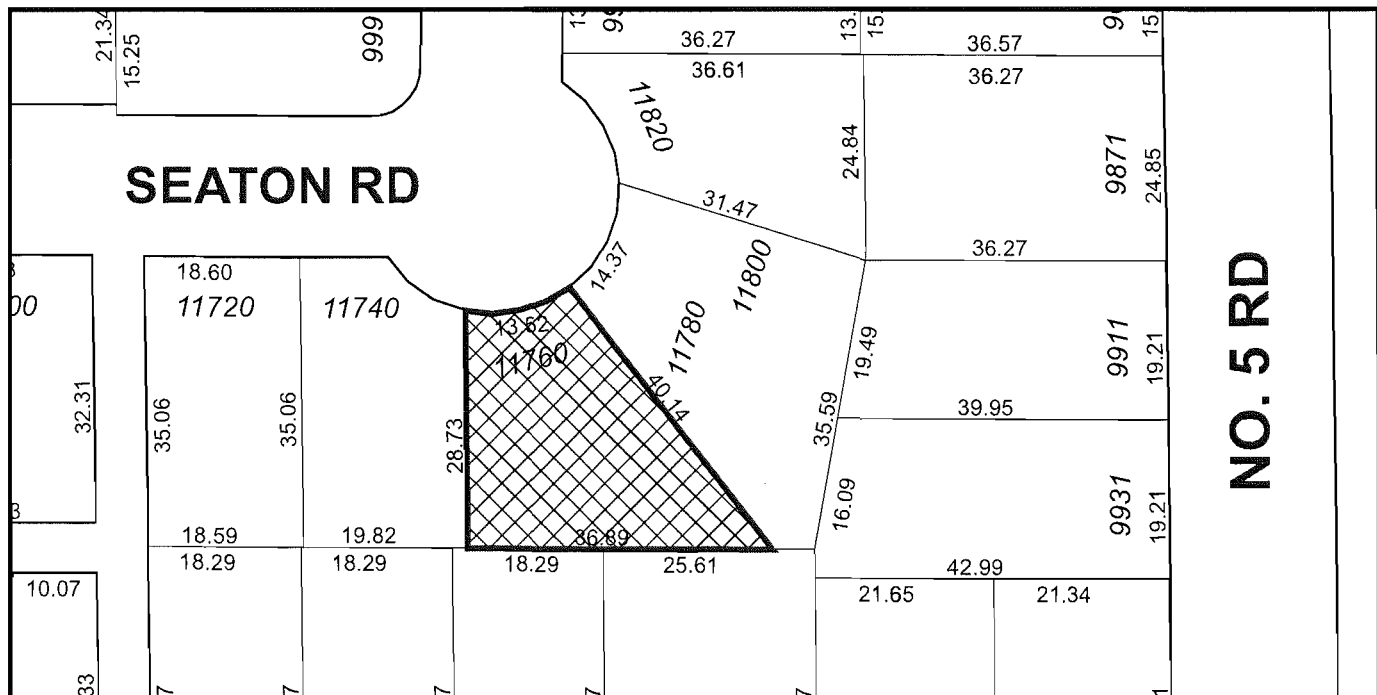
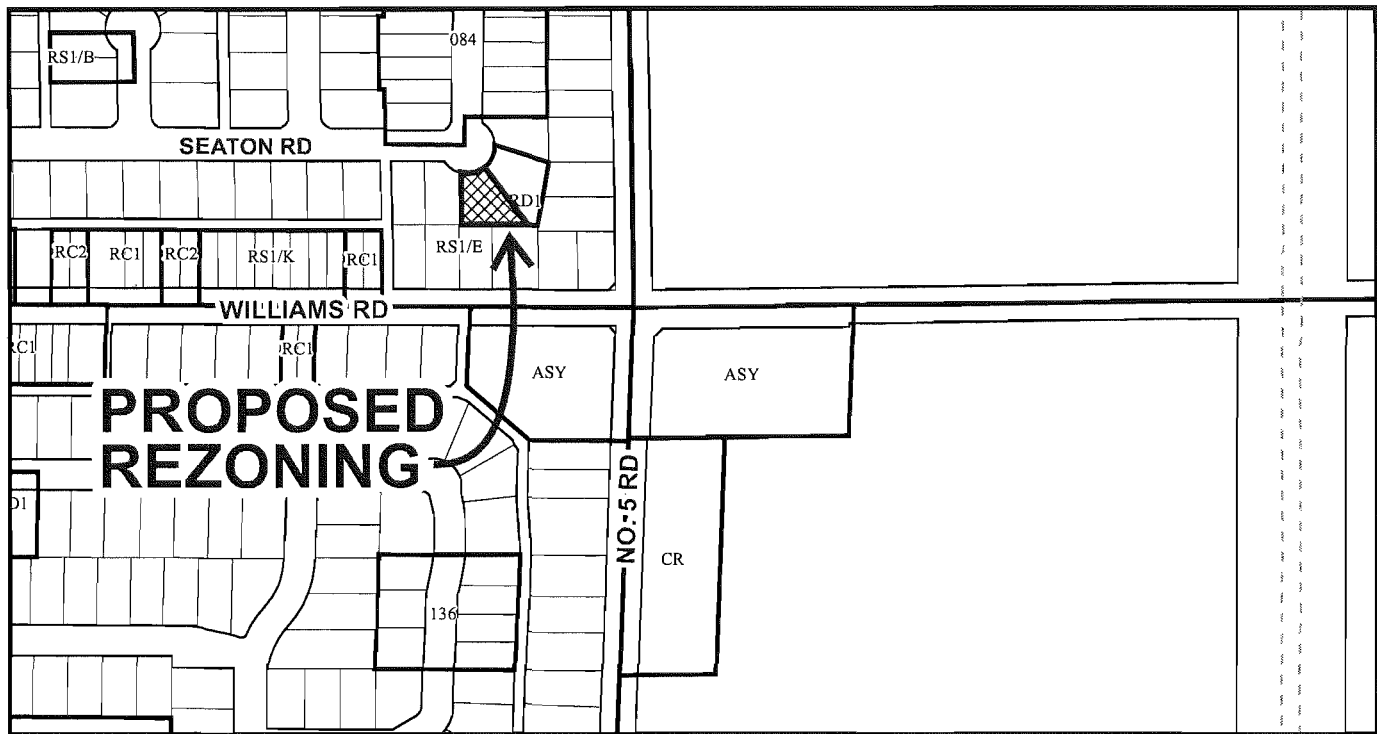
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Attachments:

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single-Family Lot Size Policy 5409
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of
Richmond



RZ 14-666216

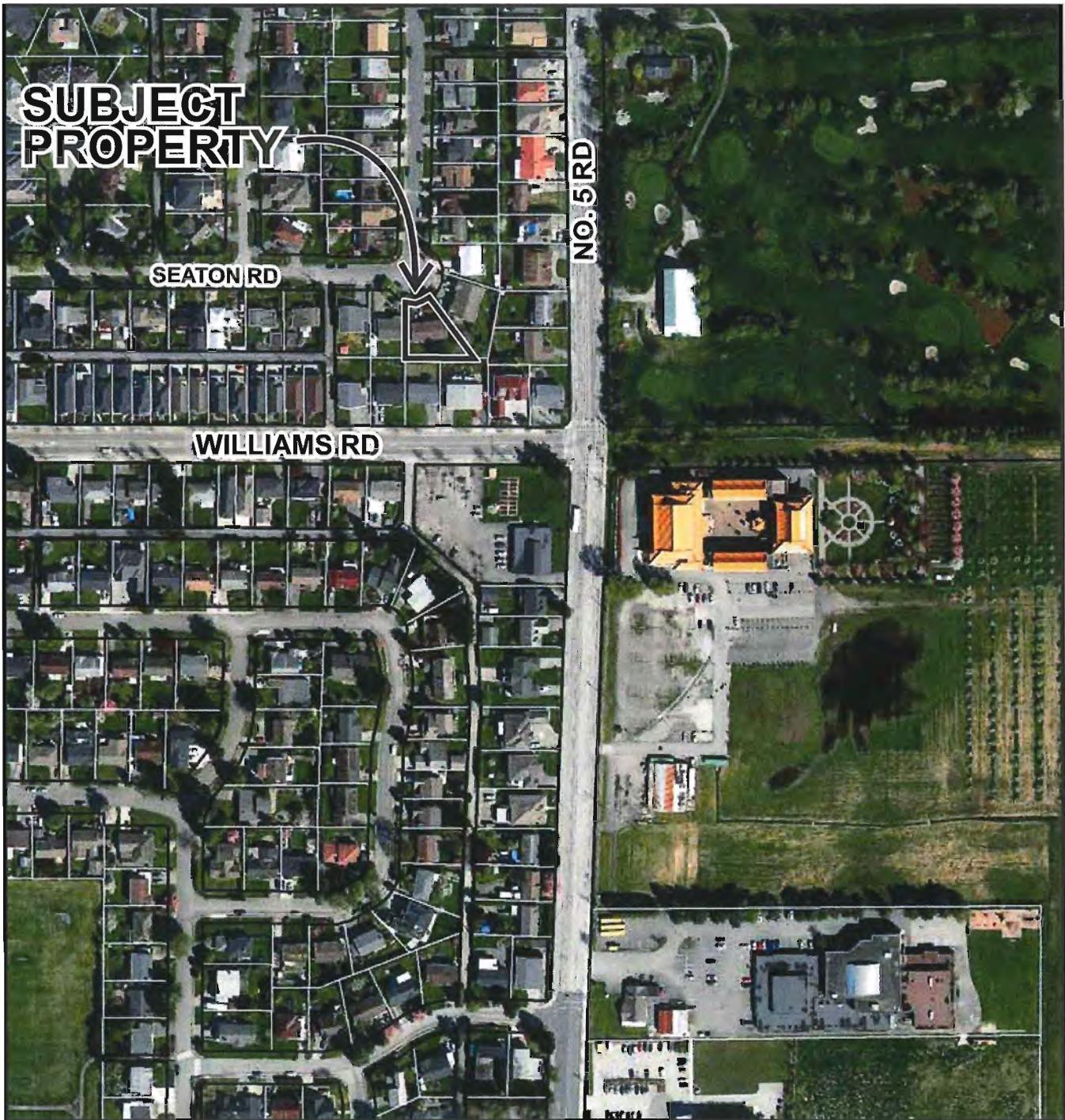
Original Date: 07/08/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 14-666216

Original Date: 07/08/14

Revision Date:

Note: Dimensions are in METRES

R-14-17620-TPG

SURVEY PLAN OF LOT 356 SECTION 25 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 44475

-> FOR APPLICATIONS TO THE CITY OF RICHMOND

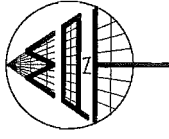
PARCEL IDENTIFIER (PID): 003-648-818

CIVIC ADDRESS

#1760 SEATON ROAD
RICHMOND, B.C.

CURRENT ZONING: RS1/E

NOTE: PRELIMINARY



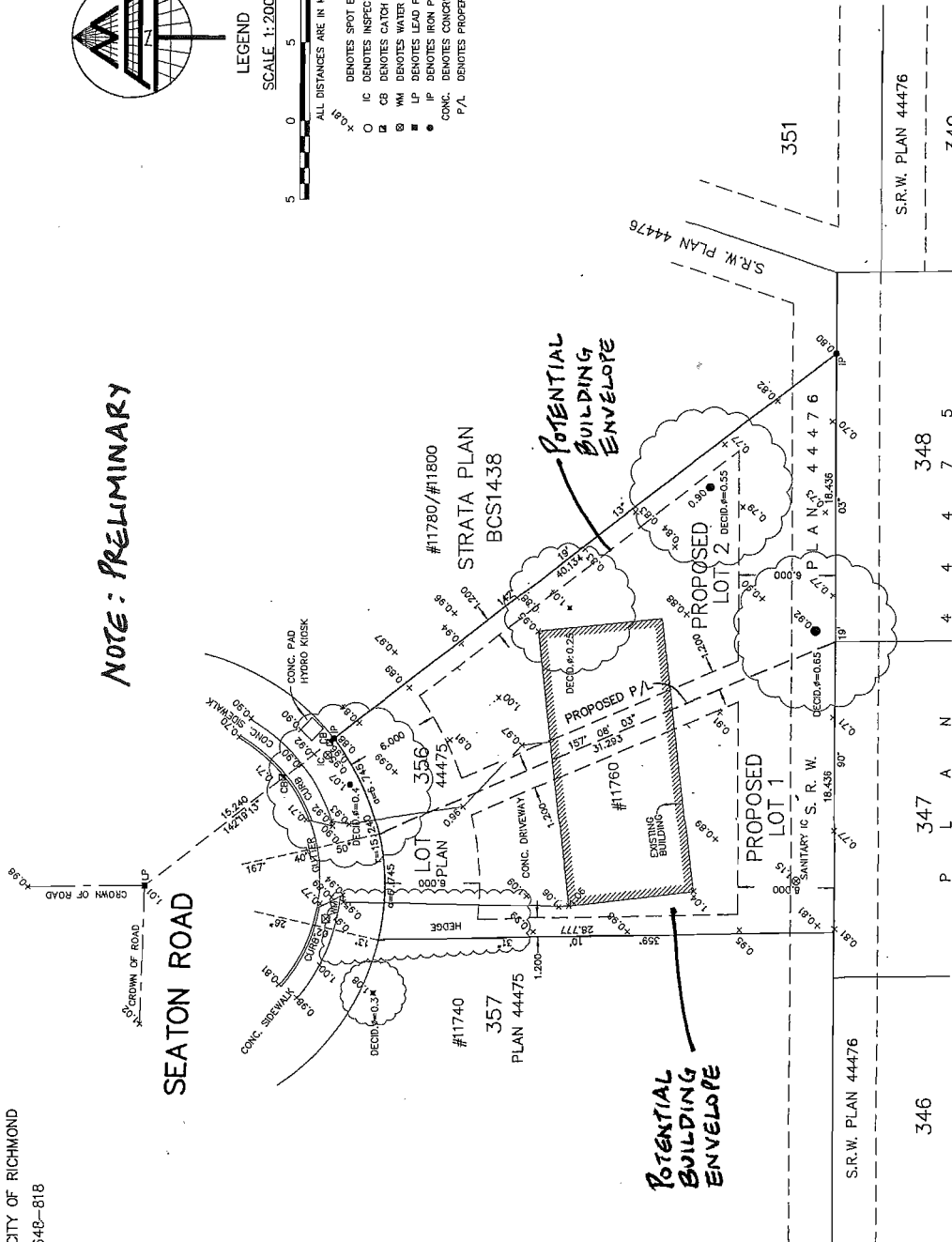
LEGEND

SCALE 1:200



ALL DISTANCES ARE IN METRES.

- DENOTES SPOT ELEVATION
- IC DENOTES INSPECTION CHAMBER
- CB DENOTES CATCH BASIN
- WM DENOTES WATER METER
- LP DENOTES LEAD PLUG
- IP DENOTES IRON POST
- CONC. DENOTES CONCRETE
- P/L DENOTES PROPERTY LINE



NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPM MONUMENT #191 (02/24/53) WITH AN ELEVATION OF 1.684 METRES
- PROPERTY LINE DIMENSIONS ARE BASED ON LEGAL FIELD SURVEYS.
- ALL TREES HAVE BEEN PLOTTED AS REQUIRED BY CITY OF RICHMOND BYLAW No.6057

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#220 - 1120 HORSESHOE WAY
RICHMOND, B.C.
V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CARTLE: 17620-001-TPG-001.DWG

CLIENT REF: HAROLD HARMS

R-14-17620-TPG

DATE OF ISSUE: JANUARY 28, 2015
DATE OF SURVEY: JUNE 17, 2014

* SEALED *

Stephen Campbell
J. STEPHEN CAMPBELL
B.C. LAND SURVEYOR (#712)

"THIS DOCUMENT IS NOT VALID
UNLESS ORIGINALLY SIGNED
AND SEALED."



RZ 14-666216

Attachment 3

Address: 11760 Seaton Road

Applicant: Alan Kwok and Angelina Kwok

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Alan Kwok and Angelina Kwok	TBD
Site Size (m²):	754.5 m ²	Proposed west lot: 360.0 m ² Proposed east lot: 394.5 m ²
Land Uses:	Single-Family Residential	No change
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Single-Family Lot Size Policy 5409 permits subject site to rezone and subdivide to "Single Detached (RS2/B)".	Complies
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Lots:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yard (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height:	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m ²):	Min. 360 m ²	Proposed west lot: 360.0 m ² Proposed east lot: 394.5 m ²	none
Lot Width (m):	Min. 12 m	Proposed west lot: 12.6 m Proposed east lot: 12.6 m	none
Lot Depth (m):	Min. 24 m	Proposed west lot: 30.0 m Proposed east lot: 35.7 m	none
Lot Frontage (m):	Min. 6 m	Proposed west lot: 6.7 m Proposed east lot: 6.7 m	none

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



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: October 16, 1995 Amended by Council: July 16, 2001* Amended by Council: October 21, 2013	POLICY 5409
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6	

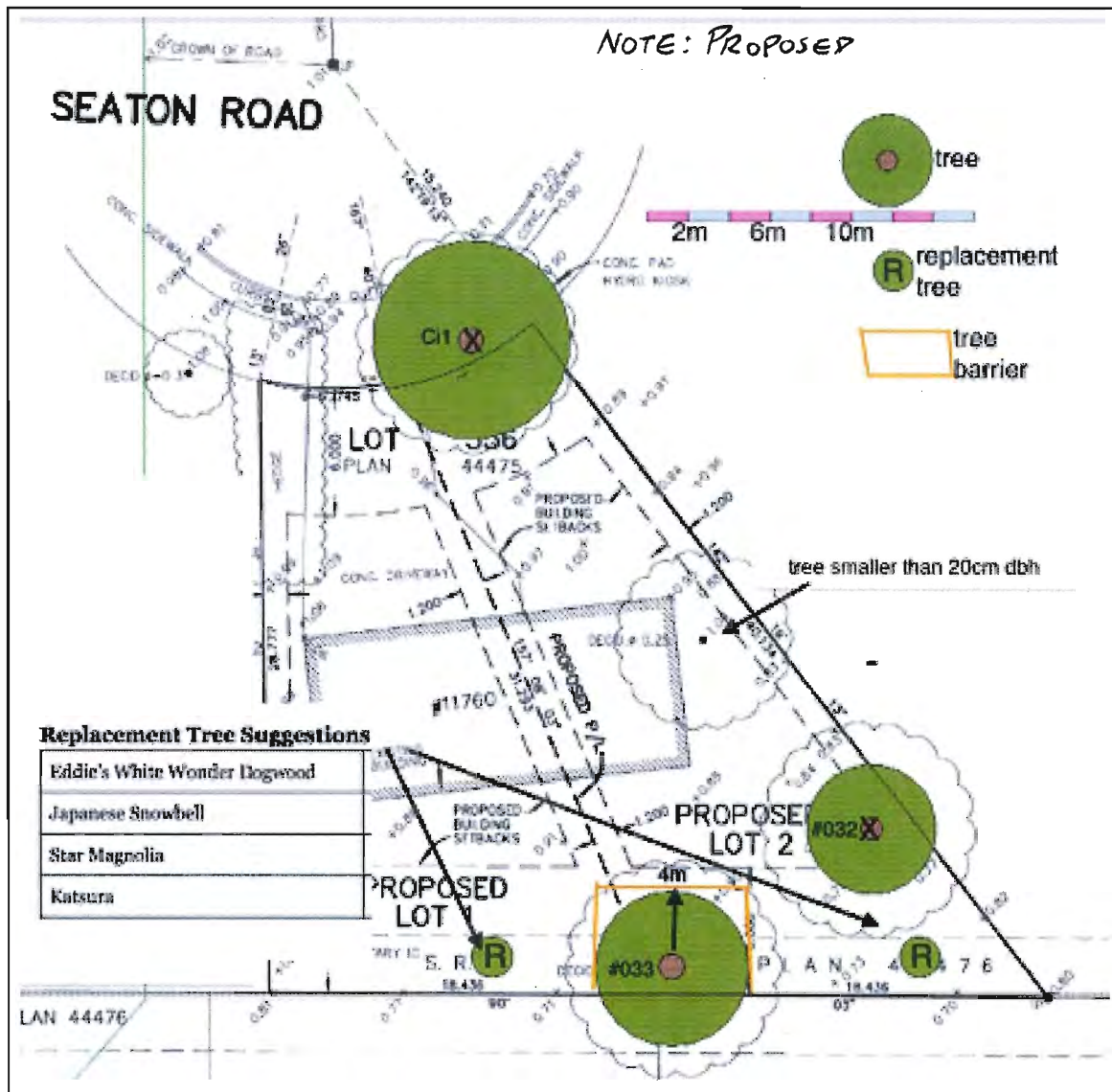
POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road and properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
 - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
 - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
 - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future single-family rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

* Original Adoption Date In Effect



Woodridge Tree Tree Removal and Retention Plan

December 27, 2014

11760 Seaton Road
Richmond

Tree Table

#	Species	dbh (cm)	Action
C01	Plum	81	remove
032	Cherry	53	remove
033	Birch	63	retain
	total # retained		1
	total # removed		2



Rezoning Considerations

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

Address: 11760 Seaton Road

File No.: RZ 14-666216

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9182, the developer is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$1,500 (\$500/tree) to ensure that three (3) trees are planted on the proposed lots (one [1] on the proposed west lot and two [2] on the proposed east lot). The replacement trees must be of the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
1	6 cm		3.5 m
2	10 cm		5.5 m

2. City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the removal of the Plum tree (Tag C) on City property.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. 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.
4. Submission of a Tree Survival Security to the City in the amount of \$1,000 for the one (1) Birch tree (Tag# 33) to be retained. Pending tree survival, the Security will not be released until the post-construction assessment report is submitted to the City and reviewed to the satisfaction of Staff.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,465) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

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.

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

1. At subdivision stage, the developer is required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charges, Address Assignment Fee, and Engineering Servicing Costs for works including, but not limited to the following:

Water Works:

- Using the OCP Model, there is 73 L/s of water available at a 20 psi residual at the Seaton Road frontage. Based on the proposed development, the site requires a minimum fire flow of 95 L/s and as a result upgrade to the frontage water main along Seaton Court may be required. Alternatively, please submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without needing to upgrade the existing frontage water main.
- Water main upgrade may be required pending the review of the FUS calculation to be submitted by the developer.
- City to disconnect the existing 20 mm water connection and install two (2) new 25 mm diameter water connections complete with meter boxes at the property line.

Storm Sewer Works:

- City to cut and cap the existing storm service connection at the inspection chamber near the northeast property corner, and install a new inspection chamber and two (2) service connections at the common property line.
- Site drainage must be directed towards the existing or new inspection chambers fronting Seaton Road to prevent storm water from ponding on the boulevard, road and driveways.

Sanitary Sewer Works:

- City to remove the existing sanitary IC and service connection in the southwest property corner, and install a new inspection chamber and two (2) service connections at the common property line in the right-of-way.
- The required sanitary sewer works outlined above must be completed prior to the issuance of Building Permit to prevent the developer's building foundation work from jeopardizing the City forces' ability to access the rear yard with heavy equipment.

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 Division. 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 Division at 604-276-4285.

Note:

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

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

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

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

[signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9182 (RZ 14-666216)
11760 Seaton Road**

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

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

P.I.D. 003-648-818

Lot 356 Section 25 Block 4 North Range 6 West New Westminster District Plan 44475

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9182”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

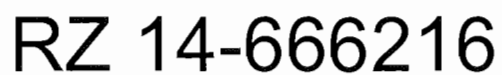
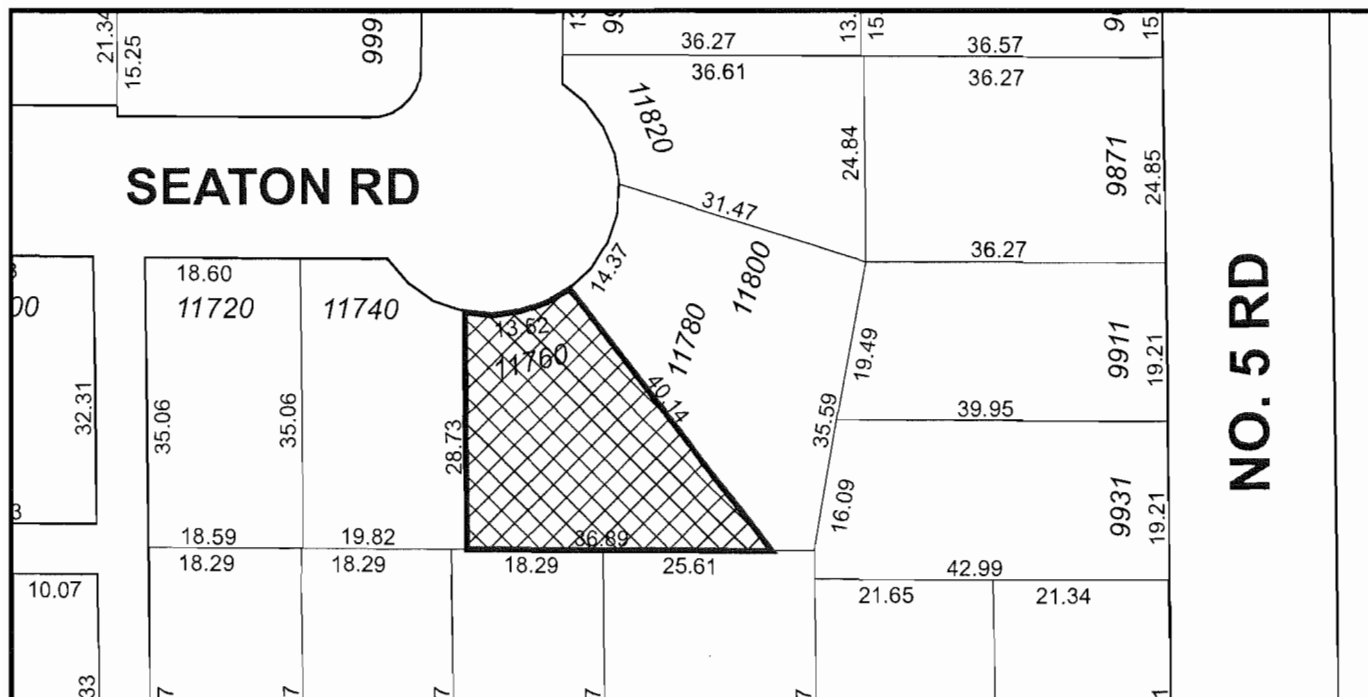
OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



Note: Dimensions are in METRES