



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, March 18, 2014  
4:00 p.m.

Pg. #      ITEM

### MINUTES

PLN-6      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, March 4, 2014.*



### NEXT COMMITTEE MEETING DATE

Tuesday, April 8, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

### COMMUNITY SERVICES DEPARTMENT

1. **FINAL ENDORSEMENT OF THE BRITISH COLUMBIA PROVINCIAL RENTAL HOUSING CORPORATION'S ALTERNATIVE LEGAL MECHANISM TO SECURE ADDITIONAL AFFORDABLE HOUSING IN THE REMY DEVELOPMENT, THROUGH TERMINATION OF HOUSING AGREEMENT (9340 - 9400 CAMBIE ROAD) BYLAW NO. 9059**  
(File Ref. No. 08-4057-01) (REDMS No. 4014244)

PLN-13

**See Page PLN-13 for full report**

*Designated Speaker: Dena Kae Beno*

STAFF RECOMMENDATION

*That the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 9059, to authorize the termination, release and discharge of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, be introduced and given first reading.*



PLANNING & DEVELOPMENT DEPARTMENT

2. **RICHMOND RESPONSE: PROPOSED 2013 PORT METRO VANCOUVER LAND USE PLAN**

(File Ref. No. 01-0140-20) (REDMS No. 4166504)

PLN-17

[See Page PLN-17 for full report](#)

*Designated Speakers: Terry Crowe and John Hopkins*

STAFF RECOMMENDATION

- (1) *That Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the Port Metro Vancouver Board of Directors for approval; and*
- (2) *That 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 be advised of the above recommendation.*



3. **APPLICATION BY KULWINDER SANGHERA FOR REZONING AT 11111 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-008932; RZ 12-611497) (REDMS No. 4166096)

PLN-110

[See Page PLN-110 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



4.      **APPLICATION BY RAMAN KOONER FOR REZONING AT 9140 DOLPHIN AVE FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/K)**

(File Ref. No. 12-8060-20-009129; RZ 13-650300) (REDMS No. 4166693)

PLN-124

[See Page PLN-124 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from “Single Detached (RS1/B)” to “Single Detached (RS2/K)”, be introduced and given first reading.*



5.      **APPLICATION BY 0800705 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO THE HIGH RISE APARTMENT (ZHR7) - LANSLOWNE VILLAGE (CITY CENTRE) ZONING DISTRICT AT 7117 ELMBRIDGE WAY**

(File Ref. No. 12-8060-20-009113 ;ZT 13-650975) (REDMS No. 4151206)

PLN-139

[See Page PLN-139 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” within this zone, and rely on the definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions), be introduced and given first reading.*



6. **APPLICATION BY CITIMARK-WESTERN ALBERTA ROAD TOWNHOUSE LTD. FOR REZONING AT 9671 ALBERTA ROAD FROM SINGLE DETACHED (RS1/F) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-009117; RZ 13-638852) (REDMS No. 4157817)

PLN-150

[See Page PLN-150 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)”, be introduced and given first reading.*



7. **APPLICATION BY 664525 B.C. LTD. FOR REZONING AT 7400, 7420 AND 7440 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009015; RZ 12-619835) (REDMS No. 4164864)

PLN-171

[See Page PLN-171 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1) *That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading; and*
- (2) *That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.*



8. **APPLICATION BY TOWNLINE GARDENS INC. FOR A ZONING TEXT AMENDMENT TO THE COMMERCIAL MIXED USE (ZMU18) – THE GARDENS (SHELLMONT) ZONE TO PERMIT WAIVING THE AFFORDABLE HOUSING REQUIREMENTS FOR MARKET RENTAL UNITS IN PHASE 2**

(File Ref. No. 12-8060-20-009112; ZT 14-656053) (REDMS No. 4147794)

PLN-256

[See Page PLN-256 for full report](#)

*Designated Speaker: Wayne Craig*



STAFF RECOMMENDATION

*That Bylaw No. 9112, for a zoning text amendment to the “Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)” zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.*



9.    **MANAGER’S REPORT**

- PLN-273**      (i)    *Richmond Response: Industry Canada’s Proposed Amendments to Antenna Tower Siting Procedures*

**ADJOURNMENT**





## Planning Committee

Date: Tuesday, March 4, 2014

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

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, February 18, 2014, be adopted as circulated.*

**CARRIED**

## COMMUNITY SERVICES DEPARTMENT

1. **CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2013 ANNUAL REPORT AND 2014 WORK PROGRAM**  
(File Ref. No.) (REDMS No. 4126749)

In reply to queries from Committee, Coralys Cuthbert, Childcare Coordinator and Linda Shirley, Chair, Child Care Development Advisory Committee (CCDAC) advised that the CCDAC is supportive of the concept of a publicly-funded childcare initiative. However, concerns remain regarding how the \$10/Day Childcare Plan (“\$10/day Plan”) proposed by the Coalition of Child Care Advocates of BC, would be funded and implemented.

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Ms. Cuthbert, noted that there is a lack of information on the \$10/Day Plan in order to adequately address the concerns of the CCDAC. As a result of this concern, the CCDAC was unable to endorse the proposed \$10/Day Plan and make a recommendation to Council.

Discussion ensued with regard to the proposed \$10/Day Plan and its potential effects on current for-profit and not-for-profit childcare providers and the supply of childcare spaces.

Discussion then took place with regard to an upcoming visual art event that the CCDAC is hosting in May 2014.

In reply from queries from Committee, Ms. Cuthbert and Ms. Shirley noted that childcare providers vary in the way they operate and offer programs suited for children of different ages. Ms. Shirley was of the opinion that demand for certain childcare programs vary, which may lead to an over-capacity of childcare spaces. It was further noted that demand for certain childcare programs can vary as a result of provincial policy changes, such as the implementation of all day kindergarten.

Discussion ensued with regard to the distribution of childcare centres in the City. It was noted that childcare centres are not necessarily distributed evenly within the City and as a result, some areas may have an oversupply of childcares spaces.

Ms. Shirley noted that the CCDAC has advised Council of its interest in providing input on the placement of new childcare centres within the City in order to effectively anticipate the demand of childcare services. Staff were directed to liaise with the CCDAC regarding the development of new childcare centres and service models.

Ms. Cuthbert noted that staff are currently working with the CCDAC on the Childcare Needs Assessment anticipated to be brought forward in 2016. She noted that the Childcare Needs Assessment includes a survey that will help better anticipate the future demand for childcare services. Staff were directed to move the Childcare Needs Assessment to a closer date.

It was moved and seconded

***That the Child Care Development Advisory Committee's 2014 Work Program be approved.***

**CARRIED**

**PLANNING & DEVELOPMENT DEPARTMENT**

2. **APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 8400 GENERAL CURRIE ROAD AND 7411/7431 ST. ALBANS ROAD FROM SINGLE DETACHED (RS1/E) TO HIGH DENSITY TOWNHOUSES (RTH2)**

(File Ref. No. 12-8060-20-009111; RZ 13-643346) (REDMS No. 4144384)

In reply to queries from Committee, Wayne Craig, Director, Development noted that the site was previously restricted to two-family dwellings only through a legal agreement on title; however a condition of the proposed rezoning is that this legal agreement be removed.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9111, for the rezoning of 8400 General Currie Road and 7411/7431 St. Albans Road from "Single Detached (RS1/E)" to "High Density Townhouses (RTH2)", be introduced and given first reading.*

**CARRIED**

3. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 7120, 7140, 7160, 7180, 7200, 7220, 7240 AND 7260 BRIDGE STREET, AND 7211, 7231 AND 7271 NO. 4 ROAD FROM "SINGLE DETACHED (RS1/F)" TO "SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)" AND "TOWN HOUSING (ZT70) – SOUTH MCLENNAN"**

(File Ref. No. 12-8060-20-009106/009107; RZ 12-605038) (REDMS No. 4121861 v.5)

Mr. Craig provided introductory comments and noted that the proposed development contains a total of 11 parcels. Two areas will be set aside for townhouses and another area for single-family houses. Also, he noted that road network improvements are proposed, including a new traffic light and an east-west connection between Bridge Street and No. 4 Road. He highlighted that the proposed plans include an indoor amenity building that would be heated and cooled using geothermal energy. Also, he advised that a cluster of existing trees around the amenity space would be retained as part of the proposed development.

In reply to queries from Committee, Mr. Craig noted that the entire east frontage of Bridge Street will be upgraded. He added that there will be a common fence along the single-family and townhouse portions of the site.

In reply to queries from Committee, Mr. Craig advised that the geothermal system was limited to the amenity building because of its long distance from the district energy utility in the Alexandra area.

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Discussion ensued with regard to opportunities to utilize alternative energy sources such as geothermal energy and solar energy in new developments.

Discussion ensued with regard to the City's guidelines for alternative energy use in new developments. Staff were directed to review current City policy for alternate energy use in new developments and examine the potential impacts of updating such policies to incorporate requirements for new developments to be fitted with alternative energy features.

In reply to queries from Committee, Taizo Yamamoto, Architect, Yamamoto Architecture Inc., noted that incorporating a geothermal connection for all units in the site is not possible due to the location of the geothermal wells. He added that the developer has concerns that consumer demand for geothermal energy systems is limited. However, he noted that fitting the individual units to become solar energy ready is an option.

Allan McBurney, 7171 Bridge Street, expressed concern with the proposed application and was of the opinion that the project would not benefit current residents, and may negatively affect property values. He suggested that the City include plans whereby both sides of Bridge Street are upgraded. Also, he believed that the anticipated increase in population will increase traffic and reduce parking availability along Bridge Street.

In reply to queries from Committee, Mr. Craig advised that only the east frontage of Bridge Street will be upgraded at this time, however, upgrades to the west side of Bridge Street is possible with future developments. He added that the proposed road network enhancements, including the new traffic light, should improve traffic flow.

Aydin Kilic, Development Manager, Hui Yuan Investments (Canada) Inc. advised that fitting individual units to a geothermal energy source is not possible due to engineering challenges. However, the developer is willing to examine the option of including solar energy features in the individual units.

In reply to queries from Committee, Mr. Kilic commented on the option of adding heat pumps to the individual units. He was of the opinion that the high installation costs may limit consumer demand for the heat pumps.

Discussion ensued with regard to the different types of solar energy technologies currently available.

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It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9106, to: re-designate the eastern 62 m of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street from “Residential, Historic” to “Residential, 2 ½ Storeys” in the Land Use Map in Schedule 2.10D (McLennan South Sub-Area Plan); and to amend the Character Area Key Map in Schedule 2.10D (McLennan South Sub-Area Plan) for the same portion of the site from “Single Family” to “Townhouse 2 ½ Storeys”, be introduced and given first reading;*
- (2) *That Bylaw 9106, having been considered in conjunction with:*
  - (a) *the City’s Financial and Capital Program; and*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**are hereby found to be to be consistent with said program and plans in accordance with Section 882 (3) of the Local Government Act;*
- (3) *That Bylaw 9106, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9107, to: create “Town Housing (ZT70) – South McLennan”); to rezone the eastern portions of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street, and the lots at 7211, 7231 and 7271 No. 4 Road from “Single Detached, (RS1/F)” to “Town Housing (ZT70) – South McLennan”); and to rezone the western 28 metres of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street from “Single Detached, (RS1/F)” to “Single Detached (ZS14) – South McLennan (City Centre)”); be introduced and given first reading.*

The question on the motion was not called as discussion ensued with regard to alternative energy options that could be included as part of the proposed project.

Staff were directed to provide Council with the following information prior to the Public Hearing on Tuesday, April 22, 2014:

- information on alternative energy options available for the proposed project; and
- a list of alternative energy options that could be provided in developments similar to the proposed project.

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Discussion further ensued and in reply to a query from the Chair, Mr. Crowe advised that prior to the April 22, 2014 Public Hearing, staff would provide additional information on overall sustainability initiatives, and in particular, such initiatives for the proposed application.

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

**4. MANAGER'S REPORT**

***Changes to Federal Government Policies***

Terry Crowe, Manager, Policy Planning, advised that the Federal Government is seeking input from the City with regard to possible changes to its cellular tower policies by March 31, 2014 and noted that staff are preparing a report for Council's consideration

Discussion ensued with regard to the proposed changes to the Federal Government's immigration policy and funding for English as a Second Language programs for new immigrants.

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

It was moved and seconded

***That the Richmond Community Services Advisory Committee (RCSAC) provide Council with:***

- (1) background information of the proposed changes to the Federal Government's immigration policy;***
- (2) information regarding the proposed changes to federal funding for English as a Second Language programs; and***
- (3) how the proposed changes could impact the community.***

**CARRIED**

**ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (4:57 p.m.).***

**CARRIED**

**Planning Committee**  
**Tuesday, March 3, 2014**

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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, March 4, 2014.

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Councillor Bill McNulty  
Chair

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Evangel Biason  
Auxiliary Committee Clerk





# City of Richmond

## Report to Committee

**To:** Planning Committee **Date:** February 17, 2014  
**From:** Cathryn Volkering Carlile **File:** 08-4057-01/2014  
General Manager, Community Services  
**Re:** **Final Endorsement of the British Columbia Provincial Rental Housing Corporation's Alternative Legal Mechanism to Secure Additional Affordable Housing in the Remy Development, through Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059**

### Staff Recommendation

That the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 9059, to authorize the termination, release and discharge of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, be introduced and given first reading.

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

Att. 1

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

## **Staff Report**

### **Origin**

The development project known as Remy at 9340-9400 Cambie Road was developed by Oris Development (Cambie) Corp. under a rezoning application (Rezoning 07-366342 and associated Bylaw No. 8395) that received adoption on November 26, 2008. In accordance with the Richmond Affordable Housing Strategy, 26 affordable housing units were secured at the Remy through the Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, which was approved by Council on February 8, 2010.

Prior to the adoption of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, and independent of the City's requirements, Oris Development (Cambie) Corp. had been in discussions with BC Housing Management Commission (BCHMC) and SUCCESS regarding the purchase and operation of affordable housing units in the development. Those discussions concluded after the Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406 was adopted. They resulted in the provision of 81 affordable housing units at Remy through the Seniors Rental Housing Initiative, including:

- thirty-three units of affordable rental housing for low-income seniors and persons with disabilities that were to be purchased by British Columbia Provincial Rental Housing Corporation (PRHC) and operated by SUCCESS, under the Seniors Rental Housing Initiative (these units represent a reconfigured arrangement of the 26 units secured through the Housing Agreement); and
- forty-eight units for low and moderate income seniors, persons with disabilities, and families facing affordability challenges, that were to be owned and operated by SUCCESS, and financed through BCHMC, but not affiliated with a Provincial housing program (these units are independent of the City's Housing Agreement process or negotiations).

As a result, BCHMC requested that the City consider the use of an alternate legal mechanism to secure the affordable housing units in the Remy Development. BCHMC proposed that the City rely instead on the provisions of the Operator's Agreement executed by the BCHMC on behalf of the PRHC to secure the affordable housing units to be owned by PRHC.

In response, City staff brought forward a report, dated July 7, 2010, recommending that a process be initiated to do as BCHMC requested, because:

- 1) the proposed 33 units secured and to be owned by the PRHC align with the objectives of the Affordable Housing Strategy;
- 2) the BCHMC's Operator's Agreement is comparable in purpose and function to the City's Housing Agreement; and
- 3) the PRHC's mandate is to develop land and buildings for the provision of affordable housing, and therefore the commitment to maintain the units as affordable would be upheld.

Council approved staff's recommendation and process on July 26, 2010.

The initial step of the approved process involved Council's consideration of a zoning text amendment for the subject property to remove the requirement for a housing agreement with the City provided that 33 units were transferred to the PRHC (in addition to one other requirement). City Staff subsequently received confirmation that PRHC assumed ownership of these units. The zoning text amendment (Richmond Zoning Bylaw 8500, Amendment Bylaw 8664 (ZT 10-542950) 9388 Cambie Road) was adopted January 27th, 2014.

The purpose of this report is to complete the approval process by responding to its last requirement, that City staff bring forward a report to seek Council's adoption of a bylaw to authorize the termination, release and discharge of the Housing Agreement entered into pursuant to Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, from the titles to the lands in the Remy development (which have been subdivided since the development was originally constructed).

This report supports the following Council term goal:

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

## **Analysis**

The required 33 units were transferred to PRHC and the other pre-conditions to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8664 (ZT 10-542950) 9388 Cambie Road were satisfied.

With the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8664 (ZT 10-542950) 9388 Cambie Road, all requirements have been met in the Council-approved process for terminating, releasing and discharging the Housing Agreement from the titles to the lands in the Remy development. The notice of the Housing Agreement will be removed from the titles to the lands and the related Housing Covenant will be discharged from the titles to the lands.

## **Financial Impact**

There is no financial impact for the City.

## **Conclusion**

A key consideration in Council's decision to grant BCHMC's request for an alternative legal mechanism to secure the affordable housing units at the Remy development was the unique circumstances of the development, the most important of which was the provision of 81, rather than 26, units of affordable housing. The decision should not be viewed as setting a precedent. If similar requests are made in the future, they would need to be assessed on a case-by-case basis, evaluated on their own merits and in accordance with Affordable Housing Strategy objectives current at the time of the application.

Staff recommend that the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw 9059 be introduced and given first reading to authorize the termination, release and discharge of the Housing Agreement entered into pursuant to Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406.



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

DKB:jdb

Att. 1 – Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw 9059



City of  
Richmond

## Bylaw No. 9059

### Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059

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

1. The Mayor and City Clerk for the City of Richmond are authorized:
  - a) to execute agreements to terminate the housing agreement referred to in Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 8406 (the "Housing Agreement");
  - b) to cause Notices and other charges registered at the Land Title Office in respect to the Housing Agreement to be discharged from title; and
  - c) to execute such other documentation required to effect the termination of the Housing Agreement.
2. This Bylaw may be cited as **"Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	<div style="border: 1px solid black; padding: 5px;"> <p>CITY OF RICHMOND</p> <p>APPROVED by</p> <p><i>[Signature]</i></p> <p>APPROVED by Director or Solicitor</p> <p><i>[Signature]</i></p> </div>
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\_\_\_\_\_  
MAYOR

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



# City of Richmond

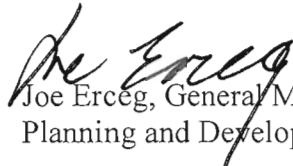
## Report to Committee Planning and Development Department

**To:** Planning Committee **Date:** March 12, 2014  
**From:** Joe Erceg, General Manager  
Planning and Development **File:** 01-0140-20-  
PMVA1/2014-Vol 01  
**Re:** **Richmond Response: Proposed 2013 Port Metro Vancouver Land Use Plan**

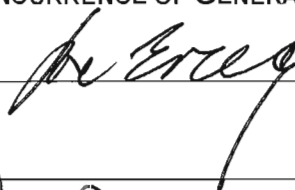

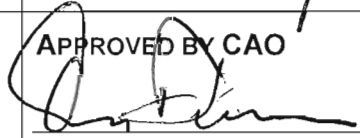
### Staff Recommendation

That:

- (1) Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the "Special Study Area" designations in Richmond be deleted and replaced with an "Agricultural" designation, before it is presented to the Port Metro Vancouver Board of Directors for approval; and
- (2) 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 be advised of the above recommendation.

  
Joe Erceg, General Manager,  
Planning and Development

JE:jh  
Att. 4

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

## Staff Report

### Origin

The purpose of this report is to provide comments on Port Metro Vancouver's proposed final 2013 Land Use Plan (Attachment 1) by Port Metro Vancouver's mid April 2014 deadline.

#### 2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal #7, Managing Growth and Development.

### 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 to not expand on or use agricultural land (e.g., ALR), as the protection of farmland is a Council priority (e.g., agricultural land is scarce, cannot be replaced, is essential to City sustainability, food security and many residents' livelihood and employment). As an alternative, the City has advised PMV to use Metro Vancouver Regional Growth Strategy and Richmond 2041 OCP designated Industrial and Mixed Employment areas for its expansion needs, as this approach would avoid farmland and complement the City's employment land uses and services.

In mid 2013, PMV released the first draft of its Land Use Plan (Attachment 1). In response, on July 22, 2013, Council advised PMV that the City continues to strongly object to any Port use of agricultural lands. As recently as February 17, 2014, at the Richmond General Purposes Committee meeting, PMV indicated that it has no plans to develop Agricultural Land Reserve (ALR) lands owned by the Port and that the Port's use of those lands would be contingent on the preservation and best use of industrial lands (Attachment 2). As these PMV statements provide no assurance that the PMV will not use ALR land, staff recommend that Council continue to request PMV to state, in its proposed Plan, that it will not use ALR land for Port uses.

#### Context

A key priority for Port Metro Vancouver 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 proposed Plan, PMV's current inventory of market ready industrial lands is sufficient to meet port demand for only about 10 years. PMV has stated that it needs an additional 809 hectares (2,000 acres) (approx.) to meet its long term needs. The problem is that PMV has not stated where in the Metro Vancouver region it will expand its holdings, or if it will expand in Richmond.

## Analysis

### Proposed Port Metro Vancouver Land Use Plan Goals and Objectives

A staff team involving Policy Planning, Transportation and Community Sustainability have reviewed the proposed Plan from a land use, transportation, and environmental perspective. The proposed 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.

A summary of the proposed Land Use Plan's goals, objectives and relevant policies is listed below along with staff comments.

#### *Goal 1:*

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

#### *Objectives for Goal 1:*

- 1.1 Protect the industrial land base to support port and related activities into the future.*
- 1.2 Optimize the use of existing port lands and waters.*
- 1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.*
  - Policy – 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.*
- 1.4 Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the Port.*

#### Staff Comments on Goal 1:

There is no evidence that the Port has taken into account the protection of agricultural land. The proposed 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.*" While staff support the Port's acquisition of non-agricultural land such as the 26.6-hectare (65.6-acre) Fraser Wharves site in March 2013, the proposed Plan should be revised to make a clear statement that PMV will not use or acquire agricultural land.

#### *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.*

*Objectives for Goal 2:*

- 2.1 *Improve operational efficiencies of transportation modes serving the Port.*
- 2.2 *Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the Port.*
- 2.3 *Ensure the safe and secure movement of goods and passengers through the Port.*

Staff Comments on Goal 2:

Staff advise that this transportation goal complements the City's 2041 OCP policies and is consistent with the recommendations made in the City's February 28, 2013 letter to the Port (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 in 2014 and the City is a key stakeholder to identify priorities. Staff will update Council of progress regarding these studies, as necessary.

*Goal 3:*

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

*Objectives for Goal 3:*

- 3.1 *Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.*
- 3.2 *Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.*
- 3.3 *Improve land and water quality within the Port.*
- 3.4 *Promote sustainable practices in design and construction, operations and administration in the Port.*

Staff Comments on Goal 3:

Staff advise that this environmental stewardship goal complements the City's 2041 OCP policies and related initiatives. City staff have been working with PMV on environmental initiatives, mainly related to Objective 3.1 that are part of 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.

*Goal 4:*

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

*Objectives for Goal 4:*

- 4.1 *Generate sustainable local and national economic benefits through the use and development of port lands and waters.*
- 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.*
- 4.3 *Seek to minimize the impacts from port operations and development on local communities and First Nations.*



Staff Comments on Goal 4:

Staff advise that, while this positive contributor goal complements the City's 2041 OCP policies, it should be revised to indicate that the Port will not use agricultural land for Port purposes. This approach would better ensure sustainable benefits and minimal impacts for Richmond from Port operations.

Goal 5:

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

Objectives:

- 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.*

Staff Comments on Goal 5:

Staff advise that the above communication and engagement goal complements the 2041 OCP policies. However, while the Port provided a range of communication opportunities during the preparation of the proposed Plan, it does not reflect Richmond's request that the Port not use agricultural land for Port purposes.

Port Metro Vancouver Land and Water Designations

The PMV Plan land and water use designations are divided into seven planning areas based on geography and port-related activities. There are eight land and water designations, each having a specific intent and list of associated uses. 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 proposed 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. Attachment 3 indicates the location of these properties and Table 1 below provides a summary of these properties:

Table 1: 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 proposed Plan indicates that land in the “Special Study Area” sites can only allow existing uses, (until the review is completed), staff advise that this does not provide any assurance that the Port will not use them for Port purposes in the future.

City staff recommend that the Port be requested to make a stronger commitment to utilizing existing Port lands more efficiently and that, if expansion is needed, it should only be on non agricultural properties throughout the Metro Vancouver region. As well, staff recommend that the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before the Plan is presented to the Port Metro Vancouver Board of Directors for approval.

#### Metro Vancouver Region Implications

While PMV has not indicated where it will expand in the Metro Vancouver Region, there are non agricultural lands in the Region which the Port could use for its expansion activities (e.g., possibly along Port Moody’s waterfront, along the South Arm of the Fraser River). With these opportunities, staff do not consider it acceptable for the Port to use agricultural lands.

To better protect Richmond and Metro Vancouver employment lands (e.g., industrial, mixed employment) and to encourage the Port not to use farmland, City staff are participating with Metro Vancouver staff who are leading a number of regional employment land studies including: updating 2010 Metro Vancouver’s Industrial Land Inventory, reviewing the Industrial Land Re-Development and Intensification - Constraints and Solutions Study (with Stantec Ltd; Site Economics), and reviewing Metro Vancouver’s Industrial Land Protection and Intensification – Policy Paper which integrates related Metro Vancouver studies completed since 2011. These studies are aimed at enabling all parties to better manage and protect employment and agricultural lands. Staff will continue to update Council as these studies are brought forward.

#### Options

The following options are presented for consideration:

- Option 1 (Recommended): Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the PMV Board of Directors for approval. This Option also recommends that 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 be advised of Council’s decision.

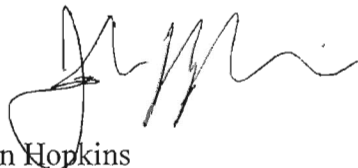
- Option 2: This Option involves not supporting the proposed PMV Land Use Plan in its entirety, until it has been revised to state that the Port will not use or expand on agricultural land and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the Port Metro Vancouver Board of Directors for approval. This Option is identified as the protection of agricultural land is important to the City and, as the Port has not indicated that it will avoid expanding on agricultural land, many of the proposed Plan policies are questionable (e.g., the densification of existing Port industrial lands, transportation, servicing, infrastructure, environmental management). As in Option 1, Option 2 includes advising 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 of Council’s decision.

### Financial Impact

None

### Conclusion

Staff have reviewed Port Metro Vancouver’s proposed 2013 Land Use Plan and find that, after repeated Richmond requests, the proposed Plan does not protect agricultural land from Port expansion or operations. This is the final opportunity for the City to request the Port not to use agricultural land, before the Plan is adopted by the PMV Board of Directors. To take advantage of this opportunity, staff propose 2 options and recommend Option 1 which advises the PMV Board that Council is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the Port Metro Vancouver Board of Directors for approval.



John Hopkins  
Senior Planner  
(604-276-4279)



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

JH:cas

- Att. 1 – Port Metro Vancouver Land Use Plan (Draft December 2013)  
Att. 2 – Excerpt from February 17, 2014 General Purposes Committee Minutes  
Att. 3 – Map of Properties Designated “Special Study Area”



LAND USE PLAN

Draft December 2013



PORT METRO  
**vancouver**





GREATER  
VANCOUVER

# LAND USE PLAN

Draft December 2013

This Land Use Plan provides a framework for the growth and development of port lands and waters over the next 15-20 years. It has been developed in consultation with First Nations and more than 100 stakeholders, including: governments, tenants, customers, the community and environmental organizations.



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"A port isn't just a local thing. It brings the world to you and takes your things to the world. So it requires a global perspective."

Land Use Plan consultation participant

## Message from the Chairman of the Board

Graphic / Image 3 0000

## Message from the CEO

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## 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 terminals and connects with three Class 1 railroads, 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 good stewardship of port lands and waters, and demonstrates the Port's responsiveness to social, environmental and economic trends that will impact the Gateway and the broader community.



## MISSION

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

## 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.

### 1.1.1 Port Metro Vancouver Mission and Vision

A mission and vision provide a thoughtfully articulated 'compass' to guide operations, planning and development. Port Metro Vancouver's mission and vision serve to guide the Port today and looking forward.

### 1.1.2 Legislative Context

The Vancouver Fraser Port Authority, the legal name for Port Metro Vancouver (the Port), was amalgamated in January 2008 by the Government of Canada in accordance with the *Canada Marine Act* and is accountable to the Federal Minister of Transport. Port Metro Vancouver 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 Fraser River Port Authority, North Fraser Port Authority and the Vancouver Port Authority.

The *Canada Marine Act* was established, amongst other things, to 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 that contains objectives and policies for the physical development of the real property and other assets it manages, taking into account relevant social, environmental and economic matters and zoning bylaws that apply to neighbouring lands. The legislation also establishes the requirements for notification and the 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.

## 1.2 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 percent 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 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 getting goods to market faster with less of an impact on local communities.

Working with federal and provincial governments through the Asia-Pacific Gateway and Corridor Initiative, and together with local communities, the Port will deliver major new projects that will continue to benefit the regional, provincial, and national communities.

## 1.3 Regional Context

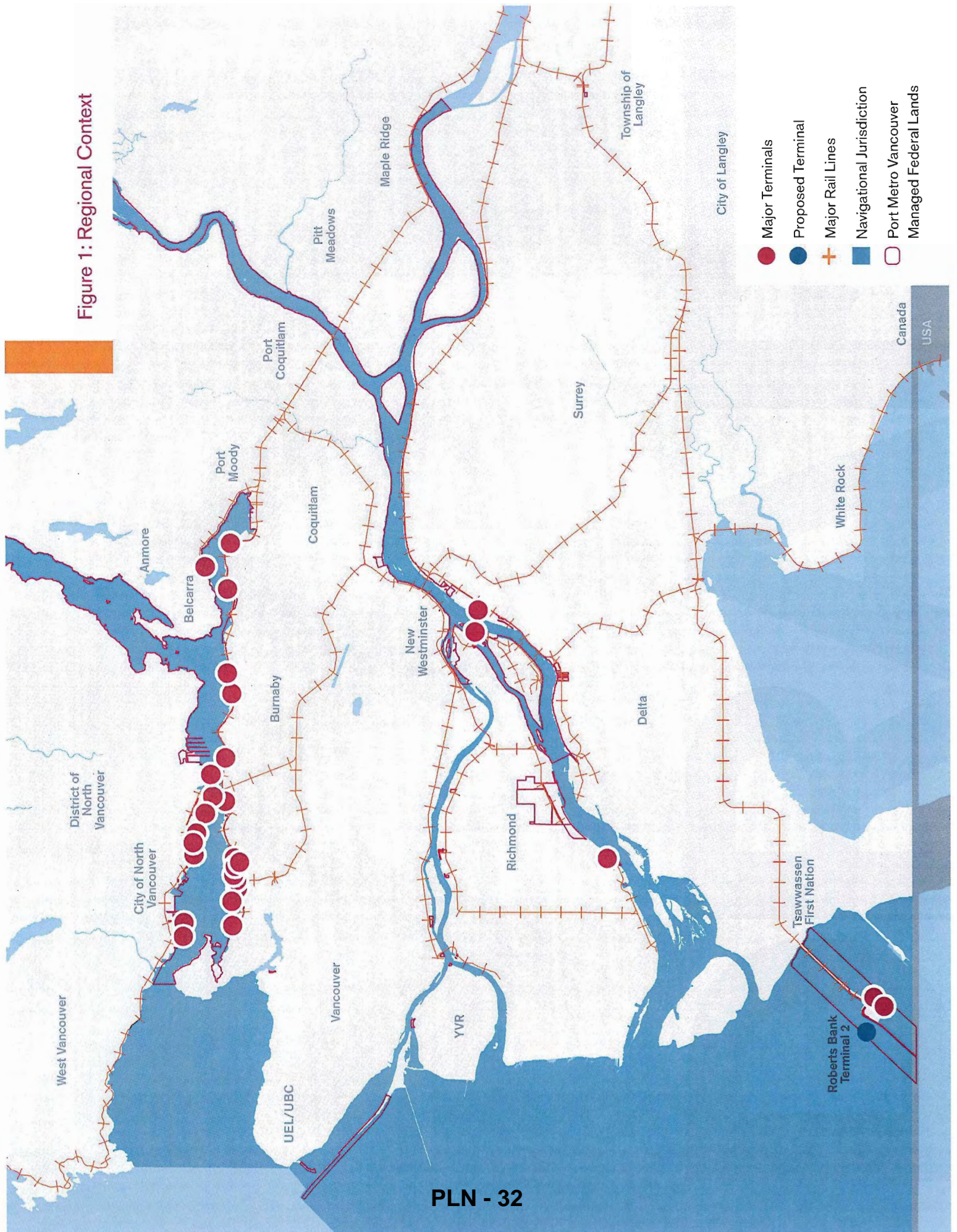
The Port's mandate is to facilitate Canada's trade in a safe and environmentally responsible manner. Port Metro Vancouver understands that local communities not only want to benefit from port activity, they also want the port to be a good neighbour. Through ongoing collaboration with local communities, the Port is able to facilitate 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 ancillary 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 the Port's Land Use Plan applies exclusively to lands and waters managed by the Port, 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 sustainable growth be achieved.



Figure 1: Regional Context





## 2.0 Purpose of 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 land and water across the Port's jurisdiction while maintaining flexibility to respond to business needs, market trends and emerging issues.



## THE GOALS

- Port Metro Vancouver manages port growth and activity in support of Canada's trade 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.



# 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 land use and development activities on Port Metro Vancouver lands and waters adjacent to their reserves and within their asserted traditional territories;
- Illustrates the Port's ability to accommodate future growth in a socially, environmentally and economically sustainable manner.

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

The seven Planning Areas described in Section 7.0 support area specific land use management, further guided by market trends.

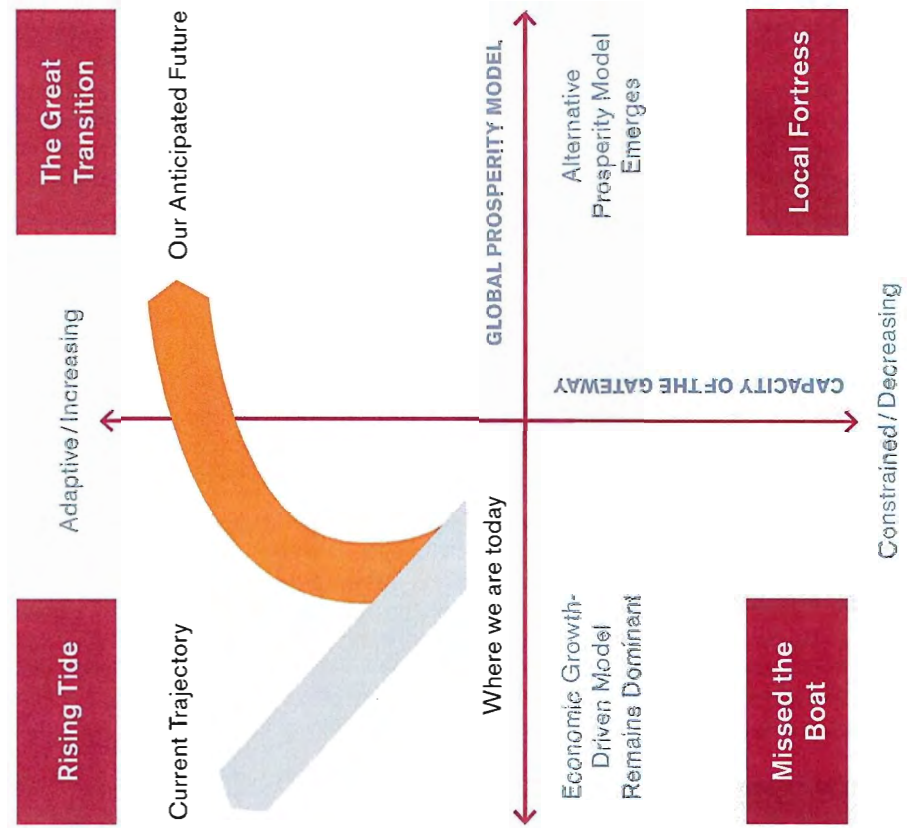
Section 8.0 describes the Plan's land and marine designations, each with a specific intent and list of uses. These designations assist in the orderly development and management of areas within Port Metro Vancouver's jurisdiction, and provide clarity on long term development patterns for port customers, stakeholders and future investors in the Asia-Pacific Gateway.

Implementation and monitoring is addressed in both Section 10.0 and Appendix B, including implementation measures (actions) that demonstrate Port Metro Vancouver's commitment to acting on the directions established by the Plan.



## 3.0 Port 2050 and Sustainability

Figure 2: Anticipated Future



### 3.1 Port 2050 Vision: 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 with an interest in Port Metro Vancouver's future.

The scenario that emerged from this initiative was the "Anticipated Future", representing near term and longer term outcomes respectively. 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 Land Use Plan.

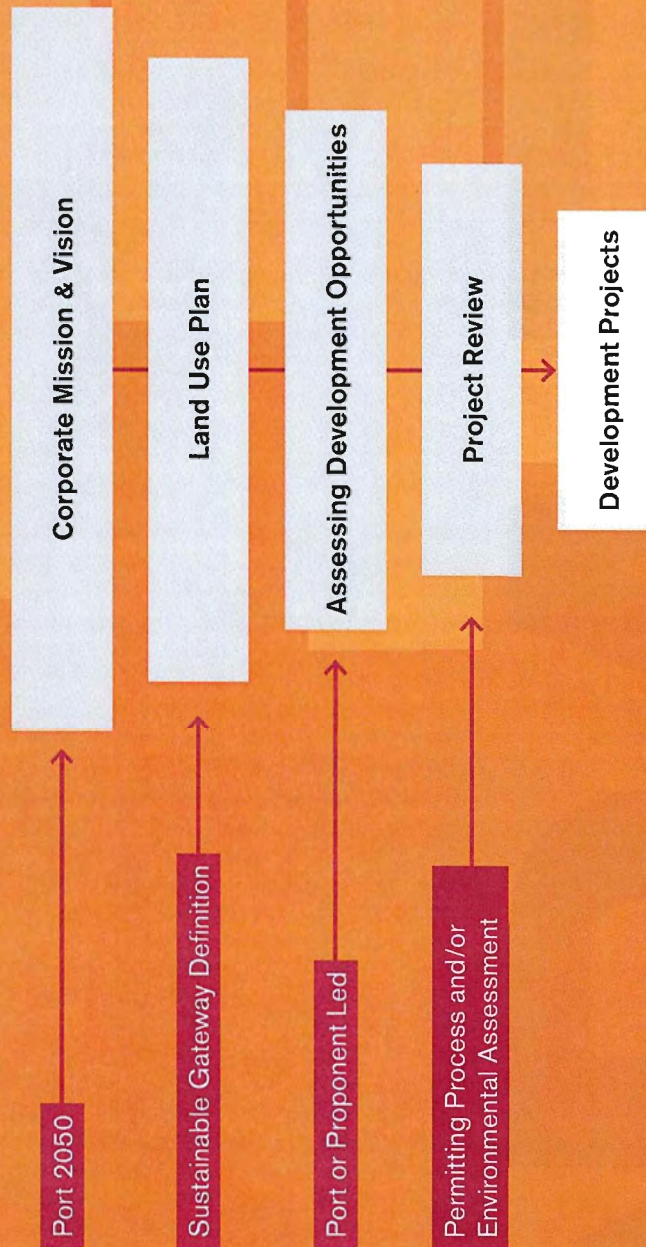
### 3.2 Sustainable Gateway Definition

Port Metro Vancouver launched the Sustainability Vision 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: Strategic Framework





## 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 Vancouver Port Authority, North Fraser Port Authority and the Fraser 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 be developed through a consultative process that involved local governments, agencies, customers/stakeholders, the public and First Nations. Summaries of the consultation processes and outcomes for each phase of the Land Use Plan update process are available at [portmetrovanancouver.com/landuseplan](http://portmetrovanancouver.com/landuseplan).

Figure 4: Plan Development

### Phase 1

Jan – Jul 2012

#### Gathering inputs and setting the context

Phase 1 of the Port Metro Vancouver Land Use Plan Update process focused on data collection, background research into port planning best practices, and issue identification organized around five topics:

- Port Growth and Development;
- Regional Land Use;
- Local Communities;
- Environment;
- Transportation and Goods Movement.

Phase 1 established the baseline for the Land Use Plan, and the phases to follow further informed the process.

### Port Mission

### Phase 2

Aug – Nov 2012

#### Developing Goals, Objectives and Policy Directions

Phase 2 focused on developing draft:

- goals;
- objectives;
- policy directions.

These guiding principles articulate Port Metro Vancouver's vision for managing growth and the development of port lands and waters over the decades to come.

### Studies and Best Practices



## 4.1 Plan Development

The Land Use Plan update process has been implemented for over two years in four phases between 2012 and 2014, starting from background research and concept development to preparation of the final Plan. The process allowed for extensive consultation in each stage, including communicating the results of consultation activities along the way.

### Phase 3

Dec 2012 – Dec 2013

#### Refining Plan Policies and Updating Land Use Designations

Phase 3 was implemented in several stages and provided the opportunity to:

- review and update the draft goals, objectives and policy directions;
- update the land and water use designations and associated mapping;
- seek stakeholder feedback on the above;
- develop proposed implementation measures.

This material formed the basis for development of the draft Land Use Plan document, which was then referred out for extensive public consultation in Phase 4.

2013

### Phase 4

Jan 2014 – Completion

#### Finalizing the Plan

The final phase - Phase 4 - involves:

- finalizing the proposed Land Use Plan;
- meeting the consultation requirements of the *Canada Marine Act* prior to its adoption by the Port Metro Vancouver Board of Directors.

The Plan development and consultation process undertaken by Port Metro Vancouver far exceeds the *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.

A summary of the consultation process in Phase 4 will be available at [portmetrovancouver.com/landuseplan](http://portmetrovancouver.com/landuseplan).

2014



## 5.0 Plan Context

### 5.1 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 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 work force, and its ability to strengthen the regional and national economies through trade and business development.

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



## 5.2 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.

### Environmental Review

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, all physical works and activities conducted within Port Metro Vancouver's jurisdiction must undergo an environmental review carried out by the Port that meets the requirements of the *Canadian Environmental Assessment Act (CEAA) 2012* and the Port's Environment Policy.

Port Metro Vancouver staff with expertise in environmental science, biology, air quality and energy management conduct reviews of all activities affecting port land and water 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, new development within Port jurisdiction is required to appropriately avoid or 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.

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, now inhabited by octopus, rock fish, crabs, anemones and shrimp.

## Environmental Initiatives

Port Metro Vancouver is leading the way for other ports to address air quality and environmental concerns by focusing on technology and operational efficiencies to reduce impacts, as well as to enhance the surrounding environment. More specifically, the Port has initiated a number of programs, often in partnership with other agencies, that work to address the numerous environmental components of a healthy ecosystem, including the following:

## Air Action Program

In 2008, Port Metro Vancouver introduced the Air Action Program to improve management of air emissions. Working with the Port's stakeholders, other Pacific Coast ports, the marine industry and government agencies, the Air Action Program focuses on reducing emissions from ocean going vessels, cargo handling equipment, rail and truck sectors. It is a multi-faceted approach that includes a variety of programs:

**Corporate emissions:** In 2010, Port Metro Vancouver was able to reduce emissions associated with energy use at its head office by 3.4 tCO<sub>2</sub> through energy conservation measures. The Port also invested in 1,265 tonnes of BC-based carbon offsets through the Pacific Carbon Trust to mitigate remaining emissions from corporate activities.

**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 powered engines and connect to the land-based hydroelectric grid while docked at Canada Place. By 2020, it is anticipated that the majority of container vessels calling on the Port will be shore-power enabled, suggesting that there will be a requirement to provide terminal-side infrastructure to allow these vessels to plug-in and remain competitive.

### Non-Road Diesel Emissions

**Initiative:** This program aims to reduce the emissions of non-road diesel equipment on port property through a program which charges a fee to terminal operators who continue to operate out-of-date equipment. When terminal operators upgrade to new, cleaner equipment, most of the fees paid will be reimbursed. This program is similar to Metro Vancouver's Non-Road Diesel Emissions Initiative.

### Northwest Ports Clean Air Strategy:

Port Metro Vancouver is working with the Port of Seattle and Port of Tacoma to reduce port-related air emissions in the Georgia Basin/Puget Sound airshed through the Northwest Ports Clean Air Strategy. The Port also collaborates with national and international stakeholders to ensure the programs have lasting effects.

**EcoAction Program:** The Port promotes emissions reduction targets for ocean-going vessels that enter the port by offering financial recognition for those who excel in environmental stewardship. Vessels may qualify for one of three levels of harbour rates based on their implementation of one of the emission-reduction options within a given category. The reduced rates, Bronze, Silver and Gold, are designed to provide a wide variety of technology and fuel options to vessels in order to promote and build awareness around a number of alternative emission reduction practices.

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

**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 bring the fleet up to the equivalent particulate matter emissions of a 2007 truck or newer by 2017.

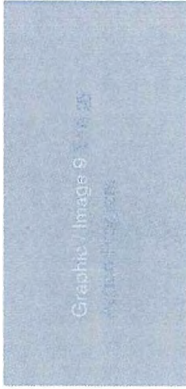
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## Energy Action Program

Port Metro Vancouver's Energy Action Program focuses on using reliable, clean energy for its 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.



## 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 (illustrated in Appendix A).**

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.
- Habitat enhancement areas provide new habitat to compensate for other losses.
- 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, which provide additional marine hiding areas or "refuge" from predator species.

## Site Remediation

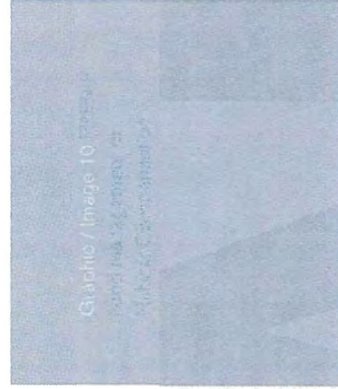
Port Metro Vancouver uses a combination of remediation and risk management approaches to address sites that have been contaminated through past activities. Depending on the condition and expected future use of the site, affected sites are treated with a variety of remedial techniques that may include 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 any contamination is addressed to meet regulatory and additional Port requirements.

## FREMP / BIEAP

The Fraser River Estuary Management Program (FREMP) and the Burrard Inlet Environmental Action Program (BIEAP) Environmental Review Committee 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. These committees were comprised of representatives from Environment Canada, Fisheries and Oceans Canada, Transport Canada, British Columbia Ministry of Environment, Metro Vancouver and Port Metro Vancouver.

In March 2013, the BIEAP-FREMP office closed and the "single window" external project environmental review is now undergoing a transition. Port Metro Vancouver is assisting in this transition and supports the development of a new coordinated review mechanism with partner agencies. In the interim, Port Metro Vancouver continues to apply the FREMP habitat colour coding system as an important input to development review (Appendix A).



## Flood Management

Studies indicate that climate change will result in local sea level rise between 20 and 60 centimetres over the next hundred years. Climate change is also expected to increase severe weather events which could lead to more frequent incidences 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 the Fraser Basin Council, along with local, provincial and federal partners to develop a Business Plan for a Regional Flood Management Strategy for the Lower Mainland. The Port is also a member of the Joint Program Committee for Integrated Flood Hazard Management 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.

The Port is also 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. 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.

### 5.3 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.



### 5.3.1 Communities

Port Metro Vancouver has developed a number of avenues to engage with communities, ranging from community meetings and open houses, 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 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 operations on the community.

In East Vancouver, the Burrardview Community Association, CP Rail and the City of Vancouver participate with Port Metro Vancouver on the East Vancouver Port Lands Liaison Group, focusing on issues related to port operations and development in that community. 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 communications 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 rail whistling.

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

### 5.3.2 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. First Nations harvested and preserved a great variety of foods, maintained villages and camps, and administered complex trade networks in the region.

With this in mind, it is important to note 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 operations and development.



Figure 5: Terminal and Off Dock Facilities





## 5.4 Major Facilities and Assets

The Port consists of 28 major marine cargo terminals and connects with three Class 1 railroads, providing a full range of facilities and services to the international and domestic shipping community.

The 28 deep-sea and domestic marine terminals service the following business sectors:

### 5.4.1 Automobiles

Port Metro Vancouver handles approximately 400,000 vehicles annually through the Vancouver Gateway, making us one of the top three ports on the West Coast of North America for vehicle transshipment. As the most efficient Gateway for Canadian destined automobiles from Asia, Port Metro Vancouver 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.

### 5.4.2 Breakbulk

Port Metro Vancouver is the Pacific Northwest's major consolidation centre for breakbulk cargo such as forest products, steel and machinery. In 2012, 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 and steel products, steel and breakbulk in the Pacific Northwest. It handles wood pulp and paper, lumber, panel products, logs, steel products, project cargo and machinery.

### 5.4.3 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 its diversity and the availability of western Canadian commodities for export. 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.
- Suncor Energy's Burrard Products Terminal is located in Burnaby and handles petroleum products.
- 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 the bleaching process of paper products.
- The Cargill terminal, located on the North Shore of Burrard Inlet, is a grain terminal operated by Cargill Limited that handles wheat, durum, canola, barley and grain by-products.
- Cascadia is a grain terminal located on the South Shore of Burrard Inlet operated by Viterro Inc., which handles wheat, durum, canola, barley, rye, oats and by-products.
- 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. Fraser Surrey Docks, in addition to breakbulk, handles agricultural products and containers.
- Imperial Oil Terminal is a petroleum terminal located in Burrard Inlet East. 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, aviation and jet fuel, all transported via the Transmountain pipeline system.
- Lantic Inc. (Rogers Sugar) is located on the South Shore of Burrard Inlet. Lantic Inc. is the leading refiner, processor, distributor and marketer of Rogers Sugar brand products in Western Canada. The terminal 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 steel-making and thermal coal, phosphate rock, potash, animal feed, canola oil and phosphate rock.
- Pacific Coast Terminals is located in Port Moody. It currently handles sulphur, ethylene glycol and metallurgical coal and is considering handling additional bulk products, such as canola and potash.
- Pacific Elevators is located on the South Shore of Burrard Inlet and is operated by Viterro. It handles canola, flax, peas, and various bulk manufactured agri-forage and by-products.
- Richardson International, 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 iso octane.
- 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 fat and oil products.
- Westshore Terminals is located at Roberts Bank in Delta and is a major coal and coke terminal.

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



## 5.4.4 Container

The Port offers four common-user container terminals with extensive on-dock rail facilities. In 2012, container cargo accounted for approximately 20 per cent of the Port's annual tonnage throughput.

- Centerm, located on the South Shore of Burrard Inlet, operates with six gantry cranes on two berths, on-dock rail facilities and an advanced operating system that tracks cargo real time.
- Vanterm is a container terminal with six gantry cranes located on the South Shore of Burrard Inlet and is operated by TSI Terminal Systems Inc. It handles containerized cargo, project cargo and bulk oils from the adjacent West Coast Reduction facility.
- Deltaport, with ten gantry cranes, is located at Roberts 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 and 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. Growth in container handling at this terminal is constrained by the ability of larger vessels to access this portion of the Fraser River.

## Container Handling Facilities

The Vancouver 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.

### **Transloading Facilities**

- Canaan Transport Group Inc.
- Coast 2000 Terminals Ltd.
- Columbia Containers
- Consolidated Fastfrate Inc.
- Euro Asia Transload Inc.
- Global Agriculture Trans-Loading Inc.
- Parrish & Heimbecker, Ltd.
- Ray-Mont Logistics
- Reagle Terminals Inc.
- Ryder Container Terminals
- South Fraser Container Services (2005) Ltd.
- Western Transloading Corp.
- Westran Services Ltd.

### **Container Storage and Maintenance Facilities**

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

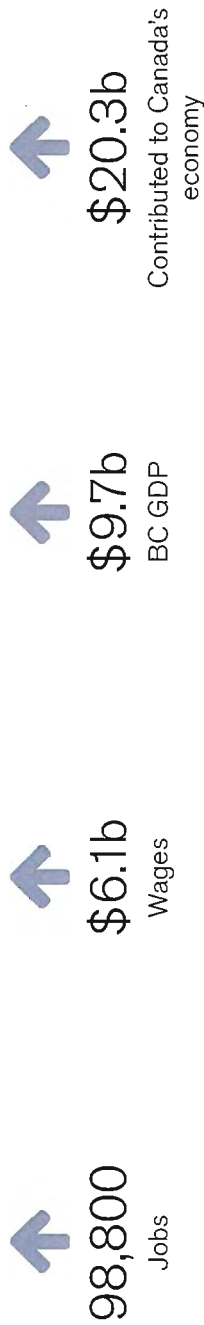
## 5.4.5 Cruise

As home port for the Vancouver-Alaska cruise industry, Port Metro Vancouver welcomes hundreds of thousands of passengers annually.

- 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 re-purposed for other uses.

## 5.5 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 2012, 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.



As illustrated in the following table, forecasts indicate 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 capture and manage the anticipated growth will depend largely on its ability to develop the additional required 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 respects the interests of surrounding communities. The Land Use Plan provides strategic guidance to ensure that the Port is prepared to accommodate that growth so that Canadians can continue to benefit from the resulting economic activity.

Figure 6: Port Metro Vancouver Traffic Forecast

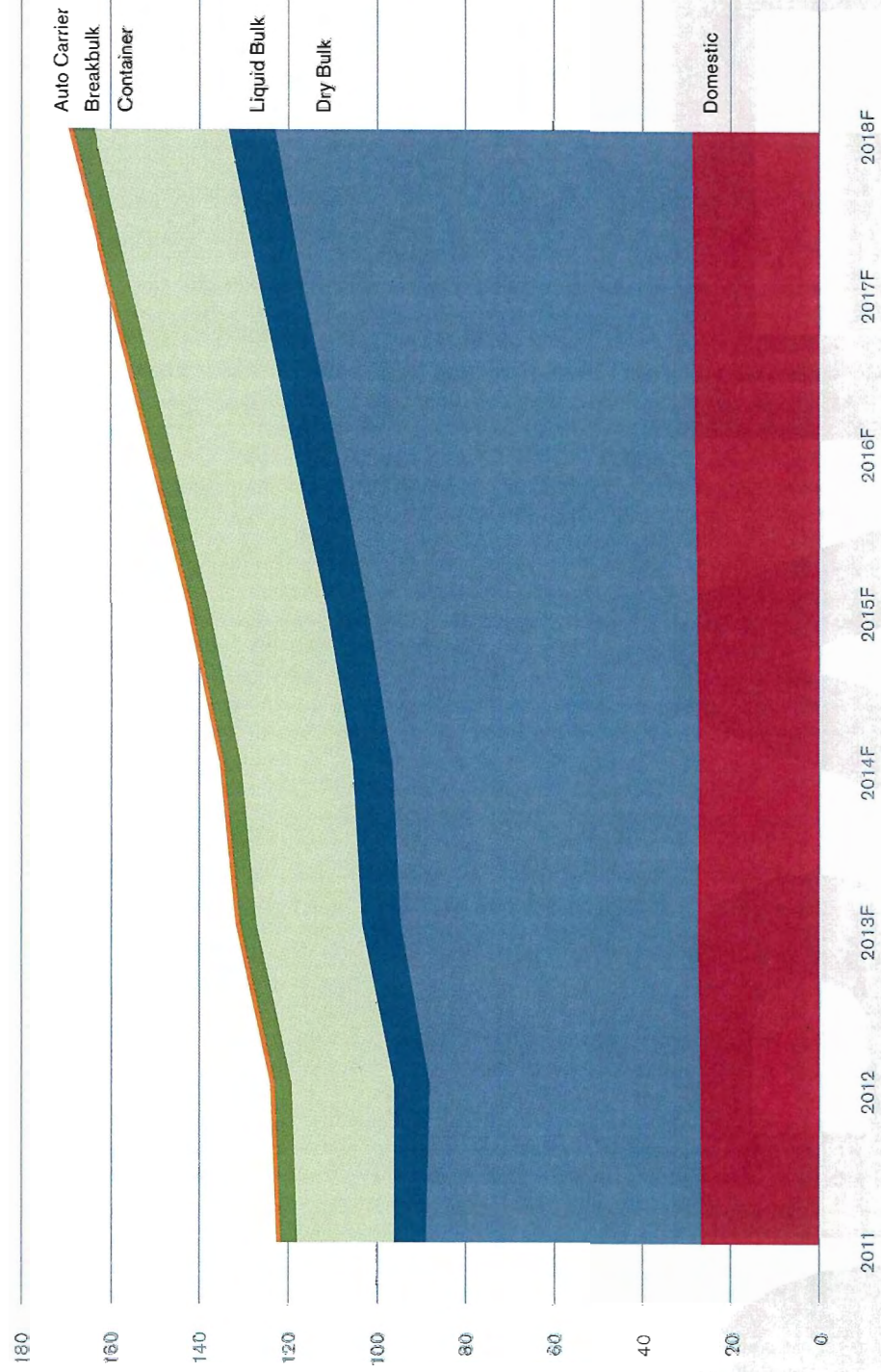
Sector (million tonnes)	2011	2012	2013F	2014F	2015F	2016F	2017F	2018F
<b>Auto Carrier</b>	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3
<b>Breakbulk</b>	3.8	3.9	3.7	3.8	4.0	4.2	4.4	4.6
<b>Container</b>	21.7	23.0	23.8	25.1	26.4	27.8	29.1	30.5
<b>Liquid Bulk</b>	7.3	8.2	8.7	8.9	9.3	9.7	9.9	10.4
<b>Dry Bulk</b>	62.5	61.4	67.5	69.7	74.9	81.4	88.4	94.5
<b>Domestic</b>	26.9	27.1	27.7	27.4	27.8	28.4	28.7	29.1
<b>Total Cargo</b>	122.5	123.9	131.8	135.3	142.7	151.7	160.8	169.5
<b>Cruise ('000s revenue pax)</b>	663	666	813	816	840	875	890	905
<b>Auto ('000 units)</b>	298	384	349	317	324	318	311	319



Figure 7: Port Metro Vancouver Traffic Forecast

37%  
Forecasted  
Increase  
(2011-2018)

Millions of Tonnes



5.5.1 Commodity Forecasts

World GDP grew 2.9% in 2012, which was driven in part by a 2.4 % increase in world goods trade. Annual global economic growth is expected to be 3 to 4% from 2014 to 2018, accompanied by an annual increase in global goods trade in the 4 to 6% range. Commodity forecasts indicate containers, coal, grain, potash, petroleum and forest products will continue to be key growth sectors for Port Metro Vancouver.

5.5.2 Coal

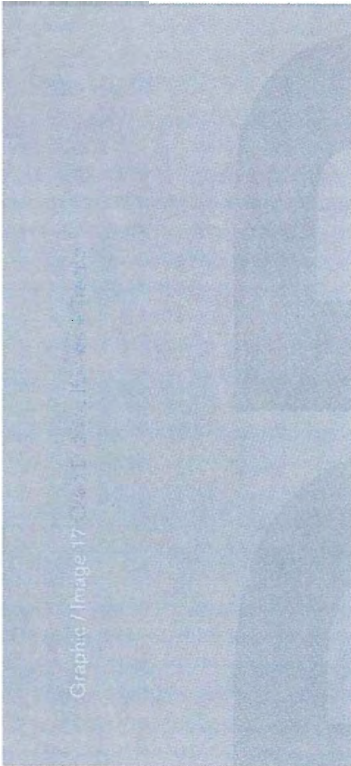
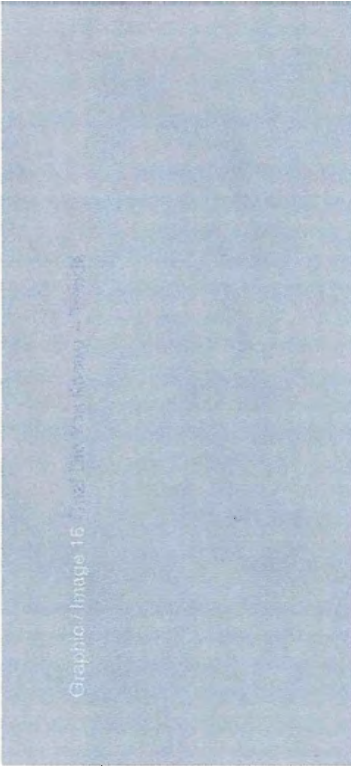
China, Japan and Korea accounted for 60% of worldwide steel production and 70% of the port's steel-making coal exports up to June 2013. Steel-making coal exports will continue to be driven by developing economies in Asia, particularly China.

Thermal coal exports accounted for 32% of overall coal exports over the first half of 2013, increasing from 30% in 2012. Thermal coal exports increased by 11% to 5.7 million metric tonnes over the first half of 2013 compared to the first half of 2012. Coal demand is expected to remain strong over the next five years.

5.5.3 Grain

Global demand for Canadian grains is increasing, driven by rising populations and personal incomes in Canada and the port's major trading partners. Bulk grain volumes shipped through the port are approximately 40% wheat, 40% canola, 15% specialty crops, and 5% others. However, commodity splits change somewhat from year to year.

2014 is expected to be a record year for grain volumes through the port, as global demand for Canadian crops remains strong. The Port's proximity to key markets will allow it to continue to gain export market share over other North American gateways over the next five years.





#### 5.5.4 Potash

Medium to long term global potash demand is expected to increase by approximately 3% per year over the forecast period, supported by strong agricultural market fundamentals, including reduced inventories and strong long term commodity prices.

Unexpected development in global market situations may create significant uncertainty in the short to medium term, but the Port is well positioned to take advantage of increasing demand over the long term.

#### 5.5.5 Petroleum

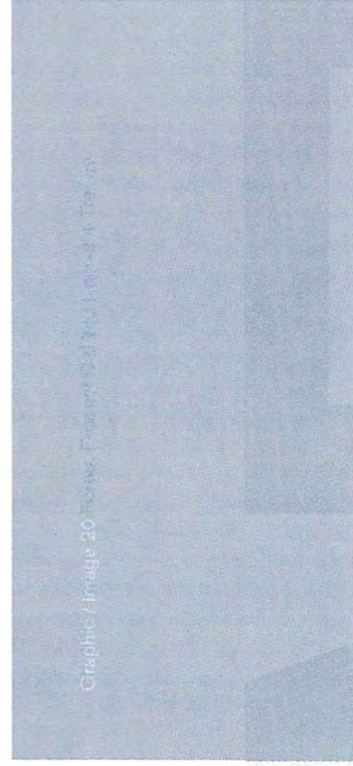
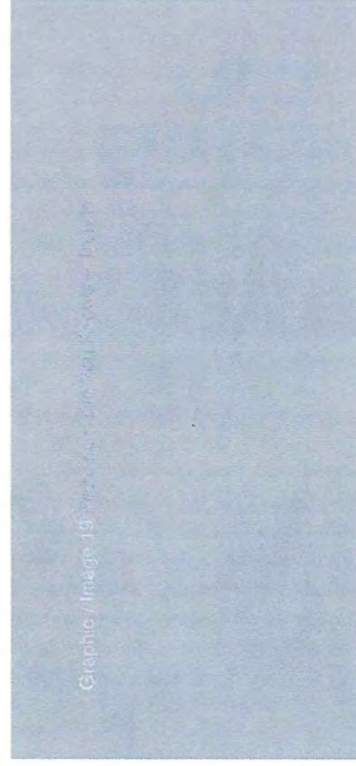
Petroleum product demand is anticipated to grow significantly over the medium to long term. The constraints of existing infrastructure are the most significant limiting factor to accommodating potential growth in this commodity.

#### 5.5.6 Forest Products

The majority of bulk forest product moving through the port is a domestic woodchip business handled on the Fraser River. Other forest products include lumber, pulp, paper and logs, which are moved through containers or as breakbulk. There is a trend towards shifting from breakbulk hauling to container hauling of these products. Lumber exports handled by breakbulk are projected to continue to decline due to customer preferences for the security, protection, and well-established channels container shipping provides.

Outbound foreign traffic through Burrard Inlet has grown rapidly due to the emergence of wood pellets as an alternative energy source in global markets. Wood pellet traffic has mostly been driven by increasing bioenergy demand in Europe.

Overall, a moderate decline is expected in lumber volumes in 2013, but is expected to recover over the longer term.





### 5.5.7 Major Initiatives Underway

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

#### Container Terminal Capacity

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 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 7.6). The Roberts Bank Terminal 2 Project is a proposed 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 project and environmental approvals, the project could be fully operational by the early 2020's.

#### Terminal Development

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 within their existing site footprint.

Westshore Terminals has undertaken similar work to increase capacity for handling coal. Several of the grain elevators in Burrard Inlet are also upgrading their facilities and replacing aging equipment to improve terminal efficiencies.

On the marine side, Chevron recently completed dredging its ship and barge berths to accommodate greater vessel drafts and full loading of more modern double hulled vessels. While the maximum size of vessels calling on their Burnaby terminal does not increase, there is now 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

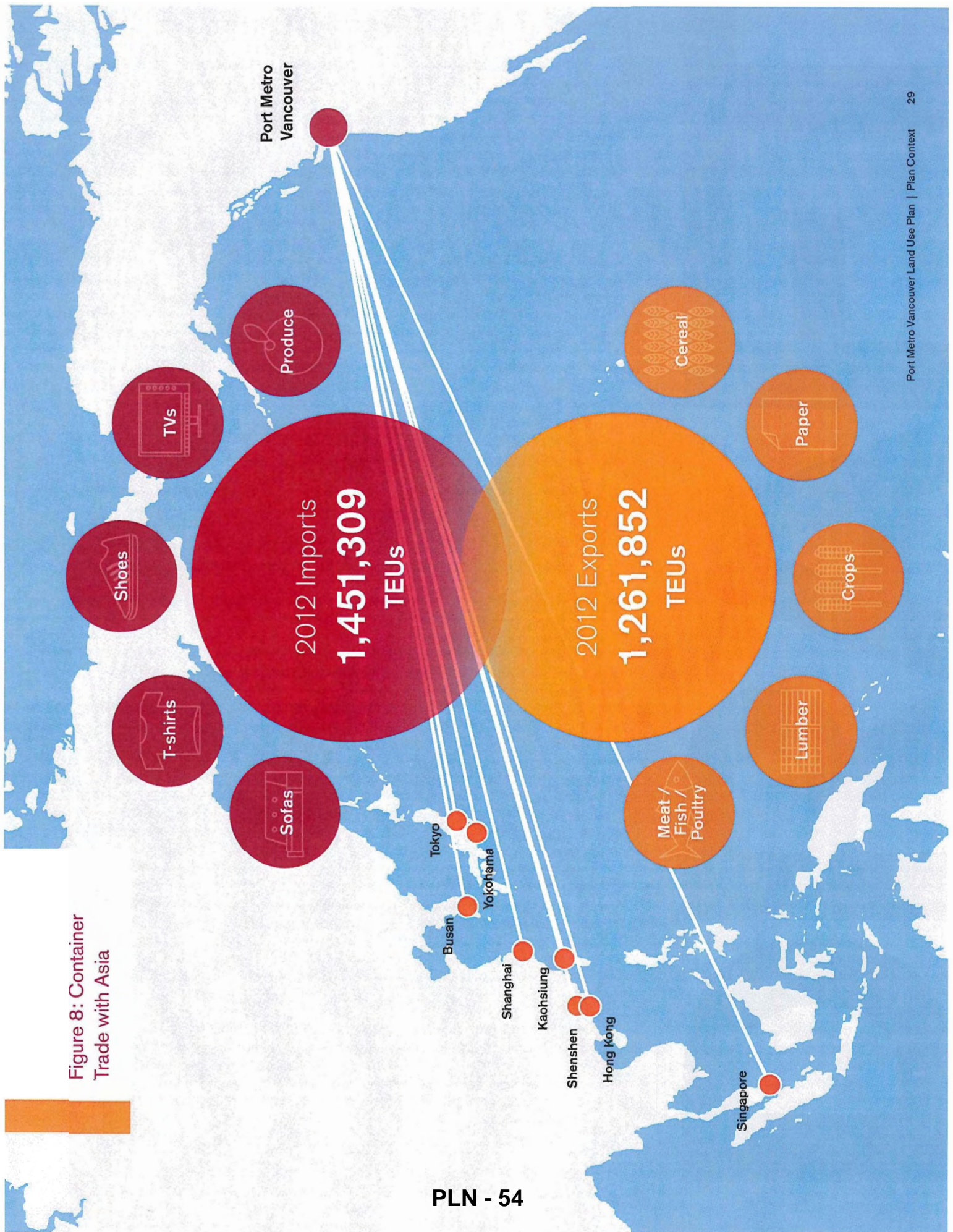
The South Shore Trade Area, North Shore Trade Area, and Roberts Bank Rail Corridor initiatives are examples of programs which have significantly improved road and rail conditions and capacity. Working with federal and provincial governments through the Asia-Pacific Gateway and Corridor Initiative, and 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 Street in Vancouver;
- The more than \$300 million invested by 12 different government, industry and agency partners into the 9 Roberts Bank Rail Corridor grade separations; and
- The \$280-million Deltaport Terminal Road and Rail Improvement Project designed to increase existing container terminal capacity at Deltaport by 600,000 TEU's – all within the existing land footprint.

Through a collaborative approach to planning and development, the Port will continue to facilitate growth in partnership with interested parties to ensure that forecasted demand is anticipated and appropriately addressed.



Figure 8: Container  
Trade with Asia





## 5.6 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 past several decades. For example, Metro Vancouver's stock of industrial land has declined approximately 27% over the past 25 years due in large part to redevelopment or re-designation of industrial lands to other uses such as residential or commercial. In addition, on-going development of lands designated for industrial use has resulted in a dwindling supply of market-ready lands available for new investment in industrial activities that directly or indirectly support Canada's trade. Recent research suggests that the current inventory of market ready industrial lands is sufficient to meet demand for only about 10 years.

The successful preservation of industrial lands will depend on the decisions of all jurisdictions having authority over land use in the region. It is vital that all such authorities work together to ensure adequate protection is put in place to protect remaining industrial lands and jobs, and provide an adequate industrial land base for future generations.

There may be opportunities to use the region's industrial lands more intensively. Research is underway to look at how this might be achieved in a port and non-port setting. For port lands, more intensive use is generally achieved through better site utilization, through investments in equipment and operating procedures that increase throughput efficiency, and through increased transportation capacity. In some cases, innovative building and design solutions appropriate to an industrial setting can also result in increased efficiency.

As former industrial lands in neighbouring municipalities are redeveloped with 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 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.

Port Metro Vancouver supports ongoing efforts to identify strategies that provide effective protection of the industrial land base, and will continue to provide input to municipal and other planning processes that may impact the industrial land supply.

## 5.7 Transportation and Goods Movement

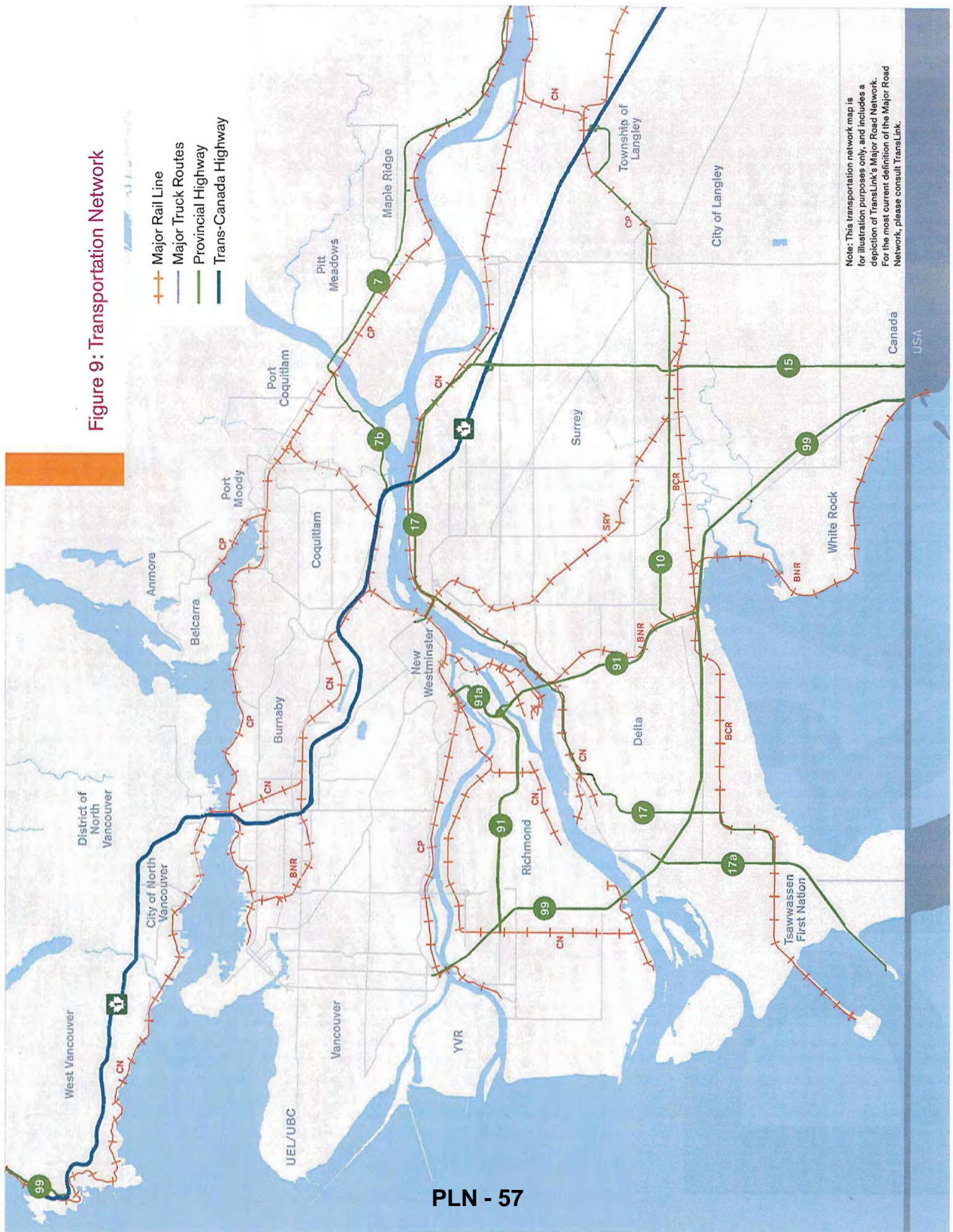
As part of Canada's Pacific Gateway, the lands and waters managed by Port Metro Vancouver are one link in the supply chain which delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port lands and waters to manage their products, they must be served by a reliable and efficient transportation network.

In a port setting, the network critical to goods movement 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 and 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.



Figure 9: Transportation Network





## 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 Rail (CN), Canadian Pacific Rail (CP), and Burlington Northern Santa Fe Rail (BNSF). The rail network also consists of local short line railways, interconnecting rail yards and interchanges.

Rail lines are generally owned and managed by each rail company. However, in Metro Vancouver, shared use of rail lines to enable efficient movement of goods is available through co-production agreements between CN and CP.

## Marine Navigation

Providing marine vessels with safe and unimpeded access to 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 both shallow and 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. 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 dredging primarily consisting of capital dredging works and the Fraser River requiring annual maintenance dredging.

Growth in trade activity and more intensive use of port lands will mean that the connecting regional transportation corridors will require active management and significant investments to provide the additional capacity needed, in a manner that addresses the impacts of transportation on surrounding communities.



## 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.



# GOALS

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

Looking forward the next 15 to 20 years, growth is forecasted across almost all commodity sectors currently handled at the port, as well as in the cruise sector. 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 lands available. While various land uses within the region – such as commercial, industrial and residential – are interdependent on one another, 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 intensified use may have on adjacent communities, transportation networks and the environment.
- 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 to anticipating and responding 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 which delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port land/water for the handling of their products, that land/water 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 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 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 to incorporate 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 is 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 Minimize potential adverse impacts 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 to monitor and protect 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 GHGs 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 assessments 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 and construction, operations 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 on 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 for local residents, such as noise, traffic congestion and environmental impacts. The Port endeavours to address these challenges in consultation with neighbouring communities 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 the public use and enjoyment of foreshore and intertidal areas accessible within their communities.

**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, as well as disturbances to archaeological deposits, are identified and appropriately 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 on-going 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 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 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 publically available 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.

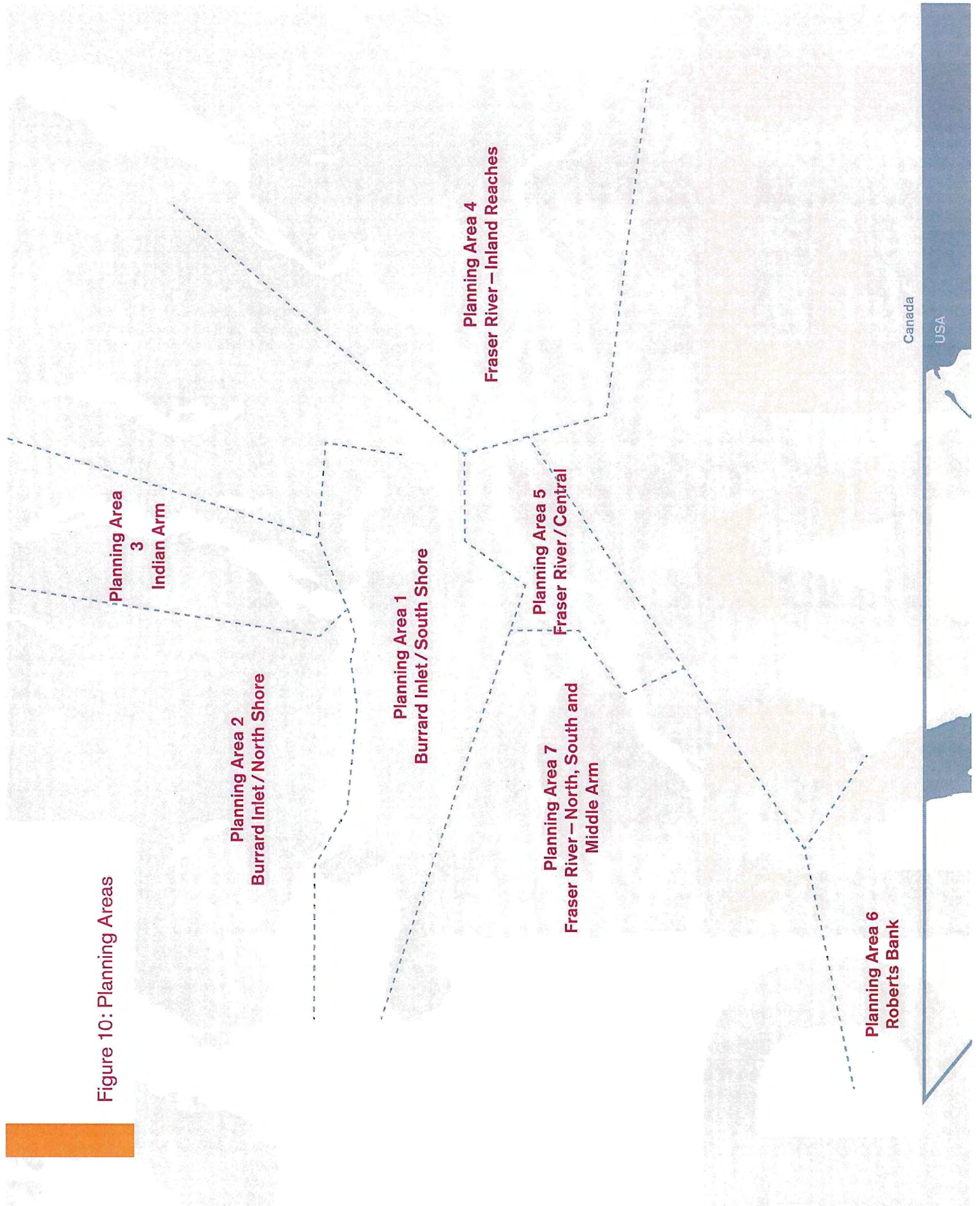


## 7.0 Planning Areas

Port Metro Vancouver's lands and waters are organized into seven distinct 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 designation information may be obtained at [portmetrovancouver.com/landuseplan](http://portmetrovancouver.com/landuseplan), and the designations are described in Section 8.0 of this Plan.



Figure 10: Planning Areas







**Figure 11: Planning Area 1**

First Nation Reserves

**Land Use Designations**

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



## 7.1 Planning Area 1:

### Burrard Inlet / South Shore

The East Vancouver Port Lands Liaison Group, North Shore Waterfront Liaison Committee and the Port Community Liaison Committee in Delta are mechanisms for dialogue and communications about port-related issues in the community. These committees have been instrumental in bringing about changes to operational matters such as truck traffic management and rail whistling.

Planning Area 1 borders the municipalities of Vancouver, Burnaby, Port Moody, and the reserve lands of the Squamish Nation. The area 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 Council Road north of McGill Street in Vancouver. This sub-area has its own area plan containing specific policies related to port development.

The South Shore benefits from a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the area handled approximately 30 million metric tonnes of cargo and over 666,000 cruise passengers. Major terminals along the South Shore include Canada Place, Centerm, Vanterm, Cascadia, Stanovan, Shellburn, Westridge, Burrard Products Terminal, Pacific Coast Terminals and Kinder Morgan. Collectively, these terminals move cruise passengers, containers and dry bulk, liquid bulk, and breakbulk cargo. The area is also connected to the main Canadian Pacific Railway (CPR) corridor, with access for Canadian National Railway (CN) and Burlington Northern Santa Fe (BNSF), and regional truck routes to the rest of Canada.

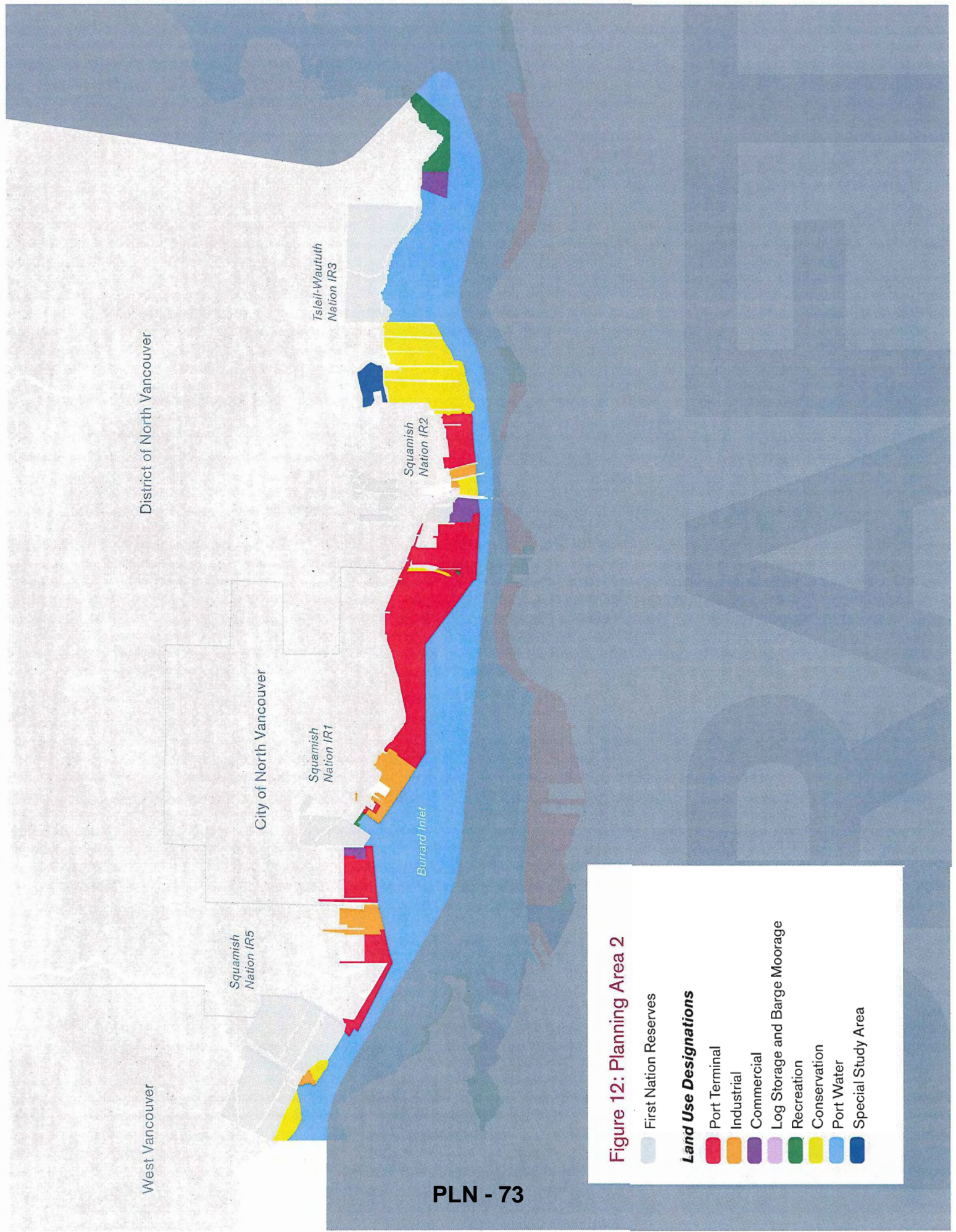
The South Shore also includes industrial and commercial activities, float plane operations, anchorages, and a number of conservation and recreational uses and waterfront parks.

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 other areas of the port 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.





**Figure 12: Planning Area 2**

First Nation Reserves

**Land Use Designations**

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



## 7.2 Planning Area 2:

### Burrard Inlet / North Shore

Planning Area 2 in Burrard Inlet borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver and reserve lands of the Squamish and Tsleil-Waututh Nation. The North Shore extends from Ambleside Park in West Vancouver to Cates Park in the District of North Vancouver.

This Planning Area borders a deep-sea shipping channel and is one of the major trading areas in the port. In 2012, the North Shore handled over 22% of all cargo volume through Port Metro Vancouver, 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 as a whole.

Major terminals and industrial activities in this area include Richardson International, Cargill, Neptune, Lynnterm, Univar Canada, Canexus, Vancouver Wharves and Seaspan. Collectively, these terminals move containers, dry bulk, liquid bulk and breakbulk products. There are some industrial and commercial uses, anchorages, as well as conservation and recreation activities in the area. This area is also a main rail line for Canadian National (CN) Railway.

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 other areas of the Port 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 carefully planning and collaboration between the Port and adjacent municipalities and First Nations.

In 2012, the North Shore handled over 22% of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets.



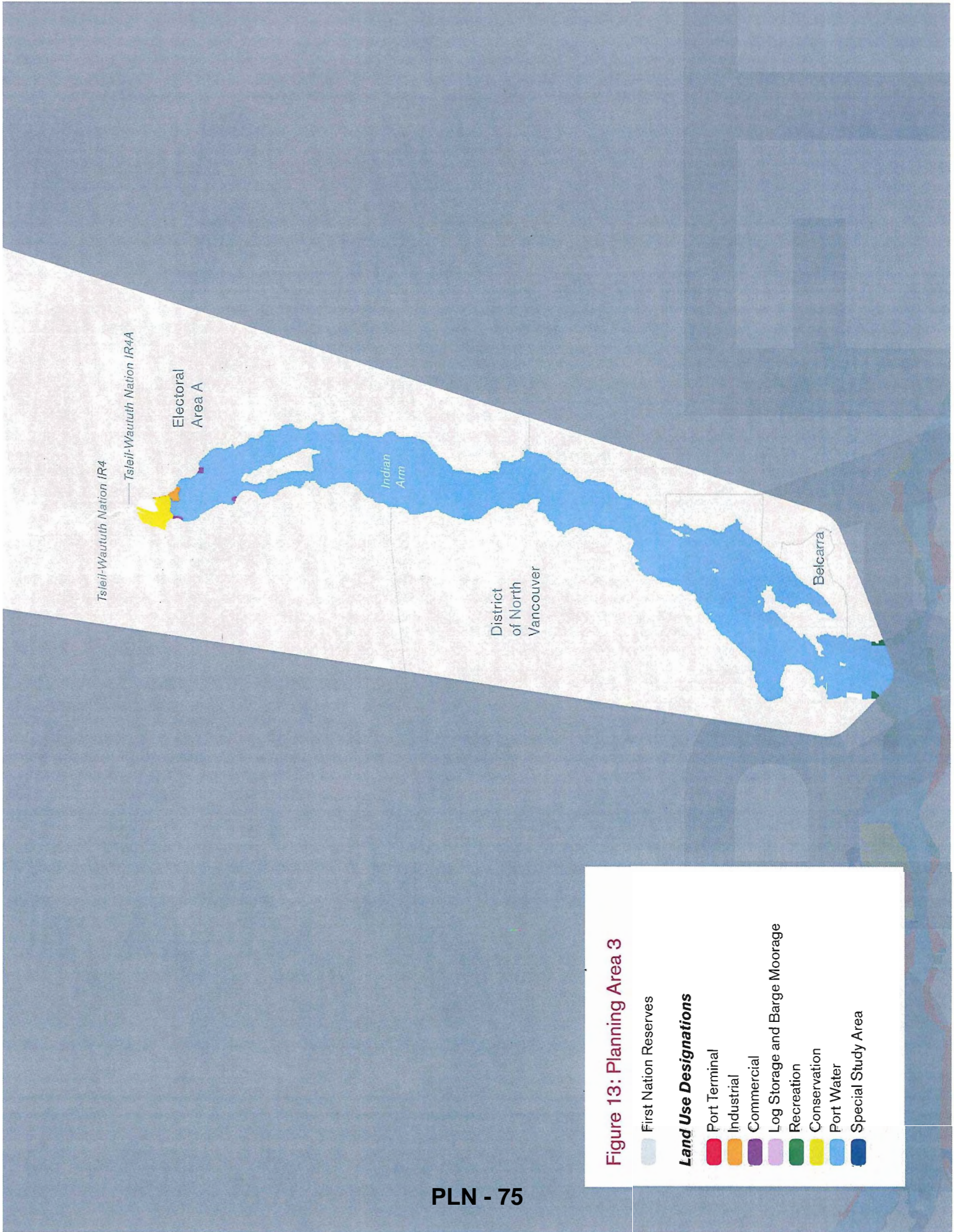


Figure 13: Planning Area 3

- First Nation Reserves
- Land Use Designations**
- Port Terminal
  - Industrial
  - Commercial
  - Log Storage and Barge Moorage
  - Recreation
  - Conservation
  - Port Water
  - Special Study Area

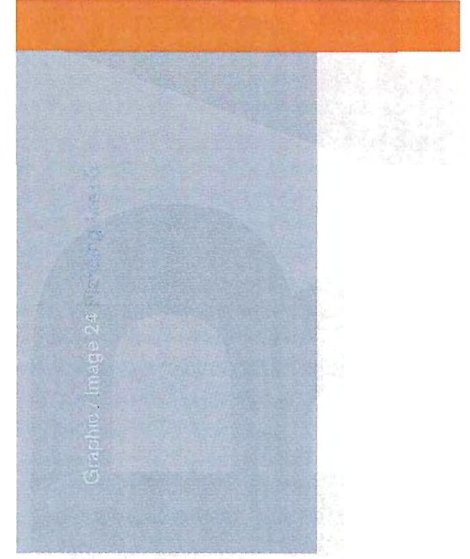


## 7.3 Planning Area 3:

### Indian Arm

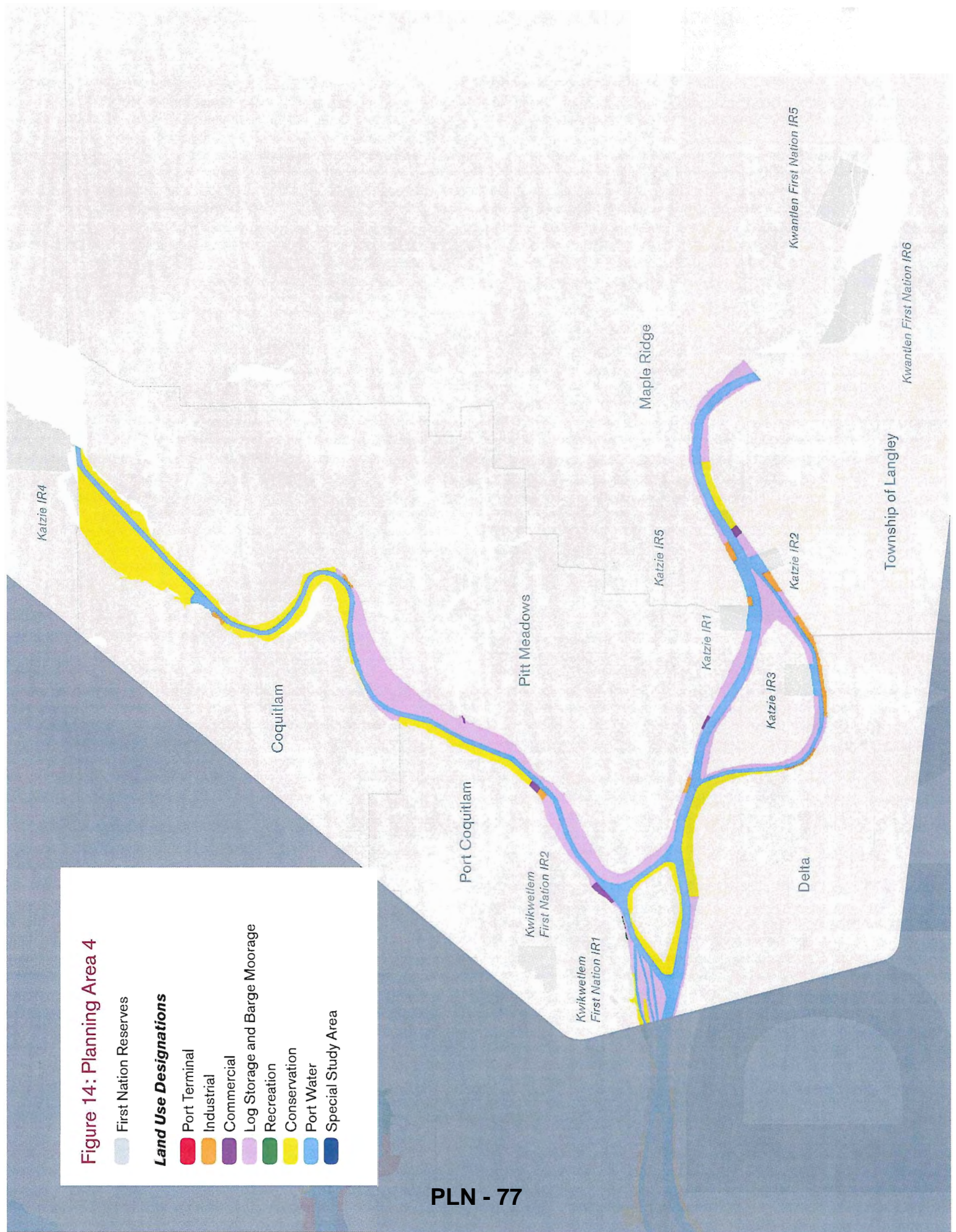
The Indian Arm Planning Area (Planning Area 3) borders the District of North Vancouver, Electoral Area A and the reserve lands of the Tsleil-Waututh Nation. Indian Arm is a natural fjord characterized by deep water, steep slopes and undeveloped upland forests.

A majority of the upland area in Indian Arm consists of Cates Park/Whey-Ah-Wichen, Indian Arm Provincial Park/Say Nuth Khaw Yum, 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.



**Figure 14: Planning Area 4**

- First Nation Reserves**
- Katzie IR4
  - Katzie IR5
  - Katzie IR2
  - Katzie IR3
  - Katzie IR1
  - Katzie IR6
- Land Use Designations**
- Port Terminal
  - Industrial
  - Commercial
  - Log Storage and Barge Moorage
  - Recreation
  - Conservation
  - Port Water
  - Special Study Area



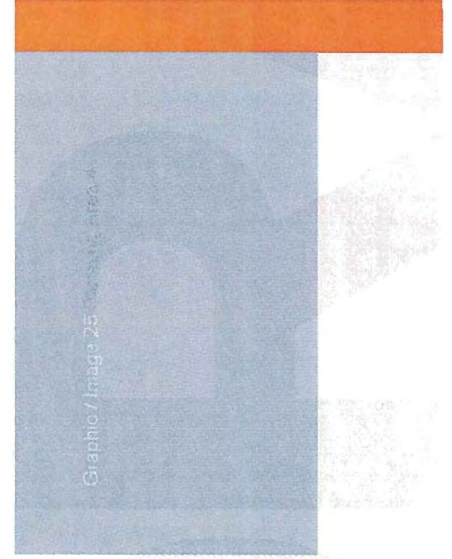


## 7.4 Planning Area 4:

### Fraser River – Inland Reaches

Planning Area 4 (Fraser River–Inland Reaches) extends east from the Port Mann Bridge to Pitt River and Kanaka Creek in Maple Ridge. The area borders the municipalities of Port Coquitlam, Pitt Meadows, Surrey, Township of Langley and Maple Ridge, and the reserve lands of the Katzie First Nation.

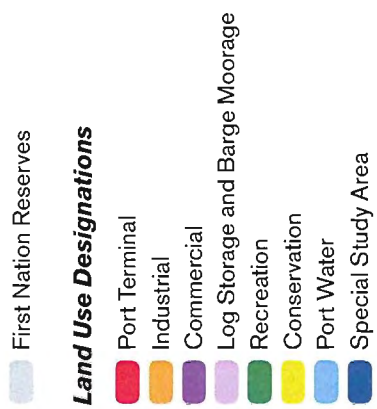
The Fraser River–Inland Reaches Planning Area consists of domestic and local navigation channels, which are relatively shallow in depth. The area is primarily used for log storage, industrial, commercial, conservation and recreational uses. Future port-related uses in this area will likely continue to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



The majority of bulk forest product moving through the Port is a domestic woodchip business handled on the Fraser River. Other forest products include lumber, pulp, paper and logs, which are moved through containers or as breakbulk.



**Figure 15: Planning Area 5**





## 7.5 Planning Area 5:

### Fraser River – Central

The Fraser River – Central area extends from approximately 3km 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. The Planning Area borders the municipalities of Richmond, Delta, Surrey, New Westminster and Coquitlam. The west 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 a wide variety of port-related industrial and commercial uses such as barge terminaling, ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area.

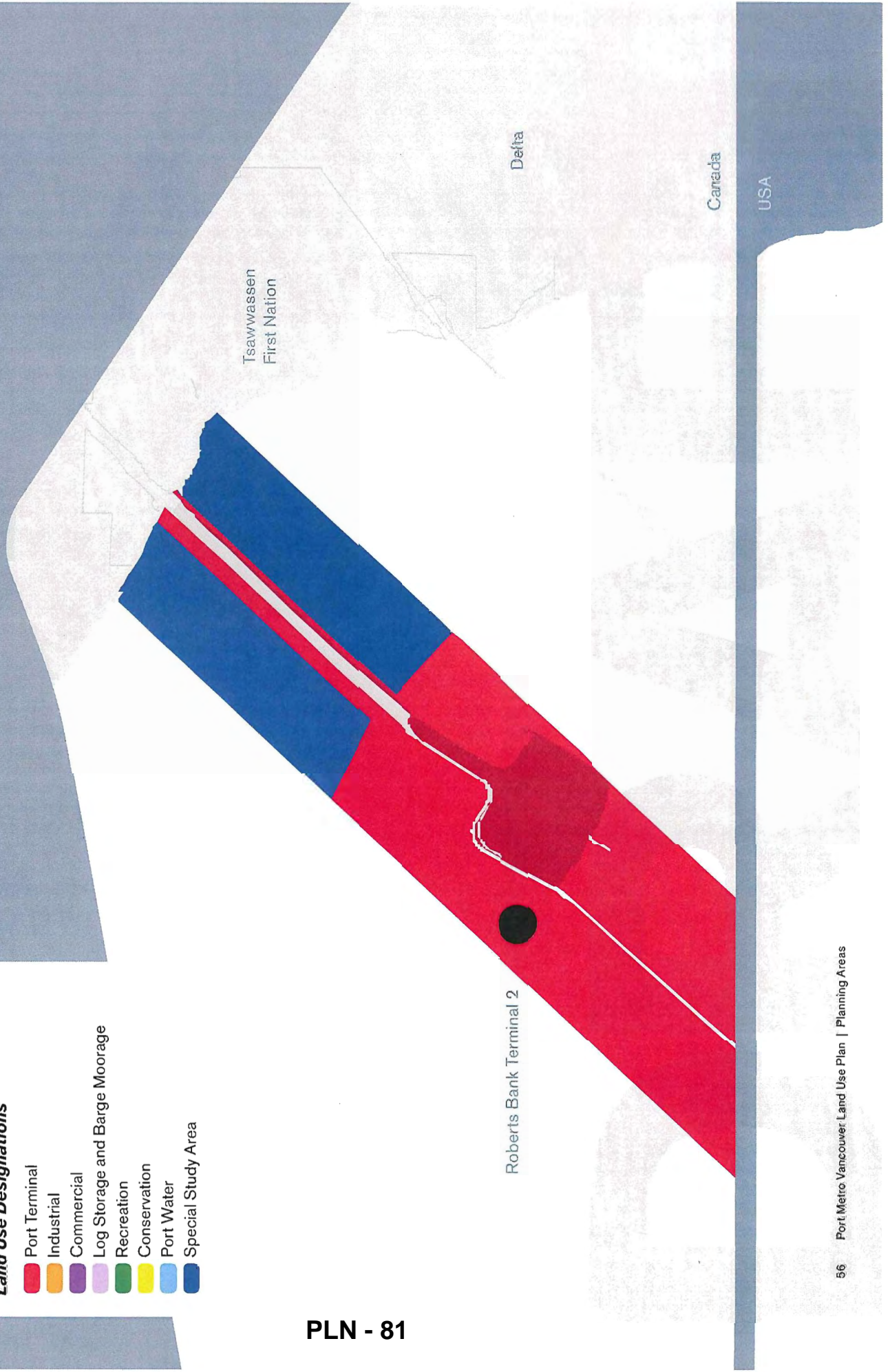
This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, breakbulk, liquid bulk and other commodities. As potential growth becomes limited on the Burrard Inlet North and South Shore Planning Areas it is possible that more upland and foreshore areas of the Fraser River - Central Planning Area will be developed to accommodate port-related activities, particularly if navigational draft increases.

It is anticipated that there will be further intensification of port-related industrial uses on existing sites, particularly as industrial lands in other areas of the port 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 create the potential to increase conflicts between port-related and non-industrial uses in the community.

**Figure 16: Planning Area 6**

-  First Nation Reserves
- Land Use Designations**
-  Port Terminal
-  Industrial
-  Commercial
-  Log Storage and Barge Moorage
-  Recreation
-  Conservation
-  Port Water
-  Special Study Area





## 7.6 Planning Area 6:

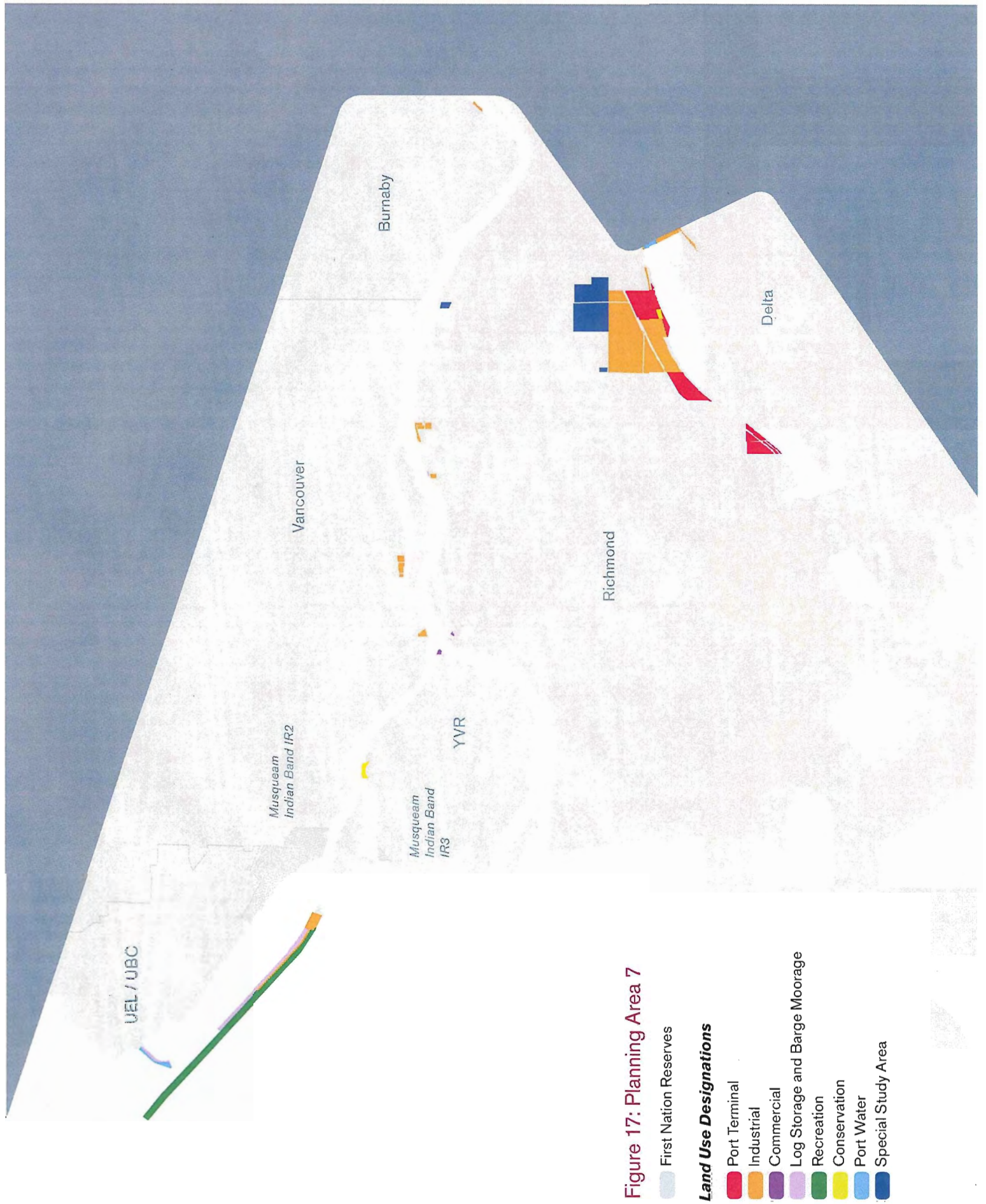
### Roberts Bank

The Roberts Bank Planning Area extends into the Strait of Georgia from the foreshore of Delta and the Tsawwassen First Nations 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 1970s, expanded in the 1980s, and expanded further by the Port in 2009 with the Deltaport 3rd Berth project.

Roberts Bank is one of the main trading areas of Port Metro Vancouver, consisting of its largest bulk facility, Westshore Terminals, and its largest container terminal, Deltaport. In 2012, over 38 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 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, a long-term strategy to deliver projects to meet anticipated growth in container capacity demand through a series of road and rail improvements described earlier. This Planning Area also includes the proposed new container terminal known as the Roberts Bank Terminal 2 project that would significantly expand container capacity at Roberts Bank 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, and nearly triple by 2030. Current projections indicate approximately four million TEUs (twenty-foot equivalent units) of additional capacity will be needed to meet West Coast container demand by 2030.



**Figure 17: Planning Area 7**

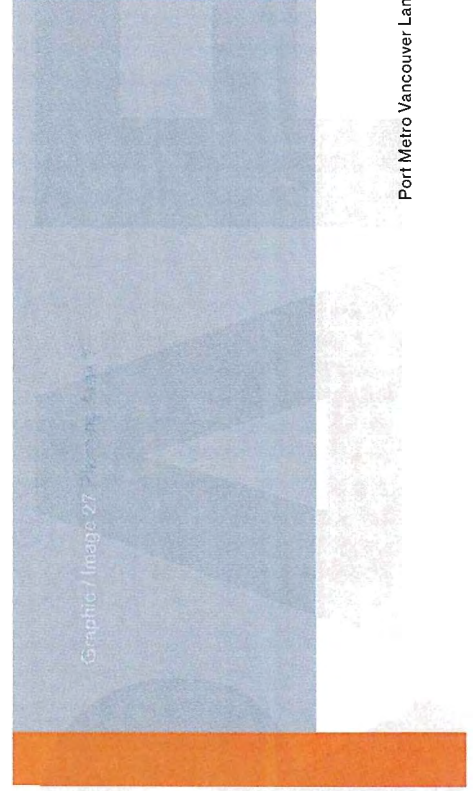


## 7.7 Planning Area 7:

# Fraser River – North, South and Middle Arm

The North, South (also referred to as the Main Arm) and Middle Arm of the Fraser River extends from the North Arm Jetty and Sturgeon Bank to Boundary Road, and from the Sand Heads to just south of Lion Island. The area borders The University of British Columbia, Vancouver International Airport (YVR), the municipalities of Vancouver, Richmond, Burnaby, Delta, 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 were included within a Head Lease with the Province of BC until the end of 2014. The Port maintains navigational jurisdiction in these waters, holds a number of properties in the upland, and leases water lots to support trade activities. Future use of these lands is likely to be similar to those now present, although more intensive use of the sites on the south arm can be anticipated to support the growth in Canada's trade.





## 8.0 Land Use Plan Designations

Port Metro Vancouver's Land Use Plan includes eight land and marine designations that are consistent across the Port's jurisdiction, each having a specific intent and list of associated uses. Section 8.2 provides a list of these designations and their purpose. The detailed designation maps are located at: [portmetrovancover.com/landuseplan](http://portmetrovancover.com/landuseplan).

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. All developments and activities proposed within Port Metro Vancouver's jurisdiction are subject to the Port's review and approvals, and must be consistent with the uses permitted under the *Canada Marine Act* and Letters Patent.

The land and water designations have the following characteristics:

**Applicable to all areas:** the designations apply to all land and water within the Port's jurisdiction.

**Provide flexibility:** the designations indicate the general intended use of the site while also identifying the more specific types of development that can be considered on a primary, ancillary or conditional basis.

**Clear and accurate mapping:** the system of designation 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 Letters Patent.

## 8.1 Designation Descriptions

Each land use designation is described below. In addition to these primary uses, ancillary uses may be considered as appropriate on individual sites to support the primary use. Ancillary uses may include uses such as parking, ancillary offices, storage areas, caretaker facilities, utilities, ancillary commercial and other uses.

Graphic / Image 28



## Port Terminal

Port Terminal areas are primarily designated for deep-sea and marine terminals which handle a variety of commodities, including autos, breakbulk, dry bulk, liquid bulk and containers, as well as cruise passengers. This includes uses that support shipping, transportation and the handling of goods.

## Industrial

Industrial areas are primarily designated for industrial activities in support of port operations and marine support services. This includes uses that support shipping, transportation and the handling of goods, in some cases including the manufacturing of goods.

## Commercial

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.

## Log Storage and Barge Moorage

Log Storage and Barge Moorage areas are primarily designated for log storage, barge moorage and associated activities.

## Recreation

Recreation areas are primarily designated for public recreational use such as parks and viewing areas. Examples include Crab Park at Portside, New Brighton Park, and the public viewing platforms on the south side of Queensborough.

## Conservation

Conservation areas are primarily designated for habitat conservation, enhancement, restoration and similar uses, and may be publically accessible. These areas are generally not intended for development.



## Port Water

The Port Water designation primarily applies to open water and foreshore areas adjacent to Port and non-Port lands, and are generally intended for shipping, navigation and anchorages. Port Water includes the following parameters:

**Navigation Channel** – within Port Metro Vancouver's jurisdiction, navigation channels have been designed using national and international guidelines and 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 design of the navigational channels is determined by the following:

- depth of water
- current and tidal considerations
- ship maneuvering
- hydrodynamic interactions between meeting a passing vessel in two-way traffic
- counteracting bank suction
- aids to navigation

**Marine Safety Channel** – an allowance of additional width adjacent to the navigational channel to ensure safety of vessels in the navigational channel and between concurrent intertidal and shoreline users. Utilized in narrow portions of the Port's jurisdiction, the safety channel also compensates for safety impacts from bank slumping, erosion, sediment transport and deposition.

## Special Study Area

Special Study Areas are areas 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.

**Table 1: Land Use Designations**

The following table outlines the primary uses associated with each type of land use designation. However, the table is not an exhaustive list of all potential activities that could be considered under this Land Use Plan within a given designation.

## 8.2 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 is considered to be supplementary to a primary use and may be permitted if in conjunction with a primary use.

**CONDITIONAL USE** is a use that is 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 determination of their appropriateness in a given context.

Designation	Primary Uses in this Designation
Port Terminal	<ul style="list-style-type: none"> <li>Terminals for Autos, Bulk, Breakbulk, Liquid Bulk, Containers, Cruise and Passengers</li> <li>Uses related to the shipping, transportation and the handling of goods and passengers</li> <li>Intermodal Yard</li> <li>Marine Support Services</li> </ul>
Industrial	<ul style="list-style-type: none"> <li>Intermodal Yard</li> <li>Marine Support Services</li> <li>Warehousing and Distribution Centre</li> <li>Materials Processing and Manufacturing</li> <li>Tug and Barge Operations</li> <li>Uses related to the shipping, transportation and handling of goods</li> <li>Barge Moorage</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>Warehousing and Distribution Centre</li> <li>Marine Support Services</li> <li>Marinas</li> <li>Float Plane Terminals</li> <li>Boat Moorage</li> </ul>
Log Storage and Barge Moorage	<ul style="list-style-type: none"> <li>Log Storage</li> <li>Booming Grounds</li> <li>Log Processing</li> <li>Barge Moorage</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>Public Parks</li> <li>Public Recreation Areas</li> <li>Public Wharfs</li> <li>Boat Moorage</li> </ul>
Conservation	<ul style="list-style-type: none"> <li>Conservation Areas</li> <li>Habitat Compensation, Restoration and Banking areas</li> </ul>
Port Water	<ul style="list-style-type: none"> <li>Shipping</li> <li>Navigation</li> <li>Commercial Anchorages</li> </ul>
Special Study Area	<ul style="list-style-type: none"> <li>Existing Use</li> </ul>



**Table 2: Conditional Uses**

The following table identifies the conditional uses associated with each primary designation; these are uses that may be considered on a conditional basis.

Primary Designation	Conditional Use							
	Port Terminal	Industrial	Commercial	Log Storage and Barge Moorage	Recreation	Conservation	Port Water	Special Study Area
Port Terminal								
Industrial								
Commercial								
Log Storage and Barge Moorage								
Recreation								
Conservation								
Port Water				*				
Special Study Area								

\* Only for barge moorage

## 8.3 Additional Land Use Policies

The following are additional policies that apply to specific uses.

### 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, and subject to applicable regulations and guidelines.

### Utilities and

#### Telecommunications

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

- Utility uses include electricity, 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.

### Public Recreation Areas and Uses

Public recreation areas and uses such as public wharves, viewing platforms, trails, and pathways may be permitted in areas where they are considered to be safe and compatible with the primary use of the site.

### 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/municipality. All recreational docks will be reviewed on a case-by-case basis and be subject to the Port's recreational dock policies and guidelines. Port Metro Vancouver will also consider the applicable policies of the local 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) is a replacement of an existing float home; or 2b) 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.



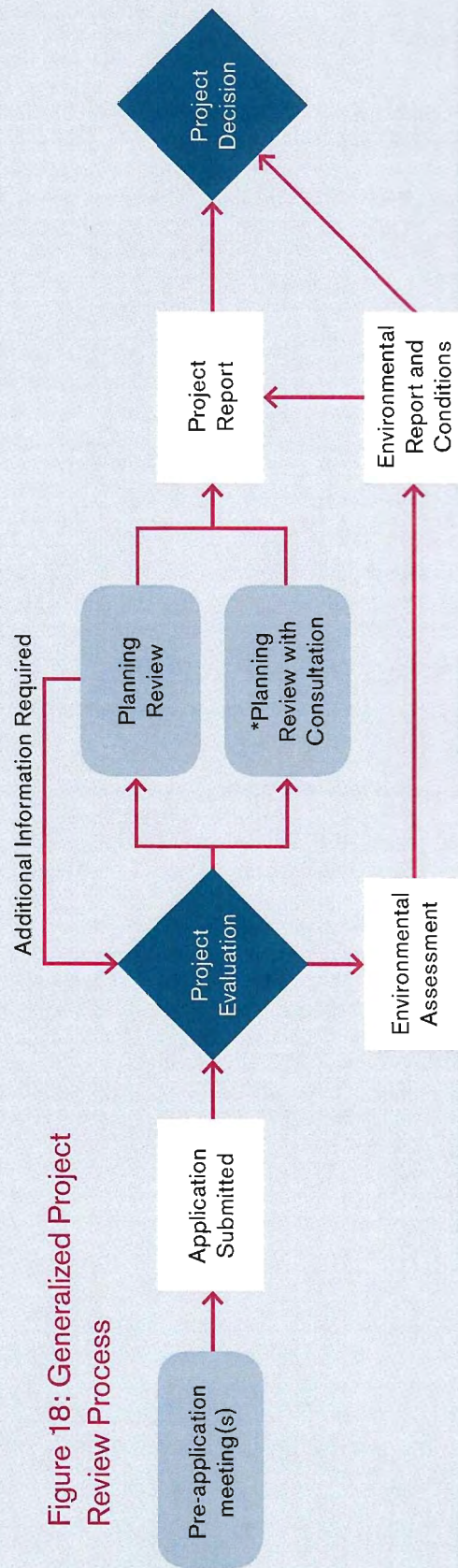
## 9.0 Project Review and Environmental Assessment

The project review and environmental assessment 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, sometimes including a Port Building Permit. All works on Port lands and waters must be reviewed under the Port's Environmental Assessment Procedure.

Figure 18: Generalized Project Review Process



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. Any such requirements will be identified by the Port during either pre-application discussions or the Project Review Process.

\* Note: The Project Review Process 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, scale and level of community interest.



## 9.2 Environmental Assessment Procedure

On July 6, 2012, the new *Canadian Environmental Assessment Act* or CEAA 2012 came into force. Under CEAA 2012, Port Metro Vancouver is a "federal authority" whereby projects that were formerly considered "comprehensive study projects" are now considered "designated projects" and are captured under a new regulation - the "Regulations Designating Physical Activities".

An environmental assessment is required for all designated projects. For all other projects, as a federal authority, the Port must not make any decisions or carry out any projects unless the Port determines the project is not likely to cause significant adverse environmental effects.

To fulfill its legal responsibility under CEAA 2012, the Port maintains an environment policy which includes a Project Environmental Assessment Procedure that outlines how to perform environmental assessments.

The Environmental Assessment Procedure requires that all projects and activities that could have an effect on the lands and waters within Port Metro Vancouver's jurisdiction undergo an environmental review, and that potential environmental effects are identified, evaluated and mitigated.

### ***The Environmental Assessment Procedure ensures that:***

- 1) All projects and proposals in the Port's jurisdiction or authority are reviewed. That includes projects whether they are led by the Port, tenants or others. The intent is to assess all projects and activities that might have environmental consequences.
- 2) The procedure includes Environmental Assessments mandated under legislation. Where the Port's Environmental Assessment review requirements are more stringent than those required under the regulations, the Port's requirements are applied.



## 10.0 Implementation

Port Metro Vancouver's Land Use Plan will help guide and manage the planning and development of the Port's land and water resources 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 is primarily responsible 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 Appendix B, and 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 Review and Environmental Assessment Processes will continue to be key mechanisms for evaluating and consulting on proposed developments within the Port's jurisdiction, guided by the directions established by the Plan.



## 10.2 Role of Port Metro Vancouver Partners

The role of Port Metro Vancouver's partners in implementing the Land Use Plan cannot be overstated. In many 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:

- a) **Terminal operators, customers, and tenants** through their operations, projects and investments, play a key role in the successful implementation of this Plan;
- b) **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 a thriving port can offer;
- c) **Regional and senior government agencies**, through collaborative planning and delivery of infrastructure that supports efficient and effective port operation and sustainable growth;

- d) **Transportation service providers**, through the delivery of road, rail and water-based transportation infrastructure and services in a manner that is sensitive to the impacts on host communities; and
- e) **Neighbourhoods and individuals**, through engaging with the Port in on-going and new initiatives, and being aware of the role the Port plays in the livability and prosperity of the region.

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 Fraser River municipalities. With municipalities and Metro Vancouver, Port Metro Vancouver will lead this initiative, targeting derelict vessels and structures that pose a risk to the environment, life safety, or impede navigational safety on the Fraser River.

Another example of a collaboration-based initiative is a study with the City of Vancouver and related parties on a coastal flood risk assessment that includes Port lands in Burrard Inlet. One of the outcomes will be the identification of vulnerable infrastructure assets and facilities that will assist with emergency management and mitigating measures.

## 10.3 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 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.

## 10.4 Implementation Measures

The measures identified in Appendix B 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.

The table 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, with their results described in the annual Sustainability Report.



## 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.

### Next Update

Port Metro Vancouver will consider the need for a review of the plan five years after its adoption or last major update, and may consider a review prior to that if circumstances warrant it.

### Why Amendments Can Be Necessary

In order to keep the Plan relevant, to adjust to changing circumstances, and to support the mission and vision of Port Metro Vancouver, amendments to the Plan may be required from time to time outside of the five year reviews of the Plan.

Amendments could include changes to land use designations, acquisitions or dispositions of land, or substantive revisions to goals, objectives, or policy directions. In addition, an amendment to the Plan may be warranted if the Port undertakes a sub-area plan which results in the need to amend the Land Use Plan.

### Amendment Process

Amendments to the Land Use Plan are initiated by Port Metro Vancouver, consistent with the applicable provisions of the *Canada Marine Act*.

An amendment to one element of the Plan may affect several other elements of the Plan, as they are all interdependent upon each other to some extent. Thus, any proposed amendment will require a thorough assessment of the potential impacts on the balance of the Plan.

### Administrative/Minor Amendments

Administrative/minor amendments do not have a substantive impact on the policies or directions of the Land Use Plan. Examples include minor wording adjustments or technical updates, and minor designation boundary amendments to reflect lease area adjustments. Consultation is generally not required for such amendments, although Port Metro Vancouver will provide information on such amendments and maintain an up-to-date version of the Land Use Plan on [portmetrovancover.com/landuseplan](http://portmetrovancover.com/landuseplan).

### Substantive Amendments

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.

The role of Port Metro Vancouver partners in implementing the Land Use Plan cannot be overstated. In many 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.

## 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:** means 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 two metres, relative to the Canadian Hydrographic 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 placed into ships in bulk, such as grain, sulphur, coal and minerals.

**Environmental Assessment:** a review and evaluation of the possible impacts that a proposed project may have on the environment, consisting of the social, environmental, and economic aspects.

**Foreshore:** The lands located between the Legal High Water Mark and the Average Low Water Mark.

**Asia-Pacific Gateway and Corridor Initiative:** The Asia-Pacific Gateway and Corridor Initiative is an integrated set of investment and policy measures focused on trade with the Asia-Pacific Region. Its mission is to establish Canada's Asia-Pacific Gateway and Corridor as the best transportation network facilitating global supply chains between North America and Asia. The Initiative is led by the Minister of Transport.

**Greenhouse Gas Intensity\*:** A ratio to express GHG impact per unit of physical activity or unit of economic value (e.g. tonnes of CO<sub>2</sub>-equivalent emissions per unit of electricity generated, grams of CO<sub>2</sub>-equivalent emissions per TEU, grams of CO<sub>2</sub>-equivalent emissions per tonne-kilometre, tonnes of CO<sub>2</sub>-equivalent emissions per tonne of product, tonnes of CO<sub>2</sub>-equivalent emissions per dollar revenue).

**Intermodal:** The transshipment of cargo by means of multiple interconnected methods including rail, water, air and road.

**Letters Patent:** means 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.

**License Area:** The total area for which a Residential Waterfront Licence is granted.

**Liquid Bulk Cargo:** Liquid cargo that is poured or pumped into ships, such as crude petroleum, refined petroleum, edible oils and petrochemicals.

**Moorage:** A specific location identified where water vessels such as boats and barges are able to tie up.

**MMT:** million metric tonnes

**Shoreline:** The general line defined where the water meets the land.

**Smart Fleet Trucking Strategy:** Port Metro Vancouver's Smart Fleet Trucking Strategy (Smart Fleet) 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, seaplane on the water or other floating craft.

**Water Lot:** A property that is wholly or partially covered by water.

\*Source: The Greenhouse Gas Protocol, A Corporate Accounting and Reporting Standard Revised Edition, World Resource Institute.





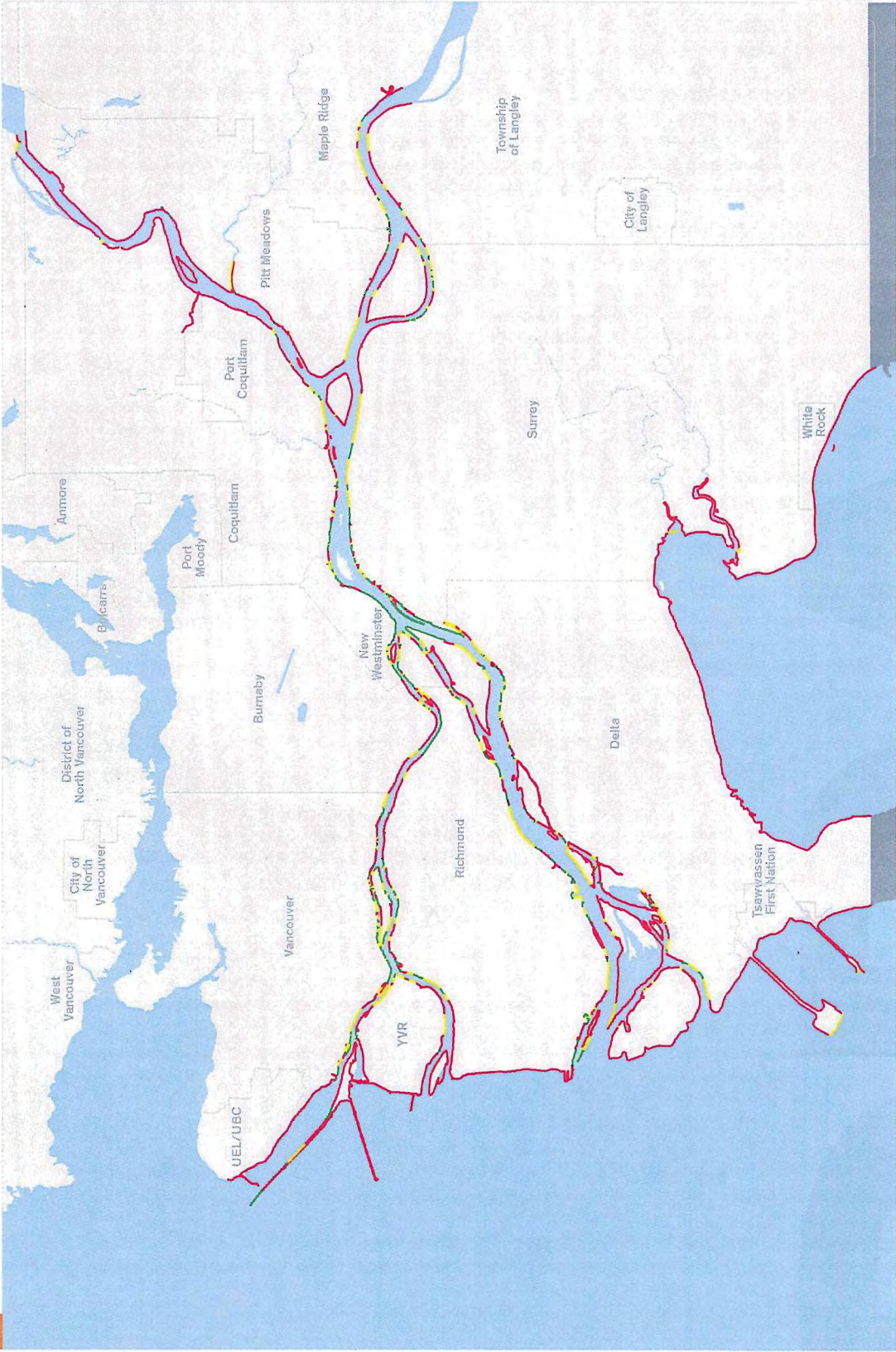
## 12.0 Appendices

### Appendix A: Environmental Maps

### Appendix B: Implementation Measures



Appendix A: Environmental Maps      Figure 19: Habitat Coding



**FREMP Coding**

- Red
- Green
- Yellow

Effective December 2013\*

\*FREMP refers to the Fraser River Estuary Management Program. FREMP habitat colour coding was updated in 2005. Shorelines that include intertidal and near-shore riparian areas within FREMP were classified and colour-coded on the basis of the relative values of their features. The classification

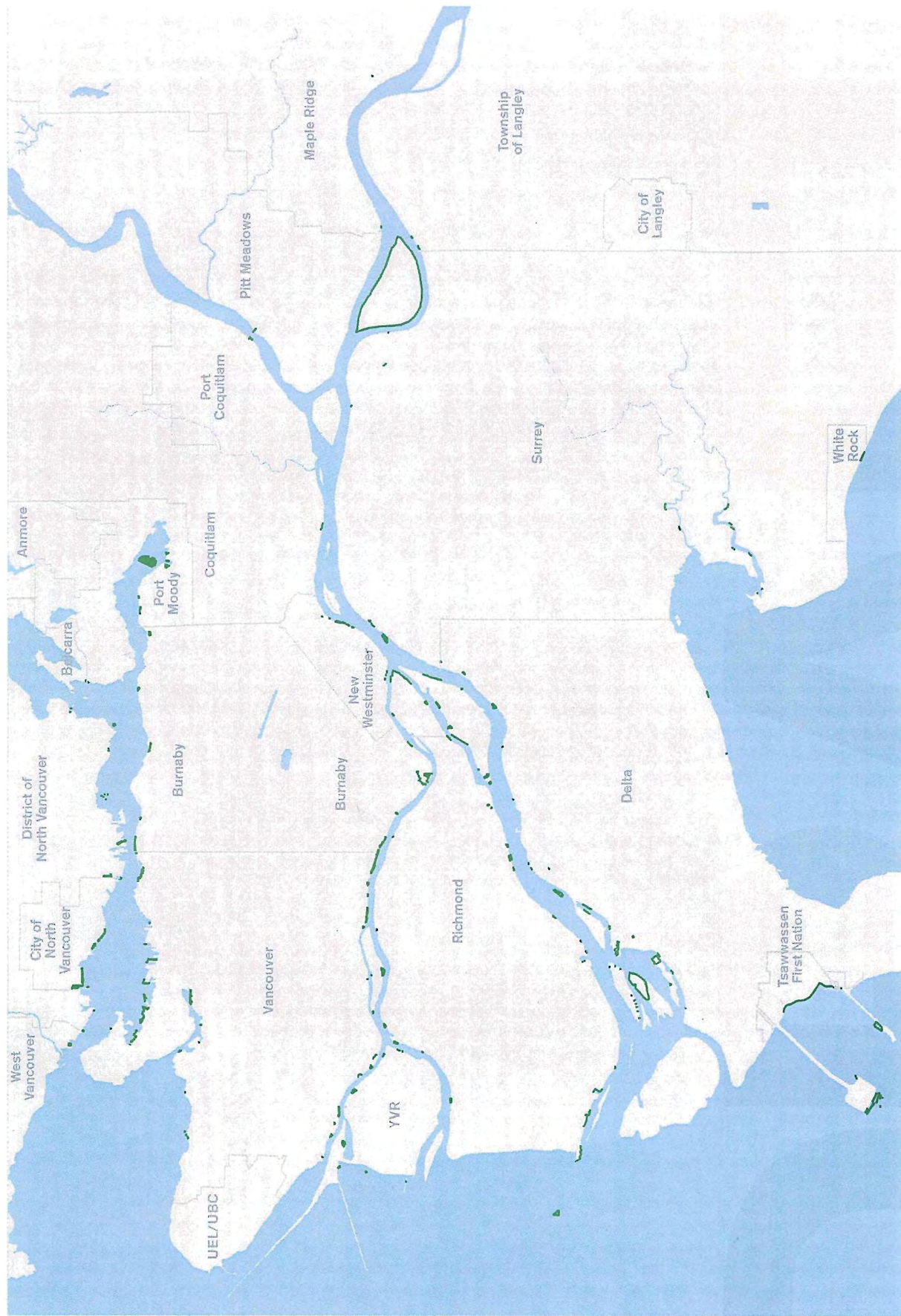
system was based on an inventory of all habitat types in the estuary. The codes guide prospective developers in selecting appropriate sites and identifying suitable design concepts prior to project applications. Code descriptions are as follows: Red coded habitats include productive and diverse

habitat features that support critical fish and wildlife functions on-site or as part of a more regional context and/or areas where habitat compensation has previously been constructed to offset habitat losses. Yellow coded habitats include habitat features that are of moderate value in structure or

diversity due to existing conditions, and which support moderate fish and wildlife functions. Green coded habitats include areas where habitat features and functions are limited due to existing conditions. For more information, [www.bieapfrempp.org/main\\_frempp](http://www.bieapfrempp.org/main_frempp)



Figure 20: Habitat Compensation Sites



**Habitat Compensation Sites**

This map illustrates the generalized location of habitat compensation sites in the lands and waters managed by Port Metro Vancouver as of December 2013.

## Appendix B: Implementation Measures

The following is an initial list of measures to implement the Land Use Plan, and the associated timing. Additional implementation measures will be developed in the years to come and reported on, as appropriate, in Port Metro Vancouver's annual Sustainability Report.



**Goal 1** – Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.

- Objective 1.1** – Protect the industrial land base to support port and related activities into the future.
- Objective 1.2** – Optimize the use of existing port lands and waters.
- Objective 1.3** – Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.

**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.

**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 BC 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 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 Special Study Areas in the Land Use Plan to determine their need and suitability for long term port use. This review will include consultation with affected communities, governments, agencies and stakeholders prior to an associated amendment 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.				

**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.

**Objective 2.1**— Improve operational efficiencies of transportation modes serving the Port.

**Objective 2.2**— Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the Port.

**Objective 2.3**— Ensure the safe and secure movement of goods and passengers through the Port.

Port Metro Vancouver Land Use Plan Implementation Measures		TIMELINE			
No.	Implementation Measure	Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
8	Pursue a Designated Anchorage Area Pilot Project specific to pleasure crafts, in partnership with the City of Port Moody.				
9	Participate in TransLink's initiative to prepare a Regional Goods Movement Strategy as part of its overall transportation plan.				



**Goal 3** – Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

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

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

**Objective 3.3** – Improve land and water quality within the Port.

**Objective 3.4** – Promote sustainable practices in design and construction, operations and administration in the Port.

#### Port Metro Vancouver Land Use Plan Implementation Measures

No.	Implementation Measure	TIMELINE			
		Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
10	Pursue the establishment of a new interagency partnership to coordinate the external environmental reviews of projects in the Fraser River Estuary and Burrard Inlet.				
11	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.				
12	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.				
13	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.				
14	Apply Port Metro Vancouver's Air and Energy Action Initiative to promote leadership in energy conservation, use of alternative energy and clean technology.				
15	Continue to implement the five-year Fraser River Improvement Initiative to address the removal of derelict vessels and structures that pose risk to wildlife or natural habitats, or impede navigational safety.				
16	Develop and implement sustainable development guidelines for developing on Port lands and waters.				
17	Strengthen and implement practices, through ongoing development of Port Metro Vancouver's environmental management system, to promote continuous improvement of the surrounding environment.				
18	Implement and maintain Port Metro Vancouver's Aboriginal Business Directory.				

**Goal 4** – Port activity and development is a positive contributor to local communities and First Nations.

**Objective 4.1** – Generate sustainable local and national economic benefits through the use and development of port lands and waters.

**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.

**Objective 4.3** – Seek to minimize the impacts from port operations and development on local communities and First Nations.

#### Port Metro Vancouver Land Use Plan Implementation Measures

No.	Implementation Measure	TIMELINE			
		Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
19	Maintain and monitor Port Metro Vancouver's Community Investment Program.				
20	Update and implement the Port's guidelines for recreational docks.				
21	Develop and implement the Smart Fleet Trucking Strategy to improve the efficiency of port-related truck traffic.				
22	Develop archeological review guidelines to assist in the review of development proposals.				
23	Evaluate and determine whether or not the East Vancouver Port Lands Area Plan needs to be updated, in consultation with the City of Vancouver and area residents.				



**Goal 5**— Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

**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.

Port Metro Vancouver Land Use Plan Implementation Measures		TIMELINE			
No.	Implementation Measure	Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
24	Implement a Municipal Outreach Program in order to proactively guide efforts in maintaining and further developing Port Metro Vancouver's working relationships with local governments and Metro Vancouver.				
25	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.				
26	Complete an evaluation of the Port's Project Review Process.				



PORT METRO  
**vancouver**

**Vancouver Office**

Phone: 604.665.9000

Fax: 1.866.284.4271

100 The Pointe, 999 Canada Place  
Vancouver, BC V6C 3T4

[portmetrovanvancouver.com](http://portmetrovanvancouver.com)





## General Purposes Committee

Date: Monday, February 17, 2014

Place: Anderson Room  
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Derek Dang  
Councillor Evelina Halsey-Brandt  
Councillor Ken Johnston  
Councillor Bill McNulty  
Councillor Linda McPhail  
Councillor Harold Steves

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 General Purposes Committee held on Monday, February 3, 2014, be adopted as circulated.*

**CARRIED**

## DELEGATION

1. With the aid of a visual presentation (attached to and forming part of these minutes as **Schedule 1**) Robin Silvester, President and Chief Executive Officer, and Tom Corsie, Vice President, Real Estate, Port Metro Vancouver, provided an overview of the Port's activities and projects, as they relate to the City of Richmond.

In response to queries from Committee, Mr. Silvester and Mr. Corsie provided the following additional information:

1.

**General Purposes Committee**  
**Monday, February 17, 2014**

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- for the past four years, docked cruise ships have been using shore power – a land-based electrical grid;
- the Port is actively moving forward with bringing shore power to container ships; however, the lack of international standards has delayed the process;
- the Port is undertaking a preliminary study related to Sturgeon Banks and the issues surrounding the degradation of vegetation;
- the Port anticipates an annual container growth of approximately five per cent;
- there are no current plans to develop Agricultural Land Reserve (ALR) lands in the Port's land inventory;
- the Port's use of the ALR lands would be contingent on the preservation and best use of industrial lands;
- the Fraser River Improvement Project is a multi-year program for the proper removal and disposal of derelict vessels or structures;
- the Port is actively monitoring the condition of vessels in the Fraser River, in an effort to keep owners accountable for their vessel should the vessel become derelict in the future;
- the Port will provide Council a copy of the list of derelict vessels or structures found within Richmond;
- issues at Finn's Slough were not included as part of the concerns raised regarding squatters on Sea Island;
- the recent incident where a vessel ran aground along Richmond's coast is being investigated by the Transportation Safety Board of Canada;
- approximately 85 per cent of imports leave Deltaport by rail;
- Phase 1 of the Container Capacity Improvement Program, including nine railway crossing projects, is underway, and it is anticipated to be complete in the fall of 2014;
- the Port, in partnership with the City, has directed its efforts in the widening of Westminster Highway and Nelson Road; however, widening of Blundell Road may occur in the future;
- the funding model between local, provincial, and federal governments utilized for the Highway 91/Nelson Road Interchange has worked well and, as such, a similar funding model may be considered for future works, such as the widening of Blundell Road;



**General Purposes Committee**  
**Monday, February 17, 2014**

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- as per the Port's Land Acquisition Strategy, the Port considers factors, such as the cost, the size of the parcel, its access to both water and land, and its suitability for development, when analyzing potential parcels for acquisition;
- the Vancouver Airport Fuel Delivery Project was approved based on the following conditions: (i) the preparation of a Fire Safety Plan, and (ii) the installation of a complete emergency system at the plant;
- the Port welcomes opportunities to work with the City on safety related concerns;
- approximately half of the fleet servicing the Port have been equipped with Global Positioning System devices, which assist the Port with tracking the fleet and collecting information on routes used; and
- the Port has worked diligently to examine extending the operating hours for all port activities in an effort to minimize impacts to traffic flow during peak periods.

It was moved and seconded

*That the verbal presentation on Port Metro Vancouver activities and projects related to the City of Richmond be received for information.*

**CARRIED**

## **FINANCE AND CORPORATE SERVICES DEPARTMENT**

2. **PLAZA PREMIUM LOUNGE BC LTD., DOING BUSINESS AS DISTINGUISHED VISITOR LOUNGE, VANCOUVER INTERNATIONAL AIRPORT – INTERNATIONAL & US ARRIVALS**  
(File Ref. No. 12-8275-30-001/2014) (REDMS No. 4132679)

It was moved and seconded

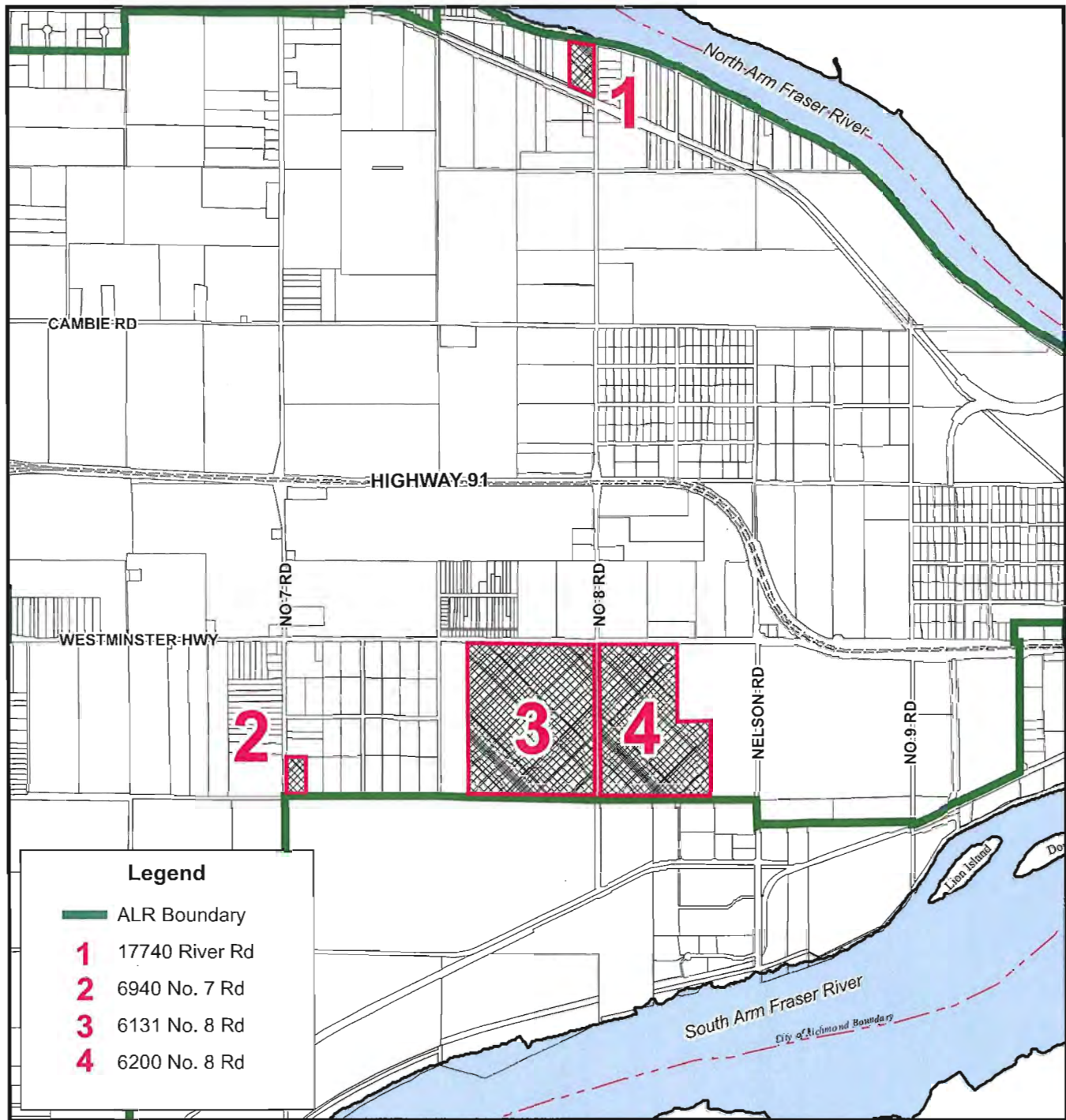
*That the application by Plaza Premium Lounge Ltd., doing business as Distinguished Visitor Lounge, for a Liquor Primary Licence at 3211 Grant McConachie Way, in order to offer full liquor service be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:*

- (1) *Council recommends the issuance of the proposed licence based on the lack of community responses received and that the operation will not have a significant negative impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in Section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows;*
  - (a) *the location of the establishment is zoned Airport District and since the property is under Federal jurisdiction, the City does*


3.



City of  
Richmond



**Legend**

-  ALR Boundary
- 1** 17740 River Rd
- 2** 6940 No. 7 Rd
- 3** 6131 No. 8 Rd
- 4** 6200 No. 8 Rd



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:** March 3, 2014

**File:** RZ 12-611497

**Re:** Application by Kulwinder Sanghera for Rezoning at 11111 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Wayne Craig  
Director of Development

CL:blg  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Kulwinder Sanghera has applied to the City of Richmond for permission to rezone the property at 11111 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from a rear lane. There is currently a single-detached dwelling on the subject site, which will be demolished. A map and aerial photo showing the location of the subject site is included in **Attachment 1**. A topographic survey and proposed subdivision plan of the property is included in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

Existing development immediately surrounding the site is as follows:

- To the north, across the existing rear lane, is a newer dwelling on a large lot zoned “Single Detached (RS1/E)”, fronting Seaton Road.
- To the east, are newer dwellings on lots zoned “Compact Single Detached (RC1)”.
- To the south, across Williams Road, are townhouses and a convenience store on a site that is split-zoned “Neighbourhood Commercial (ZC19) – Shellmont Area” and “Town Housing (ZT38) – Williams Road (Shellmont)”.
- To the west, are two (2) newer dwellings on lots zoned “Compact Single Detached (RC1)”.

### Related Policies & Studies

#### Official Community Plan

There is no Area Plan for this neighbourhood. The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

#### Arterial Road Policy

The Arterial Road Policy is supportive of compact lot single-family residential developments along arterial roads. The subject site is identified for “Arterial Road Compact Lot Coach House” on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.



### 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 ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes 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 applicant is 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 applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption 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/ft<sup>2</sup> of total building area of the single detached dwellings to be constructed (i.e., \$4,208).

### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the subject site.

### **Staff Comments**

#### Background

The subject property is located on the north side of Williams Road, between Shell Road and Seacote Road, in an established residential neighbourhood in the Shellmont Planning Area, which seen substantial redevelopment through rezoning and subdivision. This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot. Each new lot proposed would be approximately 10 m wide and 325 m<sup>2</sup> in area, consistent with the requirements of the proposed "Compact Single Detached (RC2)" zone. This proposal is consistent with the pattern of redevelopment already started along the north side of this block of Williams Road.

#### Trees & Landscaping

A Tree Survey and a Certified Arborist's Report have been submitted by the applicant. The Report identifies and provides recommendations on tree retention and removal relative to the proposed development. The Tree Survey identifies six (6) bylaw-sized trees on-site, two (2) undersized trees on-site, and two (2) bylaw-sized trees on City-owned property in the boulevard

in front of the subject site. The proposed tree retention plan is shown in **Attachment 4**. The species of trees identified on-site is also provided on the tree retention plan.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, has conducted on-site visual tree assessment, and provides the following comments:

- Four (4) trees at the rear of the property should be removed due to poor condition from previous topping for hydro line clearance (tags # 95, 297, 301, 302); and
- Two (2) bylaw-sized Cherry trees (tags # 298, 299) and one (1) undersized and Weeping Birch tree (untagged) at the front of the property along Williams Road should be removed. Although these trees are in good condition, the existing lot elevation is well below the minimum flood construction level that is required to be met with construction of the dwellings on the proposed lots (i.e. 0.3 m above the highest elevation of the crown of Williams Road). With the required increase in lot elevation at development stage, these trees will not survive and will be removed and replaced. To compensate for the loss of these highly visible trees:
  - two (2) larger deciduous and coniferous trees should be planted and maintained along the street frontage (i.e. 9 cm calliper or 5 m high), the value of which is estimated at a total of \$5,000 (\$2500/tree); and
  - a cash-in-lieu contribution in the amount of \$5,000 to the City's Tree Compensation Fund should be provided for the balance of the required ten (10) replacement trees that cannot be accommodated on-site (\$500/tree).

The City's Parks Department staff has conducted a site inspection to assess the two (2) trees on City-owned property in the boulevard along Williams Road (untagged). Parks staff concur with the Arborist's recommendation to retain the street trees due to good condition. Tree protection fencing is not required because the trees are located within a concrete sidewalk and are not anticipated to be impacted from proposed development on-site.

To ensure that the replacement trees (described above) are planted and that the front yards of the proposed lots are enhanced, the applicant is required to submit a Landscape Plan prior to final adoption of the rezoning bylaw. The Landscape Plan must be prepared by a Registered Landscape Architect, along with a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including proposed fencing, paving, and installation costs). The estimated value of the two (2) recommended large-sized replacement trees (i.e. \$5,000) must be included in the cost estimate and landscaping security provided by the Landscape Architect.

#### Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. The minimum flood construction level is at least 0.3 m above the highest elevation of the crown of the fronting road.

#### Site Servicing and Vehicle Access

There are no servicing upgrades required with rezoning.



Vehicle access to Williams Road is not permitted in accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222. Vehicular access to the site at development stage is to be from the rear lane only. While this lane is operational to access the rear of the proposed lots and other lots in this block of Williams Road, the applicant will be required to upgrade a portion of the lane at subdivision stage, as described below.

### Subdivision

At subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.

The portion of the rear lane directly north of the subject site and beyond to the east was upgraded by the City to a partial standard in 2012 to include drainage, sand/gravel base, and asphalt pavement. At subdivision stage, the applicant will be required to enter into a standard Servicing Agreement for the design and construction of rear lane improvements along the entire north property line of the subject site, to include: curb and gutter and lane lighting. Note: the design is to include water, storm and sanitary connections for both lots.

### **Analysis**

The north side of Williams Road, between Shell Road and Seacote Road, has seen substantial redevelopment through rezoning and subdivision in recent years, consistent with the Arterial Road Policy. The subject proposal at the subject site is consistent with the recent pattern and character of redevelopment established in the area. The redevelopment proposal at the subject site complies with the Arterial Road Policy, which identifies the subject site for redevelopment to compact lots with access from a rear lane.

### **Financial Impact**

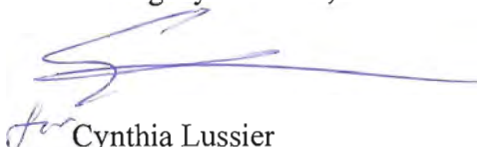
None.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) compact lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP).

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

On this basis, staff recommends support for this application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 8932 be introduced and given first reading.



Cynthia Lussier  
Planning Technician (604-276-4108)

CL:blg

**Attachments:**

Attachment 1: Location Map/Aerial Photo

Attachment 2: Topographic Survey and Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

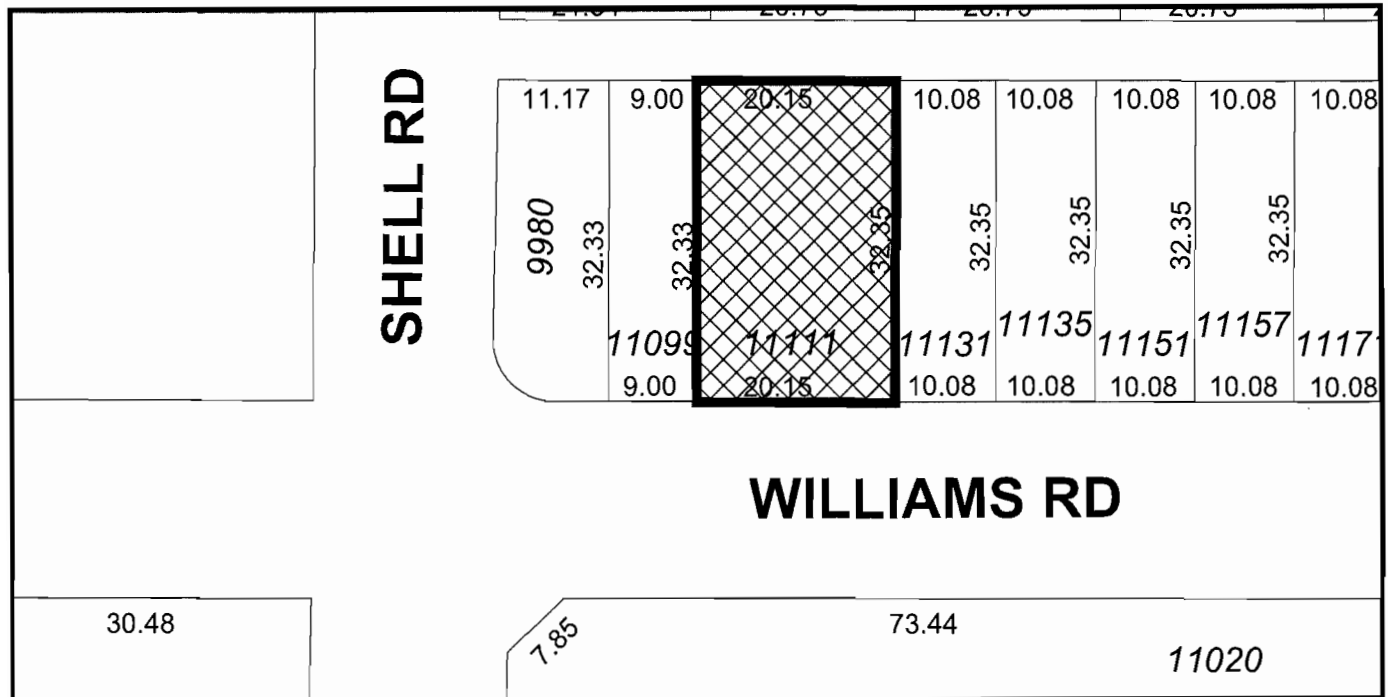
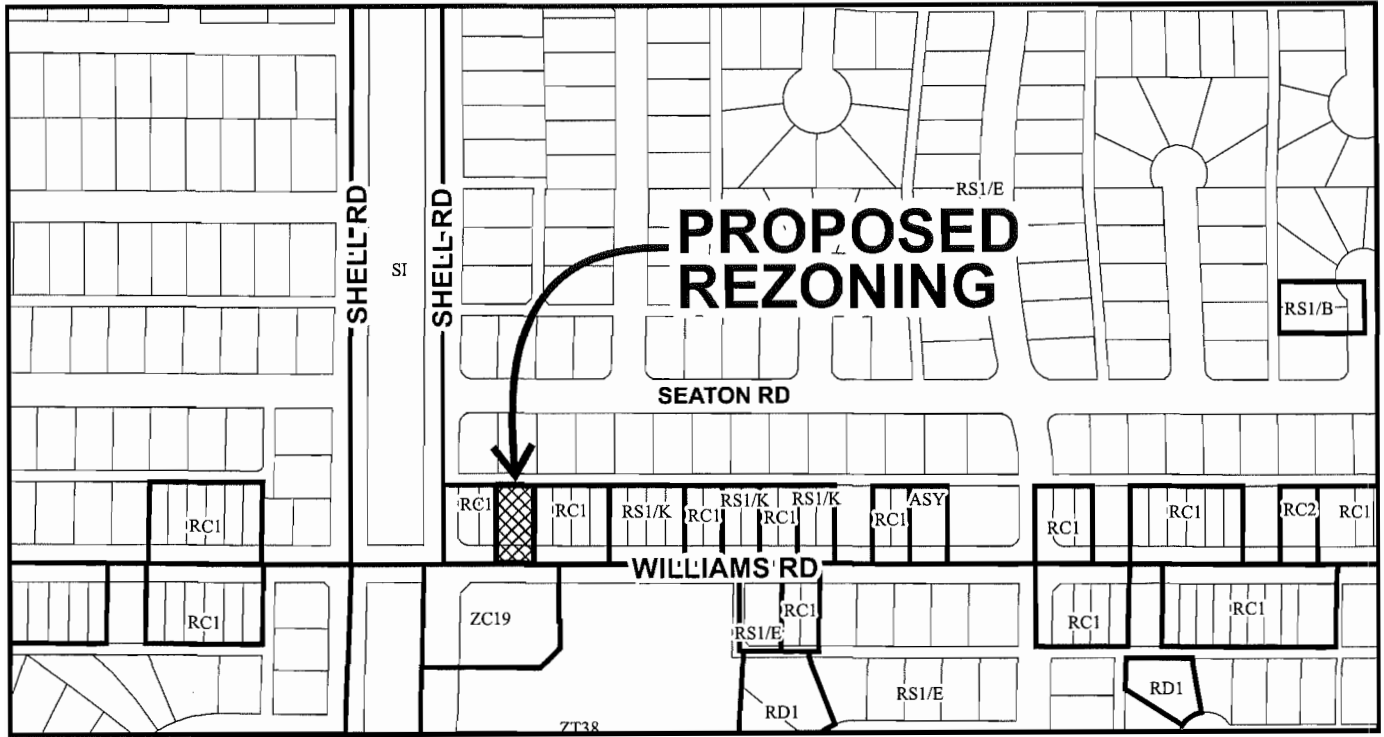
Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations Concurrence





# City of Richmond



**RZ 12-611497**

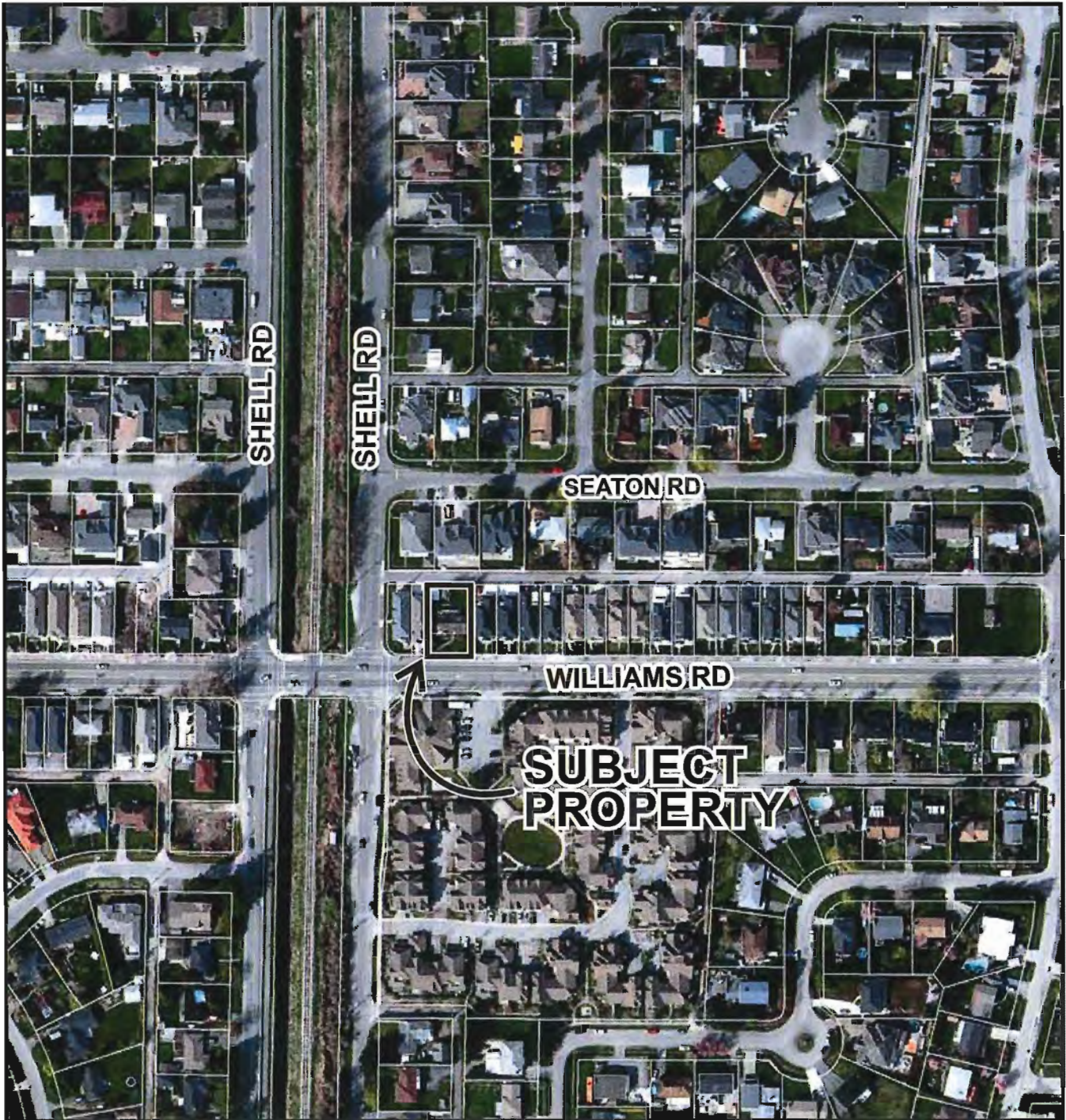
Original Date: 06/11/12

Revision Date: 03/03/14

Note: Dimensions are in METRES



City of  
Richmond



RZ 12-611497

Original Date: 06/11/12

Revision Date: 03/03/14

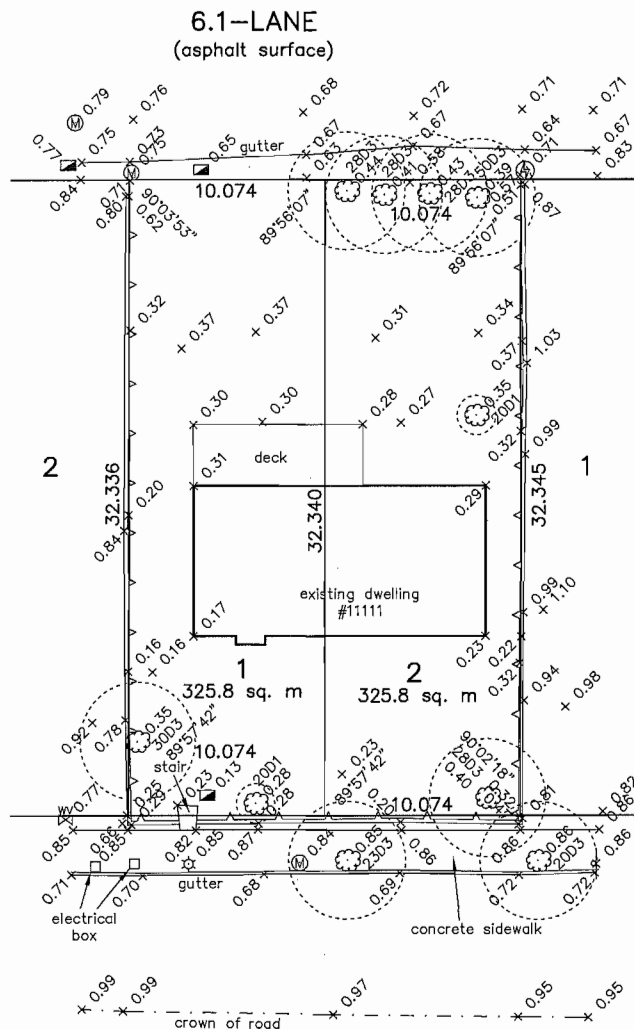
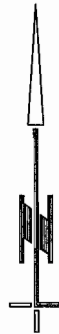
Note: Dimensions are in METRES



**SURVEY PLAN OF LOTS 1 AND 2, CURRENTLY LOT 13  
BLOCK 2, SECTION 25, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 18935**



All distances are in metres.



**WILLIAMS ROAD**

**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on Geodetic Datum of Richmond and are derived from HPN #191 (02H2453) situated at the intersection of Riverside Drive and Featherstone Way. Elevation = 1.664 metres.
- All trees have been plotted as required by Tree Bylaw 8057.
- All elevations along curb lines are gutter levels.

- ⊕ denotes hydro pole.
- ☆ denotes lamp standard.
- tw denotes top of wall.
- bw denotes bottom of wall.
- Ⓜ denotes manhole
- denotes catch basin.
- denotes sign post
- ⊗ denotes tree.
- BC10  
└─ drip line radius (metres)  
  C=coniferous  
  D=deciduous  
  — diameter (centimetres)

**CIVIC ADDRESS**

11111 WILLIAMS ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

CERTIFIED CORRECT.  
DATED THIS 20TH DAY OF MARCH, 2012

LOUIS NGAN

B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

4938 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(604) 327-1535

**PLN - 118**

FILE: RWI-11111TP

NTS



**RZ 12-611497**

**Attachment 3**

Address: 11111 Williams Road

Applicant: Kulwinder Sanghera

Planning Area(s): Shellmont

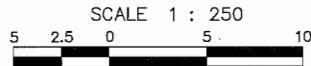
	Existing	Proposed
<b>Owner:</b>	Amrik Singh Sanghera Kulwinder Sanghera	To be determined
<b>Site Size (m<sup>2</sup>):</b>	651 m <sup>2</sup> (7,013 ft <sup>2</sup> )	Two lots, each approximately 325 m <sup>2</sup> (3,506 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) single-detached dwelling	Two (2) compact lots
<b>OCP Designation:</b>	Neighbourhood Residential (NRES)	No change Proposal complies
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The Arterial Road Policy designates this property for redevelopment to compact lots with access from the existing operational rear lane	No change Proposal complies

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	None
Lot Coverage – Landscaping with live plant material	Min. 20%	Min. 20%	none
Lot Size:	270 m <sup>2</sup>	325.8 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

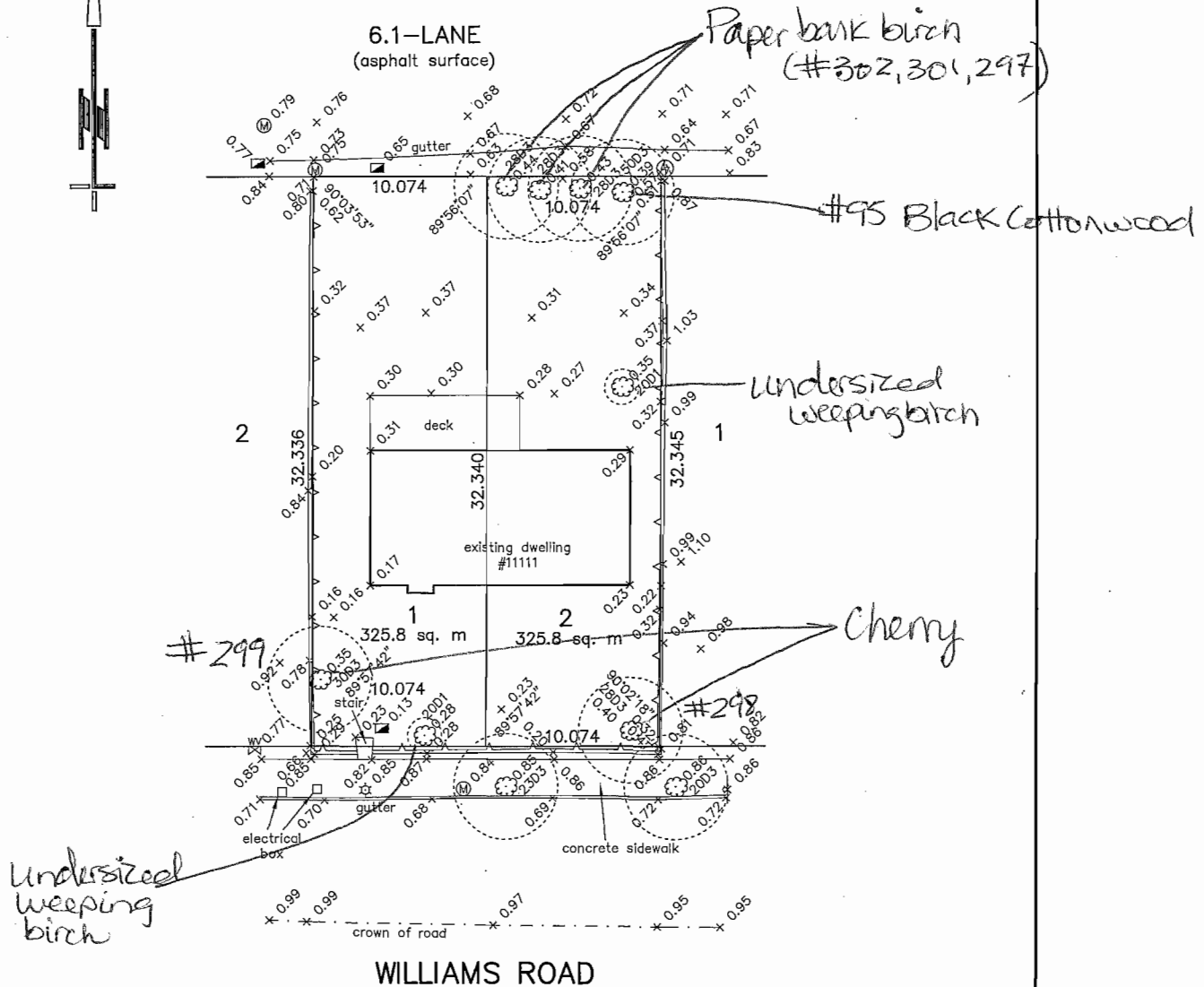
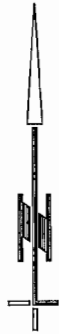
Other: Tree replacement compensation required for loss of bylaw-sized trees.



**SURVEY PLAN OF LOTS 1 AND 2, CURRENTLY LOT 13  
BLOCK 2, SECTION 25, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 18935**



All distances are in metres.



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on Geodetic Datum of Richmond and are derived from HPN #191 (02H2453) situated at the intersection of Riverside Drive and Featherstone Way. Elevation = 1.664 metres.
- All trees have been plotted as required by Tree Bylaw 8057.
- All elevations along curb lines are gutter levels.

- ⊕ denotes hydro pole.
- ☆ denotes lamp standard.
- tw denotes top of wall.
- bw denotes bottom of wall.
- Ⓜ denotes manhole
- ▣ denotes catch basin.
- denotes sign post
- ⊙ denotes tree.

8C10  
— drip line radius (metres)  
C=coniferous  
D=deciduous  
— diameter (centimetres)

**CIVIC ADDRESS**

11111 WILLIAMS ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

CERTIFIED CORRECT.  
DATED THIS 20TH DAY OF MARCH, 2012

LOUIS NGAN B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

38 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(604) 327-1535

**PLN-120**

FILE: RWI-11111TP

NTS



## Rezoning Considerations

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

**Address:** 11111 Williams Road

**File No.:** RZ 12-611497

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, the following items must be completed:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including fencing, paving, and installation costs). The landscape plan and cost estimate should:
  - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
  - Include a mix of coniferous and deciduous trees.
  - Include the two (2) required replacement trees with a minimum size of 9 cm calliper (deciduous) or 5 m high (conifer).
  - Include the estimated value of the two (2) recommended large-sized replacement trees (i.e. \$2,500/tree for a total of \$5,000).
2. City acceptance of the applicant's voluntary contribution in the amount of \$5,000 to the City's Tree Compensation Fund in-lieu of planting the balance of the required replacement trees on-site, for the planting of trees elsewhere within the City.
3. Registration of a flood indemnity covenant on Title
4. 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. \$4,208) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Subdivision\* stage, the following items must be completed:**

- Entrance into a standard Servicing Agreement for the design and construction of rear lane improvements along the entire north property line of the subject site. Lane improvements are to include, but are not limited to: curb and gutter, and lane lighting. Note: the design is to include water, storm and sanitary connections for both lots.
- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fee.

**At Building Permit\* stage, the following items must be completed:**

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The 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.
- 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:**



**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.

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8932 (RZ 12-611497)  
11111 Williams 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 **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 010-441-671

Lot 13 Block 2 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8932"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Fast Track Application Planning and Development Department

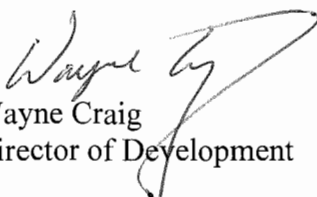
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 3, 2014  
**File:** RZ 13-650300

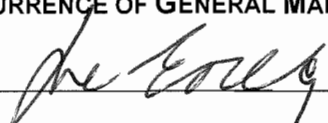
**Re:** Application by Raman Kooner for Rezoning at 9140 Dolphin Ave from Single Detached (RS1/B) to Single Detached (RS2/K)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	

**Staff Report**

Item	Details	
Applicant	Raman Kooner	
Location	9140 Dolphin Avenue (see <b>Attachment 1</b> )	
Development Data Sheet	See <b>Attachment 2</b>	
Zoning	Existing: "Single Detached (RS1/B)"	
	Proposed: "Single Detached (RS2/K)"	
OCP Designation	Neighbourhood Residential (NRES)	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Broadmoor (Ash Street Sub-Area) Plan Designation	Low Density Residential (see <b>Attachment 3</b> )	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	Consistent with the Affordable Housing Strategy for single-family rezoning applications, the applicant proposes to build a legal secondary suite within the principal dwelling on one (1) of the two (2) lots proposed.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.	
Surrounding Development	North:	One (1) newer dwelling on a large-sized lot zoned "Single Detached (RS1/B)", directly across Dolphin Avenue.
	South:	One (1) dwelling on a medium-sized lot zoned "Single Detached (RS1/B)", fronting Dolphin Court.
	East:	Three (3) newer dwellings on small to medium-sized lots zoned "Single Detached (RS1/B)" and "Single Detached (RS1/K)", one (1) of which fronts Dolphin Avenue and two (2) of which front Heather Street.
	West:	Three (3) dwellings on medium-sized lots zoned "Single Detached (RS1/B)", fronting Dolphin Court.
Rezoning Considerations	See <b>Attachment 4</b> .	

**Staff Comments**Related Policies & Studies

The redevelopment of the subject site is governed by the Ash Street Sub Area Plan, which dictates that property designated for low-density residential development outside of the 'infill' sites be "guided by the City's normal Development Application process". Rezoning applications for sites outside of designated 'infill' areas are thus considered on their own merits. Staff determined that houses on lots zoned "Single Detached (RS2/K)" do fit into the character of the neighbourhood as there are existing small lots in the area. The applicant's lot is shown as being outside designated 'infill' sites in the Ash Street Sub Area Land Use Map (**Attachment 3**).

Background

The proposed rezoning would enable a subdivision to create two (2) smaller lots from an existing large lot on the south side of Dolphin Avenue between Dolphin Court and Heather Street in the



Broadmoor Planning Area (Ash Street Sub-Area). Each new lot would be a minimum of 10 m wide and 440 m<sup>2</sup> in area. A topographic survey and proposed subdivision plan is shown in **Attachment 5**.

#### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant; which identifies and provides recommendations on tree retention and removal relative to the proposed development. The report identifies one (1) undersized tree on-site (tag # 1), one (1) undersized shrub on-site (tag # 2), and one (1) bylaw-sized tree on-site (tag # 3).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the recommendations to:

- Retain the Flowering Cherry tree located on-site in the rear yard (tag # 3), due to its good condition and location outside of the building envelope. Tree protection fencing is required to be installed in accordance with City's Tree Protection Information Bulletin TREE-03. Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.
- Remove one (1) undersized Douglas Fir in the front yard and one (1) undersized shrub located in the rear yard (tag # 1 and 2), due to their size and low landscape value.

The proposed Tree Retention Plan is shown in **Attachment 6**.

To ensure that the Flowering Cherry tree (tag # 3) survives, the applicant is required to submit the following items prior to final adoption of the rezoning bylaw:

- A contract with a Certified Arborist for supervision of any works conducted within close proximity to the tree protection zone. The contract must include the scope of work to be undertaken, including a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A security in the amount of \$1,000 (to reflect the 2:1 tree replacement ratio at \$500/tree). Following completion of construction and landscaping on-site, the applicant must request a landscaping inspection to verify tree survival. If the tree has survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.

Consistent with "Council Policy 5032 – Tree Planting", the applicant proposes to plant and maintain two (2) trees on each lot for a total of 4 trees (6 cm calliper deciduous or 3.5 m high conifer). To ensure the four (4) trees are planted and maintained on-site, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

#### Site Servicing & Vehicle Access

There are no servicing upgrades required with rezoning.

Vehicle access to the proposed lots will be to/from Dolphin Avenue. There is an existing street light in front of the subject site on City-owned property in the boulevard along Dolphin Avenue. In accordance with the City's Engineering Design Specifications, the minimum distance required between the nearest streetlight on Dolphin Avenue and the curb letdown for the driveway crossing to the proposed west lot is 1.5 m (otherwise, the streetlight must be relocated at the applicant's cost). There is existing space within the Dolphin Avenue frontage to accommodate a standard driveway crossing on each lot proposed.

#### Subdivision and Building Permit Stage

At subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.

At Building Permit stage, the applicant must complete the following service connection works:

##### *Storm Sewer Works*

- Cap and abandon the existing storm leads at the northwest corner of the proposed west lot (Lot A) and northeast corner of the proposed east lot (Lot B).
- Provide one (1) new dual storm service connection complete with inspection chamber from the existing 600 mm diameter concrete storm sewer at the Dolphin Avenue frontage north of the proposed common property line; within the City boulevard.

##### *Water Works*

- Using the OCP Model, there is 171 L/s of water available at a 20 psi residual at the hydrant at the frontage of 9151 Dolphin Avenue. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or International Organization for Standardization to confirm that there is adequate available flow.
- Disconnect the existing water service at Dolphin Avenue and cap the connection at the main.
- Provide two (2) new water service connections, complete with individual water meters as per Waterworks and Water Rate Bylaw 5637, from the existing 150 mm diameter watermain at the Dolphin Avenue frontage; within the City boulevard.

##### *Sanitary Sewer Works*

- Cap and abandon the existing sanitary connection at the southwest corner of the proposed west lot (Lot A).
- Provide a new dual sanitary service connection complete with inspection chamber from the existing 200 mm diameter sanitary sewer main at the Dolphin Avenue frontage north of the proposed common property line; within the City boulevard.

##### *General Items*

- The applicant is to provide any required private utility company rights-of-ways to accommodate their above ground equipment (i.e., transformers, kiosks, transformers, etc.) and any future under-grounding of overhead lines.

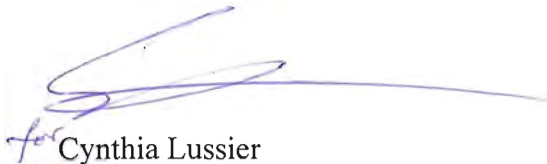


## Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP), and is consistent with the established pattern of redevelopment in the surrounding neighbourhood.

The list of rezoning considerations is included in **Attachment 4**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9129 be introduced and given first reading.



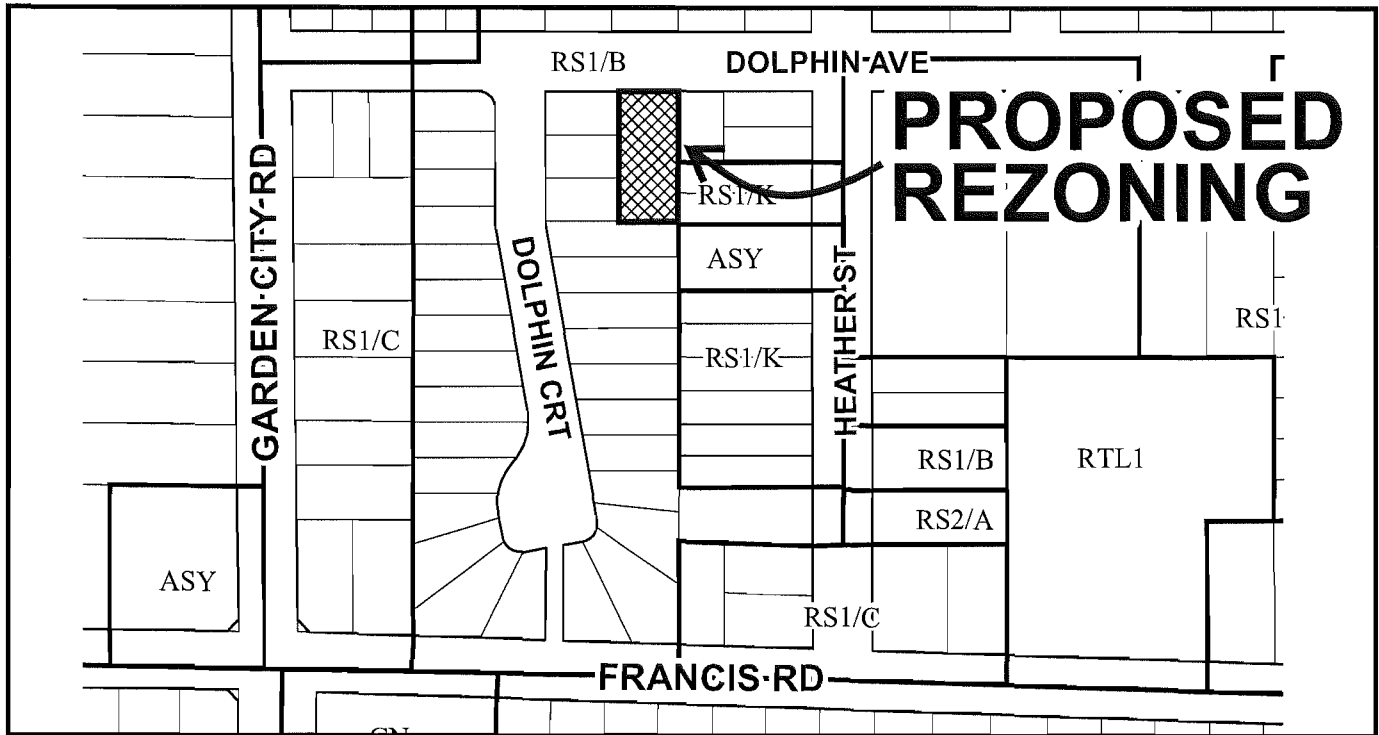
Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Ash Street Sub-Area Plan Land Use Designation Map
- Attachment 4: Rezoning Considerations
- Attachment 5: Topographic Survey and Proposed Subdivision Plan
- Attachment 6: Proposed Tree Retention Plan

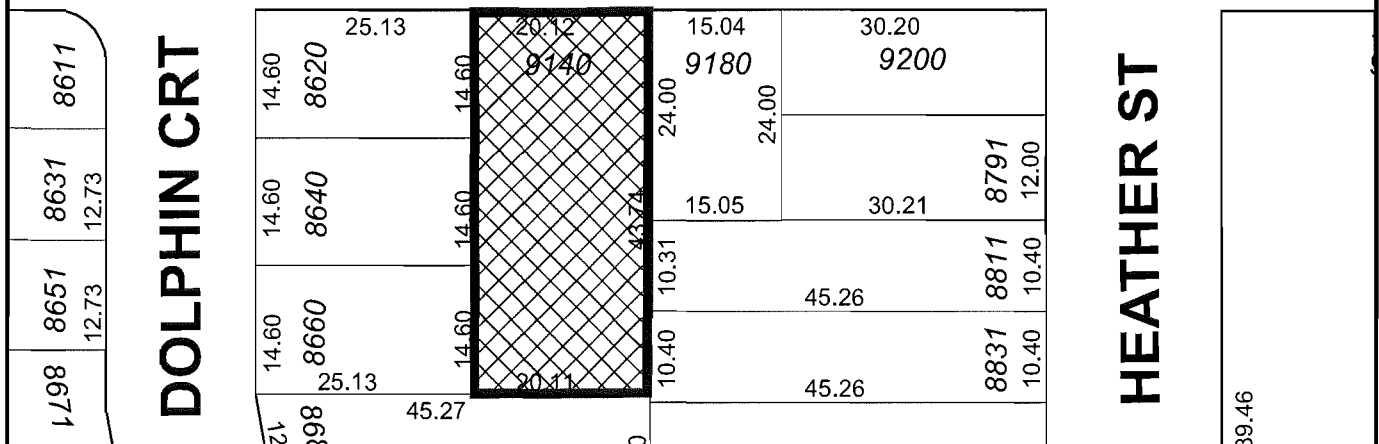


City of  
Richmond



53	9111	9131	9151	9171		20	9251
31	22.63	22.63	22.63	22.56	22.71		26.33

## DOLPHIN AVE



RZ 13-650300

Original Date: 03/06/14

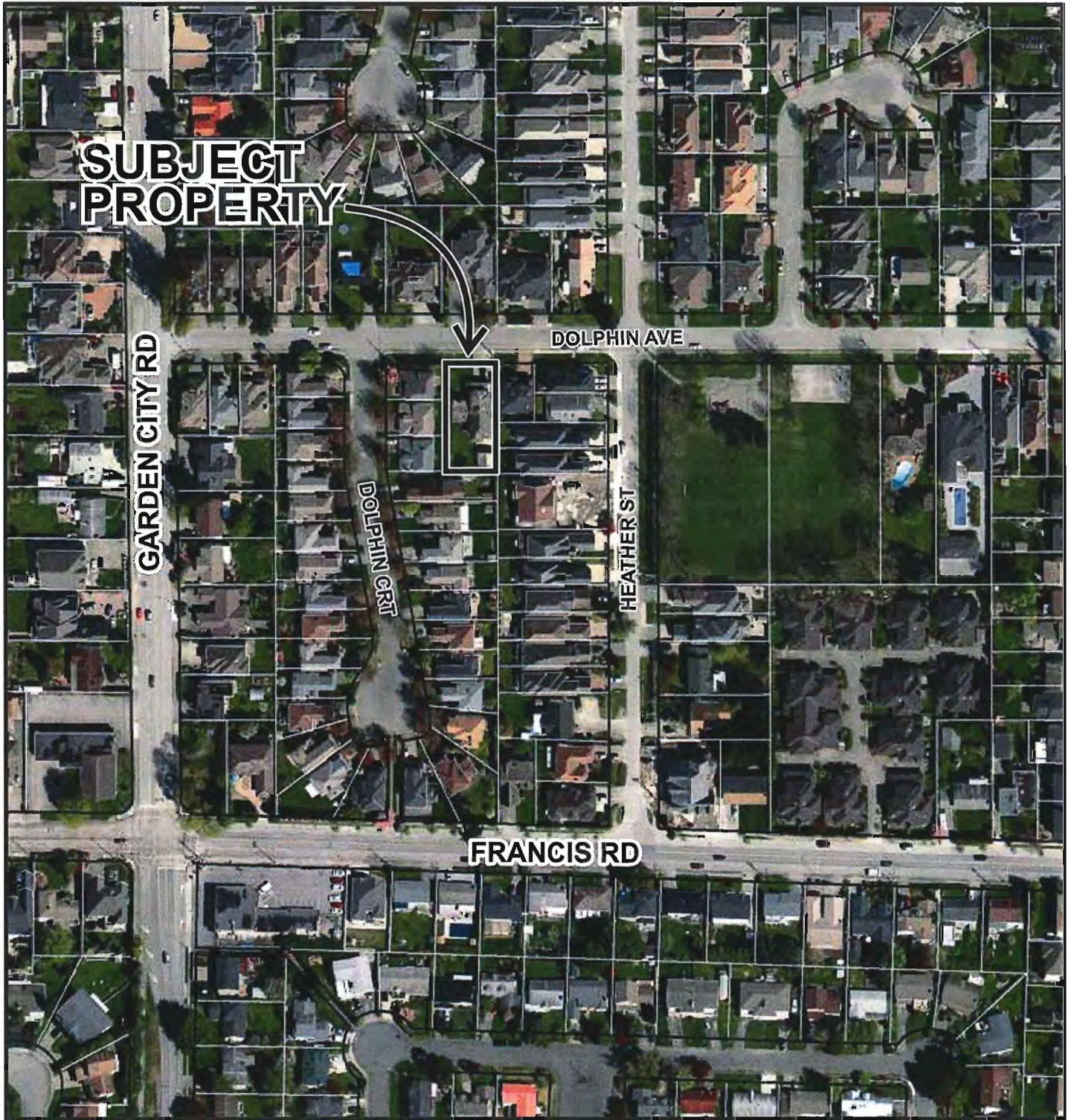
Revision Date:

Note: Dimensions are in METRES





City of  
Richmond



RZ 13-650300

PLN - 130

Original Date: 11/25/13

Revision Date:

Note: Dimensions are in METRES



**RZ 13-650300**

**Attachment 2**

Address: 9140 Dolphin Ave

Applicant: Raman Kooner

Date Received: November 20, 2013 Fast Track Compliance: December 20, 2013

	Existing	Proposed
Owner	Jaskiran Hayer Akkalan Holdings Inc	To be determined
Site Size (m <sup>2</sup> )	880 m <sup>2</sup> (9,472 ft <sup>2</sup> )	Two (2) lots, each approximately 440 m <sup>2</sup> (4,736 ft <sup>2</sup> )
Land Uses	One (1) single detached dwelling	Two (2) single-family lots
Zoning	Single Detached (RS1/B)	Single Detached (RS2/K)

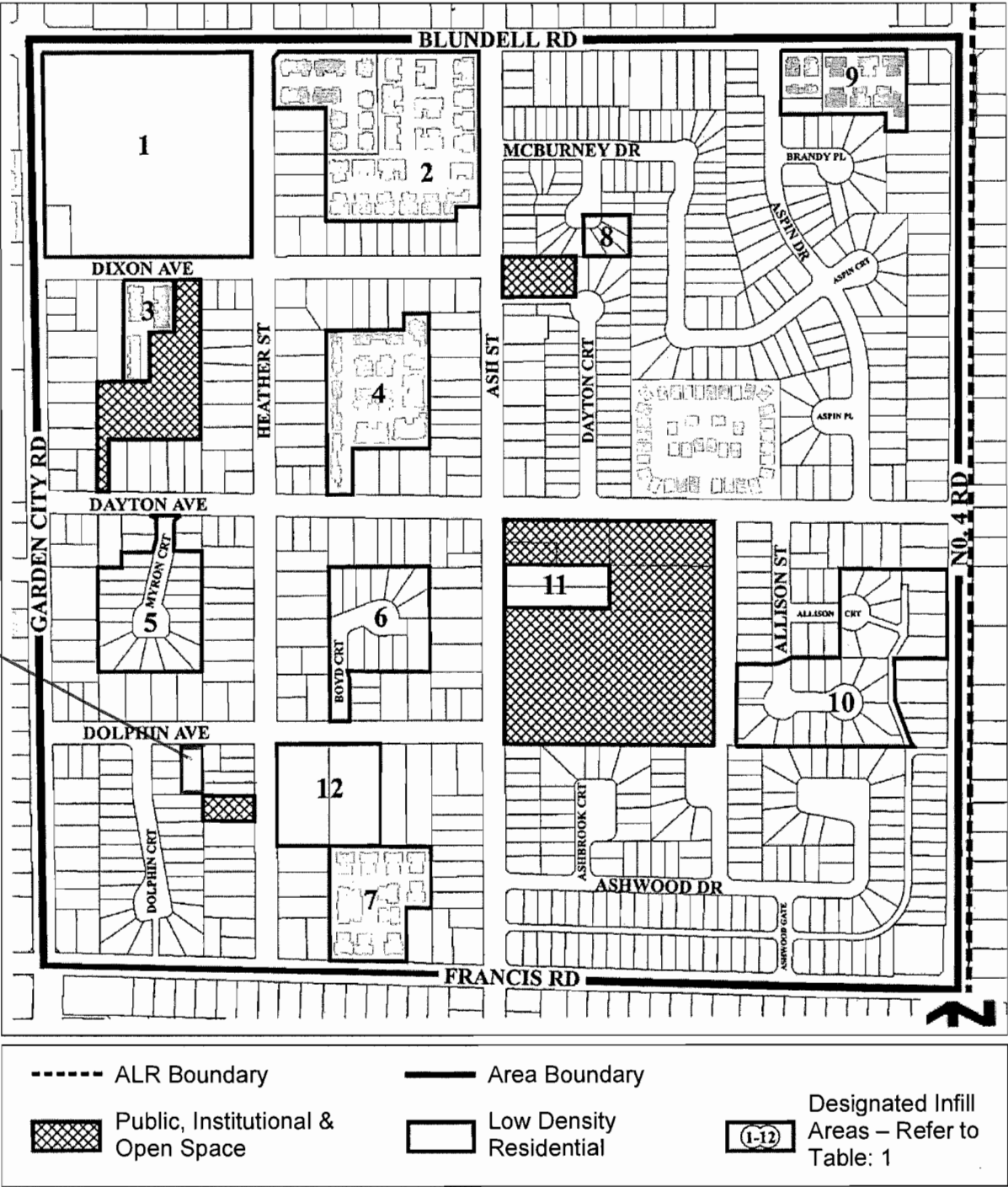
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m)	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2 ½ storeys	2 ½ storeys	none
Lot Size	Min. 315 m <sup>2</sup>	Min. 440 m <sup>2</sup>	none
Lot Width	Min. 10 m	Min. 10.06 m	none

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



City of Richmond

Land Use Map





**City of  
Richmond**

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

**Address:** 9140 Dolphin Ave

**File No.:** RZ 13-650300

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, the following items are required to be completed:**

1. Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within close proximity to the Tree Protection Zone of the Flowering Cherry tree in the rear yard of the subject site (tag # 3). The Contract must include the scope of work to be undertaken, including: the proposed number of monitoring inspections (at specified stages of site preparation and development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
2. Submission of a tree survival security to the City in the amount of \$1,000 for the Flowering Cherry tree to be retained (tag # 3). After construction and landscaping on-site is completed, the applicant must request a landscaping inspection to verify tree survival. If the tree has survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.
3. Submission of a landscaping security in the amount of \$2,000 to ensure that four (4) trees are planted and maintained on-site (minimum 6 cm caliper deciduous or 3.5 m high conifer).
4. Registration of a flood indemnity covenant on Title.
5. 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. \$5,210) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Demolition\* stage, the following items are required to be completed:**

- Installation of tree protection fencing, to City standard, around the Flowering Cherry tree located on-site in the rear yard (tag # 3), in accordance with the City's Tree Protection Information Bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

**At Subdivision\* and Building Permit\* stage, the following items are required to be completed:**

- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.
- Ensure that the site plan for the lots accounts for the minimum distance of 1.5 m required between the nearest streetlight on Dolphin Avenue and the curb letdown for the driveway crossing to the proposed west lot. Otherwise, the streetlight must be relocated at the developer's cost.



### *Storm Sewer Works*

- Cap and abandon the existing storm leads at the northwest corner of the proposed west lot (Lot A) and northeast corner of the proposed east lot (Lot B).
- Provide one (1) new dual storm service connection complete with inspection chamber from the existing 600 mm diameter concrete storm sewer at the Dolphin Avenue frontage north of the proposed common property line, within the City boulevard.

### *Water Works*

- Using the OCP Model, there is 171 L/s of water available at a 20 psi residual at the hydrant at the frontage of 9151 Dolphin Avenue. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or International Organization for Standardization to confirm that there is adequate available flow.
- Disconnect the existing water service at Dolphin Avenue and cap the connection at the main.
- Provide two (2) new water service connections, complete with individual water meters as per Waterworks and Water Rate Bylaw 5637, from the existing 150 mm diameter watermain at the Dolphin Avenue frontage, within the City boulevard.

### *Sanitary Sewer Works*

- Cap and abandon the existing sanitary connection at the southwest corner of the proposed west lot (Lot A).
- Provide a new dual sanitary service connection complete with inspection chamber from the existing 200 mm diameter sanitary sewer main at the Dolphin Avenue frontage north of the proposed common property line, within the City boulevard.

### *General Items*

- Provide any required private utility company rights-of-ways to accommodate their above ground equipment (i.e., transformers, kiosks, transformers, etc.) and any future under-grounding of overhead lines.

### **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 original on file]

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Signed

---

Date



# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 567 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 62102

#9140 DOLPHIN AVENUE,  
RICHMOND, B.C.  
P.I.D 003-023-265

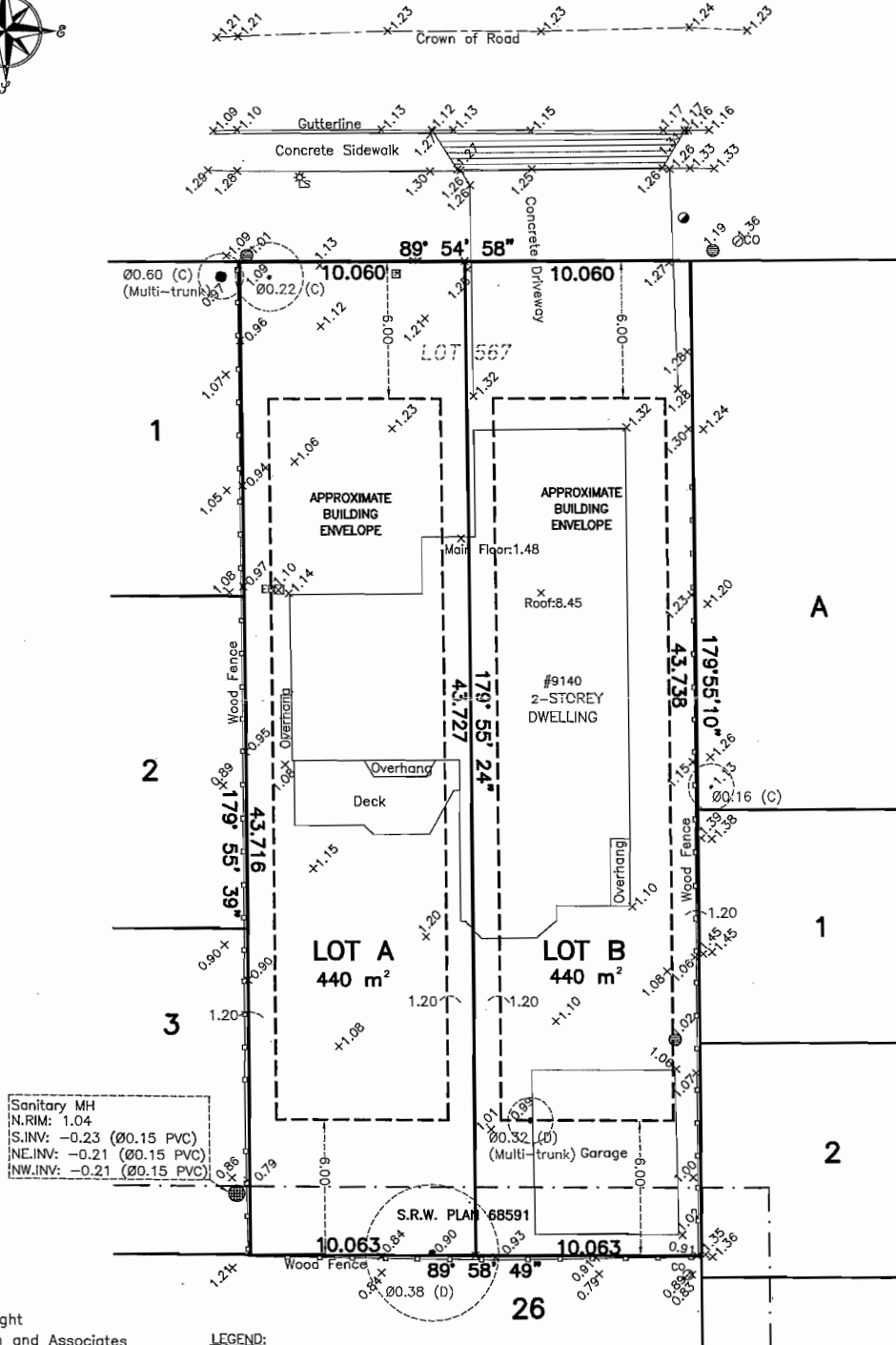
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0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



DOLPHIN AVENUE



© copyright

J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5336  
FB-242 P59-62  
Drawn By: TH

## LEGEND:

- (C) denotes coniferous
- (D) denotes deciduous
- denotes power pole
- ⊙ denotes round catch basin
- ⊕ denotes manhole
- EB denotes electrical box
- ⊞ denotes water meter
- ⊞ denotes water valve
- CO denotes cleanout
- LS denotes lamp standard

## NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #196,  
Central Monument 77H4970  
Located at CL Brown Rd & Brown Gate.  
Elevation = 1.793 metres

## CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

NOVEMBER 4th, 2013

DWG No. 5336--TOPO

PLN - 136

NTS

## TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 567 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 62102

#9140 DOLPHIN AVENUE,  
RICHMOND, B.C.  
P.I.D 003-023-265

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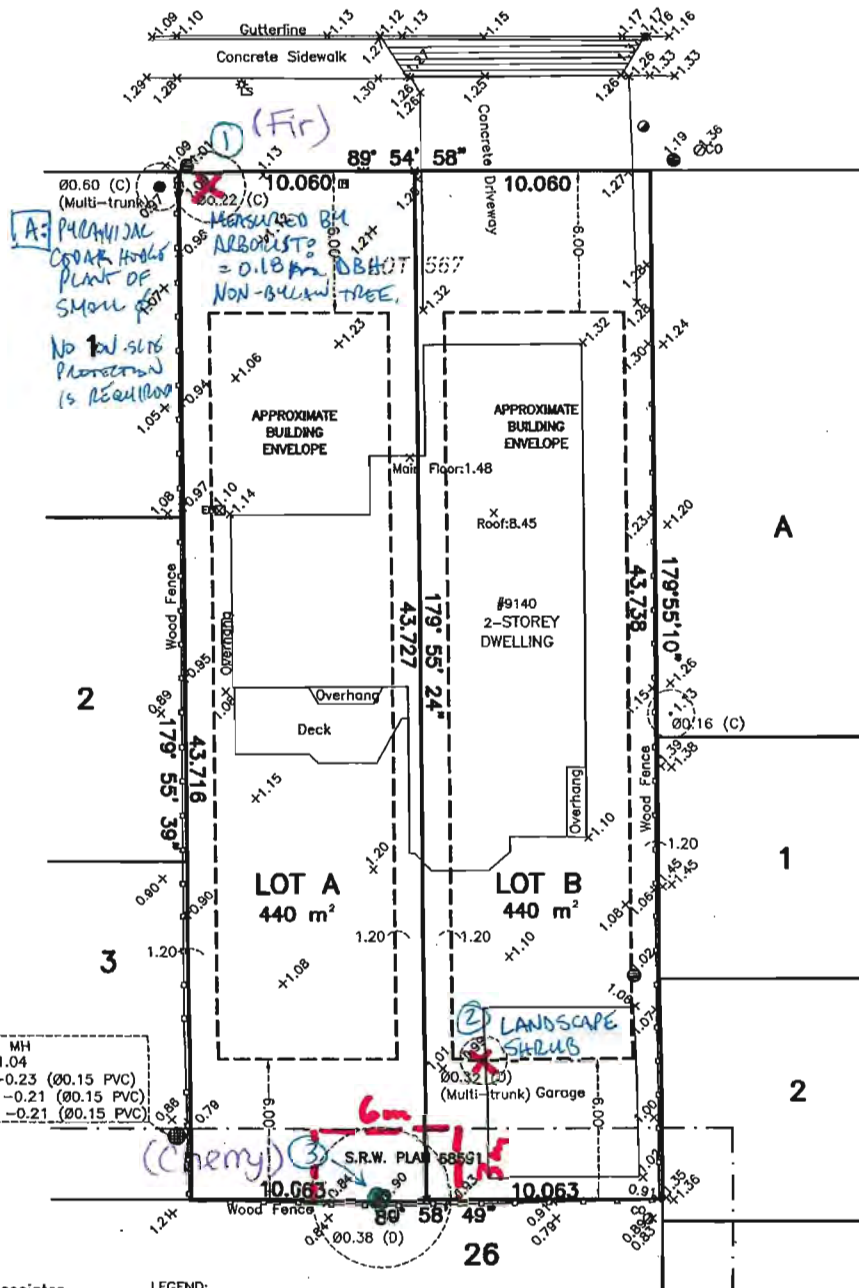
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ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



DOLPHIN AVENUE

Crown of Road



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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
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Website: www.jctam.com  
Job No. 5336  
FB-242 P59-62  
Drawn By: TH

**LEGEND:**  
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● denotes power pole  
● denotes round catch basin  
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**NOTE:**  
Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #196,  
Control Monument 77H4970  
Located at CL Brown Rd & Brown Gate.  
Elevation = 1.793 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*[Signature]*  
JOHNSON C. TAM, B.C.L.S.

NOVEMBER 4th, 2013

DWG No. 5336-TOPO

PLN - 137

NTS





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9129 (RZ 13-650300)  
9140 Dolphin Avenue**

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

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

P.I.D. 003-023-265

Lot 567 Section 22 Block 4 North Range 6 West New Westminster District Plan 62102

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9129”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



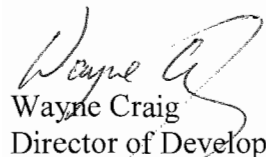
# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** March 11, 2014  
**File:** ZT 13-650975  
**Re:** Application by 0800705 B.C. Ltd. for a Zoning Text Amendment to the High Rise Apartment (ZHR7) - Lansdowne Village (City Centre) Zoning District at 7117 Elmbridge Way

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the "High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)" zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a "live/work dwelling" within this zone, and rely on the definition of "live/work dwelling" under Section 3.4 (Use and Term Definitions), be introduced and given first reading.

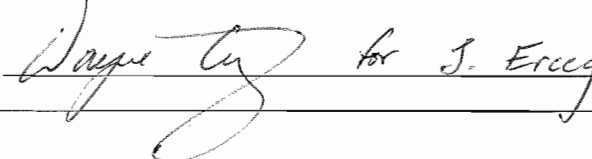
  
Wayne Craig  
Director of Development

WC:jlf

Att.

### REPORT CONCURRENCE

#### CONCURRENCE OF GENERAL MANAGER





## Staff Report

### Origin

An application has been made by 0800705 B.C. Ltd. to the City of Richmond for a zoning text amendment to the existing “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district to delete the regulation of uses under Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” in order to apply the existing definition of “live/work dwelling” under the general definition section (Section 3.4 – Use and Term Definitions) of the Richmond Zoning Bylaw for the property at 7117 Elmbridge Way (Attachment 1 – Location Map).

The site was rezoned to “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” in 2010 to permit up to 97 units, including 6 affordable housing units and 4 live/work dwellings in a 12-storey building (RZ 07-402059). As part of the rezoning, the term “live/work dwelling” was defined in Bylaw 8517 to rezone the site to a site specific zone, “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)”. For the purposes of this zone, the term “live/work dwelling” was defined as a dwelling unit that may be used as a home business together with a studio for artist, dance, radio, television or recording, provided that the dwelling unit has an exterior access at grade, a maximum of 1 non-resident employee, and the dwelling unit is designed to reflect the mixed use character of the intended use.

The proponent has recently completed construction at the subject property. The 4 live/work dwellings are ground oriented with two units facing Elmbridge Way and two units facing Alderbridge Way (Attachment 2 – Site Photos). The proponent has indicated they have had difficulties selling the live/work dwellings due to the restrictive definition under the existing ZHR7 zone and have requested a zoning text amendment to remove Section 19.7.11.1 (Other Regulations) under the existing ZHR7 zoning district. By default, the more recent definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) would then apply to the subject property.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

### Surrounding Development

The site is presently occupied by a 12-storey building with 92 dwelling units with below building parking that is generally screened from view along the Alderbridge Way and Elmbridge Way frontages. The immediate context surrounding the development site is as follows:

To the North: A lane and an existing single storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (25 m)” in the City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map;

To the East: An existing two-storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map;

To the South: Elmbridge Way and an existing residential high-rise development zoned “Downtown Commercial District (C7)”, designated “Urban Core T6 (45 m)” in the CCAP Lansdowne Village Specific Land Use Map; and

To the West: Alderbridge Way, and an existing single storey building zoned “Limited Industrial Retail District”, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map.

### **Related Policies & Studies**

#### 2041 Official Community Plan

The 2041 Official Community Plan (OCP) designates the subject site “Mixed Use”. The proposed text amendment would comply with the 2041 OCP designation.

#### City Centre Area Plan (CCAP)

The CCAP designates the subject site “Urban Centre T6 (45 m)” in the Lansdowne Village Specific Land Use Map. The designation permits residential density up to a maximum of 3.0 Floor Area Ratio (FAR), which includes a density bonus of 1.0 FAR for provision of affordable housing units in compliance with the Richmond Affordable Housing Strategy. The proposed text amendment would have no impacts on the building compliance with the CCAP land use designation and related policies.

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

An Aircraft Noise Covenant has been registered previously on title identifying that this site and land use is affected by aircraft noise as per the Airport Noise Contours in the OCP.

#### Floodplain Management Implementation Strategy

A Floodplain Covenant has been registered previously on title identifying a minimum Flood Construction Level of 3.1 m GSC in accordance with the bylaw.

### **Public Input**

Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

### **Staff Comments**

No significant concerns have been identified through the staff review of the proposal.

### **Analysis**

As discussed above, Section 19.7.11.1 of the ZHR7 zone includes a definition for the term “live/work dwelling” that restricted the commercial component to home business uses as defined by the Zoning Bylaw plus artist, dance, radio, television or recording studios. The proponent has indicated that it has been difficult to sell the 4 live/work dwelling units due to the limited range of commercial uses.

The ZHR7 zone was advanced to Council in July 2009 prior to the City's current Zoning Bylaw. At this time, staff took a very conservative view on the potential uses permitted in live/work dwellings and site specific provisions related to the operation of a live-work dwelling were embedded in the ZHR7 site specific zone. The ZHR7 zone was adopted by Council in September 2010.

In November 2009, Council adopted a new Zoning Bylaw (Bylaw 8500) which included a definition of "live/work dwelling" along with specific general provisions related to how a live/work dwelling was designed, constructed and operated. In January 2011, Council adopted a housekeeping amendment bylaw (Bylaw 8684) to the Zoning Bylaw which updated a revised definition for "live/work dwelling". The current term for "live/work dwelling" allows a wider range of commercial uses including commercial education, health service, personal service or studio space for artists. The proponent has requested that this definition be used for the subject property. The proposed zoning bylaw amendment would delete the site specific definition of a live-work unit from the ZHR7 zone and require that the live/work units on the site confirm with the City wide regulations on live/work dwellings. Table 1 below provides a summary.

<b>Table 1: Summary of ZHR7 Zone Before and After Proposed Text Amendment</b>			
<b>ZHR7 Zone</b>	<b>Live/Work Uses</b>	<b>General Provisions</b>	<b>Analysis</b>
Current regulations on live/work dwellings	<p>Artist, dance, radio, television or recording studios.</p> <p>Home business such as licensed crafts, teaching, office, or child care program.</p>	<ul style="list-style-type: none"> <li>• Dwelling unit has an exterior access at grade</li> <li>• Maximum of 1 non-resident employee is permitted</li> <li>• Dwelling unit is designed to reflect the mixed use character of the intended use.</li> </ul>	The list of uses would be limited to home business uses, and a studio for artist, dance, radio, television or recording.
Proposed regulations on live/work dwellings following adoption of text amendment	Office, child care, commercial education, health service, personal service or studio for artists	Section 5.3 (Live/Work Dwellings) would apply which cover the provisions listed above.	The list of uses would allow additional commercial uses such as personal service use, commercial education, and health service.

As the definition under the ZHR7 zone for the subject property was adopted prior to the amended definition used in the current Zoning Bylaw, the applicant's requested zoning text amendment to repeal Section 19.7.11.1 of the ZHR7 zone would bring the definition of "live/work dwelling" in line with the current Zoning Bylaw and avoid any confusion for staff, the public and owners/tenants. The application is also consistent with the intent of the CCAP and the OCP. For these reasons, staff are supportive of this application.

#### Rezoning Considerations

All necessary requirements and conditions were addressed and secured through previously approved applications for the subject site. Therefore, no rezoning considerations are required through this zoning text amendment application.



**Financial Impact**

None

**Conclusion**

The applicant is requesting a zoning text amendment in order to apply the existing definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) of the Richmond Zoning Bylaw at 7117 Elmbridge Way, which is currently zoned “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” and allows for high rise apartment and live/work dwellings with a density bonus for affordable housing. The definition for “live/work dwelling” under the ZHR7 zone pre-dates the revised definition in the Zoning Bylaw. The request to amend the text to the ZHR7 zone would bring it in line with the Zoning Bylaw. Further, the revised definition would provide a wider range of commercial uses for a live/work dwelling. On this basis, staff support the requested zoning text amendment.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9113, be introduced and given first reading.



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

JH:cas

Att. 1 – Location Map

Att. 2 – Site Photos

Att. 3 – Development Application Data Sheet





City of  
Richmond



ZT 13-650975

Original Date: 12/09/13

Revision Date:

Note: Dimensions are in METRES

PLN - 145



Photo 1: Looking north-east at Subject Property



Photo 2: Live/work dwellings along Alderbridge Way



Photo 3: Live/work dwelling facing Alderbridge Way. The door in the foreground is for the work studio and the door in the background is for the dwelling unit. An internal door provides access between the work studio and dwelling unit.

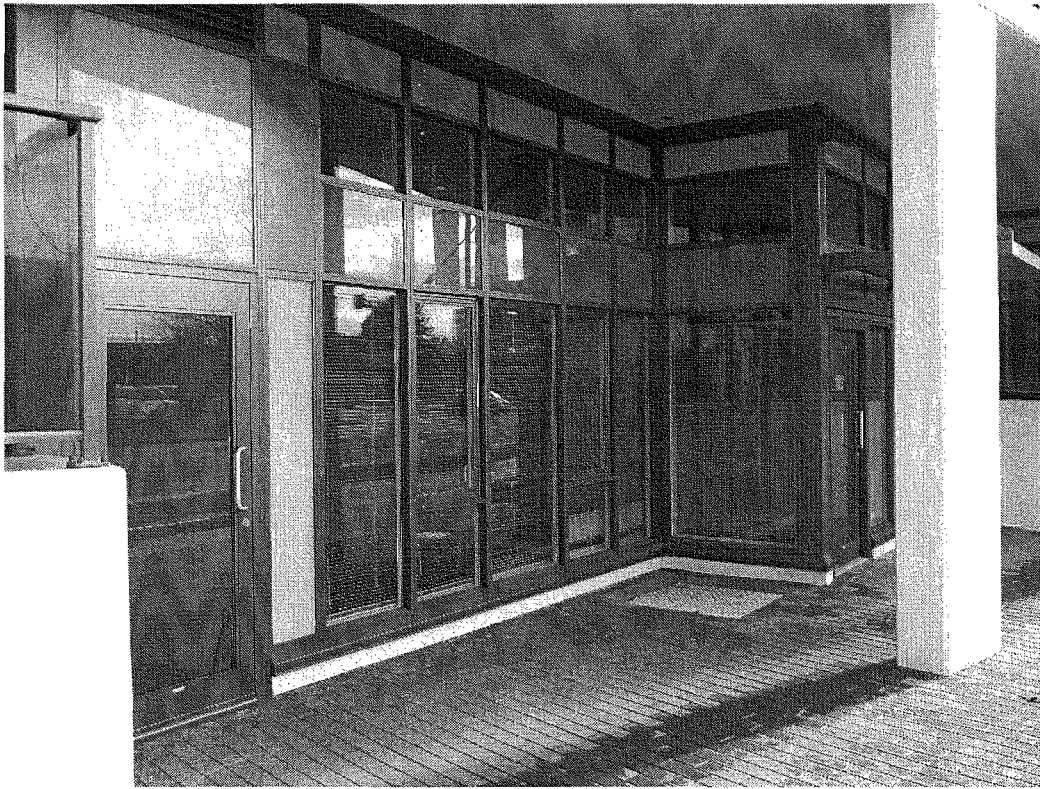
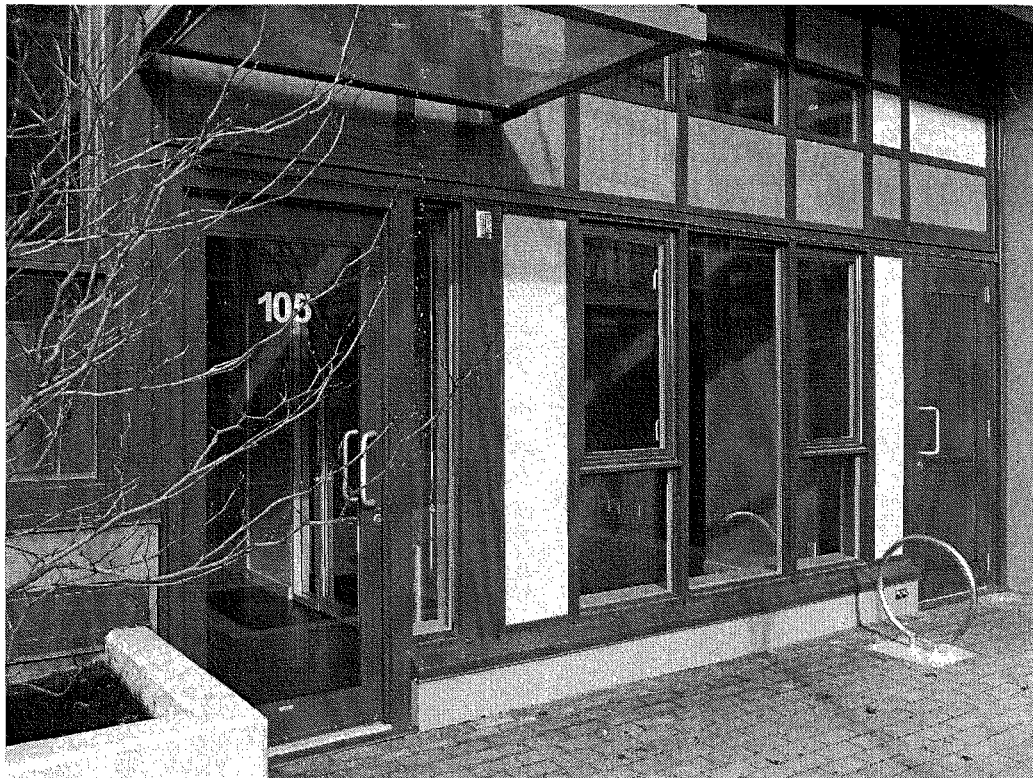


Photo 4: Live/work dwelling facing Alderbridge Way.





**ZT 13-650975**

**Attachment 3**

Address: 7117 Elmbridge Way

Applicant: 0800705 B.C. Ltd.

	Existing	Proposed
<b>Owner:</b>	0800705 B.C. Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	2,607.8 m <sup>2</sup> (28,070 ft <sup>2</sup> )	No change
<b>Land Uses:</b>	Residential units including 4 live/work dwellings	No change
<b>OCP Designation:</b>	High-Density Mixed Use	No change
<b>Area Plan Designation:</b>	Lansdowne Village Specific Land Use Map: Urban Core T6	No change
<b>Zoning:</b>	High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) <ul style="list-style-type: none"><li>Allows for 4 live/work dwellings to be used as a home business together with a studio for artist, dance, radio, television or recording provided that the dwelling unit has exterior access at grade, a maximum of 1 non-resident employee, and the dwelling unit is designed to reflect the mixed use character of the intended use.</li></ul>	High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) <ul style="list-style-type: none"><li>Allows for 4 live/work dwellings that would allow the occupant of the dwelling to work in part of the dwelling for an office, child care, commercial education, health service, personal service or studio for artists.</li></ul>
<b>Number of Units:</b>	97, including 4 live/work dwellings	No change





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9113 (ZT 13-650975)  
7117 Elmbridge Way**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing Section 19.7.11.1.
2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9113”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Planning and Development Department

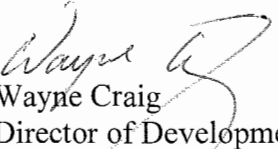
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 10, 2014  
**File:** RZ 13-638852

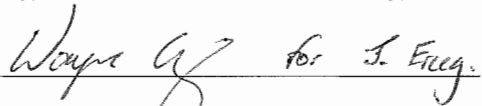
**Re:** Application by Citimark-Western Alberta Road Townhouse Ltd. for Rezoning at 9671 Alberta Road from Single Detached (RS1/F) to Medium Density Townhouses (RTM2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:jh  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Citimark-Western Alberta Road Townhouse Ltd. has applied to the City of Richmond for permission to rezone 9671 Alberta Road (Attachment 1 – Location Map) from “Single Detached (RS1/F)” zone to “Medium Density Townhouses (RTM2)” zone in order to permit the development of a 21-unit townhouse complex.

### Project Description

The owners are proposing to develop a 21-unit, three-storey townhouse complex that would integrate with the recently built 22-unit townhouse complex to the west (9651 Alberta Road [RZ 10-518827]) and with the proposed 24-unit townhouse complex to the east (9691 Alberta Road [RZ 11-590114]) which is currently under construction. The proposal would have six detached three-storey townhouse buildings accessed from an internal drive aisle. Each detached building would have three- to four-units each, and each unit would have a two-car garage on one side and a front door and path to a public road or pedestrian pathway on the other side. The proposal would include outdoor amenities such as a children’s play area, benches, and widening of the north-south walkway that connects Alberta Road with Hemlock Drive and Birch Street. All of the townhouse units would have aging-in-place accessibility features and one unit is proposed for easy conversion to provide universal access. A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). A preliminary site plan, building elevations, and landscape plan are provided in Attachment 3.

### Surrounding Development

To the North: At 6300 Birch Street, a 98-unit, two-storey townhouse complex zoned “Town Housing (ZT32) – North McLennan (City Centre)”, and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the East: At 9691 Alberta Road, a 24-unit, three-storey townhouse complex zoned “Low Density Townhouses (RTL4)”, and designated “Residential Area 4” in the McLennan North Sub-Area Plan which is under construction.

To the South: Across Alberta Road, single family homes on lots zoned “Single Detached (RS1/F)” and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the West: At 9651 Alberta Road, a 22-unit, three-storey townhouse complex zoned “High Density Townhouses (RTH1)” and designated “Residential Area 3” in the McLennan North Sub-Area Plan.

### Related Policies & Studies

#### Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single family, two-family and multiple family housing (specifically townhouses). This proposal would be consistent with the OCP.



McLennan North Sub-Area Plan

The subject property is located within the McLennan North Sub-Area Plan which is a part of the City Centre Area Plan (Schedule 2.10C of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The proposed development would be consistent with the land use designation, “Residential Area 4”, as it allows townhouse development with a three-storey maximum where a maximum of 30% lot coverage is achieved and permits a base Floor Area Ratio (FAR) of 0.55. An increase in the FAR to 0.65 may be considered where affordable housing and/or specialized housing is provided for people with disabilities, amenities are provided or conserved, and where community facilities and services are provided. As the proposal include a voluntary contribution to the Affordable Housing Reserve Fund and is providing a dwelling unit for easy conversion to provide universal access, a density increase of 0.10, for a total FAR of 0.65, is proposed. This is consistent with the Sub-Area Plan, and the proposal would fit well within the mixed urban context and varied building styles on adjacent properties.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 metres GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant is to be registered on title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation and climate control measures at the time of applying for their Development Permit.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, the applicant is making a voluntary contribution to the Affordable Housing Reserve Fund in lieu of providing affordable housing units on site. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$55,134.90 based on the proposed floor area of 2,561.1 m<sup>2</sup> (27,567.45 ft<sup>2</sup>).

Public Art

In accordance with City policy, the applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per buildable square footage based on the proposed FAR to the City’s Public Art Fund. The amount of the contribution would be \$21,226.94 based on the proposed floor area of 2,561.1 m<sup>2</sup> (27,567.45 ft<sup>2</sup>).

Amenity Space

Consistent with the OCP, an outdoor amenity space of 6.0 m<sup>2</sup> (64.6 ft<sup>2</sup>) per unit is to be provided, including 3.0 m<sup>2</sup> (32.3 ft<sup>2</sup>) per unit for a children’s play area. The proposal meets these requirements. The outdoor amenity space will be located in a central area of the site and in addition to the children’s play area, a picnic bench, and visitor bicycle parking will also be provided.

The proposal does not provide any indoor amenity space. In accordance with the OCP, a minimum of 70 m<sup>2</sup> (753 ft<sup>2</sup>) of indoor amenity space would be required. In lieu of indoor amenity space, Policy 5041 allows a cash-in-lieu contribution in the amount of \$1,000 per unit for the first 19 units and \$2,000 per unit if there are more than 19 units. In accordance with Policy 5041, the owner will be providing a cash-in-lieu payment of \$23,000 to the Recreation Facility Reserve Fund.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application. Should the rezoning application proceed, a Public Hearing will provide opportunity for additional public input.

### **Staff Comments**

#### Trees Removal, Retention and Replacement

An arborist report was submitted to assess the existing trees on the site for possible retention. The report identified 38 trees that would be impacted by the proposed development. Of these trees, seven trees have been identified to be retained. The remaining 31 trees, including 22 on-site and 9 off-site trees, have been identified for removal because they are either in poor condition or are located within the proposed development footprint (Attachment 5). All of the off-site trees are located on the neighbouring property to the east which is under construction. The removal of the 9 off-site trees was part of a previous development application (RZ 11-590114) for the adjacent parcel and suitable replacement trees were approved.

Of the 22 on-site trees that are to be removed, a 2:1 planting ratio of new trees will need to be achieved as per OCP policy for a total of 44 on-site replacement trees. A review of the new tree plantings will be conducted at the Development Permit stage where a detailed review will be conducted as to the number, type and arrangement of new trees that are to be planted.

#### Servicing Requirements

The site is to connect to existing water, sanitary and stormwater servicing along Alberta Road. No servicing upgrades are required as part of this proposal. At the building permit stage, fire flow calculations must be signed and sealed by a professional engineer to confirm that there is adequate available flow.

The developer is responsible for the installation of pre-ducting for private utilities along the Alberta Road and Hemlock Drive frontage. If required, private utility companies will require rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.).

Prior to final adoption the following must be completed:

1. Dedicate 12.1 m<sup>2</sup> of the site for the completion of the Hemlock Drive/Birch Street corner.
2. Registration of a 23 m<sup>2</sup> statutory right-of-way at the corner of Hemlock Drive/Birch Street for Public Right-of-Passage (PROP) and utilities;
3. Registration of a 3 metre PROP statutory right-of-way along the entire western edge of the site, flared to 5 metres at both Hemlock Drive & Alberta Road, for widening of the pedestrian walkway to a total width of 6 metres; and

4. Enter into the City's standard Servicing Agreement to undertake frontage beautification on Alberta Road, completion of the Hemlock Drive frontage, the internal walkway and all other servicing requirements.

A signed copy of the rezoning considerations (Attachment 6) has been provided by the owner and is in the file.

## **Analysis**

### Proposed Zoning Amendment to Medium Density Townhouses (RTM2)

The proposed rezoning from “Single Detached RS1/F” to “Medium Density Townhouses RTM2” represents an increase in density consistent with the McLennan North Sub-Area Plan. The Sub-Area Plan outlines a transformation of the area from a predominantly single-family neighbourhood toward a higher density neighbourhood, including the development of townhouses. The proposal meets the McLennan North Sub-Area Plan policies as well as the Residential Area 4 land use designation which permits a base FAR of 0.55 and a maximum of three-storey townhouses.

The proposal seeks to take advantage of the available increase in density from the base of 0.55 FAR to the proposed 0.65 FAR. The increased density is supported as the applicant is providing a voluntary contribution to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy, providing a voluntary contribution to the City's Public Art Fund, and providing one unit that will allow easy conversion for universal access. Other developments in the area have achieved a similar increase in base density based on similar contributions.

### Access, Circulation & Parking

Vehicular access will be from 9691 Alberta Road which is the neighbouring property to the east. A statutory right-of-way was registered on the title of 9691 Alberta Road in favour of the subject property during the rezoning process (RZ 11-590114) to allow a future drive aisle to connect to the subject property at 9671 Alberta Road.

As shown in Attachment 3, a separate internal drive-aisle, accessed from the driveway of the property at 9691 Alberta Road connecting a 24-unit townhouse project that is under construction, would allow vehicles to access the proposed units on the subject property. Each unit would have a two-car double wide garage for a total of 22 on-site parking spaces for residents. No tandem parking spaces are proposed for any of the units. The internal drive aisle would provide access to four visitor parking stalls and one handicapped stall, in addition to garbage and recycling containers and a shed for gardening supplies located in the centre of the site.

The visitor parking stalls would cross the property line with 9691 Alberta Road and are designed to include visitor parking stalls for the project under construction at 9691 Alberta Road (RZ 11-590114). This would require a cross-access easement to be secured in favour of the subject property prior to final adoption.

A minimum of 20% of all parking stalls will provide a 120V receptacle to accommodate electric vehicles charging equipment. Further, an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment.

The applicant has proposed wide corners along the internal drive-aisle to help ensure manoeuvrability of larger vehicles. The applicant is to provide a revised site plan indicating



turning radii of an SU9 vehicle to ensure these larger vehicles can move within the site at the Development Permit stage. Further design refinement may be required to enhance adequate manoeuvrability of this size of vehicle.

#### Form of Development

The developer proposes to construct a total of 21 townhouse units on the site which would include six three-storey buildings with each building containing three or four townhouse units. An internal drive aisle would provide access to each unit and provide access to visitor parking, garbage & recycling receptacles, and a garden shed. An outdoor amenity area is located in the central part of the site and would include a children's play area, a picnic bench, visitor bicycle parking and pedestrian connections to the north-south path. The developer's proposed form of development generally conforms to the Development Permit Guidelines in the OCP for multiple family residential development and the requirements of the McLennan North Sub-Area Plan.

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At the DP stage, among other things, the following will be addressed:

- Overall appropriateness to the form and character of the proposed townhouse units.
- Detailed architectural, landscaping and open space design.
- Detailed design of road cross sections, including alignment of sidewalks, curbs, and boulevards.

The proposed development exceeds the bylaw requirement for on-site parking, by providing a side-by-side two-stall garage for every unit.

#### Development Variance Permit

The submitted plans currently show three variances to the "Medium Density Townhouses RTM2" zone with Zoning Bylaw 8500 as follows:

1. A variance to the minimum lot width is required from 30 metres to the existing width of 26.16 metres; a variance of 3.84 metres. This variance is supported as the subject property is surrounded by two recently developed townhouse sites with a similar lot width. To meet the lot width requirement would require additional lots which are not available.
2. A variance to the minimum interior side yard setback on the east side is required from 3.0 metres to 2.0 metres; a variance of 1.0 metre. This variance is supported to allow the siting of the building facing Alberta Street to retain 4 trees on the west side.
3. A variance to the minimum exterior side yard setback on the northeast corner of the site is required from 6.0 metres to 4.1 metres. This variance is supported as it is due to the required road dedication at Hemlock Drive and Birch Street intersection.

The setback variances will be subject to further review at the Development Permit stage.

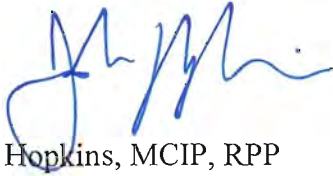
#### **Financial Impact**

None

**Conclusion**

The proposed 21-unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM2)" zone for the McLennan North Sub-Area neighbourhood plan. Staff feel that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption.

Staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9117, be introduced and given first reading.



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

JH:cas

Att. 1: Location Map

Att. 2: Development Application Data Sheet

Att. 3: Conceptual Development Plans

Att. 4: McLennan North Sub-Area Plan Land Use Map

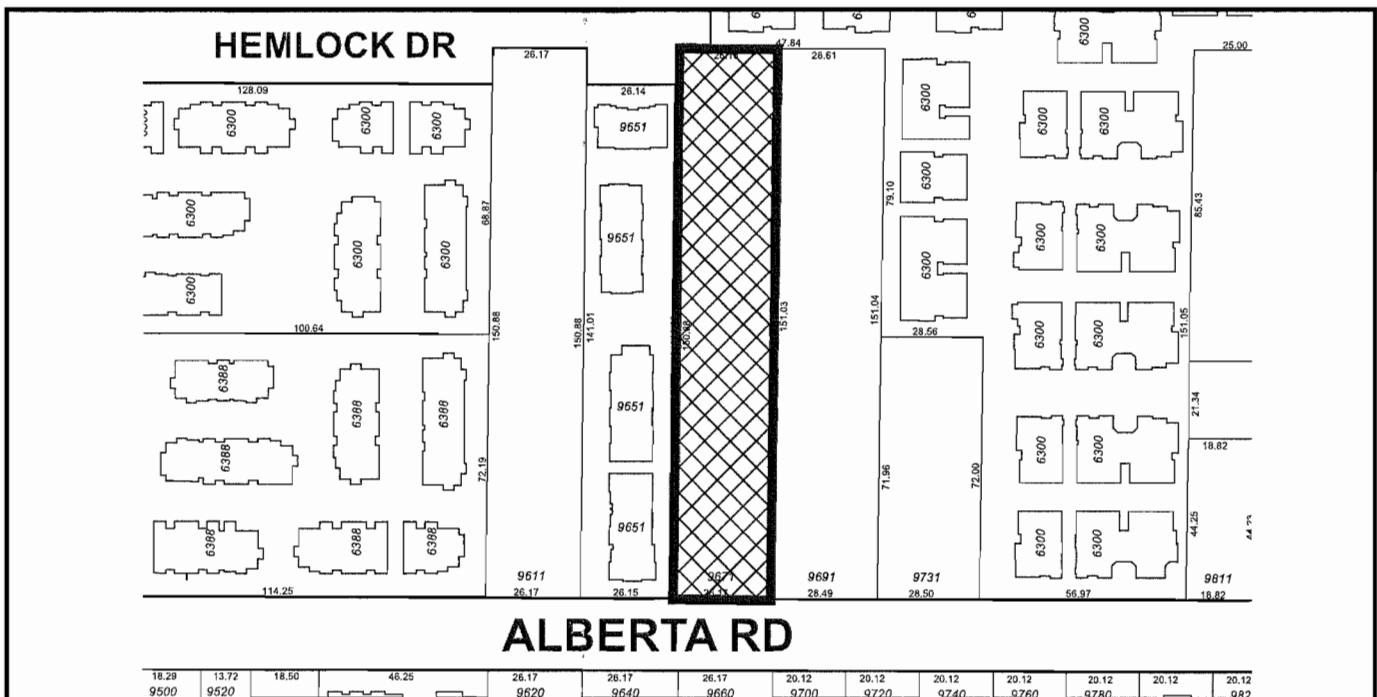
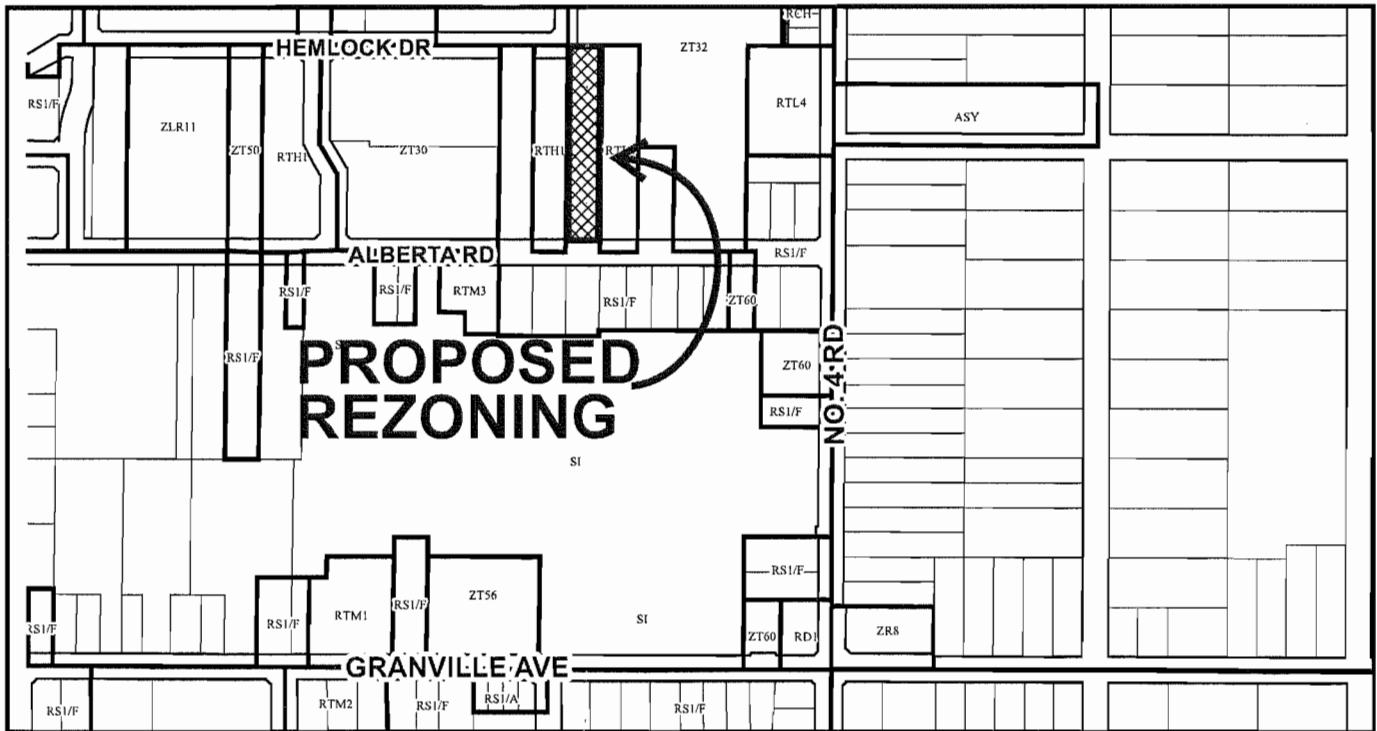
Att. 5: Arborist Report and Tree Removal and Retention Plan

Att. 6: Rezoning Conditions



# City of Richmond

ATTACHMENT 1



## RZ 13-638852

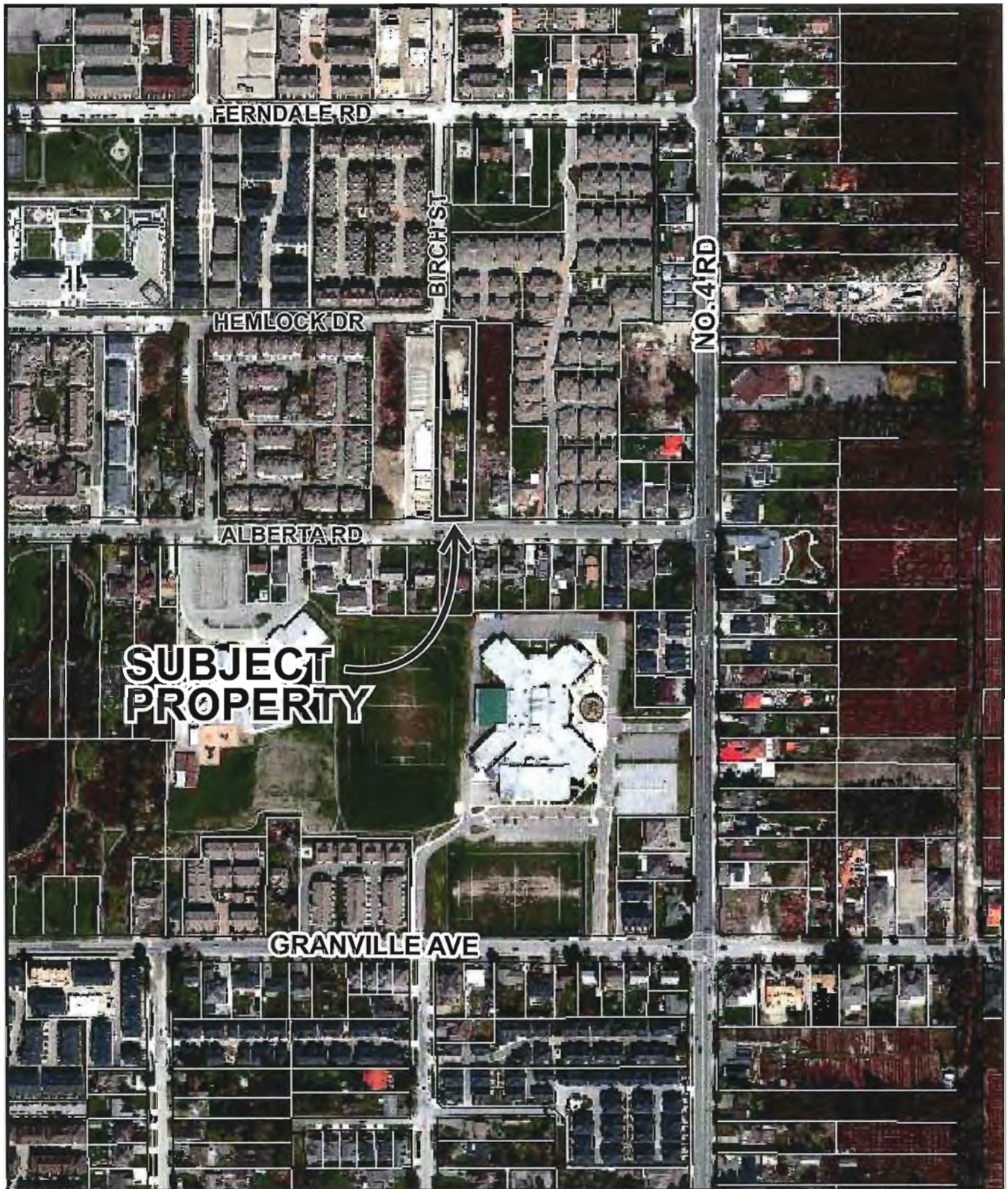
Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES

PLN - 157





RZ 13-638852

Original Date: 06/18/13

Amended Date:

Note: Dimensions are in METRES



**RZ 13-638852**

**Attachment 2**

Address: 9671 Alberta Road

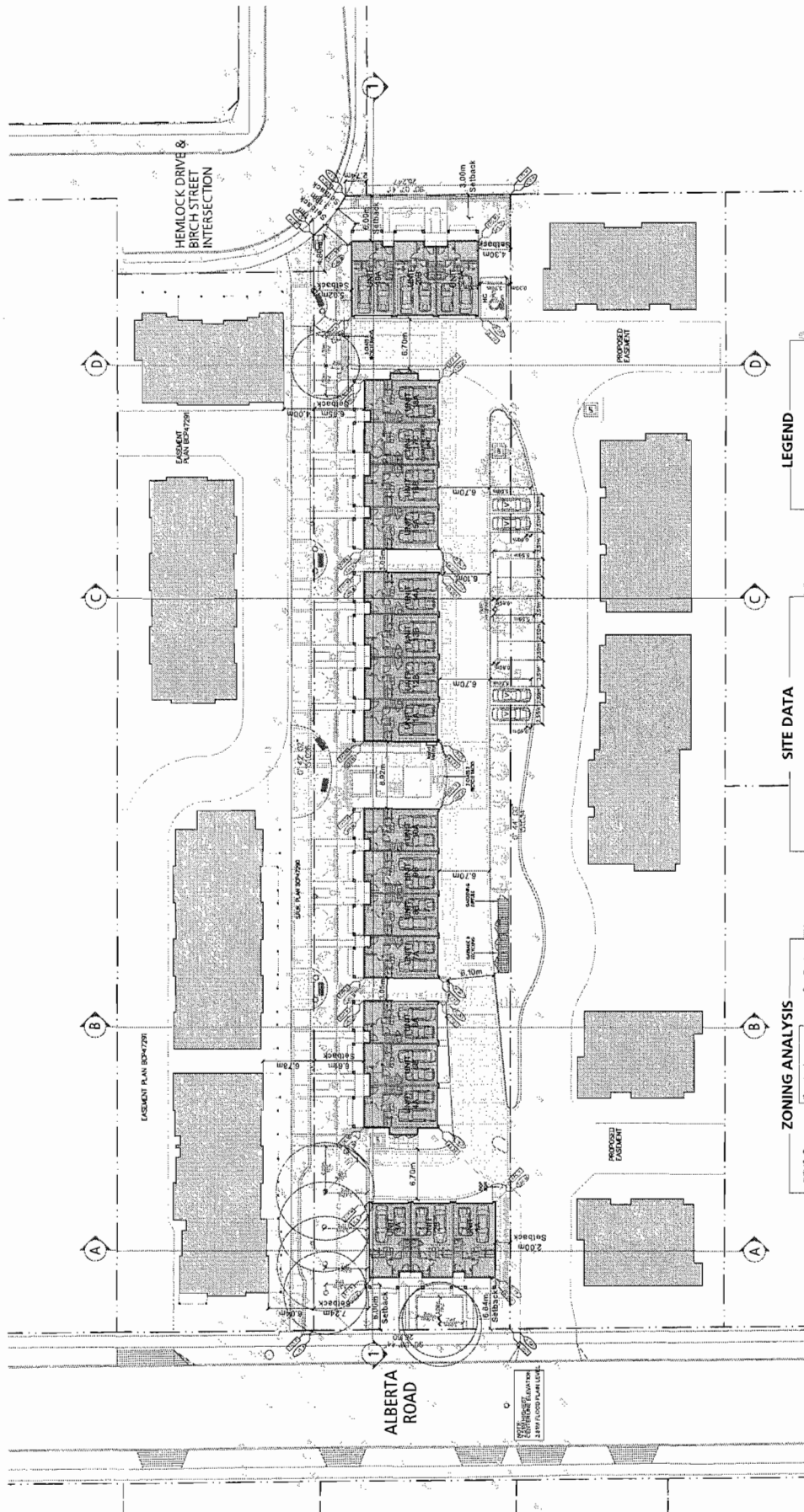
Applicant: Citimark-Western Alberta Road Townhouse Ltd.

Planning Area: McLennan North Sub-Area Plan

	Existing	Proposed
<b>Owner:</b>	Citimark-Western Alberta Road Townhouse Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	3,958 m <sup>2</sup> (42,603 ft <sup>2</sup> )	3,946 m <sup>2</sup> (42,474 ft <sup>2</sup> )
<b>Land Uses:</b>	Single detached house	Townhouses
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Residential Area 4, 0.55 base F.A.R., One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved)	No change
<b>Zoning:</b>	Single Detached (RS1/F)	Medium Density Townhouses (RTM2)
<b>Number of Units:</b>	1	21

On Future Subdivided Lots	Bylaw Requirement (RTM2)	Proposed	Variance
Density (Floor Area Ratio):	Max. 0.65 with a contribution to the Affordable Housing Reserve Fund	0.65	none permitted
Lot Coverage – Building:	Max. 40%	33%	none
Lot Size (depth):	Min. 35 m	151 m	none
Lot Size (width):	Min. 30 m	26.16 m	<b>3.84 m</b>
Setback - Front:	Min. 6.0 m	6.8 m	none
Setback – Interior (west):	Min. 3.0 m	5.0 m	None
Setback – Interior (east):	Min. 3.0 m	2.0 m	<b>1.0 m</b>
Setback – Exterior (northwest corner):	Min. 6.0 m	4.1 m	<b>1.9 m</b>
Setback – Rear:	Min. 3.0 m	6.0 m	none
Height (m):	12.0 m	11.8 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 (R) and 0.2 (V) per unit	2.0 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	46	46	none





**LEGEND:**

 Finished Grade Elevation  
 Existing Grade Elevation

## SITE DATA

Lot Area	42,464 sf (0.975 ac)	3,945 sqm
Existing Zoning	RS9	
Proposed Zoning	RTM	
Required Variances	lot width max. 552' max.	
Unit Count	21 Townhomes	
Floor Area	1219 sqm x 12 units = 14,628 sqm	
Unit A	1219 sqm x 5 units = 6,095 sqm	
Unit B	1219 sqm x 7 units = 8,523 sqm	
TOTAL	(convertible)	25,611 sqm
Floor Area Ratio	0.649	
Unit Density	217 units	
Building Foot Print	150,693 sqm	
Building Coverage	35.2%	
Height	3 stories	
Outdoor Amenity Space	35 sqm (6 @ 6 sqm)	

## ZONING ANALYSIS

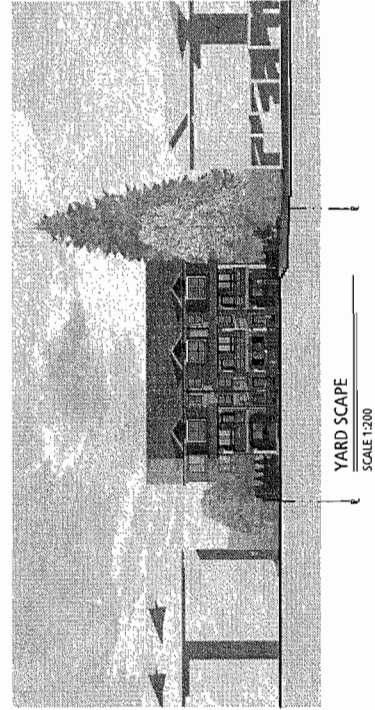
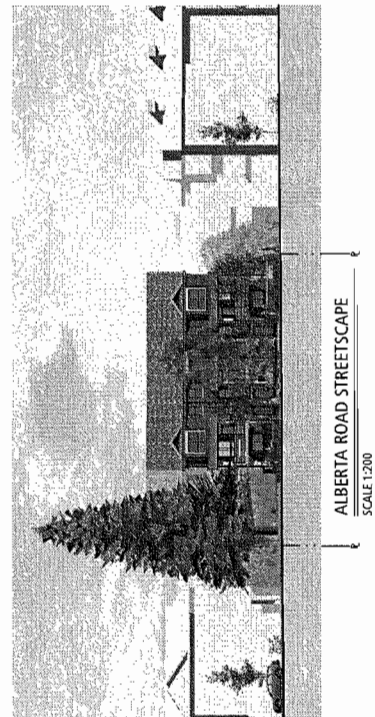
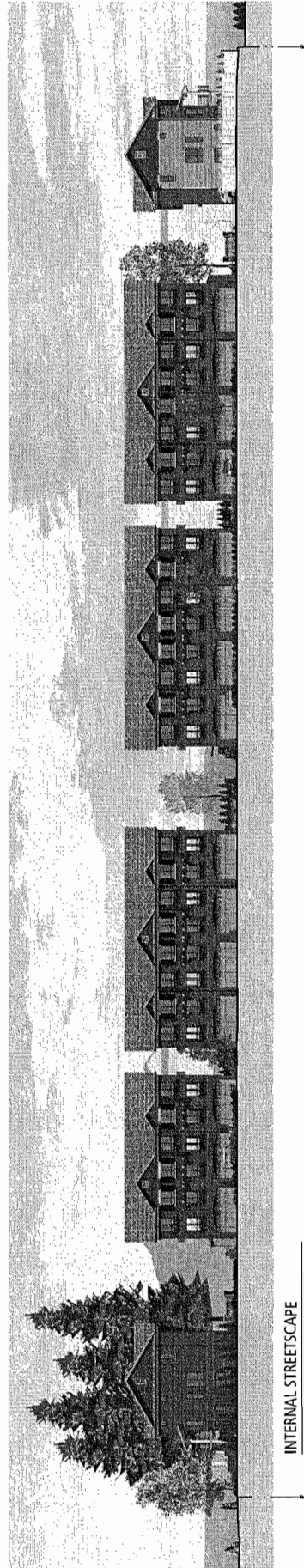
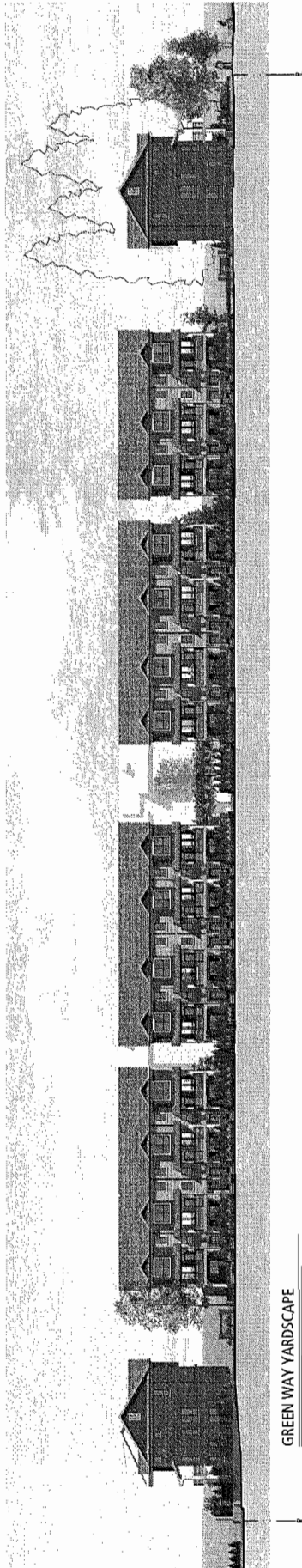
Required	Our Design
Overturn	complex
0.74 FAR	complex
40% (buildings)	complex
65% (non-porcel)	complex
22% (see plans)	complex
variances required 4.1m at front PL	complex
variance required 2.00m at east PL	complex
variances required 28.16m	complex

**9671 ALBERTA ROAD**  
for Western and Citimark



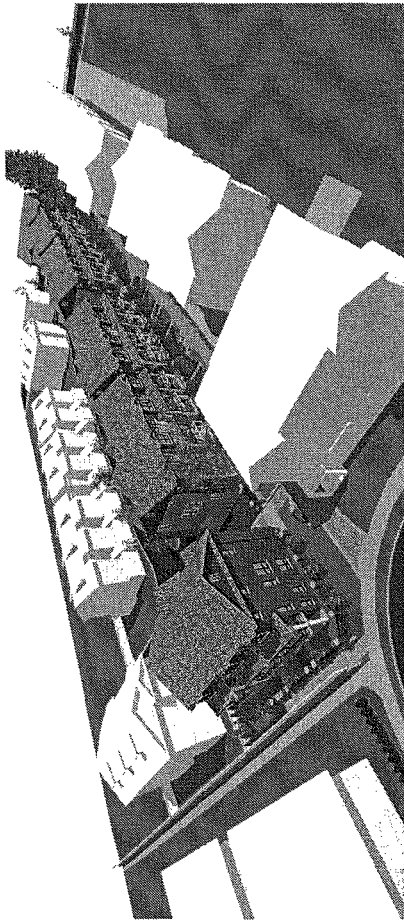
**SITE PLAN**  
SCALE 1:250



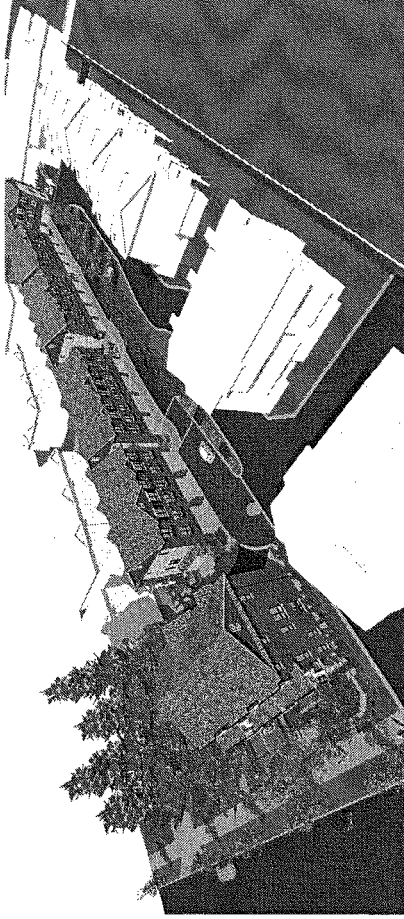


# **9671 ALBERTA ROAD** for Western and Citimark



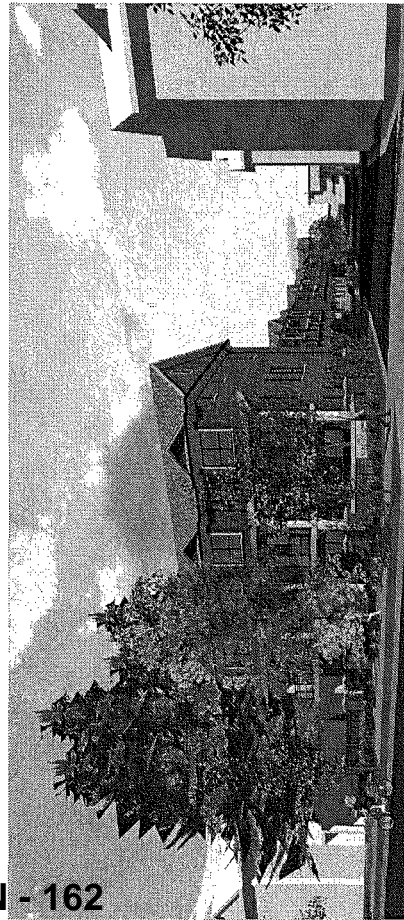


AERIAL VIEW FROM NORTH WEST

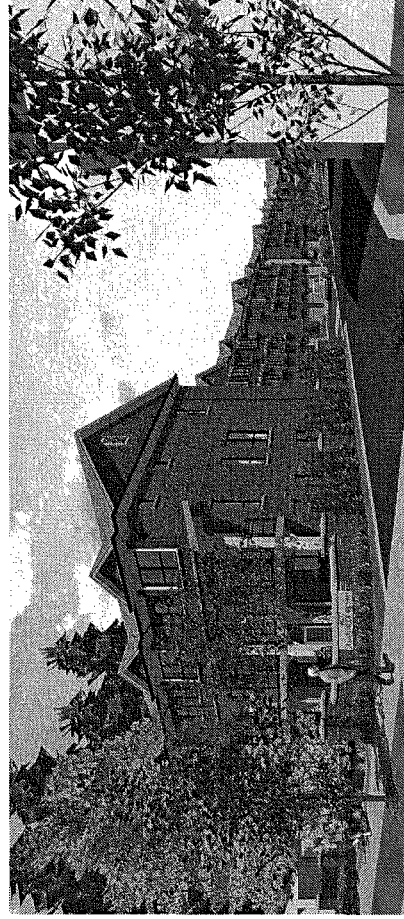


AERIAL VIEW FROM SOUTH EAST

PLN - 162



VIEW FROM SOUTH (ALBERTA ROAD)



VIEW FROM SOUTH EAST (ALBERTA ROAD)

# **9671 ALBERTA ROAD** for Western and Citimark

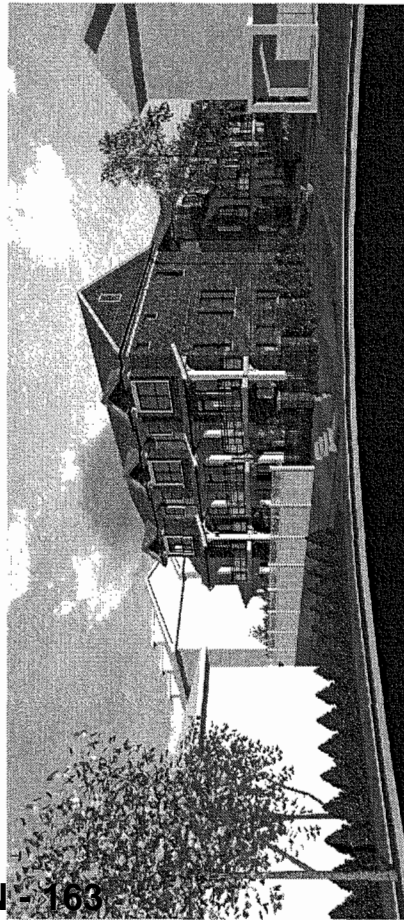


INTERIOR VIEW FROM SOUTH EAST

PLN - 163



INTERIOR VIEW FROM SOUTH WEST (GREENWAY)



VIEW FROM NORTH WEST

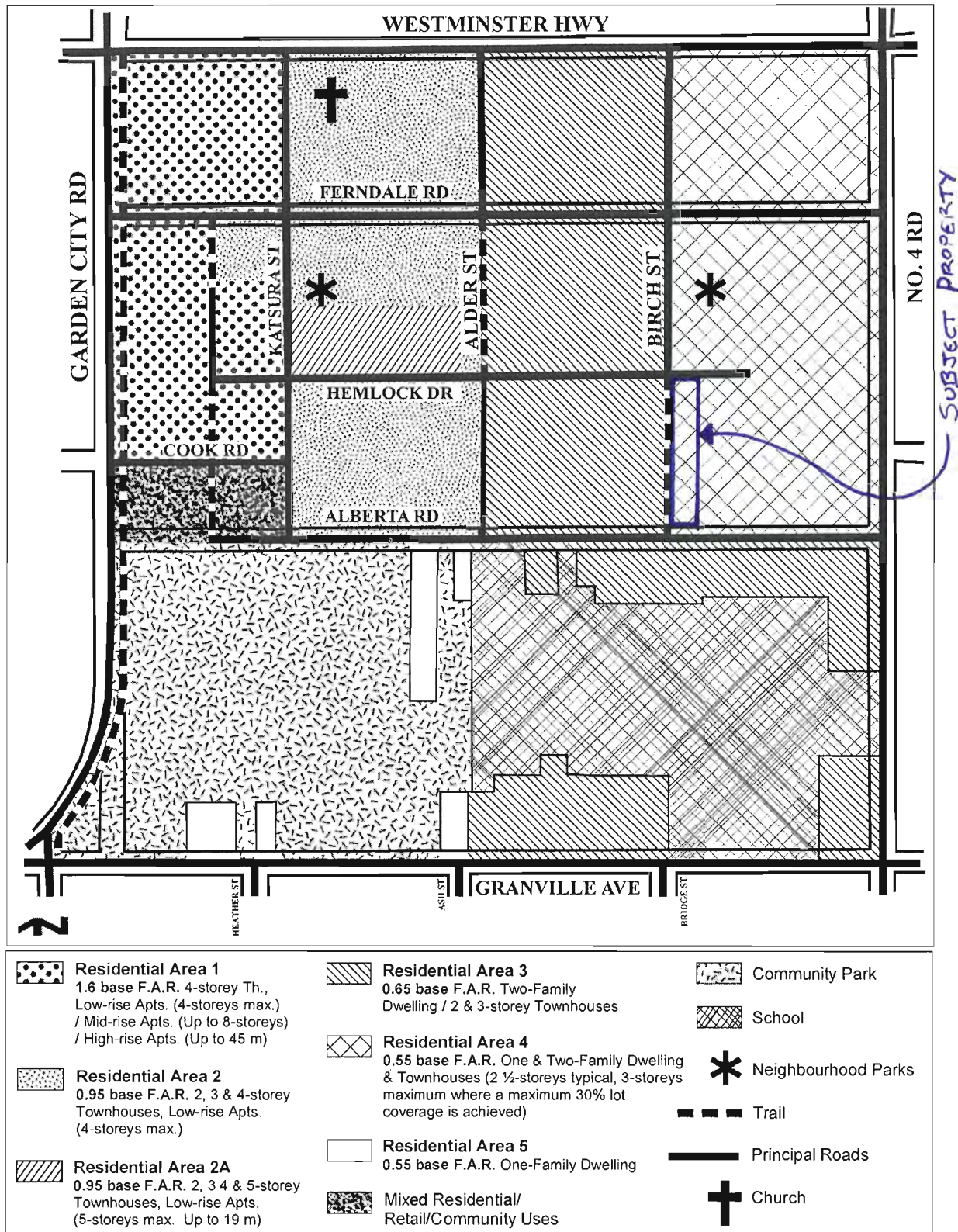


VIEW FROM NORTH WEST



City of Richmond

**Land Use Map** Bylaw 8630  
2010/07/19



# TREE REMOVAL & RETENTION PLAN

Plan #3b

PROJECT NO. DP 2012-37

Van der Zande Associates Inc.  
Landscape Architecture  
1000 West 10th Avenue  
Vancouver, BC V6H 1T6  
Tel: 604.681.1111  
Fax: 604.681.1112  
www.vdz.com

FOUGERE  
architecture inc.  
1000 West 10th Avenue  
Vancouver, BC V6H 1T6  
Tel: 604.681.1111  
Fax: 604.681.1112  
www.fougeres.com

Western and  
CitiMark

4. The drawings are the property of the client and shall not be reproduced or used for any other purpose without the written consent of the client.

NO.	DESCRIPTION	DATE
1	DP 2012-37	May 2012
2	DP 2012-37	May 2012
3	DP 2012-37	May 2012
4	DP 2012-37	May 2012
5	DP 2012-37	May 2012
6	DP 2012-37	May 2012
7	DP 2012-37	May 2012
8	DP 2012-37	May 2012
9	DP 2012-37	May 2012
10	DP 2012-37	May 2012
11	DP 2012-37	May 2012
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13	DP 2012-37	May 2012
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96	DP 2012-37	May 2012
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98	DP 2012-37	May 2012
99	DP 2012-37	May 2012
100	DP 2012-37	May 2012

CONSTRUCTION SHALL VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCY TO THE ARCHITECT IMMEDIATELY. ALL DIMENSIONS AND SPECIFICATIONS SHALL BE BASED ON THE INFORMATION PROVIDED AT THE TIME OF THE DESIGN.

PROJECT: 9671 ALBERTA ROAD TOWNHOUSE DEVELOPMENT  
LOCATION: 9671 ALBERTA ROAD RICHMOND - BC

DESIGNER	TO, TM	DATE
OFFICE	RS	1/250
APPROVED	MOZ	
DATE		

## TREE LEGEND

N	N	N	N
Eddies White Wonder Dogwood	Oregon Ash	Vine maple	Bowhall Red Maple

Pyramidal Birch	Snow Goose Cherry	Japanese Snowbell	Pink Japanese Dogwood	Retained Tree
-----------------	-------------------	-------------------	-----------------------	---------------

## TREES SCHEDULE (On Site)

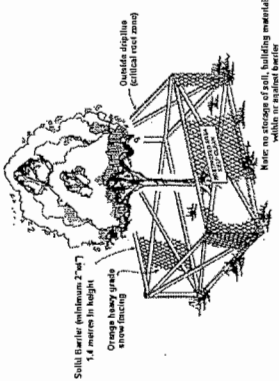
SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING
N	ACER glaberrimum	Vine maple	3	B+B, 6cm Cal, 1.2m std	Plant as shown
N	ACER rubrum 'Bowhall'	Bowhall Red Maple	1	B+B, 6cm Cal, 1.8m std	Plant as shown
N	COMUS nutans 'Eddies White Wonder'	Pink Japanese Dogwood	2	B+B, 2.5m Ht.	Plant as shown
N	FRAXINUS latifolia	Pyramidal Birch	20	B+B, 6cm Cal, 1.2m std	Plant as shown
N	PRUNUS 'Snow Goose'	Oregon Ash	2	B+B, 6cm Cal, 1.8m std	Plant as shown
N	SYNAX japonica	Snow Goose Cherry	6	B+B, 6cm Cal, 1.2m std	Plant as shown
N	SYNAX japonica	Japanese Snowbell	4	#10 Pat	Plant as shown

\*N - Denotes a native tree species

## CONIFEROUS TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING
N	THUJA occidentalis 'Shiragaki'	Emerald Cedar	233	B+B, 1.5 m.Ht.	Plant as shown

## Tree Protection Fencing Detail



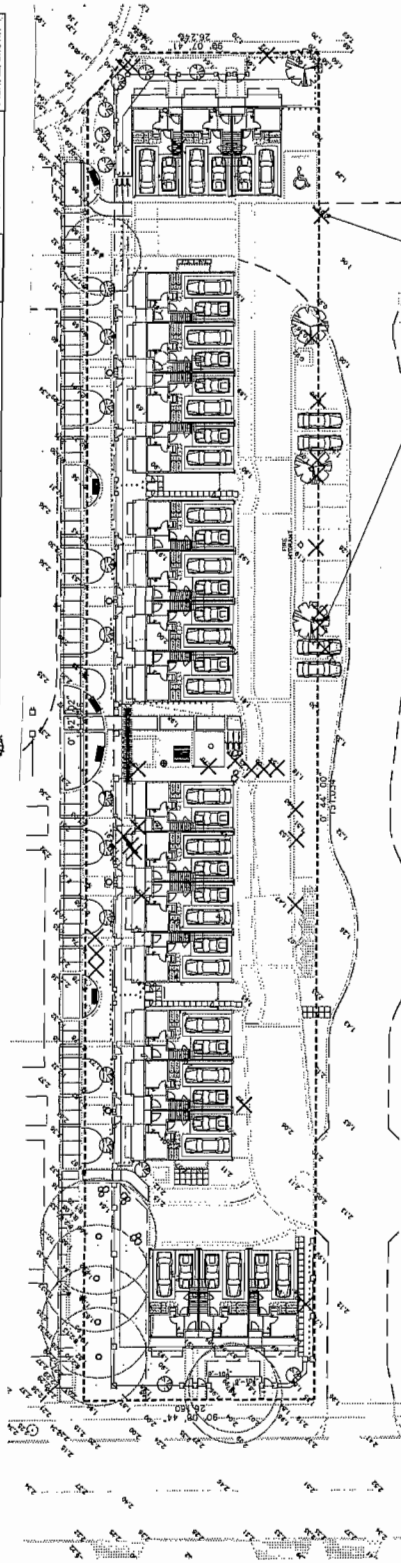
## TREE TO BE RETAINED



## TREE TO BE REMOVED



TREE PROTECTION DETAIL  
SCALE: 1/250  
NTS



TREE REMOVAL PLAN  
SCALE: 1/250

Adjacent off-site trees to be removed as per neighbours development plans and arborist report.

van der Zant & Associates Inc.  
Landscape Architecture - Urban Design - Tree & Landscape  
Suite 1, 10777 17 Avenue  
Edmonton, Alberta T6E 4E5  
P: 506.832.0047  
F: 506.832.0048  
info@vanzant.ca  
www.vanzant.ca

FOUGERE  
architecture inc.  
3800-168th Avenue, Suite 100  
Edmonton, Alberta T6E 4E5  
P: 506.832.0047  
F: 506.832.0048  
info@fougere.ca  
www.fougere.ca

PROJECT:  
Western and  
Citimark

# SITE AND TREE PLAN

DRAWING TITLE



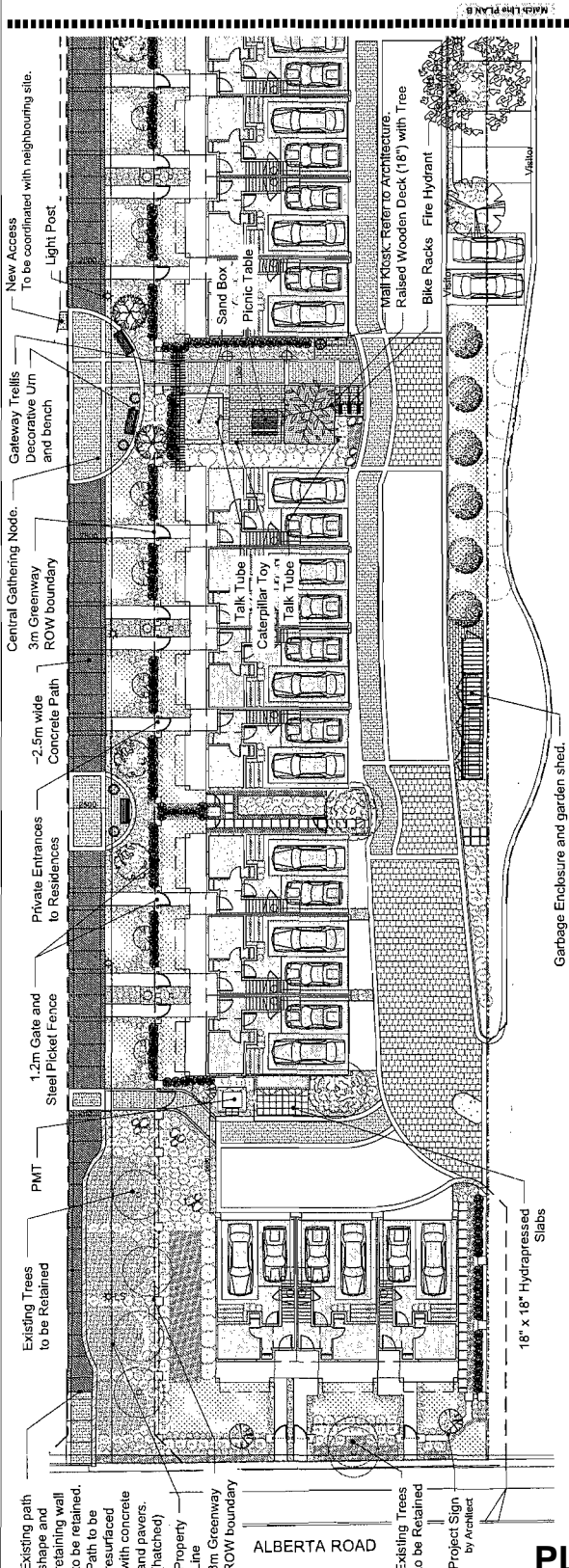
PROJECT NO.  
DP 2012-37

Plan #3c

PROJECT:  
9671 ALBERTA ROAD  
TOWNHOUSE  
DEVELOPMENT

LOCATION:  
9671 ALBERTA ROAD  
RICHMOND - BC

DATE	1/1/10
SCALE	1/150
APPROVED	INVOICED
DESIGNED BY	RS
CHECKED BY	TD, TM
DRAWN BY	TD, TM



1 TREE PLAN - PLAN A  
Scale 1:150

NOTES:

- ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BC MIN. AGRICULTURE.
- ALL PLANT MATERIAL SHALL BE SPECIFIED BY THE CONTRACTOR'S SUPPLIER. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
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TREE LEGEND

Edible White	Winter Dogwood	Pyramidal Birch	Spring Green	Cherry	Japanese	Pink Japanese	Redwood	Tree
White Maple	White Maple	White Maple	White Maple	White Maple	White Maple	White Maple	White Maple	White Maple

TREES SCHEDULE (On Site)

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING
N	Japanese Maple	Japanese Maple	3	18" x 18"	Plant as shown
N	Pyramidal Birch	Pyramidal Birch	2	18" x 18"	Plant as shown
N	Spring Green	Spring Green	4	18" x 18"	Plant as shown
N	Cherry	Cherry	4	18" x 18"	Plant as shown
N	White Maple	White Maple	4	18" x 18"	Plant as shown
N	Redwood	Redwood	4	18" x 18"	Plant as shown
N	Tree	Tree	4	18" x 18"	Plant as shown

CONSTRUCTION NOTES:

- ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BC MIN. AGRICULTURE.
- ALL PLANT MATERIAL SHALL BE SPECIFIED BY THE CONTRACTOR'S SUPPLIER. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
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- ALL PLANT MATERIAL SHALL BE SPECIFIED BY THE CONTRACTOR'S SUPPLIER. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.

2 TREE PLAN - PLAN B  
Scale 1:150





## Rezoning Considerations

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

**Address:** 9671 Alberta Road

**File No.:** RZ 13-638852

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, the developer is required to complete the following:**

1. Road dedication of 12.1 m<sup>2</sup> at the northern part of the property for the continued development of Hemlock Drive and Birch Street.
2. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9651 Alberta Road to allow future access to this site from the subject property, and to have visitor parking stalls for the property at 9651 Alberta Road and the subject property cross the shared parking property line. Legal plans are to locate access points and visitor parking stalls in accordance with the conceptual development plan provided within the submitted drawings attached to the Staff Report as Attachment 3.
3. Registration of a Flood Indemnity Restrictive Covenant on title.
4. Registration of a 3.0 metre wide Public Right-of-Passage (PROP) statutory right-of-way along the entire western edge of the site for access to a pedestrian walkway. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscape surfaces. In addition, the right-of-way is to be wider at the intersection of Alberta Road and Hemlock Drive by 2 metres to allow for greater flexibility in design and identification. The 5 metre entry will narrow as it enters the site at a 45 degree angle eastward until it connects with the 3.0 metre width.
5. Registration of a 23 m<sup>2</sup> statutory right-of-way at the corner of Hemlock Drive/Birch Street for access and utilities.
6. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on title.
7. Payment of \$23,000 cash-in-lieu of on-site indoor amenity space.
8. Voluntary contribution of \$55,134.90 towards the City's Affordable Housing Reserve Fund.
9. Voluntary contribution of \$21,226.94 towards the Public Art Reserve Fund.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
  - a) The outdoor amenity area needs to achieve in a single location, an area of at least 126 m<sup>2</sup>, with a children's play area of at least 63 m<sup>2</sup>.
  - b) Information to the treatment of the edges of the site that will remain exposed to the adjacent sites due to the grade increase to meet the requirements of the Flood Protection Bylaw.
  - c) Provide a plan for the temporary design of the path along the western edge of the site.
  - d) Provide locations and design for entry signage at each end of the path that will notify the public that the path is open for public use.
  - e) Submit a site plan to show the manoeuvrability of larger vehicles (SU-9) within the site to the satisfaction of the Director of Transportation.
  - f) A landscaping plan from a registered professional Landscape Architect to provide an appropriate plan that will need to take into account the design of the central amenity area, including a child's play area.
  - g) Edge treatment of the eastern and western sides of the site.
  - h) A context plan to show the Form and Character of the townhouse units and how they address adjacent properties.
  - i) To provide a sense of territory for pedestrian use within the site.
  - j) To identify and design for units that can be easily converted to universal access.

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Complete an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. 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. Enter into a Servicing Agreement\* for the design and construction of works. Works include, but may not be limited to:
  - a) Alberta Road: connect/extend from recent SA works done via SA10-537130 to the west and SA12-614743 to the east, with new sidewalk and a grass & treed boulevard, street light conduit (including a street light if required) and service connections.
  - b) Hemlock/Birch corner: connect/extend from recent SA works done via SA10-537130 to the west and SA03-239160 to the north, with sidewalk and a grass & treed boulevard, street light conduit (including a street light if required) and any utilities required to complete the full infrastructure on this street. This will require removal of the interim works agreements and constructing to the ultimate standard of this Servicing Agreement.
  - c) Walkway: complete the existing walkway between Alberta Road and Hemlock Drive.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. 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.
5. 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

---

Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9117 (RZ 13-638852)  
9671 Alberta 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 "**MEDIUM DENSITY TOWNHOUSES (RTM2)**".

P.I.D. 003-862-976

EAST HALF LOT 18 BLOCK "B" SECTION 10 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 1305

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9117**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** March 6, 2014

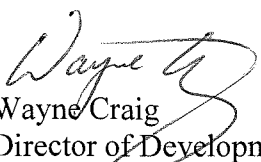
**From:** Wayne Craig  
Director of Development

**File:** RZ 12-619835

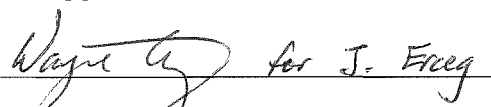
**Re:** Application by 664525 B.C. Ltd. for Rezoning at 7400, 7420 and  
7440 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses  
(RTL4)

### Staff Recommendations

1. That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.

  
Wayne Craig  
Director of Development

WC:el

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

## Staff Report

### Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)” in order to permit the development of 14 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

To the North: Three (3) “Single Detached (RS1/E)” lots with a mix of newer and older homes fronting Railway Avenue; and then single-family lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/B)” fronting Linfield Gate.

To the South: Two (2) deeper “Single Detached (RS1/E)” lots with older homes; and then two (2) “Single Detached (RS1/B)” lots with newer homes and a temporary shared access from Railway Avenue to the unopened back lane; further south are six (6) more “Single Detached (RS1/E)” lots fronting Railway Avenue.

To the East: Three (3) “Single Detached (RS1/B)” lots with newer homes and one (1) “Single Detached (RS1/H)” lot, all fronting Lindsey Road.

To the West: Across Railway Avenue, Railway Corridor Greenway, then McCallan Road with a mix of newer and older, larger single-family dwellings on “Single Detached (RS1/E)” lots.

### Background

- A rezoning application to rezone the subject site to permit the development of 15 townhouse units was submitted to the City on September 5, 2012.
- A petition with 35 signatures from 33 households and 13 letters from residents within the immediate neighbourhood in opposition to the proposed 15 unit townhouse development were received in early 2013.
- An Open House for the 15 unit townhouse proposal was held on March 12, 2013. Three (3) residents from two (2) households attended the event.
- A Report to Committee was taken to Planning Committee on April 16, 2013 and then to Public Hearing on May 21, 2013.
- An additional eight (8) pieces of written submissions, including seven (7) letters and one (1) petition with 12 signatures from six (6) households in opposition to the 15 unit townhouse proposal, were received prior to the Public Hearing meeting on May 21, 2013. In addition, there were five (5) residents spoke in opposition and one (1) person spoke in favour of the 15 unit townhouse proposal at the Public Hearing.



- A mapping of households within the immediate neighbourhood in opposition to the proposed townhouse development can be found in **Attachment 4**.
- The following referral motion was carried at the Public Hearing:  
*“That Zoning Amendment Bylaw 9015 be referred to staff to have the applicant consult with the community as to an appropriate development for the site.”*
- The developer worked with staff to develop development options for the site.
- A second Open House was held on February 25, 2014; two (2) development options were presented. 20 residents from 10 households attended the event. Details on this Open House are provided in the next section.

### **Open House – February 25, 2014**

In response to Council’s referral, the applicant consulted with the neighbouring residents regarding the development of the subject site through an Open House held on February 25, 2014 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 105 households including properties on McCallan Road, as directed by Council (see **Attachment 5** for a map of the Notification Area).

Two (2) options were presented at the Open House: a 14 unit townhouse development (**Attachment 2**); and a 10 unit fee-simple rowhouse development (**Attachment 6**). Further discussions on these two (2) development options are provided in the Analysis section.

20 residents from 10 households attended the event. Staff attended the Open House to observe the meeting and answer questions related to current city policies. Comment sheets were provided to all the attendees. 16 completed comment sheets from nine (9) households were received; in which,

- seven (7) attendees from three (3) households within the notification area and an additional three (3) attendees from two (2) households from the neighbourhood were in favour of the townhouse development option;
- no support for the row-housing development option is recorded; and
- six (6) attendees from four (4) households within the notification area oppose to either of the presented options and some of them recommend single-family development instead (i.e. 3 to 5 single detached lots).

Mapping of the comment sheet responses as well as the completed comments sheets and follow up letters from the residents can be found in **Attachment 7**. A copy of the Open House Summary prepared by the applicant can be found in **Attachment 8**.

Staff has also received two (2) petitions regarding this project after the February 25, 2014 Open House:

- a petition in opposition with 11 signatures from six (6) households within the immediate neighbourhood (**Attachment 9**); and
- a petition in favour with 34 signatures from 25 households within the Notification Area and an extra 14 signatures from other City of Richmond residents (**Attachment 10**).

## Public Input

Major concerns from the neighbourhood on the proposed townhouse development raised in all correspondences, petitions, and open house comment sheets received are summarized below with responses to each of the concerns identified in ***bold italics***.

1. The proposed townhouse development would generate more traffic. Traffic on Railway Avenue would be blocked by southbound vehicles turning left into the site. More vehicles would cut through this block of Railway Avenue via McCallan Road.

***(Transportation staff have reviewed the proposed townhouse development and confirmed that the proposed fourteen (14) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single-family houses. This marginal increase is expected to have minimal impact to the surrounding road system and can be accommodated within the capacity and geometry of Railway Avenue including southbound movements into the site.***

***It is noted that the Railway Avenue corridor is designed for all road users including transit and pedestrians, as well as bicycle lanes in both directions. Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement. The townhouse proposal reduces the number of access points on Railway Avenue from three (3) to just a single access for the site. )***

2. The proposed townhouse development would delay left turns at the Railway Avenue/ Linfield Gate intersection.

***(The proposed site access is over 130 m from Linfield Gate. It is not anticipated that site generated traffic will impact the operation of the Railway Avenue / Linfield Gate intersection as adequate separation between the two (2) locations is provided.)***

3. The proposed development would create a parking problem for the neighbourhood.

***(The original 15 townhouse unit proposal included two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to reduce the number of townhouse unit to 14 and provide an extra small car visiting parking stall for a total of four (4) onsite visitor parking provided. Staff and the applicant have also looked at opportunities to provide a fifth visitor parking stall onsite but are not recommending this currently as it would compromise the access, function, and openness to the outdoor amenity area. The provision of an additional visitor parking stall could be further reviewed at Development Permit stage.)***

4. Parking generated by the townhouse development would spill over to the residential neighbourhood on Linfield Gate, Lindsay Road and McCallan Road.

***(The proposed development meets the off-street parking requirement in the Zoning bylaw with two (2) parking spaces for each unit and exceeds the bylaw parking rate for Visitor spaces by providing one additional visitor stall on site. In addition, there is no direct internal connection from the single-family neighbourhood to this site. Linfield Gate is over 130 m from the propose site access with less likelihood for parking to spill over to the residential neighbourhood.***

*As well, the City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three (3) hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.)*

5. The proposed townhouse development would change the neighbourhood character.  
*(Two-storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single-family houses. High building quality details, materials and landscaping will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit.)*
6. The proposed development would add burden on the infrastructure in the area.  
*(Upgrades to the existing storm sewer along the Railway Avenue frontage is required as part of this townhouse development. There is no concern on sanitary and water main capacity. There are no other impacts to infrastructure expected from this proposal.)*
7. The proposed townhouse development would create privacy and overlook concerns.  
*(The developer has increased the setbacks where possible. Buildings will be set back a minimum 5.0 m from the rear property line and the second floor will be further set back to 6.0 m. Proposed side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single-family dwellings. A solid 1.8 m high wood fence is proposed along the property lines. Buildings will be limited to two-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit.)*
8. The proposed townhouse development would block the sunlight on the neighbouring back yards.  
*(The applicant has provided a shadow analysis (Attachment 11) and confirmed that shading on the neighbouring yards is nominal. Staff have reviewed the analysis and agreed with the developer's findings.)*
9. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.  
*(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)*
10. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.  
*(The applicant advised that the project will feature high quality construction in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit. In addition, as part of the development, the frontage of the development site will be improved with a new 1.5 m wide sidewalk and a 2.0 m wide grassed and treed boulevard. Seven (7) bylaw-sized trees in the front yard of the site will also be retained and protected. The proposed development will improve the appearance of the streetscape.)*



## **Related Policies & Studies**

### Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads as identified on the Arterial Road Development Map (Section 3.6 of Schedule 1 of Bylaw 9000). Although the subject site is not specifically identified for townhouse development, it meets the location criteria set out in the OCP for new townhouse areas:

- within 800 m (or 10 minute walk) of a City Community Centre (i.e., Thompson Community Centre at Granville and Lynas Lane);
- within 400 m (or 5 minute walk) of a Commercial Service use (i.e., retail stores at Blundell and McCallan); and
- within 400 m (or 5 minute walk) of a Park on City lands (i.e., Railway Corridor Greenway on the west side Railway Avenue).

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will provide a cash contribution of \$2.00 per buildable square foot as per the strategy; making the payable contribution amount \$39,082.44.

## **Staff Comments**

### Site Servicing and Frontage Improvements

The existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer.

A new 1.5 m sidewalk along the front property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades described above and frontage beautification.

### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 36 trees were identified and assessed (see Tree Preservation Plan in **Attachment 12**):

- 2 trees located on City property;
- 1 tree located on neighbouring property; and
- 33 trees located on site.

### *Tree Protection*

The developer is proposing to retain and protect seven (7) trees located along the Railway Avenue frontage and one (1) tree on the adjacent property to the east at 7373 Lindsay Road. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the eight (8) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

### *Tree Removal*

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 23 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems.

The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its conflict with the proposed driveway and buildings. To compensate for the loss of three (3) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that three (3) new larger caliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$33,000 in total) to ensure the replacement planting will be provided.

### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 52 replacement trees are required for the removal of 26 trees. Considering the effort made by the applicant to retain the seven (7) trees on site, staff recommend seven (7) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$16,500 to the City's Tree Compensation Fund in lieu of planting the remaining 33 replacement trees should they not be accommodated on the site.

### *City Tree*

It is noted that two (2) city trees are located within the city boulevard in front of the site and may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected city trees at the Servicing Agreement stage, and will provide future recommendations to the City as part of the Development Permit process.

### Vehicle Access

One (1) driveway from Railway Avenue is proposed. The long-term objective is for the driveway access established on Railway Avenue to be utilized by adjacent properties to the north and south if they ultimately apply to redevelop. A Public Right of Passage (PROP) Rights of Way (ROW) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$14,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements. Staff will work with the applicant at the Development Permit stage to ensure the configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

### **Analysis**

### Development Options

In determining the potential forms of redevelopment for the subject site, staff recommend looking at the development potential of the entire block (i.e., east side of Railway Avenue between Linfield Gate and Lancing Road), rather than individual development sites or properties. Two (2) types of housing forms on this block are supported by current City's Policies: Small Lot Single-Family; and Townhouses. As part of the neighbourhood consultation, the applicant proposed a third option: Fee-Simple Rowhouse Developments.



*Single-Family Development*

Currently, there is a mix of older and newer homes on single-family lots with frontage/lot width ranging from 14.85 m to 27.11 m on the east side of Railway Avenue between Linfield Gate and Lacing Road. Single-Family Lot Size Policy 5463 (adopted by Council on February 19, 1996, **Attachment 13**) permits properties fronting on Railway Avenue on this block to be rezoned and subdivided as per “Single Detached (RS1/E)” zone, which is the current zoning of most the properties on this block.

Policy 5463 also permits these properties to be rezoned and subdivided into “Single Detached (RS2/B)” lots (minimum 12 m wide) where a lane or internal road access is available. A sketch showing the potential single-family development pattern can be found in **Attachment 14**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road will create some impediments regarding the ability to establish a lane along the rear of these properties.
- A recent subdivision and new house constructions on Linfield Gate render it impossible to create a new lane connecting to the side street (i.e., Linfield Gate).
- To allow developments of “RS2/B” lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, there is potential for 2-lot consolidations to facilitate 3-lot-subdivisions; however, a lane connecting Railway Avenue and the back lane would be required.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; this eliminates the opportunity to extend the back lane to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into “RS1/B” lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) “RS2/B” lots with a back lane connecting to Lancing Road.
- Dead-end lanes are not preferred by Transportation and Environmental Programs due to issues related to garbage and recycling pick up services on major arterial road and limited turn-around capability in the dead-end lane.
- The applicant advised that single-family developments would not be economically feasible on this site.

*Fee-Simple Rowhouse Development*

At the Open House on February 25, 2014, the applicant presented a Fee-Simple Rowhouse Development option (**Attachment 6**). Each lot would have a lot width of 6.0 m and a lot area of approximately 239 m<sup>2</sup> (2572.6 ft<sup>2</sup>). The proposed density would be 0.65 FAR and each dwelling would be approximately 155.35 m<sup>2</sup> (1,672.2 ft<sup>2</sup>). Units will be grouped into duplexes to maintain a single-family scale and character; the streetscape of the proposed development would appear to be five (5) single-family homes. Vehicle access to these lots would be from a new back lane that would daylight to Railway Avenue. Each unit would have a total of two (2) parking spaces – one (1) enclosed and one (1) surface parking.

This development option was not well received by the area residents as there is no support to this form of housing according to the result of the completed comment sheets received at the Open House.

*Multiple-Family Development*

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m of Thompson Community Centre located at Granville Avenue and Lynas Lane, 400 m of retail stores at Blundell Road and McCallan Road, 400 m of Railway Corridor Greenway on the west side Railway Avenue, and is on a bus route; therefore, townhouse developments may be considered in accordance with the Arterial Road Policy. A sketch showing the potential townhouse development pattern for this area can be found in **Attachment 15**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject townhouse proposal; a conceptual development plan has been prepared by the applicant and is on file.
- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment occurs. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff does not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.

Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road as this form of development would provide the City an opportunity to review and guide the development pattern including the location and number of vehicle access points, provision of on-site, as well as the character and massing of the future dwellings.

In addition, staff believe that small scale duplex units along Railway Avenue would be compatible with the existing single-family developments on the block. Two-storey massing, the potential for detached rear units, as well as rear yard setbacks similar to the setback required for single-family lots, would provide an appropriate interface with the neighbouring single-family homes and would alleviate concerns related to privacy and shading.

Staff are of the opinion that a low density townhouse development is an appropriate supportable form of development for this block due to close proximity to a community centre, public school, access to transit services, and Railway Avenue is a designated bicycle route.

#### Proposed 14 Unit Townhouse Development

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings generally respect the massing of the existing one or two-storey single-family homes to the north, south and east. The 2-storey interface with single-family homes around the subject site also complies with the Arterial Road Guidelines for Townhouses in the OCP.

The proposed small scale duplex units along Railway Avenue fit well with the character of the existing single-family neighbourhood. The detached units along the rear property line provide a good transition between the duplex units along Railway Avenue and the single-family homes to the east. The increased rear yard setback (minimum 5.0 m on the ground floor and 6.0 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development on existing single-family houses to the east.

All units have two (2) vehicle parking spaces in a side-by-side double car garage. A total of four (4) visitor parking spaces, including one (1) accessible visitor parking space, are provided throughout the site. The number of visitor parking spaces proposed exceeds the bylaw requirement (i.e., 3 spaces including 1 accessible space).

The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact the neighbouring properties.

#### Design Review and Future Development Permit Considerations

A Development Permit will be required for the proposed townhouse development to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development



Permit application is processed to a satisfactory level. As part of the Development Permit, the following issues are to be further examined:

- Compliance with the relevant Development Permit Guidelines for multiple-family projects contained in OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of at least one (1) convertible unit and design of other units to include accessibility/aging-in-place features;
- Site grading to be designed to ensure the survival of protected on-site trees.
- Enhancement of the proposed landscaping design and provision of three (3) new larger caliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of three (3) large conifers along the street frontage.
- Design refinement of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

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

#### Public Hearing Notification Area

Staff were directed by Council at the May 21, 2013 Public Hearing to expand the notification area for future public consultation regarding the redevelopment proposal to include residents on McCallan Road. In addition, a number of residents on the east side of Lindsay Road expressed concerns regarding the original 15 unit townhouse development. Therefore, the notification area for the Open House held on February 25, 2014 was expanded to include residents on a portion of Lindsay Road.

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 5** is proposed.

It is recommended that the Public Hearing notices be sent to the same notification area as the Open House held in February 25, 2014 to ensure that residents who were involved in the recent public consultation process are advised of the Public Hearing date.

#### **Financial Impact or Economic Impact**

None.

## Conclusion

The proposed 14-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 16**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9015 be introduced and given first reading.



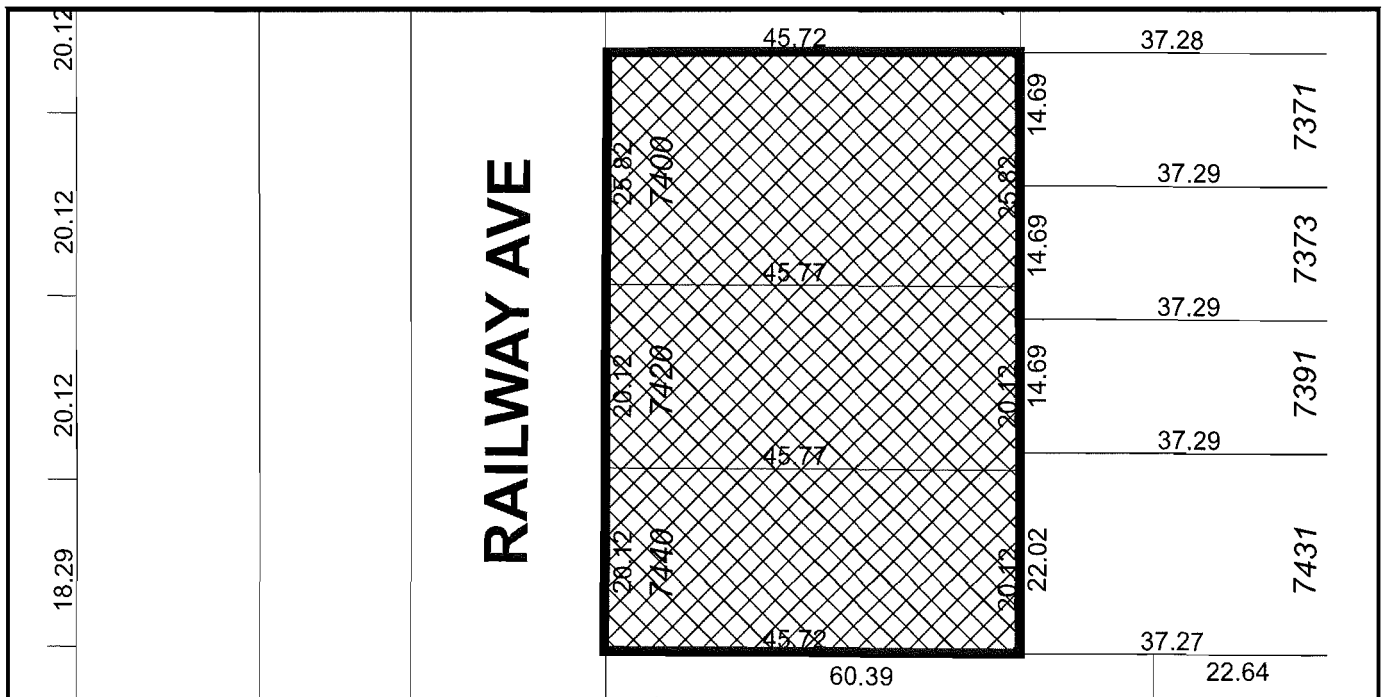
Edwin Lee  
Planning Technician - Design

EL:rg

- Attachment 1: Location Map
- Attachment 2: Proposed Townhouse Design
- Attachment 3: Development Application Data Sheet
- Attachment 4: Mapping of Opposition Letters and Petition Received Prior to Public Hearing Held on May 21, 2013
- Attachment 5: Open House Notification Area
- Attachment 6: Potential Fee-Simple Rowhouse Development Plan
- Attachment 7: Consultation Result – February 2014
- Attachment 8: Summary of the Open House Held on February 25, 2014
- Attachment 9: Petition in Opposition Received March 2014
- Attachment 10: Petition in Favour Received March 2014
- Attachment 11: Shadow Analysis
- Attachment 12: Tree Preservation Plan
- Attachment 13: Lot Size Policy 5463
- Attachment 14: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 15: Potential Development Pattern – Low Density Townhouses
- Attachment 16: Rezoning Considerations

The map displays a residential area with various zoning designations. Key features include:

- Streets:** GRANVILLE AVE, RAILWAY AVE, LINDSAY RD, LINFIELD GATE.
- Zoning Codes:** RS1/E, RD1, ZT23, RAL1, SI, RS1/B, RS1/H.
- Proposed Rezoning:** A large area on the left is labeled "PROPOSED REZONING" with an arrow pointing to a specific lot.
- Lot Numbers:** 050, 033, 045.



RZ 12-619835

Note: Dimensions are in METRES





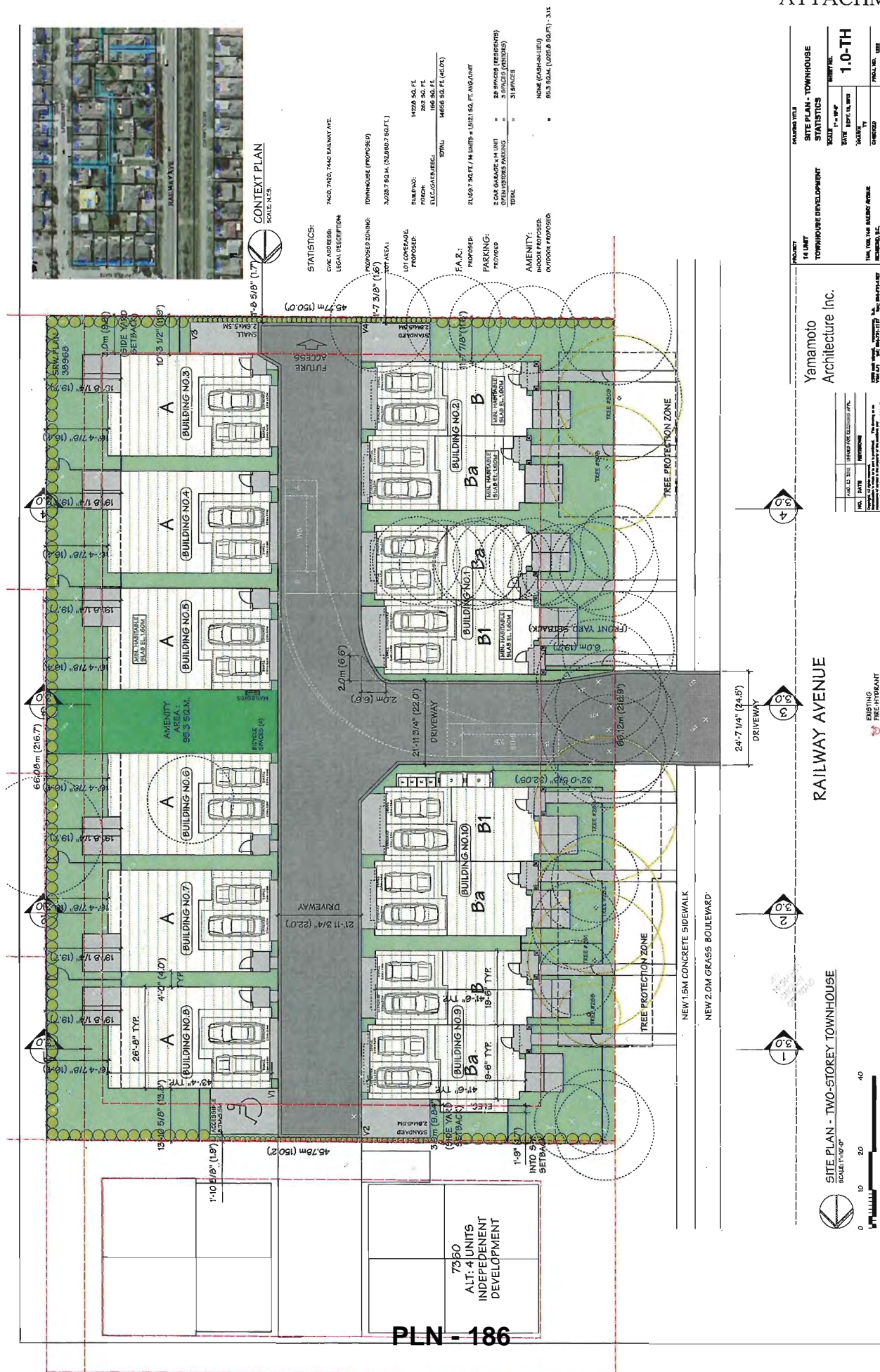
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Original Date: 09/20/12

Amended Date:

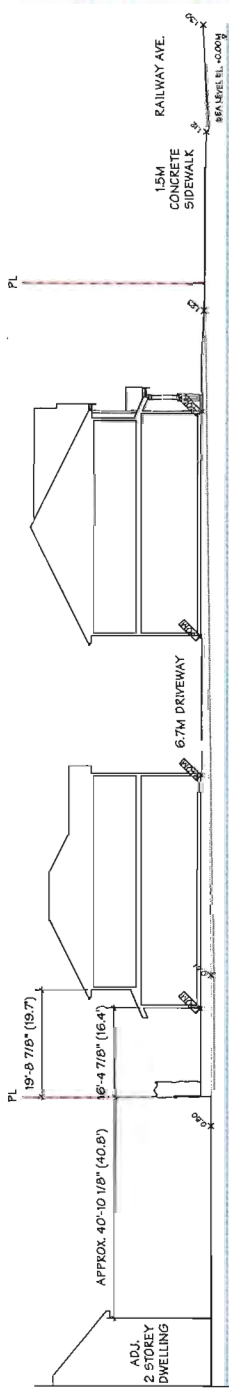
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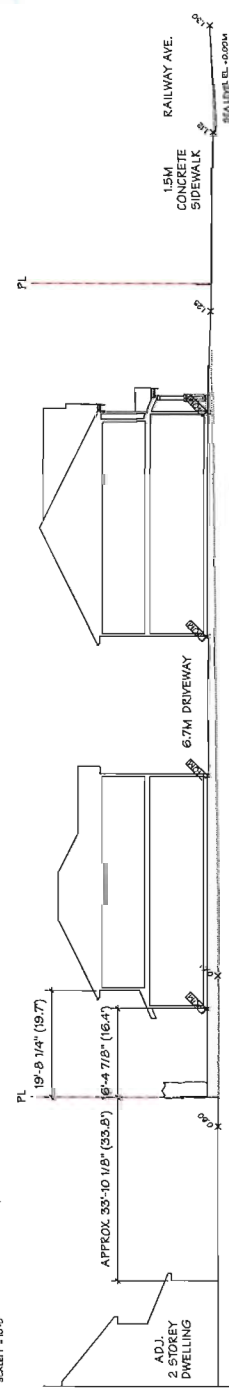




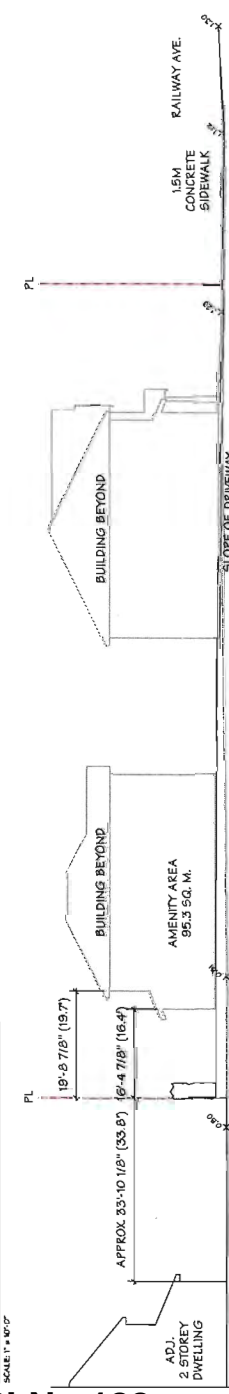




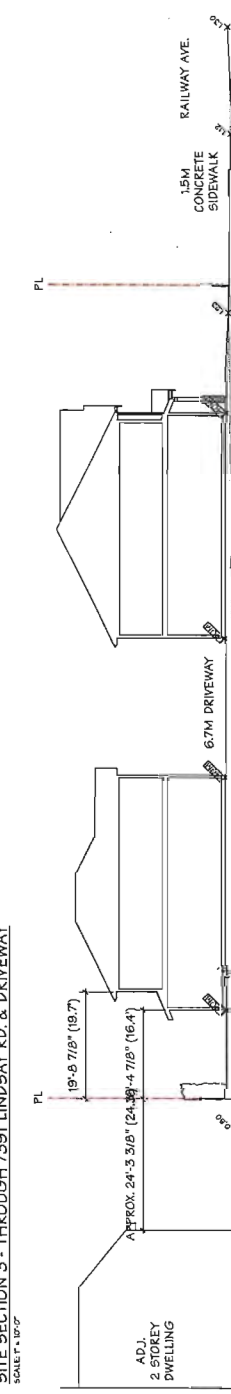
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SCALE 1" = 10'-0"



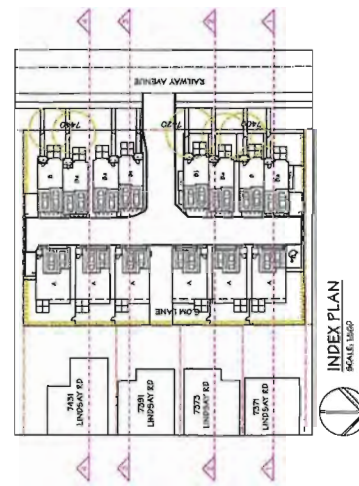
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SCALE 1" = 10'-0"



SITE SECTION 3 - THROUGH 7391 LINDSAY RD. & DRIVEWAY  
SCALE 1" = 10'-0"



SITE SECTION 4 - THROUGH 7431 LINDSAY RD.  
SCALE 1" = 10'-0"



INDEX PLAN  
SCALE 1:500

PROJECT		DRAWING TITLE	
10 LOT SUBDIVISION		SITE SECTIONS	
Yamamoto Architecture Inc.		3.0-TH	
DATE: 18/07/18		CHECKED:	
DRAWN BY: 100		PROJECT NO.: 1002	
PROJECT NO.: 1002		PROJECT NO.: 1002	

REV.	DATE	DESCRIPTION
1	18/07/18	ISSUED FOR PERMIT

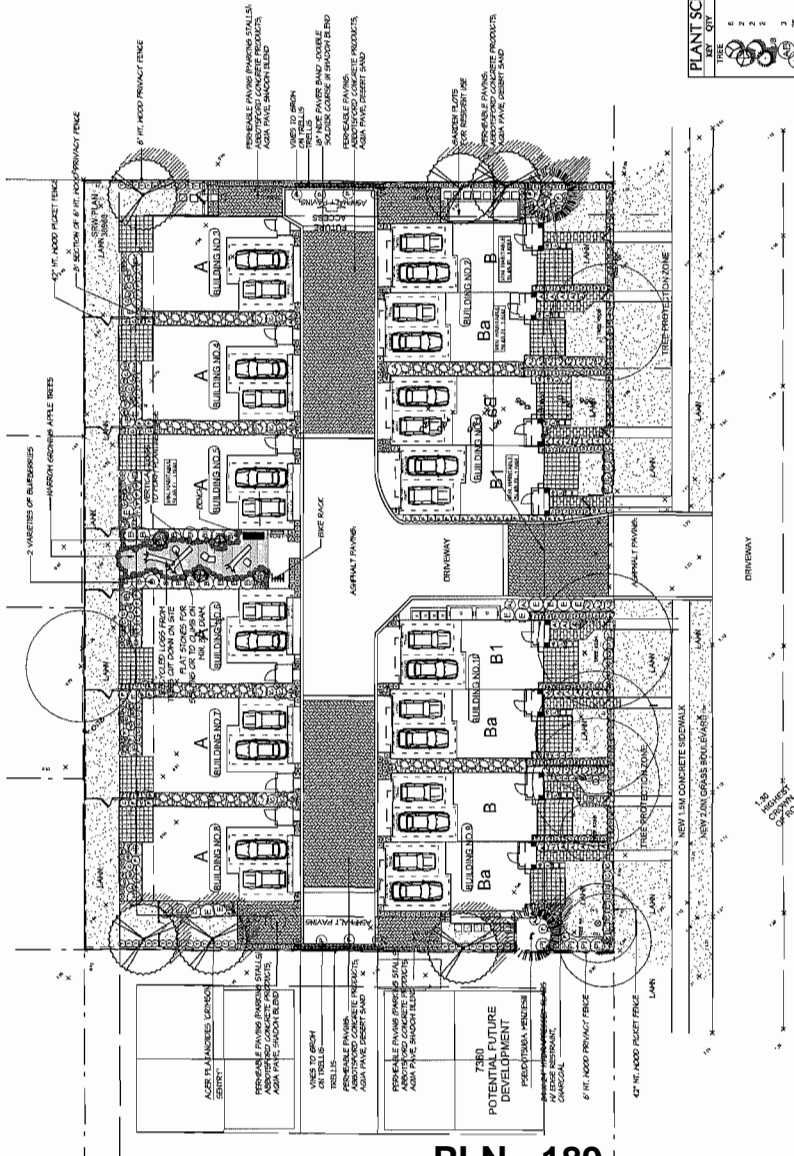
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**pmg**  
LANDSCAPE  
ARCHITECTS  
Suite C106 - 4185 58th Street, Suite C106  
Burnaby, British Columbia, V5C 6G3  
P: 604-294-0311 F: 604-294-0622

SCALE:

PLN - 189



PLANT SCHEDULE			PMG JOB NUMBER: 13-011
NO.	SYMBOL	COMMON NAME	PLANTED PER FOOTPRINT
1	(Symbol)	COLONNAR CHAMON CHERRY SAPLING	8CM CAL - 2M STD. S&B
2	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
3	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
4	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
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51	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
52	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
53	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
54	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
55	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
56	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
57	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
58	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
59	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
60	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
61	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
62	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
63	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
64	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
65	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
66	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
67	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
68	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
69	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
70	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
71	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
72	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
73	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
74	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
75	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
76	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
77	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
78	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
79	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
80	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
81	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
82	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
83	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
84	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
85	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
86	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
87	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
88	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
89	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
90	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
91	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
92	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
93	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
94	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
95	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
96	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
97	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
98	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
99	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B
100	(Symbol)	MAHOGANY	8CM CAL - 1.5M STD. S&B

DATE: 11/11/13  
DRAWING NUMBER: 13-011  
SCALE: 1/8"=1'-0"  
DRAWN: MM  
CHECKED: MM  
DATE: 11/11/13

PMG PROJECT NUMBER: 13-011

**PROJECT DATA - TWO-STORY TOWNHOUSE****STATISTICS:****CIVIC ADDRESS:**

7400, 7420, 7440 RAILWAY AVE.

**PROPOSED ZONING:**

TOWNHOUSE (PROPOSED)

**LOT DIMENSIONS :**

45.78M (150.2') x 66.12M (216.9')

**LOT AREA :**

3,025.7 SQ.M. (32,568.7 SQ.FT. )

**SETBACKS:**

FRONT YARD:

6.0M (19.7')

REAR YARD:

5.0M (16.4') - GROUND FLOOR

SIDE YARD:

3.14M (10.30')

**LOT COVERAGE:**

32,568.7 SQ.FT. x 45% = 14,656.0 SQ.FT.

PROPOSED:

BUILDING:

14228 SQ. FT.

PORCH:

262 SQ. FT.

ELEC./GARB/REC.:

166 SQ. FT.

TOTAL:

14656 SQ. FT. (45.0%)

PROPOSED:

32,568.7 SQ.FT. x 60% = 19,541.2 SQ.FT.

19,541.2 SQ.FT. / 14 UNITS = 1,395.8 SQ. FT. AVG./UNIT

**BLDG. HTI:**

9.5M (2 STOREYS)

**PARKING:**

2 CAR GARAGE x 14 UNITS

= 28 SPACES (RESIDENTS)

OPEN VISITORS PARKING

= 4 SPACES (VISITORS)

TOTAL

= 32 SPACES

**AMENITY:**

INDOOR PROPOSED: NONE (CASH-IN-LIEU)

OUTDOOR PROPOSED: 95.3 SQ.M. (1,025.8 SQ.FT.) - 3.1%

**DESIGN RATIONALE: TWO-STORY TOWNHOUSE**

- 14 TOWNHOUSE UNITS PROPOSED
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FOUR SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- ALL TWO STOREY, SINGLE UNITS AT REAR TO MAXIMIZE PRIVACY
- MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- PLANT AND FENCE BUFEER TO ENHANCE PRIVACY TO NEIGHBOURING HOMES
- CENTRAL DRIVEWAY LOCATED TO MINIMIZE NOISE FOR NEIGHBOURS
- DRIVEWAY ENDS TREATED WITH HIGH FENCE AND TRELLIS
- 4 VISITOR PARKING SPACES PROVIDED (IN EXCESS OF CITY REQUIREMENTS)
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

PROJECT 14 UNIT TOWNHOUSE DEVELOPMENT		SUBMITTER TITLE KEY STATISTICS DESIGN RATIONALE	
Yamamoto Architecture Inc.		SUBMIT NO. 0.0-TH	
DATE: 08/15/2023		DATE: 08/15/2023	
BY: [Signature]		BY: [Signature]	
FOR: [Signature]		FOR: [Signature]	
CHECKED: [Signature]		CHECKED: [Signature]	
TOWN: 104-108 RAILWAY AVENUE		TOWN: 104-108 RAILWAY AVENUE	
WILLOWDALE, ONT.		WILLOWDALE, ONT.	





**RZ 12-619835**

**Attachment 3**

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	SSB Homes Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	3,025.6 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	3	14
<b>Other Designations:</b>	N/A	No Change

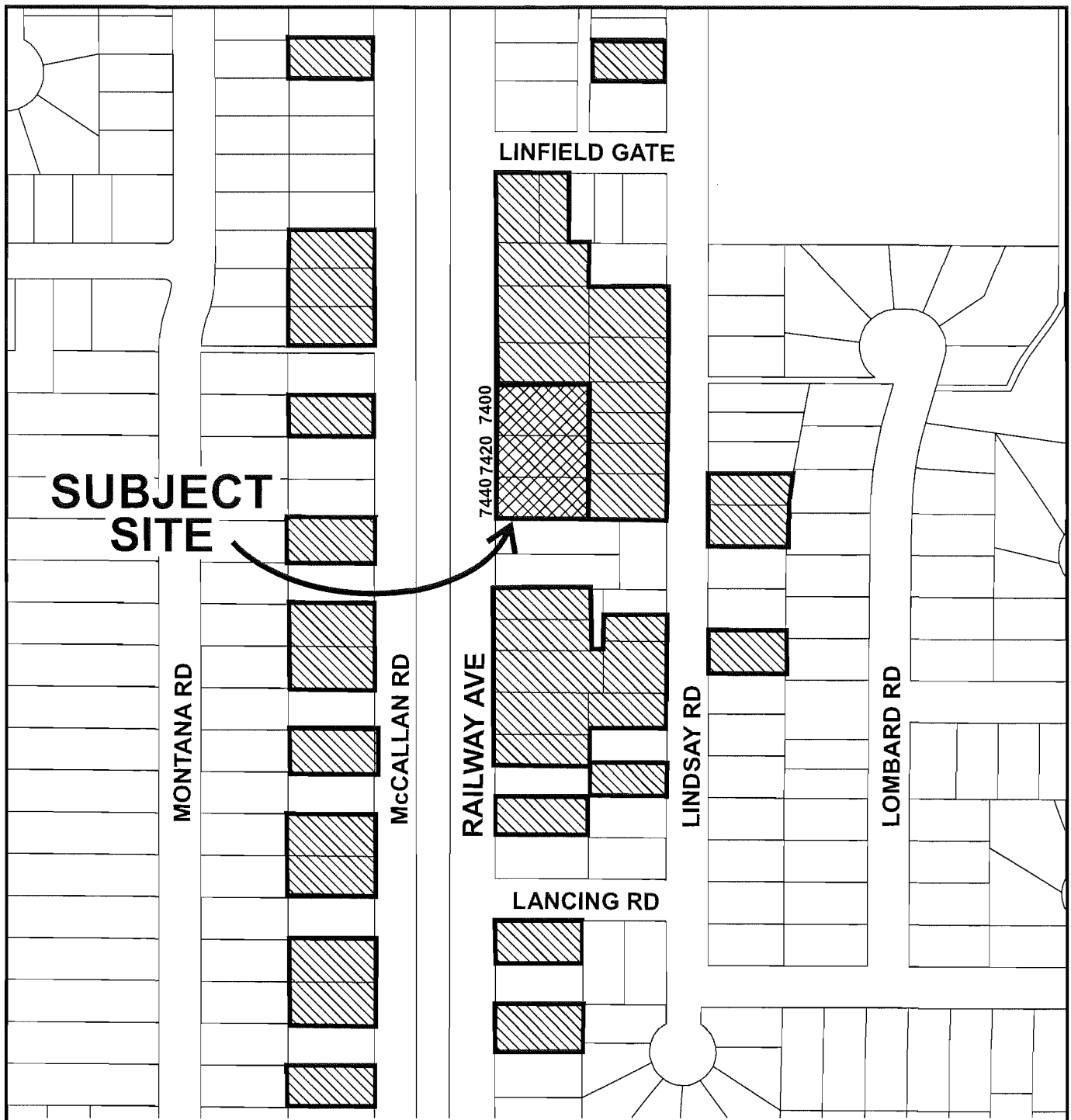
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.286 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	31	32	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (28 x Max. 50% = 14)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (32 x Max. 50% = 16)	14	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 15 units = 90 m <sup>2</sup>	95 m <sup>2</sup>	none

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



# City of Richmond



Mapping of Opposition Letters  
and Petition Received prior to  
Public Hearing on May 21, 2013  
RZ 12-619835

Original Date: 03/03/14

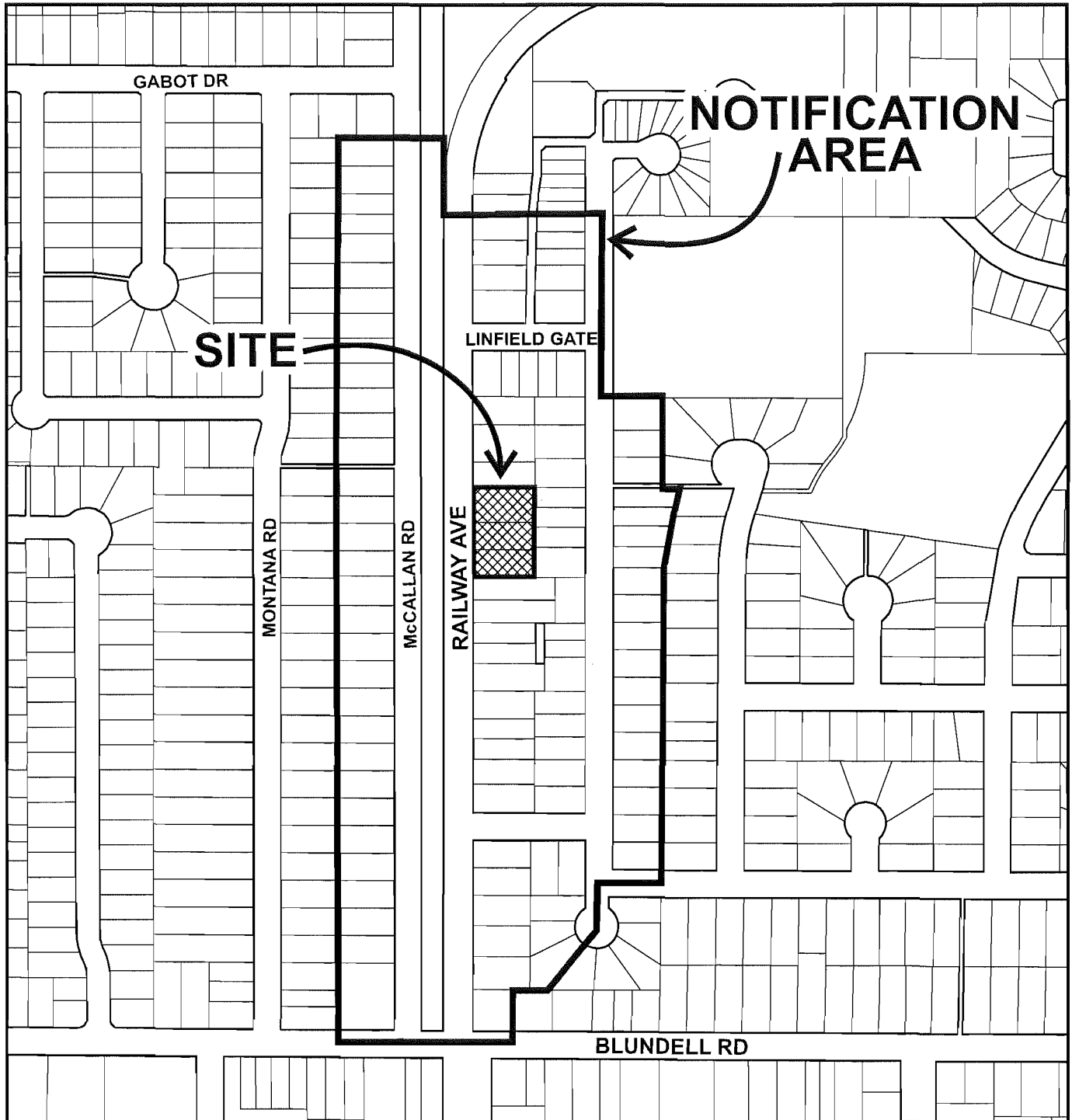
Revision Date: 03/05/14

Note: Dimensions are in METRES





# City of Richmond

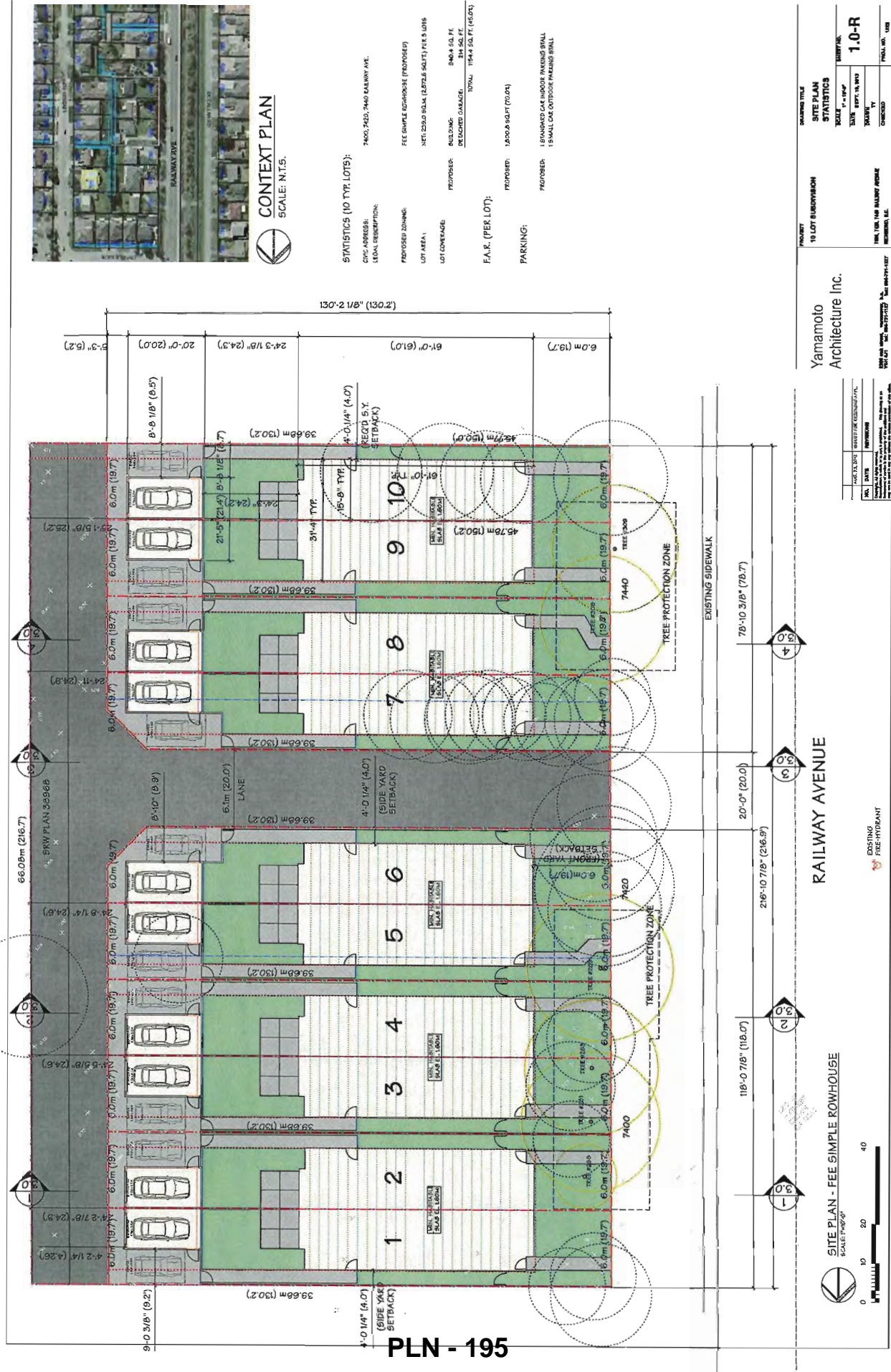


February 25, 2014,  
Open House  
Notification Area  
RZ 12-619835  
**PLN - 194**

Original Date: 03/04/14

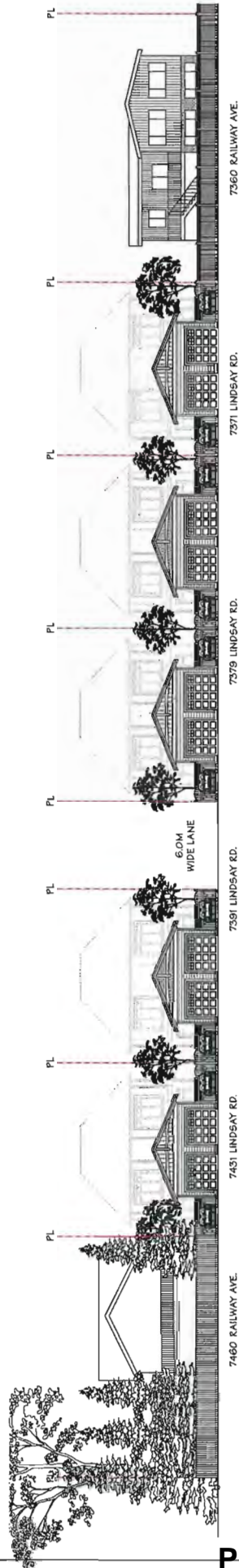
Revision Date: 03/05/14

Note: Dimensions are in METRES

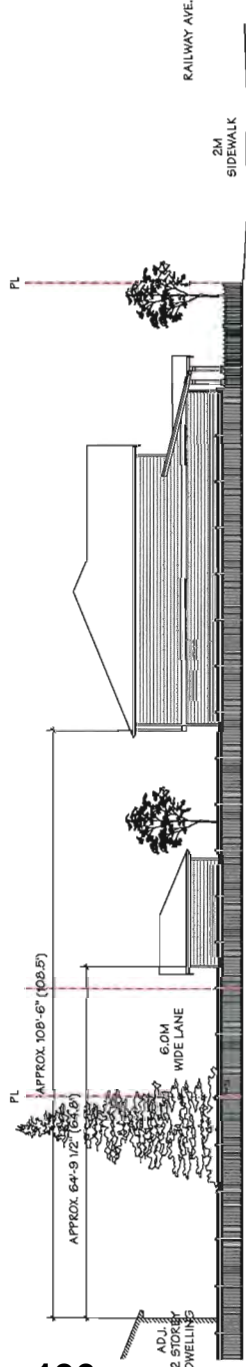




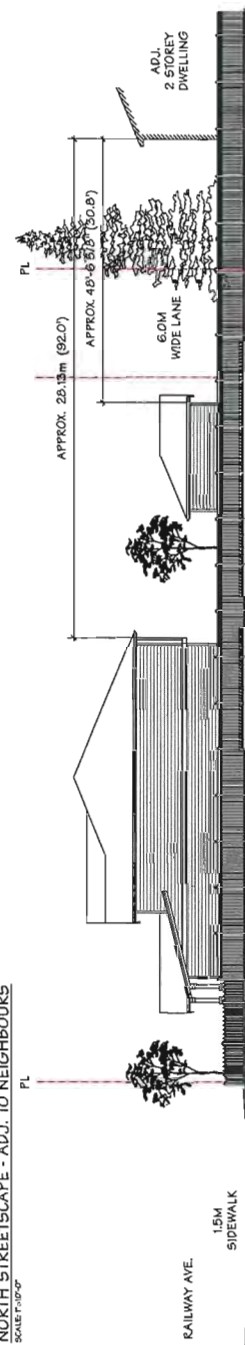
WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1:100'



EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100'



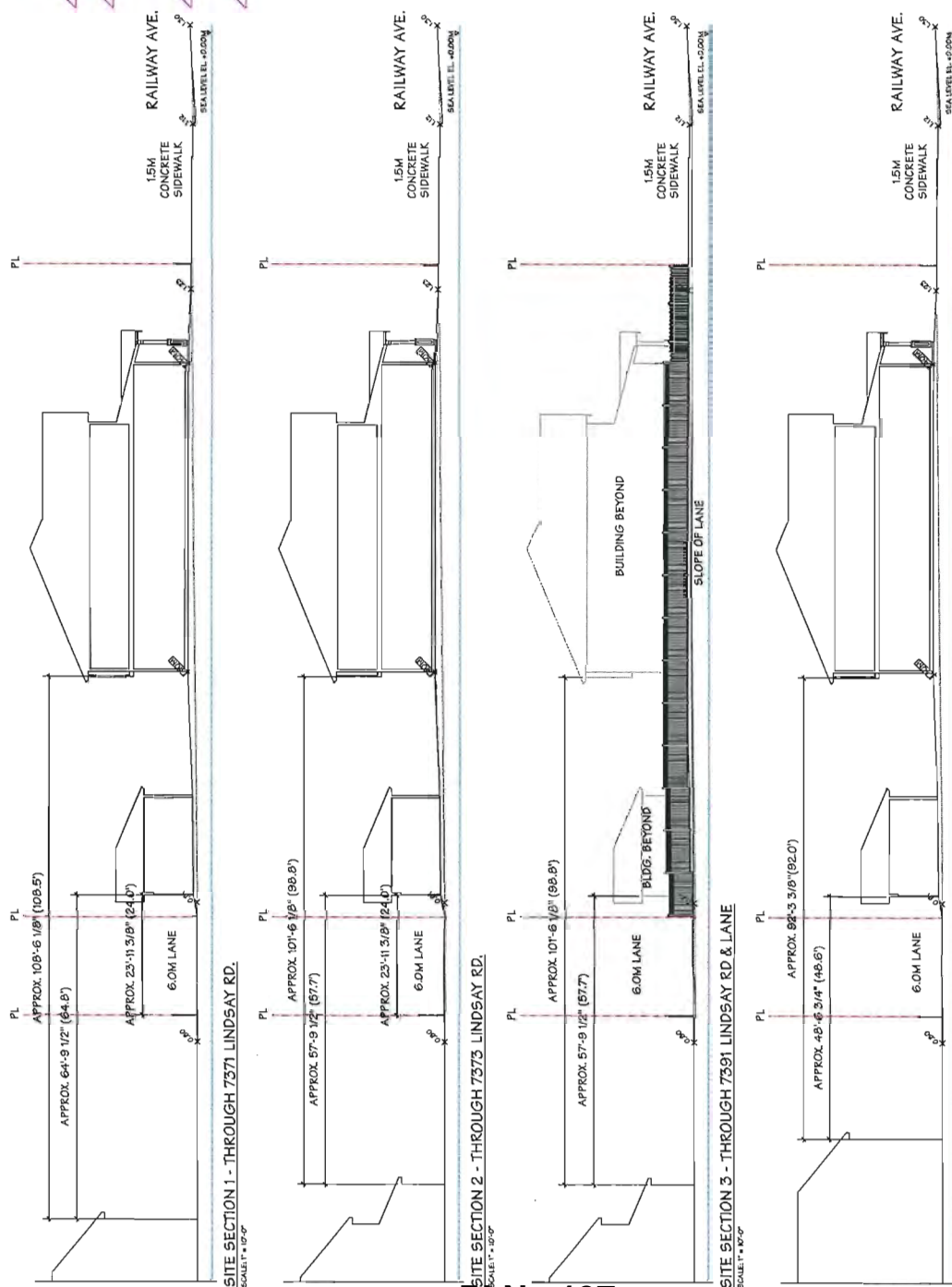
NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100'



SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100'

PROJECT		DRAWING TITLE	
10 LOT SUBDIVISION		STREETSCAPES	
Yamamoto Architecture Inc.		SHEET NO.	
1000 1000 1000 1000		2.0-R	
1000 1000 1000 1000		1000 1000 1000 1000	
1000 1000 1000 1000		1000 1000 1000 1000	
1000 1000 1000 1000		1000 1000 1000 1000	



[illegible]

NO.	DATE	REMARKS
	Aug. 23, 1952	TRANSFERRED TO KILTING AREA

PROJECT DATA - FEE SIMPLE ROWHOUSE

STATISTICS (10 TYP. LOTS):

CIVIC ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
PROPOSED ZONING:	FEE SIMPLE ROWHOUSE (PROPOSED)
LOT DIMENSIONS :	6.0M (19.7') x 39.68M (130.2') PER LOT
LOT AREA :	239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT
SETBACKS:	FRONT YARD: 6.0M (19.7') REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0') SIDE YARD: 1.2M (4.0')
LOT COVERAGE:	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 214 SQ. FT. TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT
F.A.R.:	PROPOSED: 2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT
F.A.R. OF ALL LOTS:	PROPOSED: 25,668 SQ.FT. x 65% = 16,684.2 SQ.FT.
BLDG. HT.:	PROPOSED: 9.62M (2 STOREYS)
PARKING:	1 STANDARD CAR INDOOR PARKING STALL 1 SMALL CAR OUTDOOR PARKING STALL

DESIGN RATIONALE: FEE SIMPLE ROWHOUSES

- TO ROWHOUSE UNITS PROPOSED ON 10 LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

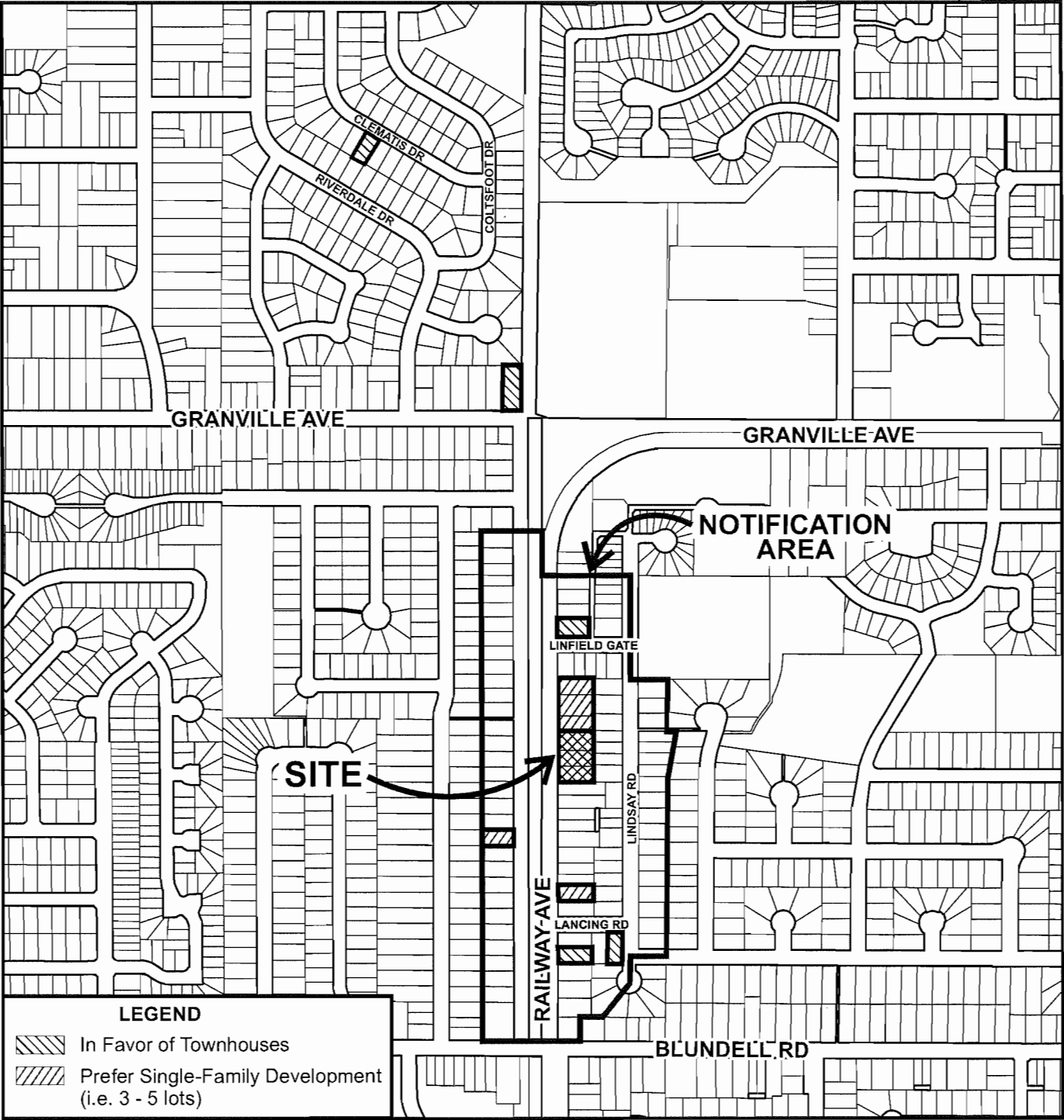
Yamamoto  
Architecture Inc.

DATE	14-01-2024	REVISION	1
DATE	14-01-2024	REVISION	2
DATE	14-01-2024	REVISION	3
DATE	14-01-2024	REVISION	4
DATE	14-01-2024	REVISION	5
DATE	14-01-2024	REVISION	6
DATE	14-01-2024	REVISION	7
DATE	14-01-2024	REVISION	8
DATE	14-01-2024	REVISION	9
DATE	14-01-2024	REVISION	10

PROJECT	10 LOT SUBDIVISION	KEY STATISTICS	DESIGN RATIONALE
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024
DATE	14-01-2024	DATE	14-01-2024



# City of Richmond





228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Burder Gill

Address: 7240 Railway

# SANDHILL HOMES LTD.

228 -- 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

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Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

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Comments:

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Contact Information:

Name: Sharen Gill

Address: 7240 Railway Ave

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.



Comments:

*It is okay I am in favour it*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).



Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJINDE KHANGURA

Address: 7660 Railway Ave

PLN - 202



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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

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Comments:

*I am in favour. It is ok*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Contact Information:

Name: LAKHBIR S. KHANGURA

Address: 7660 Railway Ave.

# SANDHILL HOMES LTD.

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Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

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Comments:

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Comments:

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Contact Information:

Name: Sadaghi Dhandu

Address: 7631 Lindsay Road

# SANDHILL HOMES LTD.

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Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.



Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

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Comments:

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Contact Information:

Name: Narinder Patara

Address: 7631 Lindsay Road



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Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Darren Skulsky

Address: 7631 Lindsay Rd

# SANDHILL HOMES LTD.

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Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Harsit Sandhu 604-771-0299

Address: 6991 Clematis Drive

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

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Comments:

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Comments:

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Contact Information:

Name: TJ Chung

Address: 6491 Clematis Dr



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tirath Sandhu

Address: 4757 Granville Row

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐

Comments:

*Not in support for following reasons.*  
*1) More congestion in area ie number of residences*  
*2) Out of character for current zoning in area. All new houses in area are large houses on large lots.*  
*3. Increased burden on infrastructure ie sanitary, storm roads.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

*Do not support for same reasons above.*  
*\* IN support of establishing the maximum number of single family residences (lots) for the area covered by 7400, 7420, 7440 Railway Ave.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tom Knowles

Address: 7320 RAILWAY AVE. Richmond.

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO

Comments:

I am not in favour of (14) 2-storey townhouses. They are going to wreck the character of the tree lined street. Making left turn exiting out to Railway + left hand turn entering into our property is a challenge, especially Railway is a single lane both ways. It is even worse at rush hours. There are no townhouses all the way to Steveston + if this proposal is allowed it will destroy the appeal of Railway.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO

Comments:

I am not in favour of (10) units rowhouses (duplex). There is no visitor parking + no parking on Railway. Visitors are going to park on McAllum + other side streets. These duplexes are going to wreck the street appeal. I am in favour of detached single residential houses. Either have 3 houses or have 3 properties subdivided to provide 5 detached single family houses, which I feel is a fair compromise + still keep the appeal of Railway.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJIT TAMANA

Address: 7340 RAILWAY AVENUE



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February 25, 2014

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO

Comments:

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO

Comments:

Want single family detached homes only. Either 3 as is or 5 40ft lots but no townhouse or duplex. want neighbourhood w/ appeal

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

Baljit Tamara

Address:

7340 Railway Ave.

**Lee, Edwin**

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**From:** Baljit Tamana [btamana@hotmail.com]  
**Sent:** Tuesday, 25 February 2014 20:02  
**To:** Lee, Edwin  
**Subject:** 7400, 7420, 7440 Railway Ave Public Information meeting by Sandhill Homes

**Categories:** To Do

Hi Edwin,

I live at 7340 Railway Avenue and am the homeowner. I went to the public information meeting held by Sandhill Homes for the redevelopment of the site they own. I want to make sure you get my view on this project because the opinion form I was asked to fill out were taking by employees of Sandhill Homes and I want to make sure you and the City know my view.

First, the information meeting was very misleading showing the neighbours two options and the Sandhill staff making it sound like these are the only two options available when this is not true. Uninformed neighbours could easily think that they have to choose between these two options only and that no other options are available and the comment form reflected this by not providing a space to discuss another option and instead just saying which of these two options we want.

Secondly, I wrote I am against both options and am only in favour of DETACHED single residential homes. Either having 3 homes built on the 3 properties or the 3 properties being subdivided to provide for 5 DETACHED single family homes which I feel is a fair compromise.

Thank You,

Baljit Tamana

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February 25, 2014

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*I am not in favor of fourteen (14) 2 storey townhouse units. This plunked in the middle of our surrounding block does not fit in. This is blockbusting which has been recorded at the May 21st 2013 meeting. This proposal affects residents in many different ways. For us at 7360 Railway left turns exiting our driveway onto Railway and left turns entering into our driveway is the problem especially at rush hour. Traffic backs up. For our busy 410 bus service drivers turning left hold up the buses. Because Railway is a two lane Rd. If this proposal is allowed a domino effect along Railway could happen. Single detached homes is a better option and will be more appealing.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*With no visitor parking, this is unrealistic for anyone buying into this 10 units' rowhouse (duplex) proposal. With bicycle lanes on both sides along Railway Ave and no street parking, visitors will go to the surrounding streets. This is already happening. This proposal will have no street appeal.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Helen Sheardown

Address: 7360 Railway Ave.  
Richmond BC.  
V7C-3J9

PLN - 214

604  
Phone 274-3181



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February 25, 2014

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The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex) to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO - Not in Favor.

Comments:

*This proposed presentation of 14 - 2 storey townhouses is not any better than the first presentation submitted at the first public hearing at city hall on May 21st, 2013. My rejections to these townhouses are already recorded at the public hearing and should be available at the city clerk's office for viewing.  
These townhouses do not fit in with the overall character of the 7000 Block Railway Ave and surrounding streets.  
All my recorded concerns remain the same*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO - Not in Favor.

Comments:

*Other Builders at this time are constructing single family homes on our street and surrounding streets with respect to the character of our neighborhood.  
These (10) unit rowhouse (Duplex) with no visitor parking and no parking on Railway Ave is not acceptable.  
This type of rowhouse (Duplex) won't have any appeal to this neighborhood and will decrease the value of our property.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Mr. Glen Sheardown

Address: 7360 Railway Ave. Richmond, BC V7C-3J9 Phone 604-274-3181

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February 25, 2014

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The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units. ☐

Comments:

I am totally against the idea to rezone this area, to allow townhouses. Apart from the traffic, parking problems, Railway Ave, as it is (two lanes only) cannot support, safely, any more traffic. My main concern is from all the people (myself included) who have invested millions of dollars to build single dwelling houses with the

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex). ☐

Comments:

sense of living on Railway Ave and not worrying about what type of structure was going up next door, to devalue our life long savings. There are many other places where this type of development is acceptable, certainly not on Railway. Put me down to 100% against this proposal.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: JASWANT MANN,

Address: 7580 RAILWAY AVE., RICHMOND

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February 25, 2014

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Rather than either of the two options proposed, I believe you should consider the option presented in the following paragraphs, as it makes more sense within a "SINGLE FAMILY DWELLING" neighbourhood.

I would prefer the option of having 3 single family homes rather than either of the two proposed options.

First reason is that little or no visitor parking is provided with either of the two proposed options, which means that any persons visiting the new residences would probably park on McCallan Road since there is no parking allowed on Railway. This would result in more vehicle traffic on McCallan and further disrupt our "single family neighbourhood".

Second reason is that there are already a large number of vehicles on Railway as well as city buses. Many vehicles when heading west on Granville will turn onto McCallan rather than following the natural turn when Granville Avenue feeds into Railway. They do this because there is already a lot of traffic on Railway and there are no pullouts on Railway for the city buses and, therefore, traffic backs up on Railway. Many of these vehicles travel at a high rate of speed down McCallan (70-80km/hr) causing a safety hazard for the homeowners such as myself when we are pulling out of our driveways.

If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

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Your comments will be collected by the City and will become public record.

### Contact Information:

Name: KEVIN MASON

Address: 7531 McCALLAN RD., RICHMOND



**SANDHILL HOMES LTD.**

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

**Public Information Meeting**  
**Rezoning Application Number: RZ 12-619835**

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

Rather than either of the two options proposed, I believe you should consider the option presented in the following paragraphs, as it makes more sense within a "SINGLE FAMILY DWELLING" neighbourhood.

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Second reason is that there are already a large number of vehicles on Railway as well as city buses. Many vehicles when heading west on Granville will turn onto McCallan rather than following the natural turn when Granville Avenue feeds into Railway. They do this because there is already a lot of traffic on Railway and there are no pullouts on Railway for the city buses and, therefore, traffic backs up on Railway. Many of these vehicles travel at a high rate of speed down McCallan (70-80km/hr) causing a safety hazard for the homeowners such as myself when we are pulling out of our driveways.

If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: PAT MASON

Address: 7531 McCallan Rd., Richmond

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

## **Public Information Meeting**

7400, 7420, 7440 Railway Avenue

**Purpose:** A proposed to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouses units or ten(10) units rowhouses (duplex) to be developed on the property.

When: February 25, 2014  
Time: 5:30 p.m. to 8:30 p.m.  
Where: Thompson Community Center  
(Boardroom)  
5151 Granville Avenue  
Richmond, BC V7C 1E6

## **Meeting Notice**

Notice of the meeting was distributed to all properties located within 100 meters (300 ft.) of the proposed project or subject site as specified distance from the city. The notice was sent on February 8, 2014, two weeks before the meeting date.

Please see enclosure (A) for the copy of Notice sent to the residents.

## **Time of the Meeting**

The meeting was held on February 25, 2014 at 5:30 p.m. to 8:30 p.m. The time provided for this meeting is long enough for the residents to take a look into details of the proposed project, ask questions, and give their comments. The hours are also very suitable for those who are working.

## **Location of the Meeting**

The meeting was held at Thompson Community Center's Boardroom which is very accessible and suitable location in close proximity of the project site. The parking and room is large enough to accommodate anticipated number of attendees.

## **Presentation and Information Supplied at the Meeting**

The meeting is open to the public or residents within 100 meters (300 ft.) of the proposed project. As attendees arrived, they were asked to log into the sign in sheet. Comment sheet were given to them to put their selected option, make comments, give suggestions, and write their concerns in the development of the proposed project.

# SANDHILL HOMES LTD.

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The presentation was done as a group or families, after they signed on the sign in sheet, the attendees were advised about the two proposed options. They were allowed to look into the details. Sandhill Development Staff's guided families and informed them about the options and Arch. Taizo Yamamoto did the presentation, explanation, clarification, and answered inquiries for the two options presented.

Illustration board/display was used for the presentation of the proposed plan. The two Options presented were: *Option 1 – Fourteen (14) 2-storey townhouses units and Option 2 – Ten (10) units Rowhouses (duplex)*. A letter size copy of drawings was also given to attendees as they requested for it.

In our illustrations for both options we included:

- Project Data and Design Rationale
  - Proposed Zoning, Lot Dimensions, Lot Area, Setbacks, Lot Coverage, F.A.R., F.A.R. of all Lots, Building Height, Parking
- Site Plan and Context Plan
- Streetscapes
  - West Streetscape – Railway Avenue
  - East Streetscape – Adjacent to Neighbors
  - North Streetscape – Adjacent to Neighbors
  - South Streetscape – Adjacent to Neighbors
- Site Sections and Index Plan
- Context Plan showing the subject site, townhouse developments, and apartments.

Please see enclosure (B)

## *Other Materials:*

- Sign in Sheet for the attendees was prepared for the record of who attended the Public Information Meeting.
- Comment Sheet was provided to all the attendees where they can put their selected option, make comments, give suggestions, and write their concerns in



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the development of the proposed project. After the meeting all collected data was given to Mr. Edwin Lee.

Please see enclosure (C)

## City of Richmond Representative

Edwin Lee from the City Planning and Development Department was present in the meeting.

## Meetings Comments, Response, and Summary

In speaking with the attendees at the Public Information Meeting, it was found that the majority were in favour of the 14-unit townhouse proposal. Those who were non-supportive of either scheme had similar objections, as outlined below.

1. Neighbours who objected did not want anything other than single family homes, they did not want townhouses nor duplexes. The concern was with increasing the number of people in the neighbourhood, and preserving the area as a single family enclave.

### Response:

*In speaking with the neighbours, it was explained that the two options presented were schemes that were economically viable for the developer. The desire for 3-5 single family lots was not realistic given the cost of the individual lots purchased by the developer. It was also explained that the City is looking to increase density along major arterial roads, as this is the most logical place for new homes. By creating density along these roads, lower density and single family neighbourhoods can be preserved off of the arterials. Finally, the housing types offered by a townhouse development are a unit type that is affordable to many more families, as opposed to "monster" homes affordable only by the wealthy. As a result, the arterials provide housing for a more diverse population in close proximity to public transportation.*

2. Some neighbours had concerns about the increase in traffic that they felt would result from the townhouse development. They also noted that there was significant short-cutting of cars onto McCallan Road, many of which sped through the neighbourhood.

### Response:

*It was pointed out to the neighbours that single family lots within Richmond have the potential for secondary suites. With a potential subdivision of the subject site into 5 single family lots, each with secondary suites, the number of families within the site would be 10. The proposed townhouse development is for 14 families. The amount of additional traffic generated by this development would be negligible, especially when compared to the number of people that could be housed on five single family lots with*

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*secondary suites.*

*The City policy for both townhouse and single family subdivision is to reduce the number of driveways onto the arterial road. It was explained that even a single family subdivision would require a single access onto Railway, which would mean the introduction of a lane at the back of the property. In this way, the limited access onto Railway will minimize conflict of cars leaving and entering driveways and should improve the flow of traffic.*

*Finally, it was suggested that the neighbours bring their concerns about cars short-cutting through McCallan Road to the attention of the City so that potential traffic calming and traffic diverting measures can be considered.*

3. Some neighbours had concerns about visitor parking, and suggested incorrectly that neither scheme had any visitor parking.

*Response:*

*It is true that the rowhouse scheme did not include visitor parking, as this is consistent with the requirement for single family lots. The townhouse proposal does in fact propose 4 visitor parking stalls, which exceeds the requirements of the City Bylaw by 33%. A ratio of 0.2 visitor parking spaces is required for each unit which for 14 units results in a requirement of 2.8 stalls. With 4 stalls being proposed, the ratio is increased to 0.29. It was pointed out that there are no requirements for visitor parking on single family lots.*

4. Though few of the immediate neighbours attended the Public Information meeting, attendees had concerns about reduced privacy for the single family homes surrounding the development.

*Response:*

*It was pointed out that the minimum setback for single family homes is 6.0m. The proposed townhouse development has setbacks ranging from 5-6m on the ground floor and 6.0m on the upper floor. It was also explained that six, single units were proposed along the rear of the property so that out of the four homes backing onto the property from the east, only two would back onto the rear yards of two townhouse units. The other two homes would back onto the rear yards of one townhouse units. It was also explained that windows on upper floors would be minimized to reduce the potential for overlook, and that a landscape buffer would be planted to maximize planting.*

*As previously discussed, a single family alternative form of development would require a rear lane that would run along the length of the property. It was explained to the attendees that this could have a more negative impact to privacy as a public space would be introduced at the rear of the single family lots. To address issues of security*

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*within the lane, it is likely that lighting would have to be installed, and this could have a negative impact to the privacy and livability of the rear yards of the adjacent homes.*

*Finally, it was explained that a townhouse development would be subject to a Development Permit, and that the neighbourhood would have more opportunity to provide input into how the townhouses were designed. With a single family subdivision, there would be no design review by the City or Design Panel, and there would be no opportunity for the neighbours to bring up any concerns with privacy and overlook resulting from the construction of large homes.*

5. Some attendees had concerns about the change in character resulting from the proposed townhouse development.

*Response:*

*It was difficult to get a clear definition from the attendees about what they meant by "character" beyond issues highlighted above (density, number of homes, traffic, etc.). It was explained that the design of four duplexes along Railway would appear to be four single family homes, and that high quality materials and finishes would be used. In addition, each of the duplexes would have entries facing the street to reinforce the "front door" appearance and enhance the streetscape. It would be possible to differentiate the design of each duplex to further emphasize the individual units, and to enhance the appearance of four single homes fronting the street.*

*With the City policy to reduce the number of private driveways on Railway, it was pointed out that the streetscape massing for a townhouse development and 4 - 5 single family homes would be virtually identical.*

*Again, it was outlined that the public would have more input into the design and aesthetic character of a townhouse development subject to Design Panel and Development Permit. Since this is not required for single family lots, the resulting streetscape is inconsistent with multiple styles, rooflines, and landscape treatments. The townhouse form could be varied if this is desired, but it could also be made more uniform and consistent to create a strong character and identity for the street.*

6. Some attendees suggested that their property values would go down as a result of a townhouse development.

*Response:*

*We feel that the opposite is true. For property owners along Railway, the*



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*potential for development in line with what is being proposed would increase their property value. For single family property owners backing onto the site, the City would have more control over what was built in the rear yards, and would ensure that privacy and livability concerns are addressed. The amount of wall that is proposed along all property lines is actually less than what might be possible for single family homes.*

7. Some attendees perceived an increased burden on infrastructure resulting from a townhouse development.

*Response:*

*We feel that densification along arterial roads, in line with City policy, establishes an efficient use of City infrastructure, including utilities, roads, and public transit. A wide, single family subdivision requires significantly more infrastructure per family and as a result would require higher taxes per family to maintain.*

## Sandhill Homes Ltd.

Land Development Residential & Commercial Construction

**Sandhill Homes** is hosting a Public Information meeting to discuss the properties located at 7400, 7420, 7440 Railway Avenue.

We would like to give you the opportunity to express your comments and voice your concerns, and participate in the public consultation process.

At the meeting you will be able to view two possible development options, and to provide your feedback on these two schemes. We hope you are able to attend and look forward to seeing you there.

**When:** Tuesday, February 25, 2014

**Time:** 5:30 p.m. – 8:30 p.m.

**Where:** Thompson Community Center  
(Boardroom)  
5151 Granville Avenue  
Richmond, BC V7C 1E6



**CONTEXT PLAN**

SCALE: N.T.S.

SUBJECT SITE:  
7400, 7420, 7440  
RAILWAY AVE





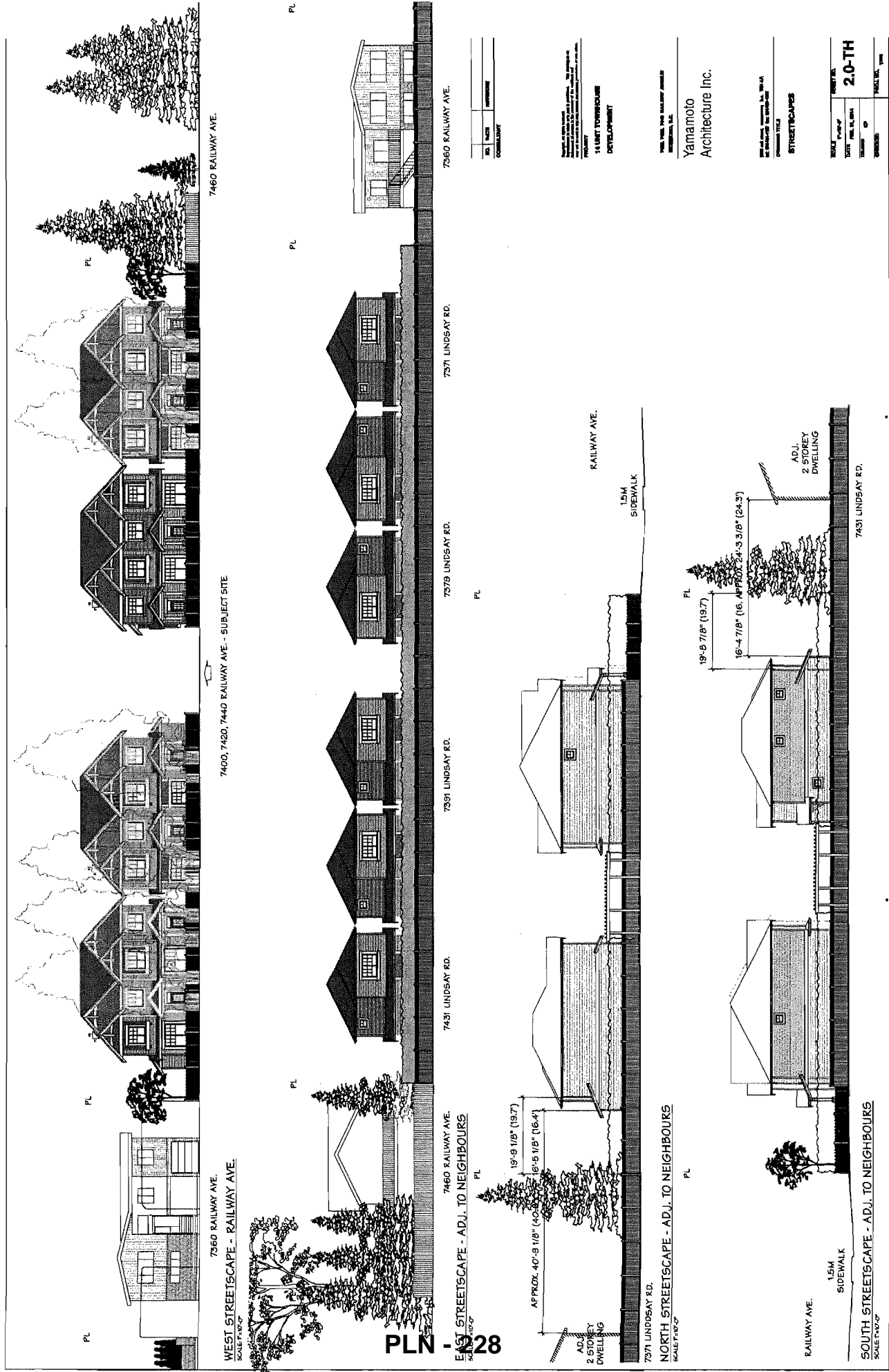


NONE (CASH-IN-LIEU)  
\$5.5 SQ.M. (1,025.8 SQ.FT.) - 3.13

[illegible]

NO.	DATE	DESCRIPTION	AMOUNT
4-10	2006	PAID TO J. C. KELLY	100.00

EXISTING  
FIRE-HYDRANT



NO.	DATE	REVISION
1	10/10/10	CONCEPT

PROJECT TITLE  
14 UNIT TOWNHOUSE DEVELOPMENT

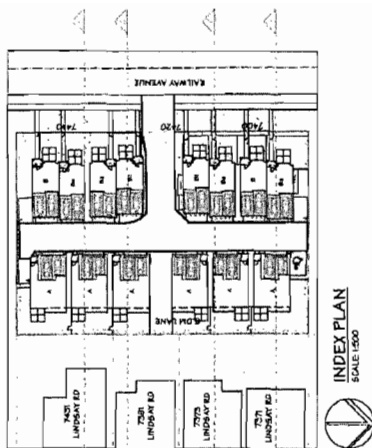
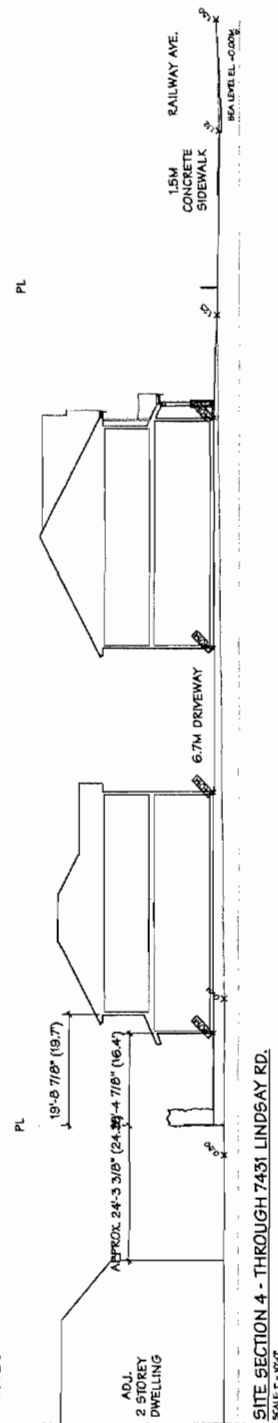
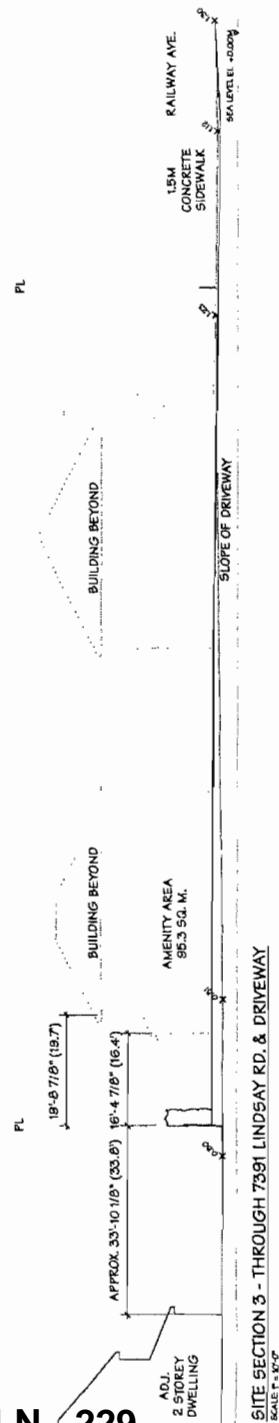
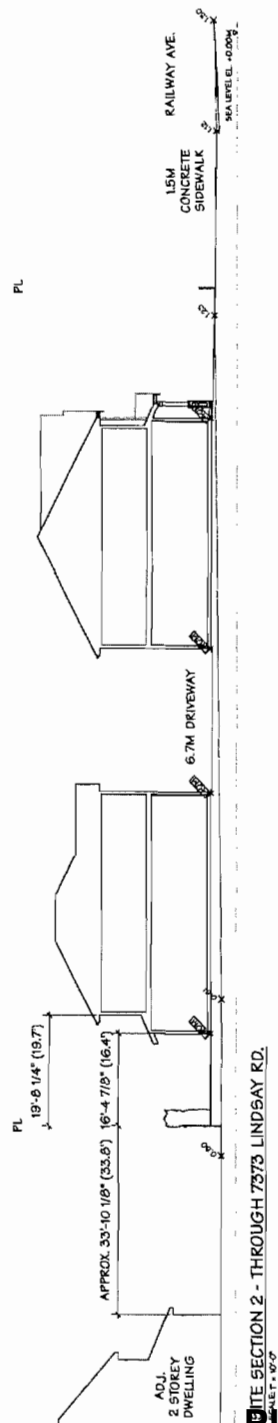
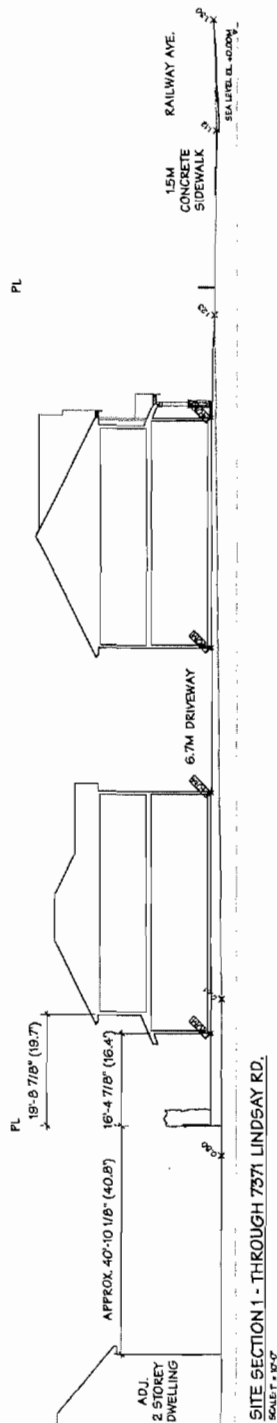
YAMAMOTO ARCHITECTURE INC.  
1000 WEST 10TH AVE. SUITE 100  
VANCOUVER, B.C. V6H 1T6

Yamamoto  
Architecture Inc.

DATE OF DRAWING: 10/10/10  
DRAWN BY: J. YAMAMOTO  
CHECKED BY: J. YAMAMOTO

STREETSCAPES

PROJECT NO.	2.0-TH
DATE	10/10/10
DRAWN BY	J. YAMAMOTO
CHECKED BY	J. YAMAMOTO





**PROJECT DATA - FEE SIMPLE ROWHOUSE**

**STATISTICS (NO TYP. LOTS):**

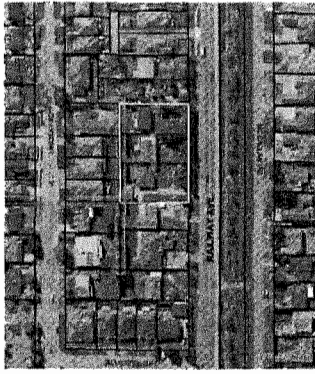
<b>CIVIC ADDRESS:</b>	7400, 7420, 7440 RAILWAY AVE.
<b>PROPOSED ZONING:</b>	FEE SIMPLE ROWHOUSE (PROPOSED)
<b>LOT DIMENSIONS:</b>	6.0M (19.7') x 39.68M (130.2') PER LOT
<b>LOT AREA:</b>	239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT
<b>SETBACKS:</b>	FRONT YARD: 6.0M (19.7') REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0') SIDE YARD: 1.2M (4.0')
<b>LOT COVERAGE:</b>	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 214 SQ. FT. TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT
<b>F.A.R.:</b>	PROPOSED: 2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT
<b>F.A.R. OF ALL LOTS:</b>	PROPOSED: 25,668 SQ.FT. x 65% = 16,684.2 SQ.FT.
<b>BLDG. HT:</b>	PROPOSED: 9.62M (2 STOREYS)
<b>PARKING:</b>	PROPOSED: 1 STANDARD CAR INDOOR PARKING STALL 1 SMALL CAR OUTDOOR PARKING STALL

**PLN - 230**

**DESIGN RATIONALE: FEE SIMPLE ROWHOUSES**

- 10 ROWHOUSE UNITS PROPOSED ON 10 LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

Yamamoto Architecture Inc.		16 LOT SUBDIVISION		KEY STATISTICS DESIGN RATIONALE	
DATE: 2024.07.10		SCALE: 1:100		SHEET NO. 0.0-R	
DRAWN BY: [Signature]		CHECKED BY: [Signature]		DATE: 2024.07.10	
PROJECT NO. 230		SHEET NO. 0.0-R		TOTAL SHEETS: 1	

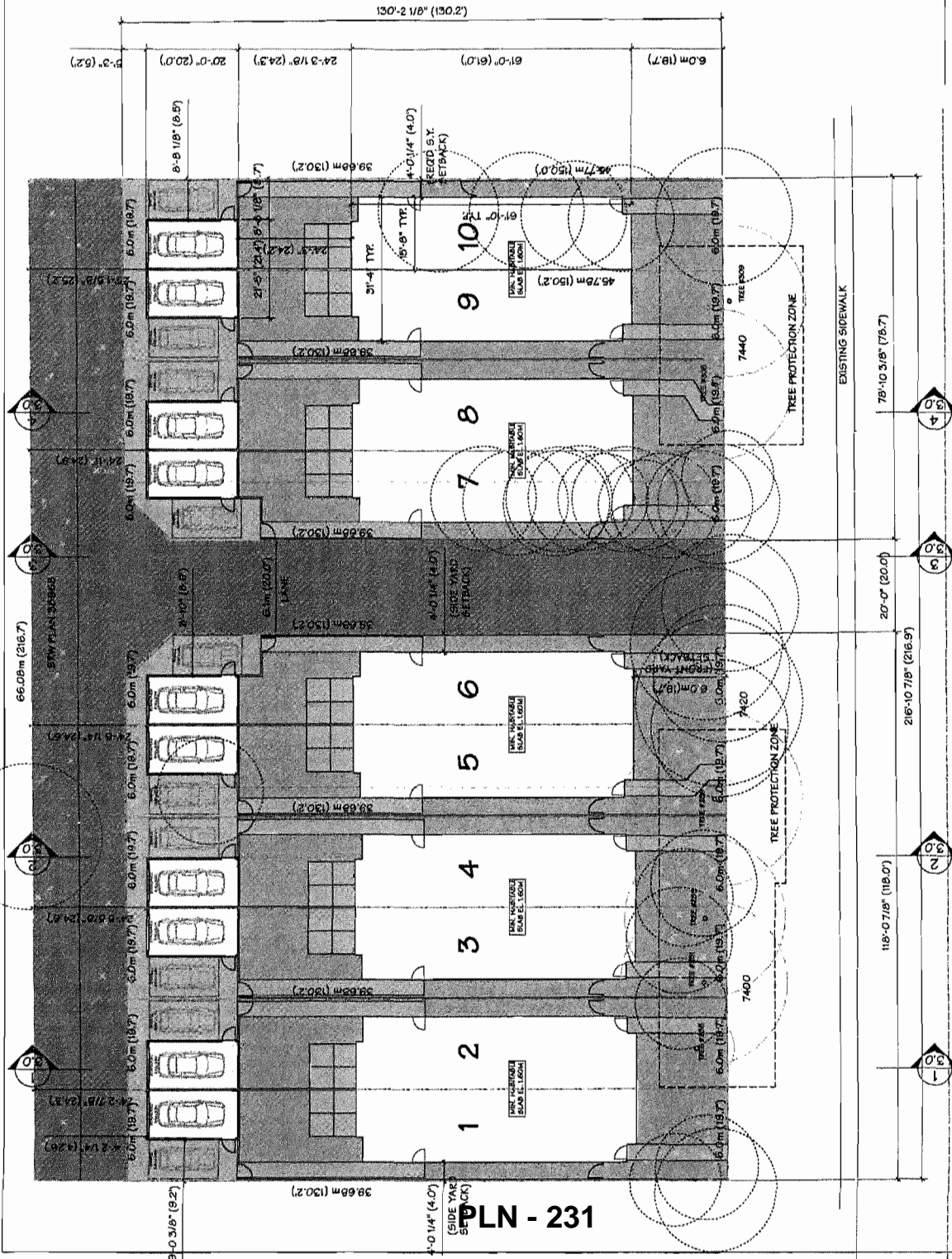


# CONTEXT PLAN

SCALE: N.T.S.

## STATISTICS (10 TYP. LOTS):

CIVIC ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
LEGAL DESCRIPTION:	FREE SIMPLE ROWHOUSE (PROPOSED)
PROPOSED ZONING:	NET 233.0 SQ.M. (2372.6 SQ.FT.) PER 5 LOTS
LOT AREA:	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 204 SQ. FT.
LOT COVERAGE:	PROPOSED: 100% (TOTAL: 1004.8 SQ. FT. (10,839))
F.A.R. (PER LOT):	PROPOSED: LAND 0.56/LOT (10.07)
PARKING:	PROVIDED: 1 STANDING CAR INDOOR PARKING SHALL 1 SMALL CAR OUTDOOR PARKING SHALL



PLN - 231

Yamamoto  
Architecture Inc.

RAILWAY AVENUE

SITE PLAN - FREE SIMPLE ROWHOUSE

SCALE: 1/8" = 1'-0"



EXISTING  
FREE-PARKING

4

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78'-10 3/8" (24.0')

20'-0" (6.1m)

216'-10 7/8" (216.9')

118'-0 7/8" (118.0')

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78'-10 3/8" (24.0')

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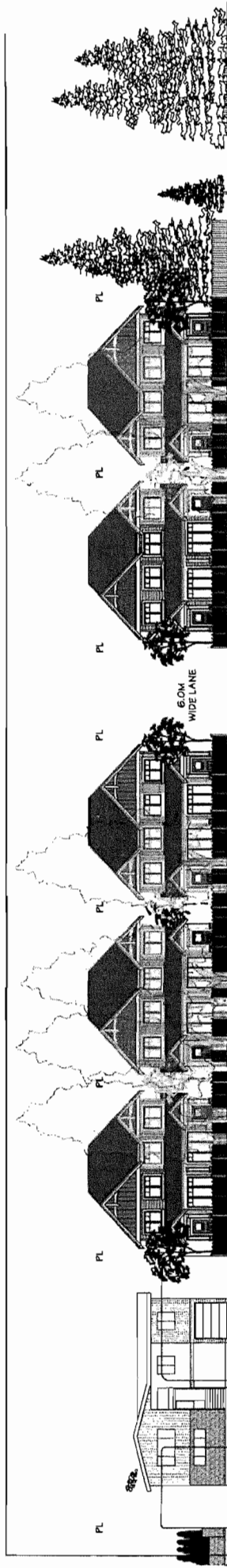
20'-0" (6.1m)

216'-10 7/8" (216.9')

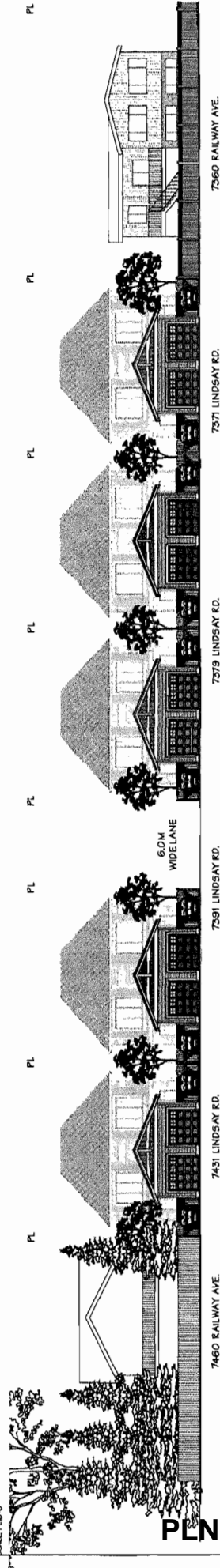
118'-0 7/8" (118.0')

4

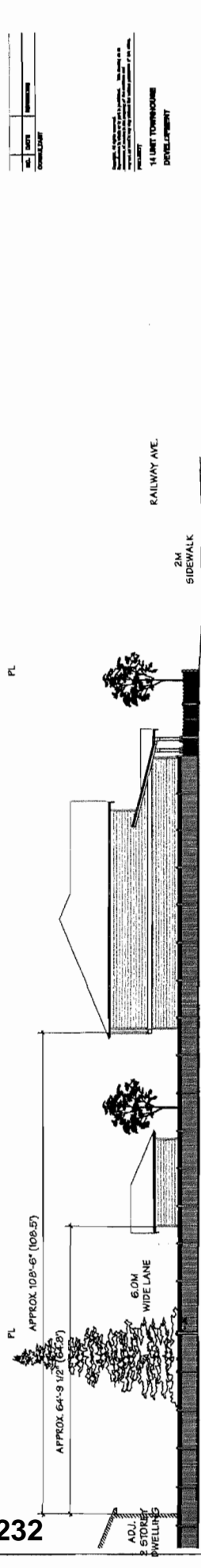
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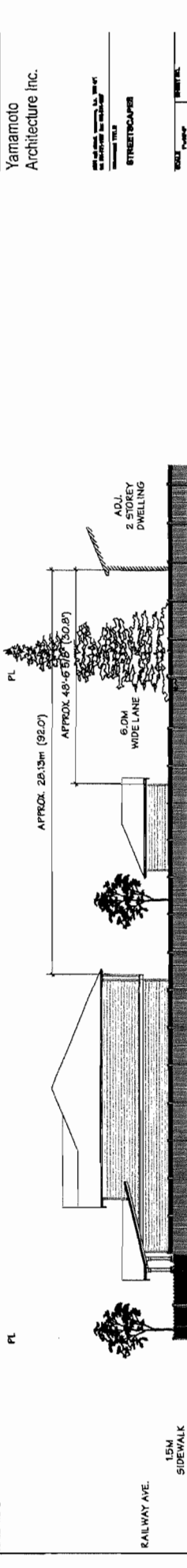
WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1/8" = 1'-0"



EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8" = 1'-0"



NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8" = 1'-0"



SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8" = 1'-0"

NO.	DATE	REVISION
1	01/11/11	ISSUED FOR PERMIT

THIS IS A PRELIMINARY DRAWING AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS. THE CLIENT AGREES TO HOLD THE ARCHITECT HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR RESULTING FROM THE USE OF THIS DRAWING FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY THE ARCHITECT.

14 LINDSAY TERRACE  
DEVELOPMENT

Yamamoto  
Architecture Inc.

THIS DRAWING WAS PREPARED BY THE ARCHITECT AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS. THE CLIENT AGREES TO HOLD THE ARCHITECT HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR RESULTING FROM THE USE OF THIS DRAWING FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY THE ARCHITECT.

NO.	DATE	REVISION
1	01/11/11	ISSUED FOR PERMIT

2.0-R







**SANDHILL HOMES LTD.**

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

February 25, 2014

## Public Information Meeting Sign In Sheet

### Rezoning Application Number: RZ 12-619835

Attachment C

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property.

No.	Name	Phone#	Address
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

Attachment C

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

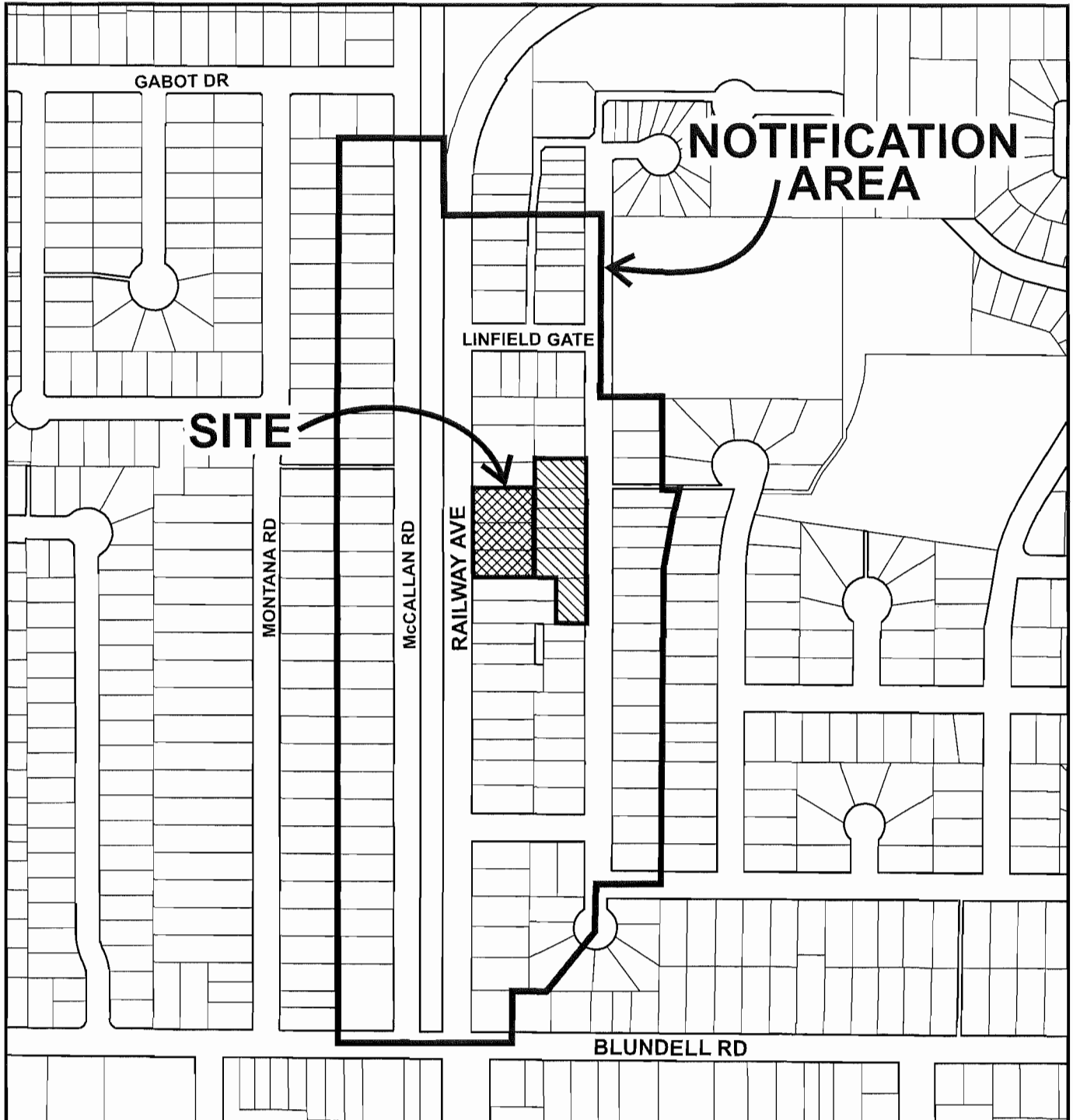
Contact Information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_



City of  
Richmond



Petition in Opposition  
received March 2014  
RZ 12-619835

**PLN - 237**

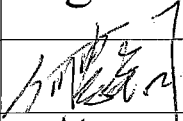
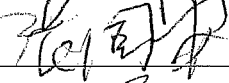
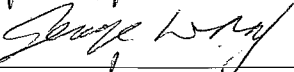
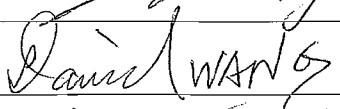

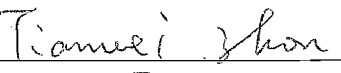
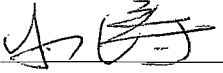
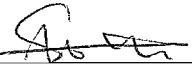

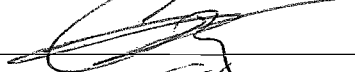

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

## ATTACHMENT 9

Only single family detached homes or the properties subdivided to provide for 5 single family detached homes on 40 ft lots would be acceptable to us. This would be a better option in the overall character of our neighborhood.

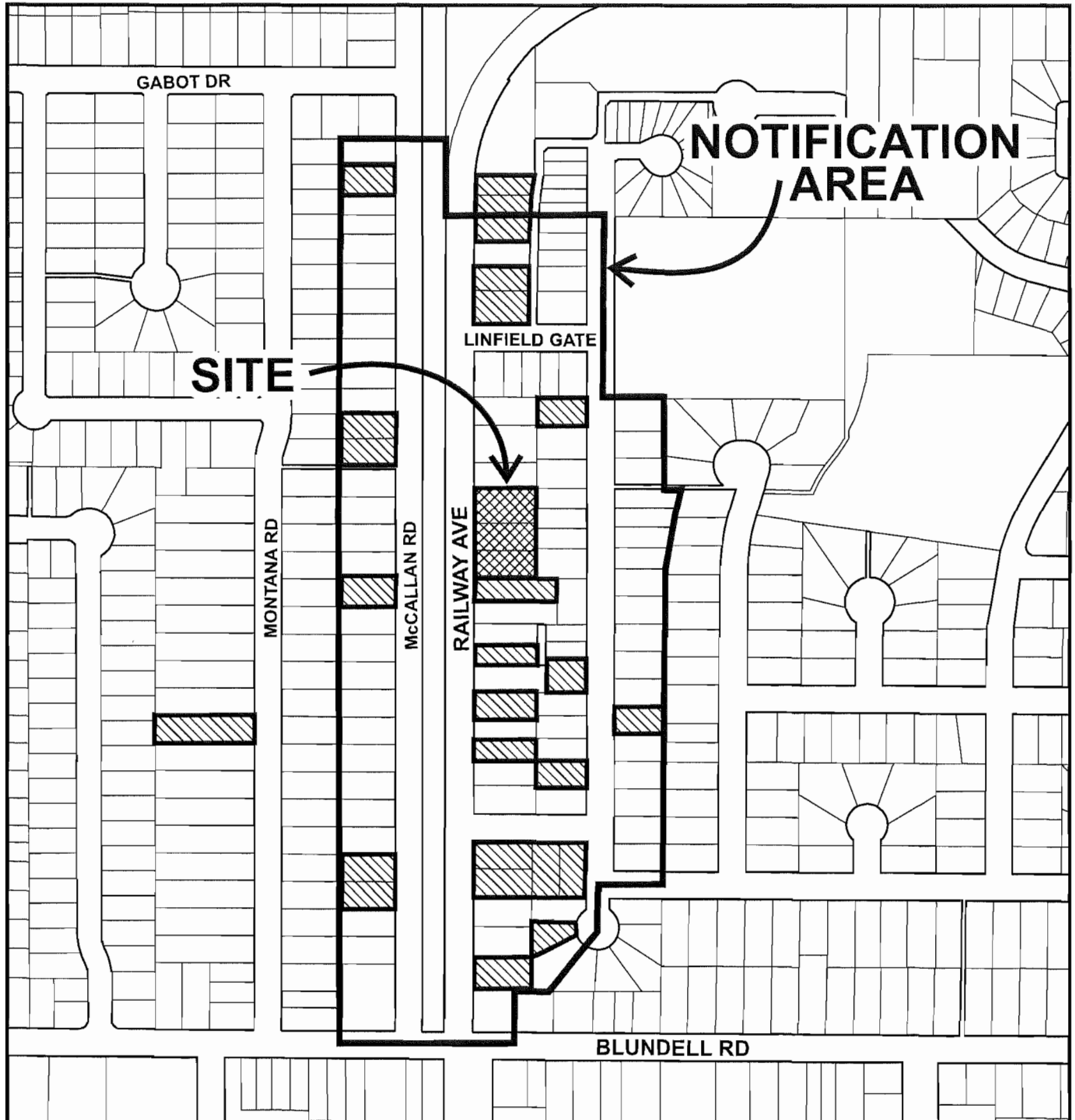
Name	Address	Phone #	Signature
Hui Jun He	7373 Lindsay Rd	604 477 0629	
Guo An Zhang	7373 Lindsay Rd. Richmond	13801945786	
GEORGE WANG	7351 LINDSAY RD	(604) 272-4286	
DAVID WANG	7351 LINDSAY RD Richmond	(604) 272-7395	
Ming Ying Huang	7431 Lindsay Rd Richmond	778-886-8886	
Tian wei Zhou	7431 Lindsay Rd Richmond	778-588-1185	
Sun Tao	7371 Lindsay Rd	778-712-0928	
Xiao Min Mai	7391 Lindsay Rd.	604-781-6810	
Joe Lau	7391 Lindsay Rd.	604-767-7729	
DIEGO CHUANG	7451 LINDSAY RD.	604-275-7272	
CHUANG, CHUN-I	7451 LINDSAY RD.	604-275-7272	

PLN - 238





City of  
Richmond



Petition in Favor  
received March 2014  
RZ 12-619835

\*only showing residents/households within  
the immediate neighbourhood

**PLN - 239**

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Sharon Gill	7240 Railway Ave	604-557-1004	[Signature]
Gurdev Gill	7240 Railway Ave	604-278-1330	[Signature]
Hugo Pineda	7260 Railway Ave	604-561-7325	[Signature]
Marili Vosquez	7260 Railway Ave	604-561-7325	[Signature]
Penny Yin	7201 Lindsay Rd	604-340-2130	[Signature]
Eric Li	7251 Lindsay Rd	778-991-5567	
Guybert Mann	7491 Lindsay Rd.	604-720-0944	[Signature]
Abrahamani	7491 Lindsay Rd.	604-506-5546	[Signature]
Stanley Tsing	7540 Lindsay Rd.	604-396-4900	[Signature]
Emmale	5100 Landing Rd.	604-720-2649	[Signature]
Gertrud Beichel	5040 Landing	604-277-8878	[Signature]

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Name	Address	Phone #	Signature
N. Li	7460 Railway Rd.	778-385-1018	[Signature]
Dawn Sh	7478 Railway Ave	604-729-7962	[Signature]
[Signature]	7400 Railway Ave	604-353-0825	[Signature]
LAKEH BIRKING	7660 Railway Ave	778-895-1453	[Signature]
Sukhi Gosel	7210 Railway Ave	604-807-1513	[Signature]
WADHAI Dhillon	7220 Railway Ave	604-645-4209	[Signature]
Parvez Dhillon	7220 Railway Ave	778-575-5371	[Signature]
Jindal J. L.	7571 Lonsdale Rd		[Signature]
G. Jindal	7571 Lonsdale Rd		604-447-1991
Karen Duersch	7611 Lindsay Cir	604-270-0412	[Signature]
Manjany Hu	7162 Lindsay Ave		[Signature]
Uday Feroz	7160 Railway Ave	604-447-4078	[Signature]
Abdul Feroz	7160 Railway Ave	604-447-4078	[Signature]
Travis Quinn	7171 McCallan Rd	604-271-4551	[Signature]
[Signature]	7351 McCallan Rd	778-588-7777	[Signature]
FAZANIS M.	7371 McCallan Rd	604-272-9981	[Signature]
[Signature]	7671 McCallan Rd	604-448-9233	[Signature]
[Signature]	7601 McCallan Rd	604-231-5017	[Signature]
Azim Bhimani	7491 Lindsay Rd	604-649-1099	[Signature]

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## PETITION IN FAVOR

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Name	Address	Phone #	Signature
Navinder Dadas	9591 Potlerson Road	604-721-2192	Navinder Dadas
Steve Dhand	11880 Railway Avenue	739-7-8383	Steve Dhand
Darren Skully	7631 Lindsay Road	604-219-6562	Darren Skully
Jas Sandhu	7788 Railway Ave	604-274-1000	Jas Sandhu
Pam Sandhu	7788 Railway Ave	604-274-1000	Pam Sandhu
ZAKI KHAN	6800 GIBBONS DR	604-782-4146	Zaki Khan
Aneesha Hayer	4651 TITON RD.	604-339-7474	Aneesha Hayer
NABEEL KHAN	6800 GIBBONS DR.	604-782-4146	Nabeel Khan
Ashauna Jagpal	4651 Titon Rd.	778-889-7777	Ashauna Jagpal
LUTFOR KHAN	6780 GIBBONS DR.	604-782-4146	Lutfor Khan
PAVI SANDHU	7611 McAllan Rd	604-778-2339	Pavi Sandhu
JASNEET ARORA	7551 Montana Road	604-215-9172	Jasneet Arora
Paul Arora	7551 Montana Road	604-215-9172	Paul Arora
Carl Zheng	8980 Demarest Dr.	778-855-8324	Carl Zheng
Allen Wang	7391 Petts Rd	604-561-9799	Allen Wang
Erick Wolf	#5-7760 Blundell Rd	604-808-3501	Erick Wolf
Wendi Robinson	H.S. 7760 Blundell Rd	(604) 808-3501	Wendi Robinson
Randy Nysym	#7566 Railway Ave	778-759-5317	Randy Nysym
Julia Shala	7540 Railway Ave	778-323-7607	Julia Shala
YANJIE HE	7488 RAILWAY AVE	778-994	Yanjie He
BALSINDE KAVR	7660 Railway Ave	778-383-6215	Balsinde Kavr
		604-272-1453	604-272-1453



PLN - 243

10 AM - SEPTEMBER 23



12 PM - SEPTEMBER 23



2 PM - SEPTEMBER 23

SHADOW ANALYSIS  
SCALE 1/8"=1'-0"

PROJECT		DRAWING TITLE	
10 LOT SUBDIVISION		SHADOW ANALYSIS	
Yamamoto Architecture Inc.		SCALE 1/8"=1'-0"	
DATE 09/23/2023		DATE 09/23/2023	
DRAWN BY J. YAMAMOTO		CHECKED BY J. YAMAMOTO	
DATE 09/23/2023		DATE 09/23/2023	
PROJECT NO. 243		PROJECT NO. 243	





## Tree Information for Tree Location & Protection Plan Amendment #2: 7400 – 7440 Railway Ave. Richmond, B.C.

Tree I.D.	Species Common Name ( <i>Botanical Name</i> )	DBH (cm)	Crown Radius (m)
277	Western Redcedar ( <i>Thuja plicata</i> )	32+30	4.0
278	Shore Pine ( <i>Pinus contorta</i> var <i>contorta</i> )	35	3.4
A	Juniper ( <i>Shrub</i> )	NA	3.0
279	Western Redcedar ( <i>Thuja plicata</i> )	65	4.8
280	Falsecypress ( <i>Chamaecyparis</i> )	28 + 12 x2	3.0
281	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	55	5.5
282	Western Redcedar ( <i>Thuja plicata</i> )	43	3.5
283	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	44	5.3
284	Western Redcedar ( <i>Thuja plicata</i> )	33+15	3.2
285	Shore Pine ( <i>Pinus contorta</i> var <i>contorta</i> )	24	3.5
288	Western Redcedar ( <i>Thuja plicata</i> )	14+13	2.5
289	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	50	5.8
290	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	28	4.5
291	European Birch ( <i>Betula pendula</i> )	37	5.5
92	Norway Spruce ( <i>Picea abies</i> )	40	4.2
293	Western Redcedar ( <i>Thuja plicata</i> )	44	5.0
294	Douglas-Fir ( <i>Pseudotsuga menziesii</i> )	50	4.5
295	Japanese Flowering Cherry ( <i>Prunus serrulata</i> )	30 x2	4.7
296	Western Hemlock ( <i>Tsuga heterophylla</i> )	34	4.0
297	Western Redcedar ( <i>Thuja plicata</i> )	15+18+20	3.5
298	Western Redcedar ( <i>Thuja plicata</i> )	28+18+10	3.5
299	Western Hemlock ( <i>Tsuga heterophylla</i> )	15 x2 + 13	3.0
300	Western Redcedar ( <i>Thuja plicata</i> )	20 x2 +24	3.5
301	Western Hemlock ( <i>Tsuga heterophylla</i> )	25	3.0
302	Western Redcedar ( <i>Thuja plicata</i> )	25+15	3.5
303	Douglas-Fir ( <i>Pseudotsuga menziesii</i> )	40	3.5
304	Western Redcedar ( <i>Thuja plicata</i> )	20 x4 + 15 x3 + 25	3.5
305	Western Redcedar ( <i>Thuja plicata</i> )	20 x3 + 15 x3	3.5
306	Western Redcedar ( <i>Thuja plicata</i> )	28+25 + 30 x2	3.5
307	Ponderosa Pine ( <i>Pinus ponderosa</i> )	40	3.0
308	Western Redcedar ( <i>Thuja plicata</i> )	40+45+ 20 x3	5.0
309	Ponderosa Pine ( <i>Pinus ponderosa</i> )	90	5.0
310	Ponderosa Pine ( <i>Pinus ponderosa</i> )	75	4.5
311	Japanese Flowering Cherry ( <i>Prunus serrulata</i> )	25+20	3.5
312	Western Redcedar ( <i>Thuja plicata</i> )	14 x2	3.5
313	Western Redcedar ( <i>Thuja plicata</i> )	26	3.8
314	Atlas Cedar ( <i>Cedrus atlantica</i> )	44	4.0







# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

**POLICY 5463**

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

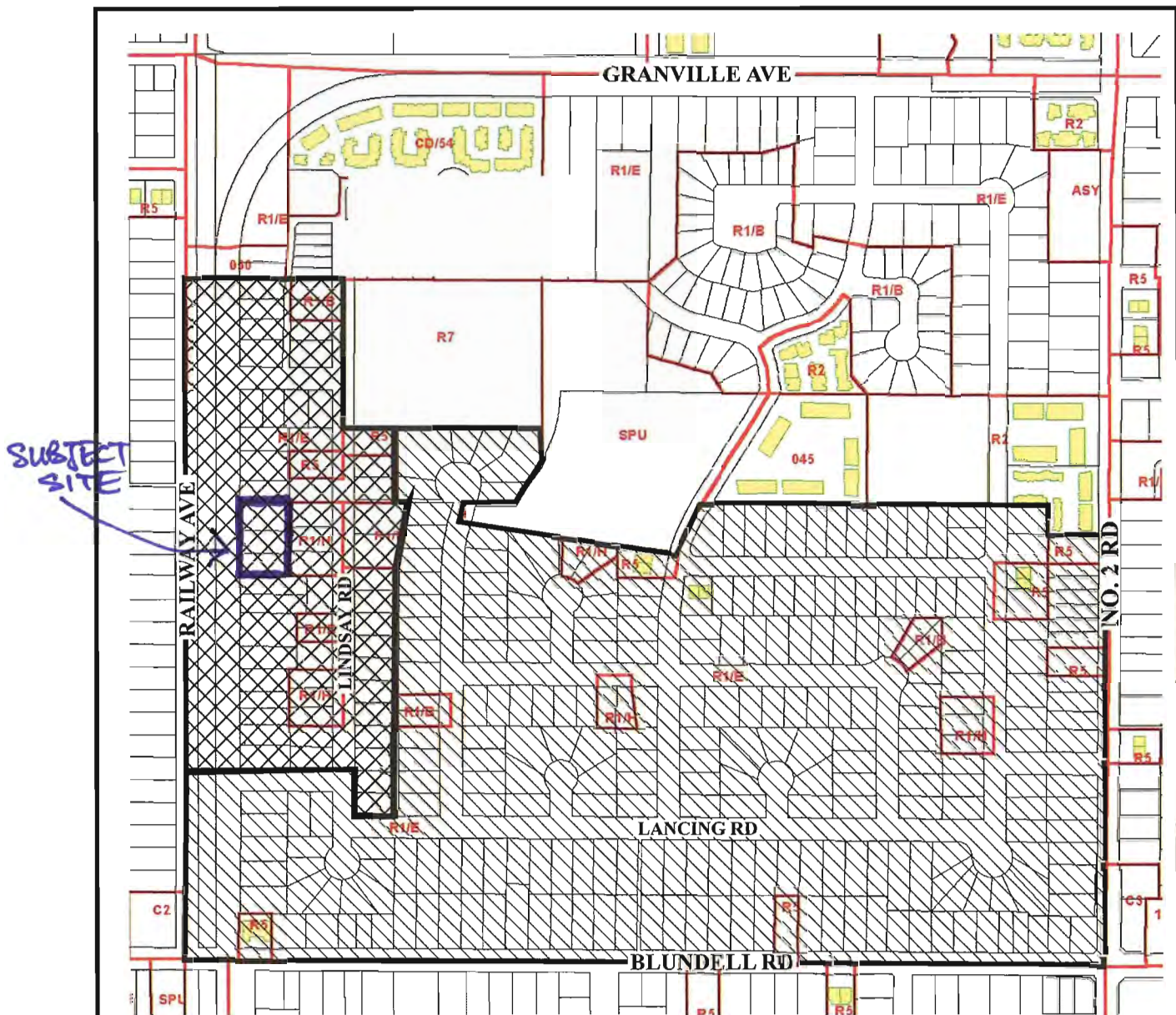
## **POLICY 5463:**



The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy 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 amended according to Bylaw No. 5300.



- |   |  |
|---|--|
|  | Subdivision permitted as per <b>R1/H</b> with the exception that <b>R1/B</b> applies to existing duplexes and <b>R1/E</b> applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access. |
|  | Subdivision permitted as per <b>R1/B</b> with the exception that <b>R1/E</b> applies to lots facing Railway Avenue that do not have a lane or internal road access.  |



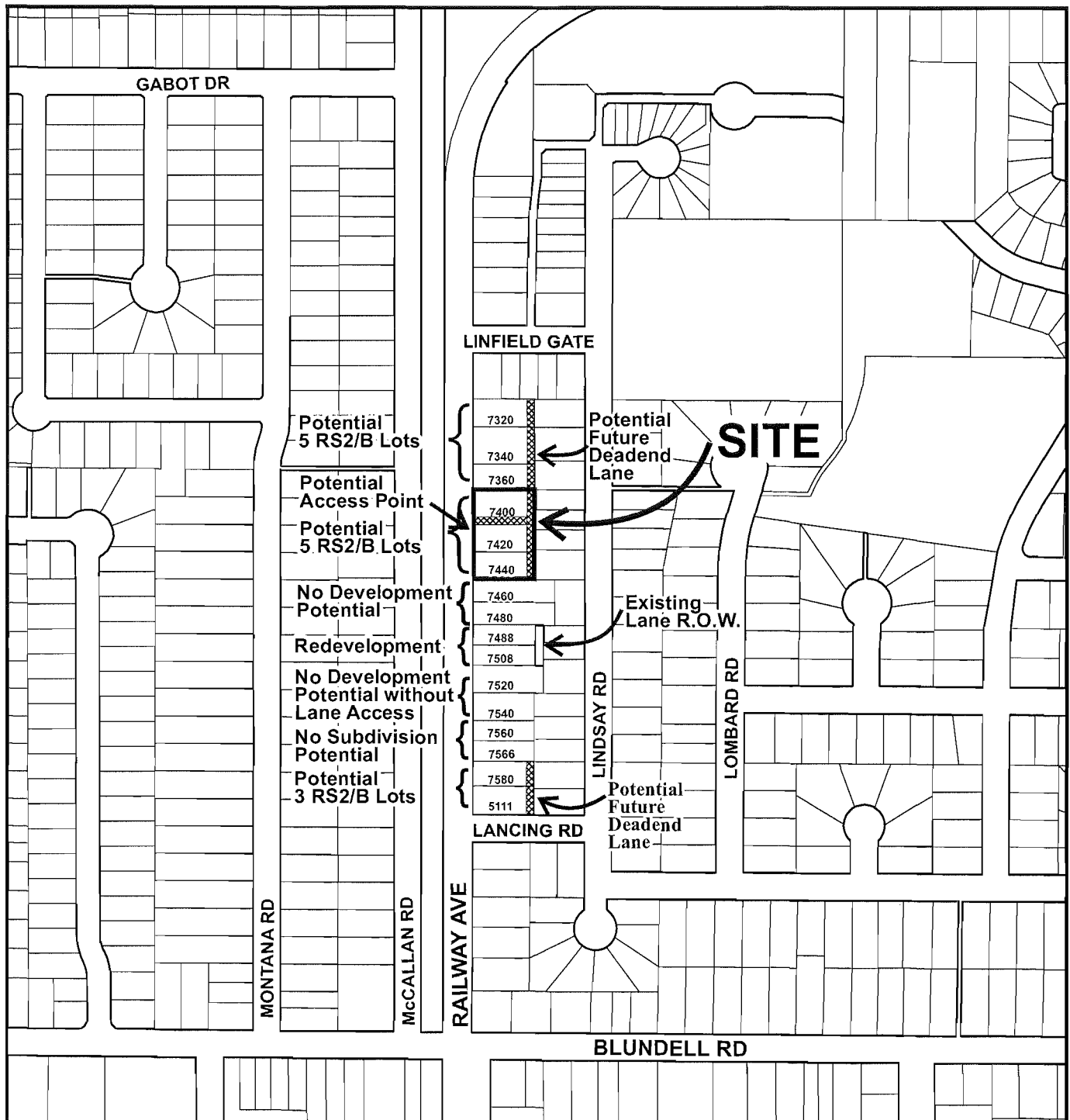
**POLICY 5463**  
**SECTION 13, 4-7**

Adopted Date: 02/19/96

Amended Date:



# City of Richmond



Potential Single-Family  
Redevelopment Pattern  
(Single Detached (RS2/B) with  
Lane Access)

PLN - 248

Original Date: 03/04/14

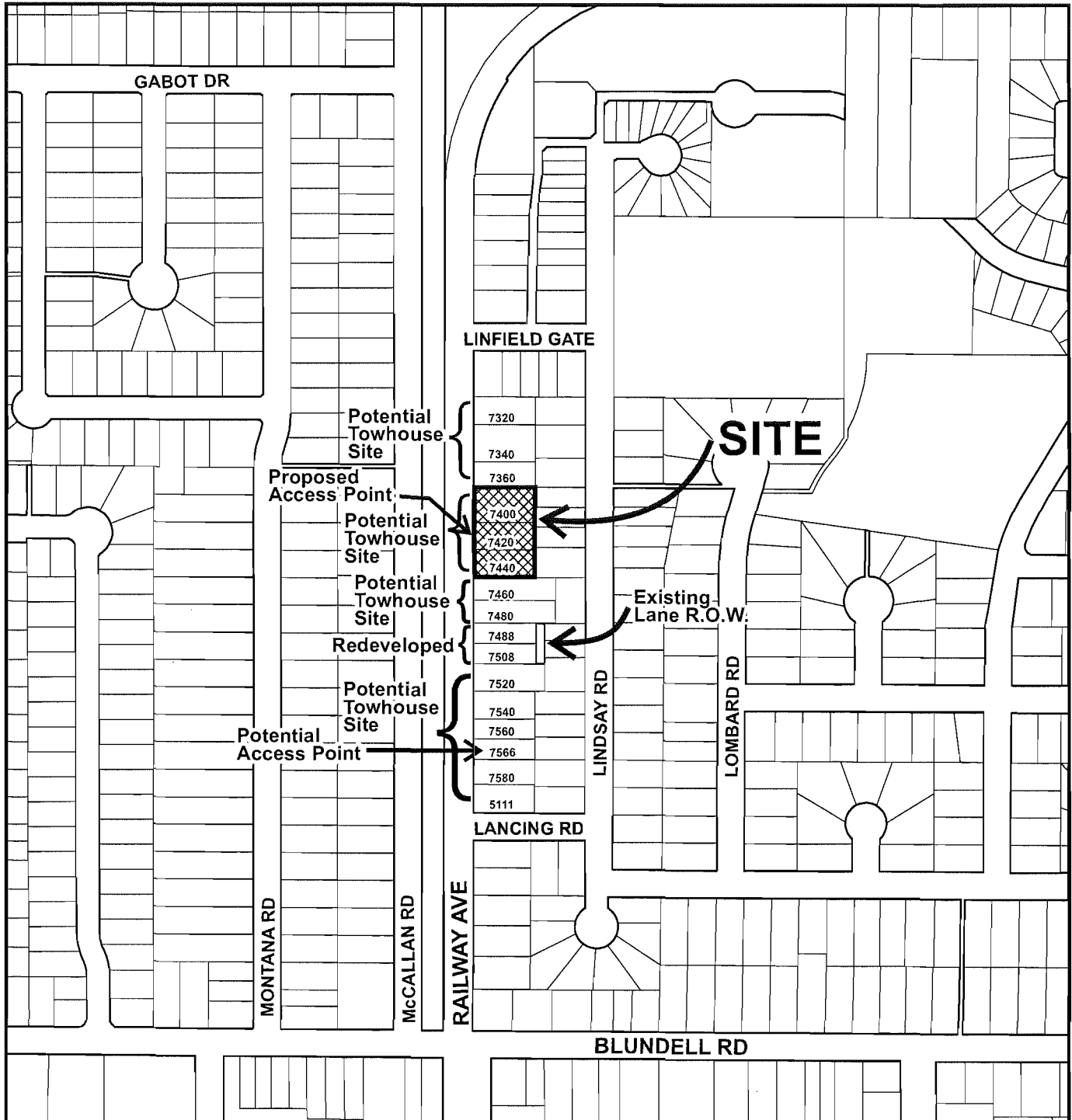
Revision Date: 03/06/14

Note: Dimensions are in METRES





# City of Richmond



## Potential Low Density Townhouse Development Pattern

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES

PLN - 249



## Rezoning Considerations

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

**Address:** 7400, 7420 and 7440 Railway Avenue

**File No.:** RZ 12-619835

**Prior to final adoption of Zoning Amendment Bylaw 9015 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. City acceptance of the developer's offer to voluntarily contribute \$16,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
5. Contribution of \$1000.00 per dwelling unit (e.g. \$14,000.00) in-lieu of on-site indoor amenity space.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement\* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
  - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights).
  - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
  - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
    - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
    - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

Note: DCC's (City & GVS&DD), School site acquisition charges and Utility Charges etc., will be paid at Building Permit stage.

RE: Item #7-B/LW/9015  
March 18, 2014  
Planning Committee  
Agenda

RE: Name Change  
Joe Erceg

# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

	DW	
	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

8060-20-9015  
X: 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

- TRAFFIC CONGESTION
- SAFETY OF FAMILIES LIVING AROUND THE NEIGHBORHOOD

- IT WOULD BE VERY ODD TO SEE MULTIFLEX HOMES ALONG SIDE BY SIDE WITH SINGLE HOMES. NEW HOMES ARE CURRENTLY IN CONSTRUCTION AND THE VIEW WOULD BE NOT APPEALING IF THIS PLAN WOULD PUSH THROUGH.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

- NO VISITOR PARKING IS UNACCEPTABLE  
~~ALMOST SAME RZ~~

- I HAVE THE SAME REASONS AS ABOVE AS WELL. THIS IS A NICE WEST SIDE OF RICHMOND & THE PROPERTIES ARE I BELIEVE VERY VALUABLE. IF THIS PLAN OF HAVING MULTIPLE HOMES ARE BUILT, THE "EXCLUSIVENESS" FEELING WON'T BE THERE ANYMORE AS THIS SIDE OF RAILWAY IS ONLY DESIGNED FOR SINGLE HOMES. WHERE WE ENJOY THE NEW GREEN WALK WAY. LETS

Your comments will be collected by the City and will become public record. KEEP THIS GREEN!

Contact Information:

Name: DIVINA C. HIPOUITO

Address: 7560 RAILWAY AVE RICHMOND BC V7C3J8



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ no

Comments:

We just think *only* single house with 40 foot lot or three single houses would be acceptable. But not 14 townhouses.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ no

Comments:

I think it is no good to build ~~the~~ either townhouse or rowhouse in between single houses. It will cause potential troubles, like the traffic. It may make the already busy Railway worse to drive on. Anyway, we just want to keep our community along railway a single house area like it is right now. Thank you for your consideration to our opinions.

**Option 3:** We prefer Single Houses in this area.

☒

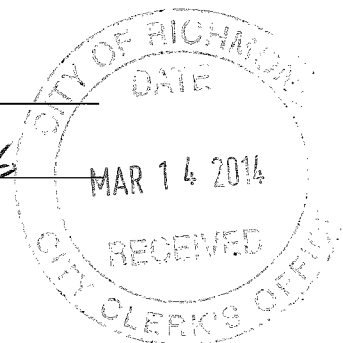
Your comments will be collected by the City and will become public record.

Contact Information:

Name: Jiun Zhang

Address: 7500 Lindsay Rd. Richmond, BC V6C3M6

PLN - 252





# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*Its a bad plan. and the parking is a problem  
and its will block the traffic.  
we want a single homes. Besides me will  
build a single homes*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*no visit parking is unrealistic and could its  
could be turn out a rental. I reject this  
idea. and its will lost the privacy.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

*GEORGE WANG*

Address:

*7351 LINDSAY RD RICHMOND*

PLN - 253



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.



Comments:

*We ask council to reject this option No 1  
Traffic and parking are already an issue.  
3 new homes are being built beside me.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).



Comments:

*We ask council to reject this option No 2  
Could this units end up being yestels.  
With our new Greenway why would our City Council  
plug Railway with townhouses?*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: *Gertrud Beichel*

Address: *5040 Lancing Rd.*

PLN - 254





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9015 (RZ 12-619835)  
7400, 7420 and 7440 Railway Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**LOW DENSITY TOWNHOUSES (RTL4)**”.

P.I.D. 002-372-088

Lot 8 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 008-823-511

Lot 7 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 001-923-927

Parcel Two (Reference Plan 16460) of Parcel One (Explanatory Plan 11037) of Lots “A” and “B” Section 13 Block 4 North Range 7 West New Westminster District Plan 8007

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9015**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** March 12, 2014

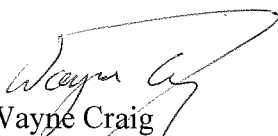
**From:** Wayne Craig  
Director of Development

**File:** ZT 14-656053

**Re:** **Application by Townline Gardens Inc. for a Zoning Text Amendment to the Commercial Mixed Use (ZMU18) – the Gardens (Shellmont) zone to permit waiving the Affordable Housing Requirements for Market Rental Units in Phase 2**

### Staff Recommendation

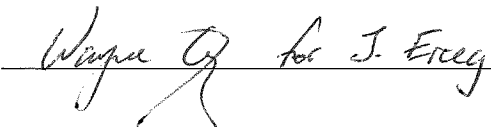
That Bylaw No. 9112, for a zoning text amendment to the “Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)” zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:bg

Attachment 1: Location Map and Air Photo

Attachment 2: Development Application Data Sheet

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing Law	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	



## Staff Report

### Origin

Townline Gardens Inc. has applied to the City of Richmond for a zoning text amendment to remove the 5% affordable housing requirement for the proposed 144 market rental housing units in Building D (The Camellia) on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 ("Lot C") located at 10820 No. 5 Road (DP 12-641796) as part of the Townline Gardens master planned development (RZ 08-450659).

Building D in Phase 2 of the Townline Gardens development consists of a 5-storey mixed-use building with a total floor area of 10,839.1 m<sup>2</sup> (i.e. 9,231.78 m<sup>2</sup> residential plus 1,607.32 m<sup>2</sup> commercial). The residential component of Building D consists of 163 residential rental units including 144 market rental housing units and 19 affordable housing units (which are being provided as a deferred requirement from the development of Phase 1 of the Townline Gardens development). The commercial component of Phase 2 consists of 10 commercial retail units (CRU's) with parking provided in an underground parking structure and at-grade on the parkade roof deck. See the table below for a statistical summary for the Townline Gardens development and Building D on Lot C in Phase 2 and **Attachment 1** for the Development Application Data Sheet.

### Background

1. The Townline Gardens rezoning (RZ 08-450659) was adopted July 25, 2011.
2. Phase 1 of the Townline Gardens (Buildings A and B) is currently under construction.
3. At the rezoning stage, the proposal envisioned mixed-use market residential with commercial, as such the rezoning secured the 5% affordable housing requirement on all residential uses.
4. The applicant previously submitted a Development Permit application (DP 12-599057) for market residential in Phase 2 endorsed by Development Permit Panel on August 22, 2012, which was subsequently withdrawn.
5. Community Services staff brought forward Housing Agreement Bylaw No. 8937 associated with the previous Development Permit application. As this Development Permit application has been withdrawn Housing Agreement Bylaw No. 8937 will need to be rescinded.
6. The applicant has now decided to pursue secured market rental housing for Phase 2 and is therefore requesting that the 5 % affordable housing requirement is waived for the proposed 144 market rental housing units (to be secured by a separate housing agreement with the City).
7. A Zoning Text Amendment application is required to remove the 5% affordable housing requirement from secured market rental housing units on Lot C (Phase 2).
8. The proposed Phase 2 building (Building D) on Lot C would therefore provide:
  - a) 144 market rental housing units secured via a separate housing agreement; and

- b) 19 affordable low-end market housing units as the 5% affordable housing requirement deferred from Phase 1 (Buildings A and B) residential housing secured via a separate housing agreement.

### Findings of Fact

Item	Existing	Proposed
Owner	Townline Gardens Inc.	same
Applicant	Townline Gardens Inc.	same
Overall Site Size	Total: 92,196 m <sup>2</sup> (22.7 ac) Park (ALR): 49,530 m <sup>2</sup> (12.2 ac) Road Dedication: 3,239 m <sup>2</sup> (0.8 ac) Net Site: 39,427 m <sup>2</sup> (9.7 ac)	same
Phase 2 (Lot C) Site Size	6,040 m <sup>2</sup> (112,667 ft <sup>2</sup> )	same
Overall Site Land Uses	ALR: "Agricultural Park" 12.2 ac. Non-ALR: as per "Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)": Residential: 53,511 m <sup>2</sup> (576,007 ft <sup>2</sup> ) max. Non-Residential: 3,000 m <sup>2</sup> (32,292 ft <sup>2</sup> ) min. Total: 56,511 m <sup>2</sup> (608,299 ft <sup>2</sup> ) max.	same
Generalized OCP Designation	Mixed Use	same
Specific Land Use OCP Designation	Limited Mixed Use	same
Area Plan	Shellmont Area	same
Sub-Area Plan	Ironwood Sub-Area Plan (Area C – The Gardens)	same
Zoning	"Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)"	current request to waive the affordable housing requirements for 144 proposed market housing units
Required Parking – Phase 2 (Lot C)	N/A	242
Proposed Parking – Phase 2 (Lot C)	N/A	196 – variance previously supported with the provision of one (12 month 2-zone) transit pass for each unit as part of DP 13-641796)

Townline's Development Permit application (DP 13-641796) for Building D in Phase 2 proposes 19 Affordable Housing units consisting of a total floor area of 744.43 m<sup>2</sup> (8,013 ft<sup>2</sup>) as follows:

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income <sup>2</sup>
202	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
203	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
302	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
306	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
308	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
309	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
313	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent <sup>*</sup>	Total Maximum Household Income <sup>2</sup>
320	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
333	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
337	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
402	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
406	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
409	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
413	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
420	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
433	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
437	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
441	1 Bedroom	1	555 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
442	1 Bedroom	1	553 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
		19	8,013 ft <sup>2</sup>	7,870 ft <sup>2</sup>		

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013.

<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

<sup>3</sup> Unit numbers are for reference to the Development Permit Drawings only.

## Consultation

There has been no public correspondence received regarding this proposed Richmond Zoning Bylaw 8500, Amendment Bylaw 9112. If Council supports the proposed text amendment to the Zoning Bylaw a Public Hearing will be scheduled.

## Staff Comments

### Analysis

The maximum allowable density for the Townline Gardens development is 1.43 FAR over the entire development portion of the site (Lots 1, C, D and E) with the provision of affordable housing and a daycare facility.

Townline elected to defer the provision of 726.25 m<sup>2</sup> or 100% of the affordable housing requirement for Phase 1 (Lot 1) to subsequent development phases as part of DP 10-544504 for Phase 1 (i.e. Buildings A and B on Lot 1) of the proposed overall Townline Gardens master planned development.

Townline's current Development Permit application (DP 13-641796) for Building D in Phase 2 on Lot C is proposed entirely (all 163 units) as rental housing with 144 units of MRU units and 19 affordable housing units. The 19 affordable housing units provide a total floor area of 744.43m<sup>2</sup>, which is more than the Phase 1 affordable housing requirement (726.25 m<sup>2</sup>).

### Affordable Housing Commitments Proposed in the Current Development Permit

Townline's application presents several advantages over its previous affordable housing commitments on the subject site.

1. Townline's current DP 13-641796 for Phase 2 of 98.62 m<sup>2</sup> (726.25 m<sup>2</sup>– 627.63 m<sup>2</sup>) will provide more affordable housing floor area than previously proposed in DP 12-599057. This represents 100% of the Affordable Housing requirements deferred from Phase 1, rather than the 70% previously agreed to be included in Phase 2 (the remaining 30% was to be included in Phase 3). Thus the City will receive more affordable housing units (19 versus 9) in the short term than formerly agreed to by Townline.
2. Townline's current Phase 2 proposal includes 18.18 m<sup>2</sup> (744.43 m<sup>2</sup> - 726.25 m<sup>2</sup>) more affordable housing floor area than was required in Phase 1, which Townline has agreed will not be credited to subsequent development phases of the overall Gardens development but is provided by Townline as a supplemental affordable housing contribution to the City.
3. While the currently proposed 19 affordable housing units in Phase 2 are predominantly smaller units, Townline has agreed that the affordable housing units to be provided in subsequent phases will be larger units – appropriate for families – according to the following schedule:

Phase	Unit Type	No. of Units	%	Average Unit Size	Total Amount (ft <sup>2</sup> )
Phase 1 Buildings A & B	Townline deferred Phase 1 affordable housing to later phases	0	-	-	(7,817.29)
Phase 2 (Lot C) Building D (Note: Rental Buildings have no Affordable Housing requirements)	Studio	17	89%	406	4,055
	1 Bedroom	2	11%	554	1,661
	Sub-Total	19	100%	-	8,013
Phase 3 (Parcel D) Buildings E1 & E2	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	0	0%	-	-
	2 Bedroom	4	50%	867	3,468
	3 Bedroom	4	50%	1000	4,000
	Sub-Total	8	100%	-	7,468
Phase 4 (Parcel E) Building F	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	1	13%	650	650
	2 Bedroom	4	50%	880	3,520
	3 Bedroom	3	38%	1001	3,003
	Sub-Total	8	100%	-	7,173
The Gardens Affordable Housing Overall Summary	Studio	17	49%		
	1 Bedroom	2	6%		
	1 Bedroom + Storage/Den	0	0%		
	Accessible 1 Bedroom	1	3%		
	2 Bedroom	8	23%		
	3 Bedroom	7	20%		
	Total	35	100%		Provided 22,654
					Required 22,456



### **Affordable Housing Policy Considerations for Market Rental Housing**

Affordable Housing staff have reviewed Townline's application and offer the following comments.

The primary goal of the Affordable Housing Strategy is to focus on the housing needs of low to moderate income households. The Affordable Housing Strategy has three priorities:

<b>AHS Priority</b>	<b>Maximum Income Threshold</b>	<b>Rent Range (Maximum)</b>
Subsidized Rental Housing (Low income households)	\$34,000 or less	\$850 or less
Low End Market Rental (Low to Moderate income households)	Between \$34,000 or less and \$57,500 or less	Studio                \$850 or less 1-Bedroom            \$950 or less 2-Bedroom            \$1,162 or less 3-Bedroom            \$1,437 or less
Entry Level Homeownership	\$60,000 or less	n/a

The Strategy does not specifically address market rental housing nor does the City have a formal market rental policy. However, the Strategy does acknowledge the importance of preserving and maintaining existing and new rental housing stock in Richmond.

Staff are aware that there is increased interest among developers to provide market rental housing. Further analysis will be conducted as part of the Affordable Housing Strategy update to determine how market rental provision can best complement the delivery of affordable housing to meet Richmond's estimated housing needs.

The City has reviewed requests to waive the affordable housing requirements for market rental projects on a case-by-case basis. To date, only one such proposal has been approved. The Riverport project (14000 and 14088 Riverport Way) was released from its obligation to make a cash contribution of \$213,823 towards the City's Affordable Housing Reserve Fund in exchange for the delivery of 140 market rental units (with a constructed value of approximately \$21,357,000) secured in perpetuity through a City Housing Agreement.

The Riverport project is not a precedent for the consideration of Townline's application, because the origin and nature of their requests differ in several key respects. However, the Riverport project does serve as an example of how the City was successful in securing market rental housing in perpetuity.

The Townline application provides a unique opportunity to develop much needed rental housing in an area outside of the City Centre, which will:

- Meet growing rental demand;
  - Relieve pressure on vacancy rates and existing affordable housing stock;
  - Yield units that will be comparatively affordable due to their small size; and
  - Serve as dedicated rental housing stock in perpetuity.
1. Metro Vancouver estimates that the demand for market rental housing in Richmond amounts to 170 units each year. Townline's 144 purpose-built market rental units would achieve 85% of this annual target.

**Richmond's Housing Needs, Estimated by Metro Vancouver**

<b>Richmond</b>	<b>Baseline Renters (2006 Census)</b>	<b>New Rental Demand</b>	<b>Social Housing Demand (Low Income)</b>	<b>Demand Households (Low to Moderate)</b>	<b>Demand Households (Moderate to Above)</b>
10 years	19,675	5,700	1,800	2,200	1,700
Annual average (based on 10 year estimate)		570	180	220	170

The number of new purpose-built rental units constructed in MetroVancouver is at its highest level in ten years (i.e. 1,047 units in the first half of 2013 in Metro Vancouver). Yet the overall demand for rental housing has kept pace with the increase in supply, maintaining vacancy rates at a relatively stable level over the past decade.

Canada Mortgage and Housing Corporation (CMHC) reports that the vacancy rate in Richmond purpose-built apartment (i.e. rental) housing was 2.7% in 2013<sup>1</sup>. Moreover, CMHC indicates that a strong rental demand will remain due to a number of factors, including:

- The region's diverse economy and role as the gateway to Asia-Pacific immigrants;
- The anticipated location for 40,000 new residents annually; and
- Anticipated employment growth (e.g. Attracting and keeping knowledge based workers is integral to supporting a strong economy in coming years. Technical Industries employ knowledge workers who are highly mobile and often depend on rental housing located near employment).

Also, the increasing cost of homeownership is requiring more households to remain as renters and for longer periods.

The Urban Futures report entitled: "Community-level Projections of Population, Housing and Employment" prepared for the City's 2041 OCP Update, suggests that the Richmond share of new apartments in the Region will decline from 10 percent in 2009 to 7 percent in 2041. Some of the reasons cited are:

- Increased competition throughout the region for this housing form;
- Regional availability of land in other areas; and
- Region-wide densification patterns.

The report also reveals that 77 percent of Richmond's condo apartment development is anticipated to be located in the City Centre. Therefore, Townline's market rental development adds welcome diversity to housing options outside the city core.

2. Increasing the supply of market rental housing relieves pressure on rent rates by adding options for those who do not choose or are not able to enter into the homeownership market. CMHC observes in particular (in its Fall 2013 Housing Market Outlook for Vancouver and Abbotsford CMAs) that as tenants of older rental stock are attracted to the upgraded amenities, such as in-suite laundry and high-end fixtures, of condo-quality purpose-built rental units, the increased competition moderates rent increases in the "secondary" rental market. Additionally, over time this new stock, which initially may command premium rents, becomes more affordable as it ages into secondary status. If new supply is not regularly

generated, the secondary rental market eventually faces future constrictions that will squeeze out lower income tenants.

3. Townline's proposal includes 64 market rental studios, which are not readily available in typical new developments, and which will be comparatively affordable due to size.

Market rental housing is meant to meet the needs of households with incomes that are moderate or higher. The following table analyzes rents for private apartments in Richmond, as found in the Canada Mortgage and Housing Corporation (CMHC) Rental Market Report released in Fall 2013 and in a survey of current rental listings conducted by staff on March 10, 2014.

**Rents for Private Apartments in Richmond**

Unit Size	CMHC Reported Averages (Fall 2013)	Predominant Ranges from Staff Survey of Current Rental Listings
Studio	\$796	\$600 - \$875
1-Bedroom	\$953	\$800 - \$1,000
2-Bedroom	\$1,177	\$1,000 - \$1,200
3-Bedroom	\$1,408	\$1,200 – \$1,400 (Townhomes \$1,250 – \$1,700)

Staff noted several trends during their survey of current rental listings. First, few studio apartments were listed, and these were secondary suites in homes or in older buildings. Second, not surprisingly, apartments listed at higher price points were in newer, centrally located buildings. This suggests that market rental stock becomes more affordable – and thus more valuable within the overall Affordable Housing Strategy - as it ages. Third, furnished apartments and apartments with partial utilities included in the rent were available at mid-price points for each unit type. Fourth, except for studios, some luxury apartments were available for each unit type at considerably higher price points, which probably accounts for why the CMHC reported averages are at the higher end of the range staff discovered in their survey of current listings.

4. The 144 market rental housing units proposed in Phase 2 will be subject to a separate legal agreement registered on title in the Land Title Office that ensures these units cannot be stratified and must remain market rental housing units in perpetuity.

In summary, Affordable Housing staff believe Townline's request to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D on the subject Lot merits support. Subsequent reports from Community Social Services will be coming forward shortly to present the required Housing Agreement, Market Rental Housing Agreement, and associated bylaws.

Nevertheless, as with Riverport previously, approval of Townline's request should not be regarded as a precedent for future requests to waive affordable housing requirements. Such requests will continue to be evaluated on a case-by-case basis. More policy research needs to be conducted so that the Affordable Housing Strategy can be updated to reflect how market rental provision can best complement the delivery of affordable housing to meet Richmond's estimated housing needs.

## **Zoning Text Amendments**

With regard to Townline's request to exempt the proposed 144 market rental housing units in Phase 2 on Lot C of the overall Gardens development from affordable housing contributions, the following points are noted in addition to what has been said above under affordable housing policy:

1. The location of the Townline Gardens development and the provision of 144 market rental housing units outside the City Centre represent a significant addition to the variety of market rental housing units in Richmond.
2. The proposed 144 market rental housing units in Phase 2 of the Townline Gardens development would add diversity to the housing product mix in the following ways:
  - a) Market rental housing units in the Townline Gardens development represents a new housing option in the Shellmont neighbourhood that is close to services, schools, institutions, parks, employment centres, and transit;
  - b) The Gardens is the last parcel of land to deliver a mixed use, multifamily project of this scale with a variety of housing product in Southeast Richmond, under the current zoning and OCP;
  - c) A new rental building with access to the on-site amenities (i.e. 6,000 ft<sup>2</sup> gym, fitness, and meeting facility) that would normally only be located within market condo projects; and
  - d) A compass card equivalent to a 2-zone bus pass for one year for all first time residents (to be secured as a condition of DP approval).
3. In general, staff understand that developers have been reluctant to construct market rental housing units for a variety of reasons including the extended reimbursement time period for the capital investment, the long term maintenance costs and the additional administrative costs to manage rental units.
4. In addition to providing 5% of the total residential floor area as affordable housing (with the exception of the market rental housing units), Townline has agreed to provide other contributions as part of the overall Gardens master planned development via the Rezoning and Development Permit processes including:
  - a) Provision of a 12.2 acre 'Agricultural Park' dedication;
  - b) Preparation of an Agricultural Park Master Plan to the approval of Parks;
  - c) Landscape and drainage enhancements to the Agricultural Park to the approval of Parks;
  - d) Retention and conversion of the Fantasy Gardens 'Castle' to create a 37-space child care facility;
  - e) Additional road right-of-way dedications along Steveston Highway and No. 5 Road;
  - f) Utility upgrades, road and boulevard improvements along Steveston Highway and No. 5 Road;
  - g) Upgrades to the signalized Steveston Highway and No. 5 Road intersection;
  - h) Provision of on-site public art equivalent in value to \$364,000;
  - i) A new signalized 'T' intersection at the junction of No. 5 Road and proposed Road A (along the north side of Building D);
  - j) Provision of Transportation Demand Management measures including:
    - Two co-op parking stalls located on the parking podium near the east end of Building B;



- Two transit shelters (1 to be installed northbound on No. 5 Road as part of the Servicing Agreement and cash-in-lieu for 1 to be installed southbound at the intersection between Steveston Highway and Highway 99;
  - End-of-trip bike facilities provided in Building A (Phase 1) with access provided to all residents and CRU employees with electronic key fobs;
  - Provision of a fifteen percent (15%) subsidy for a 2-zone transit pass, with this offer presented to all owners at the time of occupancy but advertised as part of the sales and marketing for the project; and
  - Provision of one (1) transit pass (i.e. Compass Card) per rental unit (163 in total) for Building D in Phase 2, which shall include the equivalent value of 1 year or 12 monthly 2-zone transit passes that would advertised as part of the sales and marketing for the project and would be presented to the owners (1 Compass Card per unit) at the time of occupancy. Townline indicates there will be no fee, penalty or disincentive to residents of Building D in order to receive a Compass Card.
- k) Installation of bicycle facility upgrades including:
- An off-street shared pedestrian sidewalk and bike lane along Steveston Highway; and
  - An off-street separated bike lane along No. 5 Road.
- l) Upgrades to transit amenities including:
- Provision of 1 new City Centre standard bus shelter along No. 5 Road; and
  - Existing bus facilities upgraded to full accessible standard.

### Financial Impact

None

### Conclusion

Given the foregoing information and acknowledging that DP 13-641796 represents a unique opportunity to provide new rental housing in Richmond outside the City Centre Development Applications staff recommend the removal of the 5% affordable housing contribution for the proposed 144 market rental housing units with a gross total floor area of 8,487.35 m<sup>2</sup> in Building D (i.e. The Camellia) on Lot C in Phase 2 located at 10820 No. 5 Road as part of the Townline Gardens master planned development. Accordingly, it is recommended that Zoning Bylaw 8500, Amendment Bylaw No. 9112, be introduced and given first reading.



Brian Guzzi, MCIP, MCSLA  
Senior Planner/Urban Design

BG:cas

<sup>1</sup> Source: CMHA Canadian Housing Observer and CMHC regional housing data  
Attachment 1: Location Map and Air Photo  
Attachment 2: Development Application Data Sheet

The following are to be met prior to forwarding this Zoning Text Amendment application to Council for approval:

1. Confirmation of registration of the City's standard Housing Agreement to secure 19 affordable housing units. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income <sup>2</sup>
202	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
203	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
302	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
306	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
308	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
309	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
313	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
320	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
333	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
337	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
402	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
406	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
409	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
413	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
420	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
433	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
437	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
441	1 Bedroom	1	555 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
442	1 Bedroom	1	553 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
		19	8,013 ft <sup>2</sup>	7,870 ft <sup>2</sup>		

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013.

<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

<sup>3</sup> Unit numbers are for reference to the Development Permit drawings only.

2. Confirmation of registration of a housing agreement on title ensuring that all residential units with the exception of the 19 affordable housing units proposed in Building D on Lot C (10820 No. 5 Road) as rental units will remain as market rental units in perpetuity.
3. Confirmation of registration discharge of the existing No Development Covenant (NDC) for affordable housing (Charge Number CA2088657) on Lot C as well as Parcels D and E in the Land Title Office subject to the simultaneous registration of a new NDC for affordable housing on Parcels D and E as indicated below.
  - a) No development of subsequent development phases (Parcels D and E) until the owner/developer makes appropriate provisions for a minimum of 5% of the residential total floor area (no exceptions) as projected in Table 1 below; at the sole cost of the developer, completed to a turnkey level of finish on Parcels D and E, and secured via the City's standard Housing Agreement registered on title on Parcels D and E.

The form of the Housing Agreement is to be agreed to by the developer and the City, and registered on title, prior to Development Permit approval on Parcels D and E. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

- occupants of the affordable housing units shall, to the satisfaction of the City shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces;

- the required minimum floor area of the affordable housing units shall be a minimum of 5% of the residential gross floor area (no exceptions) as projected in Table 1 below;
- all affordable housing units shall be built to the City's Basic Universal Housing guidelines;
- the number of affordable housing units, together with their types, sizes (averages in Table 1; minimums in Table 2), and unit mix shall be provided to the satisfaction of the City according to the following schedule:

**Table 1**

Phase	Unit Type	No. of Units	%	Average Unit Size	Total Amount (ft²)
Phase 3 (Parcel D) Buildings E1 & E2	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	0	0%	-	-
	2 Bedroom	4	50%	867	3,468
	3 Bedroom	4	50%	1000	4,000
	Sub-Total	8	100%	-	7,468
Phase 4 (Parcel E) Building F	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	1	13%	650	650
	2 Bedroom	4	50%	880	3,520
	3 Bedroom	3	38%	1001	3,003
	Sub-Total	8	100%	-	7,173

- rental rates and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, according to the following schedule:

**Table 2**

Unit Type	Minimum Unit Sizes	Maximum Monthly Rent	Total Household Annual Income <sup>1,2</sup>
Bachelor	37 m2 (400 ft2)	\$850	\$34,000 or less
One bedroom	50 m2 (535 ft2)	\$950	\$38,000 or less
Two bedroom	80 m2 (860 ft2)	\$1,162	\$46,500 or less
Three bedroom	91 m2 (980 ft2)	\$1,437	\$57,500 or less

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013 .<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

- Provision of one (1) Compass Card per rental unit (163 in total) for Building D in Phase 2, which shall include the equivalent value of 1 year or 12 monthly 2-zone transit passes that would be advertised as part of the sales and marketing for the project and would be presented to the owners (1 Compass Card per unit) at the time of occupancy. Townline indicates there will be no fee, penalty or disincentive to residents of Building D in order to receive a Compass Card.

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

- 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.
- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.

3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals 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.

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Signed

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Date

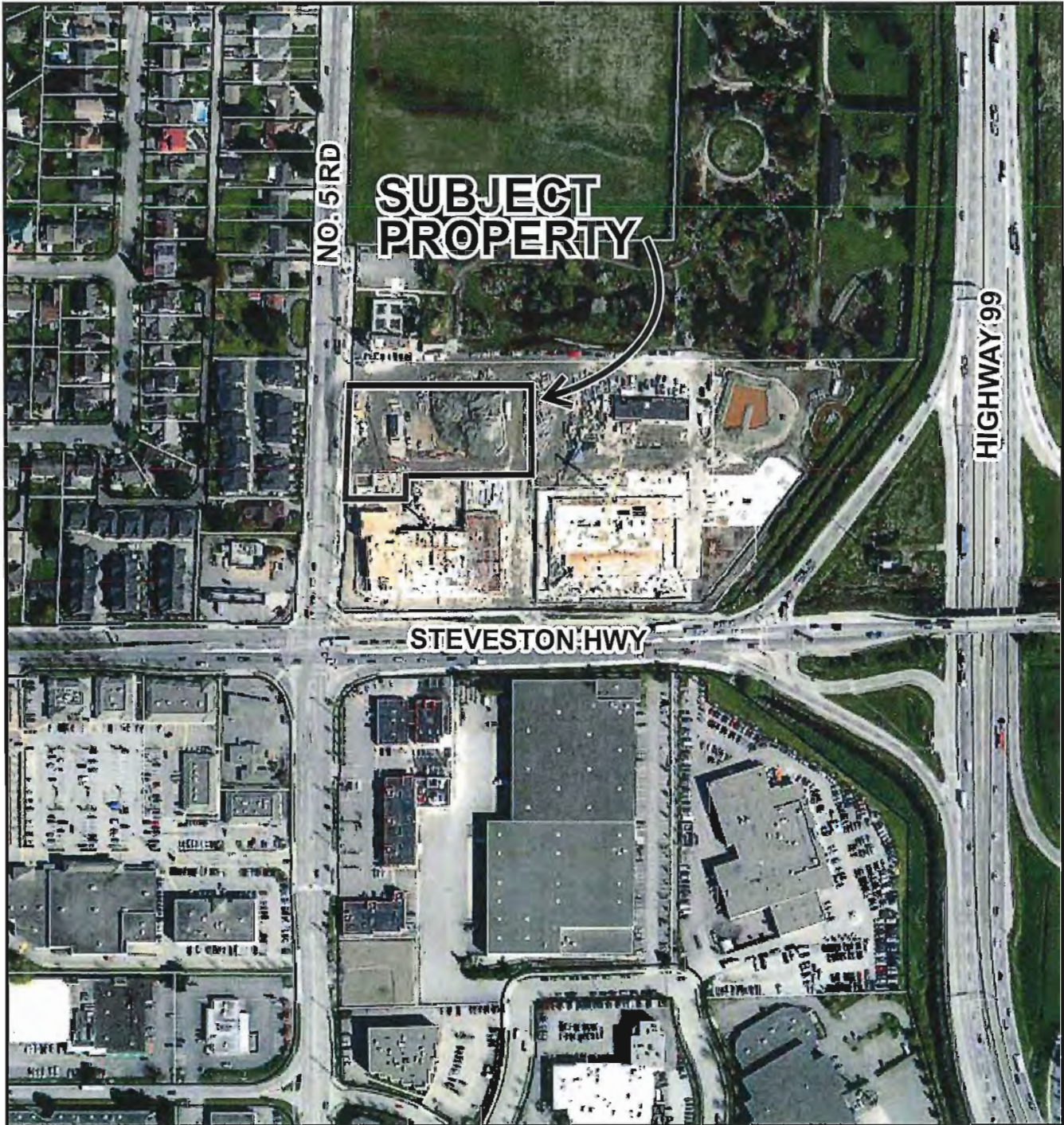






City of  
Richmond

Attachment 1b



ZT 14-656053

Original Date: 02/19/14

Revision Date:

Note: Dimensions are in METRES

PLN - 270



**DP 12-599057**

**Attachment 2**

Address: 10820 No. 5 Road

Applicant: Townline Gardens Inc. Owner: Townline Gardens Inc.

Planning Area(s): Shellmont Area – Ironwood Sub-Area (Area C – The Gardens)

Floor Area Gross: 10,839.1 m<sup>2</sup> (116,671 ft<sup>2</sup>) Floor Area Net: 10,467.1 m<sup>2</sup> (112,667 ft<sup>2</sup>)

Criteria	Existing	Proposed
Site Area (no dedications in Phase 2)	6,040 m <sup>2</sup> (65,014 ft <sup>2</sup> )	No Change
Land Uses	Vacant	Mixed Use - Commercial / Residential
OCP Designation - Generalized Land Use	Mixed Use	No Change
OCP Designation - Specific Land Use	Limited Mixed Use	No Change
Zoning	"Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)"	No Change
Number of Units	Nil	163 units including 19 affordable units

Criteria	Bylaw Requirement	Proposed	Variance
Gross Floor Area	-	10,839.1 m <sup>2</sup> (116,671 ft <sup>2</sup> )	-
Net Floor Area (minus FAR exclusions)	-	10,467.1 m <sup>2</sup> (112,667 ft <sup>2</sup> )	-
Lot Size	no minimum	6,040 m <sup>2</sup> (65,014 ft <sup>2</sup> )	-
Floor Area Ratio	1.43 FAR (on overall site)	1.73 FAR (Phase 2)	-
Gross Floor Area (commercial / residential)	-	17,301ft <sup>2</sup> com. + 99,370ft <sup>2</sup> res.	-
Lot Coverage	50%	43%	-
Setback - No. 5 Road	6.0 m	6.0 m	-
Setback - Road 'A' (north side)	3.0 m	4.44 m	-
Setback - Road 'A' (east side)	3.0 m	4.15 m	-
Setback - Internal Lane (south side)	3.0 m	4.33 m	-
Height	20.0 m	18.69 m	-
Off-street Parking Spaces – Resident/Commercial	Residential spaces 163 Commercial spaces 56 Total Phase 2 spaces 219	163 Residential (134 in Phase 2 plus 29 spaces in Phase 1) 56 commercial (all provided for in Phase 1) 196 space variance requested	variance supported with the provision of 1 (12 month 2-zone) transit pass for each unit)
Parking – Commercial (overall estimated)	305 stalls	266 stalls	-
Parking Stalls - small / accessible	maximum 50% small stalls	62 small / 5 accessible	-
Loading Stalls	3 loading stalls	3 loading stalls	-
Bicycle Parking (Class 1 & Class 2)	Commercial - 5 CI-1 + 7 CI-2 Residential - 204 CI-1 + 33 CI-2 Total - 249	Commercial - 7 CI-1 + 6 CI-2 Residential - 204 CI-1 + 33 CI-2 Total - 249	- -
Amenity Space (Indoor)	70 m <sup>2</sup> minimum indoor	provided in Phase 1	-



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9112 (ZT 14-656053)  
10820 No. 5 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing section 20.18.4.2. a) – Permitted Density in the “Commercial Mixed Use (ZMU18) - The Gardens (Shellmont)” zone and replacing it with the following:

“20.18.4.2. a) provides on the **site** not less than four **affordable housing units** having the combined **habitable space** of at least 5% of the total **floor area ratio** used for residential **use** but specifically excludes PID 028-631-561, Lot C, Section 31, Block 4 North, Range 5 West, New Westminster District Plan EPP12978 (“Lot C”) from this requirement provided that the owner has entered into a **Market Rental Housing Agreement** for 144 secured market rental **dwelling units** with the City and registered the **Market Rental Housing Agreement** against the title to Lot C and filed a notice of the same in the Land Title Office; and”

2. Richmond Zoning Bylaw 8500 is amended by inserting the following text after Section 20.18.11.9. in the “Commercial Mixed Use (ZMU18) - The Gardens (Shellmont)” zone:

“20.18.11.10 For the purpose of this **zone** only, **Market Rental Housing Agreement** means an agreement in a form satisfactory to the City that restricts the occupancy of the **dwelling unit** to rental tenure.”

“20.18.11.11 For the purpose of this **zone** only, **Market Rent** means the amount of rent that a willing tenant would pay to a willing landlord for the rental of a comparable unit with comparable amenities in a comparable location for a comparable period of time.”

3. This Bylaw may be cited as “Richmond Zoning Bylaw 8500, Amendment Bylaw 9112”.

FIRST READING

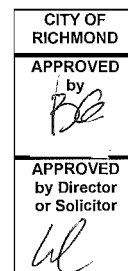
PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

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





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**To:** Mayor and Councillors  
**From:** Terry Crowe  
Manager, Policy Planning  
**Date:** March 13, 2014  
**File:** 08-4040- 01-2014 Vol. 1  
**Re:** **Richmond Response:**  
**Industry Canada's Proposed Amendments to Antenna Tower Siting Procedures**

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#### Purpose

The purpose of this memorandum is to update Council regarding Industry Canada's invitation to comment on proposed amendments to its antenna tower siting procedures titled:

*"Radiocommunication and Broadcasting Antenna Systems Procedures - Client Procedures Circular: CPC -2-0-03 (Procedures)"* (Attachment 1).

#### Background

Industry Canada regulates the development, siting, and local government and community consultation regarding radiotelecommunications antenna systems through the above *Procedures* which were approved on January 1, 2008. The main objective of the *Procedures* is to facilitate an open, transparent process that promotes the continued safe expansion of wireless technologies and services, while ensuring that the associated infrastructure is deployed responsibly by allowing for local input into antenna siting decisions. Industry Canada is proposing to amend the *Procedures* which focus on enabling more local government and community consultation in the siting of towers and is seeking comments on them.

#### Analysis

The proposed changes to the *Procedures* are summarized below:

- *Post-Consultation Construction Time Limit*  
Approved antenna systems would be required to be completed within three (3) years after the conclusion of consultation, or additional consultation would be required.
- *Limiting of Exclusions from Public Consultation*  
Public consultation for free standing antenna systems (towers) under 15m (48 ft.) in height used by broadcasting or telecommunications carriers would be required. Also, existing antenna systems which, within one year of being constructed, propose to increase their height by 25% of the original height, would be required to consult with the public.
- *Definition of Tower Height*  
The height of towers is to be better defined by no longer allowing artificial mounding (e.g., soil and aggregate) around the towers to be exempt from the height calculations.

– *Canadian Environmental Assessment Act*

The construction and modification of antenna systems would be done in a manner that complies with appropriate environmental legislation, including the *Canadian Environmental Assessment Act*.

Staff have reviewed the proposed changes and find that they are beneficial to the City, as there would be consultation opportunities for free standing towers under 15 m (48 ft.), improved clarity regarding the types of tower proposals which require consultation and when it is to occur, and improved environmental regulations for towers. Staff find the proposed changes acceptable.

Recommendation

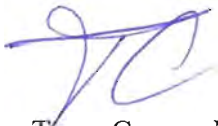
Given the above, staff offer the following recommendation for Council's consideration:

*That Industry Canada be advised that the City of Richmond supports the proposed changes to the document, "Radiocommunication and Broadcasting Antenna Systems (CPC-2-0-03)".*

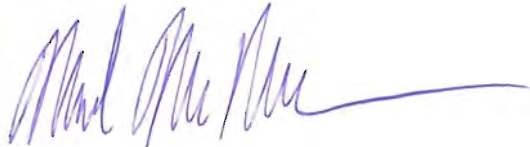
Next Steps

Once the proposed federal changes are approved, staff will bring forward a report to enable Council to make complementary changes to the City's *Telecommunication Antenna Consultation and Siting Protocol Policy 5043* and *Zoning Bylaw 8500*.

Staff will be available at the March 18, 2014, Planning Committee meeting to answer any questions.



Terry Crowe, Manager  
Policy Planning (4139)



Mark McMullen, Senior Coordinator /  
Major Projects (4173)

Attachment 1: Amendments to Industry Canada's Antenna Tower Siting Procedures

pc:

- Joe Erceg, General Manager Planning and Development
- Wayne Craig, Director, Development



Industry  
Canada

Industrie  
Canada

DGSO-001-14  
February 2014

# **Consultation on Amendments to Industry Canada's Antenna Tower Siting Procedures**

Aussi disponible en français

**PLN - 275**

**Canada** 

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## **1. Intent**

1. Radiocommunication antenna systems, including their supporting towers, are a matter of exclusive federal jurisdiction, with the Minister of Industry being responsible for the orderly development of communication facilities. In this context, Industry Canada is proposing specific updates to the procedures for the siting of antenna systems in order to improve transparency and to address concerns that local residents and municipalities have expressed about antenna tower siting. Comments are being sought on: the application of the procedures; an updated default public consultation process; a new construction time limit; updates to the exclusions from consultation; as well as updates to reflect the new *Canadian Environmental Assessment Act, 2012* (CEAA 2012).

## **2. Mandate**

2. Under the *Radiocommunication Act*, the Minister may, taking into account all matters that the Minister considers relevant for ensuring the orderly development and efficient operation of radiocommunication in Canada, approve each site where antenna systems, including antenna towers, may be located. The installation or operation of an antenna system that is not in accordance with the Minister's requirements may result in its alteration or removal and other sanctions against the operator in accordance with the *Radiocommunication Act*.

## **3. Policy**

3. Although the siting of antenna systems is a matter of federal jurisdiction, Industry Canada has procedures in place to address reasonable and relevant concerns of the local land-use authority (generally, the local municipality) and the community that it represents. The main objective of the antenna siting procedures is to facilitate an open, transparent process that promotes the continued safe expansion of wireless technologies and services while ensuring that the associated infrastructure is deployed responsibly by allowing for local input into antenna siting decisions.

4. Anyone (also referred to herein as "the proponent") planning to install or modify an antenna system is required to notify and consult with the municipality and the local community as set out in Industry Canada's antenna siting procedures. Unless the proposal meets exclusion criteria, proponents must consult with the local land-use authority, with the aim of obtaining its concurrence in writing. The Department's procedures include a dispute resolution process to be followed in the event that a proponent and municipality reach an impasse, which allows either one of them to ask Industry Canada to resolve the concerns under dispute. In cases where the local authority does not have an applicable public consultation process, proponents must follow Industry Canada's default public consultation process in order to ensure that local residents are consulted.

## **4. Background**

5. Updated procedures for the siting of antenna systems, outlined in Client Procedures Circular CPC-2-0-03, Issue 4, *Radiocommunication and Broadcasting Antenna Systems*, came into effect on January 1, 2008. The procedures apply to everyone seeking to install or modify an antenna system, irrespective of their nature of business or legal status, including government, Crown agencies and

federally incorporated companies. The proposed changes below are suggested updates to CPC-2-0-03, Issue 4.

6. Since 2008, the mobile phone industry has experienced tremendous growth, which has been driven largely by the public's demand for mobile broadband services. To facilitate the growth, operators of mobile services have sought to install a growing number of new antenna systems and, increasingly, the locations sought for the new installations are located in residential neighbourhoods. This is because the antenna systems must be located nearby to those who use the services in order that Canadians have access to the latest and fastest services. Consequently, finding appropriate locations has become more difficult and has resulted in growing concerns about antenna systems, highlighting the importance of including municipalities and communities in the process.

7. The vast majority of antenna installations are constructed in a spirit of cooperation between municipalities, other land-use authorities, local residents and proponents and in accordance with any applicable consultation procedures. However, given the factors of growth, all stakeholders are interested in ensuring that antenna siting procedures keep pace with current circumstances.

8. On February 28, 2013, the Federation of Canadian Municipalities (FCM) and the Canadian Wireless Telecommunications Association (CWTA) announced the release of an *Antenna System Siting Protocol Template*.<sup>1</sup> The two national organizations worked together in partnership in order to establish a template to provide municipalities with a tool to develop customized protocols for the siting of antenna systems within their municipality. Industry Canada supports development of local consultation protocols and stakeholders working together to find mutually agreeable solutions.<sup>2</sup>

9. The members of both the FCM and CWTA support the use of the protocol template as a model for an effective public consultation process under Industry Canada's antenna siting procedures. Municipalities that are members of the FCM are not obligated to use the protocol template; however, it is recognized that there is merit in harmonizing antenna siting protocols across the country. Some of the proposed updates, outlined in Section 5 below, align Industry Canada's antenna siting procedures with key elements of the FCM/CWTA protocol template.

10. Moreover, since the publication of the antenna siting procedures in 2008, Industry Canada has received and responded to several requests for clarification. Some of the proposed updates reflect these clarifications. Furthermore, the procedures require an update to reflect the new CEAA 2012.

11. This document refers to "antenna systems," which are normally composed of an antenna and some type of supporting structure. For the purposes of this consultation, we will refer to all structures that are built for the purpose of supporting antennas as "towers." Most antennas have their own integral mast so that they can be fastened directly to a building or a tower. Thus, where this document refers to an "antenna," the term includes the integral mast or other fastener. Finally, for the purposes of this document, a "proposal" means either the planned installation or modification of an antenna or an antenna system.

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<sup>1</sup> The *FCM/CWTA template* can be found on the FCM's website.

<sup>2</sup> See Industry Canada's *Guide to Assist Land-use Authorities in Developing Antenna Siting Protocols*.

## 5. Review of Updates

12. The following are proposed updates to Industry Canada's antenna siting procedures and a discussion on the rationale for the updates. Noteworthy changes appear in **bold** text.

### 5.1 Antenna Siting Procedures

#### Proposed Update to Section 1.2 of CPC-2-0-03

The requirements of this document apply to anyone (referred to in this document as the proponent) who is planning to install or modify an antenna system, regardless of the type. **This includes telecommunications carriers,<sup>3</sup> businesses, governments, Crown agencies and the public. Anyone who proposes, uses or owns an antenna system must follow these procedures. The requirements also apply to those who install towers or antenna systems on behalf of others or for leasing purposes ("third party tower owners").** As well, parts of this process contain obligations that apply to existing antenna system owners.

#### Rationale for Update

13. The term "telecommunications carriers", or "carriers", replaces the terms "Personal Communications Services (PCS)" and "cellular" in order to capture various types of operators that provide a broad range of services that have evolved significantly over the past 30 years. Over this period, Canadians have increasingly demanded better coverage, faster data rates and more advanced, data-intensive mobile applications, such as video-on-demand. In response, carriers have deployed ubiquitous, high-capacity radio networks based on state-of-the-art technologies, which rely on antenna systems, including towers.

14. Third party tower owners have become more prevalent in Canada and other countries. This is especially true in the United States where carriers rely extensively on the sites provided by third party tower owners. In Canada, under the *Radiocommunication Act*, the Minister's mandate on siting applies to any mast, tower or other structure built for the purpose of supporting an antenna. This is the case whether the proponent is subject to a radio authorization or wishes to build on behalf of, or in order to lease antenna space to, an authorized user. Accordingly, Industry Canada is of the view that the antenna siting procedures should be updated to explicitly include third party tower owners.

15. Industry Canada is seeking comments on the proposed update.

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<sup>3</sup> Under the *Telecommunications Act*, "telecommunications common carrier" means a person who owns or operates a transmission facility used by that person or another person to provide telecommunications services to the public for compensation.

## 5.2 Industry Canada's Default Public Consultation Process

### Proposed Update to Section 4.2 of CPC-2-0-03

#### Public Notification

1. Proponents must ensure that the local public, the land-use authority and Industry Canada are notified of the proposed antenna system. As a minimum, proponents must provide a notification package (see Appendix 2) to the local public (including nearby residences, community gathering areas, public institutions, schools, etc.), neighbouring land-use authorities, businesses, and property owners, etc. located within a radius of three times the tower height, measured from the tower base or the outside perimeter of the supporting structure, whichever is greater. For the purpose of this requirement, the outside perimeter begins at the furthest point of the supporting mechanism, be it the outermost guy line, building edge, face of the self-supporting tower, etc.  
**Public notification of an upcoming consultation must be clearly marked, making reference to the proposed antenna system, so that it is not misinterpreted as junk mail. The notice must be sent by regular mail or be hand delivered. The face of the envelope must clearly indicate that the recipient is within the prescribed notification radius of the proposed antenna system.**
2. It is the proponent's responsibility to ensure that the notification provides at least 30 days for written public comment.
3. In addition to the minimum notification distance noted above, in areas of seasonal residence, the proponent, in consultation with the land-use authority, is responsible for determining the best manner to notify such residents to ensure their engagement.
4. In addition to the public notification requirements noted above, proponents of antenna systems that are proposed to be 30 metres or more in height must place a notice in a local community newspaper circulating in the proposed area. **Height is measured from the lowest ground level at the base, including foundation, to the tallest point of the antenna system. Any attempt to artificially reduce the height (addition of soil, aggregate, etc.) is unacceptable.**

#### Rationale for Update

16. Industry Canada requires that nearby residents be consulted regarding non-excluded antenna proposals. The Department is concerned that residents may not realize that they have received notification of a proposed tower. The FCM/CWTA protocol template includes specific language to be used on the outside of the envelope addressed to the occupant.<sup>4</sup> Industry Canada supports the use of clear messaging to identify the notification and prevent the notification as being viewed as junk mail.

17. Similarly, the Department has concerns regarding notification when the proposed support structure is 30 metres or more in height. The update includes new language to clarify how height is measured.

18. Industry Canada is seeking comments on the appropriateness of these proposed updates.

<sup>4</sup> See [FCM/CWTA protocol template](#), page 20.



### 5.3 Post-Consultation Construction Time Limit

#### **Proposed New Section 4.4 to be added to CPC-2-0-03**

**Whether the proponent followed a land-use authority's process or Industry Canada's default public consultation process, construction of an antenna system must be completed within three years of conclusion of consultation. After three years, previous consultations will no longer be deemed to be valid.**

#### **Rationale for Update**

19. The FCM/CWTA protocol template includes a limit on the duration of a concurrence by a municipality.<sup>5</sup> Specifically, a concurrence will remain in effect for a maximum of three years from the date that it was issued.

20. The Department agrees that there is benefit in specifying a time frame for construction following completion of the consultation given that many factors, such as additional residential development, could occur in the interim.

21. Industry Canada is seeking public input on the appropriateness of specifying a three-year time frame for completion of construction.

### 5.4 Exclusions

#### **Proposed Update to Section 6 of CPC-2-0-03**

**All proponents must consult the land-use authority and the public unless a proposal is specifically excluded. Individual circumstances vary with each antenna system installation and modification, and the exclusion criteria below should be applied in consideration of local circumstances. Consequently, it may be prudent for the proponent to consult even though the proposal meets an exclusion noted below. Therefore, when applying the criteria for exclusion, proponents should consider such things as:**

- the antenna system's physical dimensions, including the antenna, mast, and tower, compared to the local surroundings;
- the location of the proposed antenna system on the property and its proximity to neighbouring residents;
- the likelihood of an area being a community-sensitive location; and
- Transport Canada's marking and lighting requirements for the proposed structure.

The following proposals are excluded from land-use authority and public consultation requirements, but must still satisfy the General Requirements outlined in Section 7:

- ***New Antenna Systems:*** where the height is less than 15 metres above ground level. **This exclusion does not apply to antenna systems to be used by broadcasting undertakings or**

<sup>5</sup> See [FCM/CWTA protocol template](#), page 24.

**telecommunications carriers;**

- **Existing Towers:** modifications may be made, or the tower may be replaced, to facilitate sharing or the addition of antennas, provided that the total height increase is no greater than 25% of the height of the initial antenna system installation.<sup>6</sup> **No increase in height may occur within one year of completion of the initial construction;**
- **Non-Tower Structures:** antennas on buildings, water towers, lamp posts, etc. may be installed provided that the height of the structure is not increased by more than 25%; **and**
- **Temporary Antenna Systems:** used for special events or emergency operations and must be removed three months after the start of the emergency or special event.

**No consultation is required prior to performing maintenance on an existing antenna system.**

Proponents who are not certain if their proposals are excluded, or whether consultation may still be prudent, are advised to contact the land-use authority and/or Industry Canada for guidance.

**Height is measured from the lowest ground level at the base, including foundation, to the tallest point of the antenna system. Any attempt to artificially reduce the height (addition of soil, aggregate, etc.) will not be taken into account in the measurement.**

## Rationale for Update

22. Industry Canada has concerns about the application of the current exclusions. In developing the FCM/CWTA protocol template, the FCM and CWTA agreed that proponents will follow all or part of the consultation process for previously excluded antenna systems, as long as these requirements are reasonable. Industry Canada believes that local residents and municipalities should be consulted and the proposed update modifies certain exclusions.

23. The explosive demand for broadband services is accelerating new site development. With advancements in wireless technology, new sites will increasingly involve smaller cells deployed in localized indoor and outdoor areas. Newer technologies will be deployed on utility poles and street lamps. The smaller cells will also transmit signals at power levels much lower than existing larger cells. Some installations may also be less visible (e.g. rooftop installation). Given that the small cells cover a smaller area, more installations will be required to provide the same coverage area as a larger cell.

24. With this proposed update to its procedures, Industry Canada's objective is to allow local residents and municipalities to be informed about new commercial towers in their communities. However, municipalities and proponents may feel increased administrative burden if these proponents must consult on all towers. The Department recognizes the potential administrative burden from this update; however, the antenna siting procedures also provide municipalities and other land-use authorities with the latitude to exclude certain antenna systems from all, or part of, their consultation process or to have different public consultation processes tailored to different types of locations or structures.

25. Industry Canada is seeking comments on the updates to the exclusions proposed above.

<sup>6</sup> Initial antenna system installation refers to the system as it was first consulted on or installed.

## 5.5 Canadian Environmental Assessment Act, 2012

### Proposed Update to Section 7.4 of CPC-2-0-03

Industry Canada requires that the installation and modification of antenna systems be done in a manner that complies with appropriate environmental legislation. **This includes the Canadian Environmental Assessment Act, CEAA 2012, where the antenna system is incidental to a physical activity or project designated under CEAA 2012, or is located on federal lands.**

**An antenna system may not proceed where it is incidental to a designated project (as described in the Regulations Designating Physical Activities), or is otherwise expressly designated by the Minister of the Environment without satisfying certain requirements applicable to designated projects. Therefore, a proponent of this type of project must contact Industry Canada for direction on how to proceed.**

**Any proposed antenna system on federal land may not proceed without a determination of environmental effects by Industry Canada. In order to assist the Department in making such a determination, proponents must submit a project description to Industry Canada, considering and addressing those elements of the environment described in CEAA 2012, as well as any determination of environmental effects that may have been made by the authority responsible for managing the federal land. Industry Canada may also require further information before it can complete its assessment. Industry Canada will inform the proponent of the results of its determination and may impose conditions related to mitigating any adverse effects after making its determination and/or may need to refer the matter to the Governor-in-Council under CEAA 2012.**

**Also, notices under Industry Canada's default public consultation process require written confirmation of the project's status under CEAA 2012 (e.g., whether it is incidental to a designated project or, if not, whether it is on federal lands).**

**In addition to CEAA requirements, proponents are responsible to ensure that antenna systems are installed and operated in a manner that respects the local environment and that complies with other statutory requirements, such as those under the *Canadian Environmental Protection Act, 1999*, the *Migratory Birds Convention Act, 1994*, and the *Species at Risk Act*, as applicable.**

**For projects north of the 60th parallel, environmental assessment requirements may arise from federal statutes other than the aforementioned Acts or from Comprehensive Land Claim Agreements. Industry Canada requires that installation or modification of antennas or antenna-supporting structures be done in accordance with these requirements, as appropriate.**

### Rationale for Update

26. Industry Canada's antenna siting procedures require an update to reflect the requirements of CEAA 2012. The Act offers an updated approach that responds to Canada's current economic and environmental context. The former CEAA captured thousands of small and routine proposals that had little risk of significant adverse environmental effects. CEAA 2012 focuses on major proposals with significant risks to the environment. Under the former CEAA, the vast majority of antenna installations

were excluded from environmental assessment, and so, even fewer assessments are anticipated under CEAA 2012.

27. Industry Canada is seeking comments on these updates.

## **6. Submitting Comments**

28. Industry Canada is seeking comments on the specific updates noted above, and also welcomes comments on any other suggested changes to CPC-2-0-03 that relate to the above updates. Industry Canada may make consequential updates elsewhere in the antenna siting procedures (CPC-2-0-03).

29. Respondents are requested to provide their comments in electronic format (Microsoft Word or Adobe PDF) to the following email address: [spectrum.operations@ic.gc.ca](mailto:spectrum.operations@ic.gc.ca). Soon after the close of the comment period, all comments will be posted on Industry Canada's Spectrum Management and Telecommunications website at [www.ic.gc.ca/spectrum](http://www.ic.gc.ca/spectrum). All comments will be reviewed and considered by Industry Canada in order to arrive at the final procedures.

30. Written submissions should be addressed to the Director, Spectrum Management Operations, Industry Canada, 235 Queen Street, Ottawa, Ontario K1A 0H5. All submissions should cite the *Canada Gazette*, Part I, the publication date, the title and the notice reference number (DGSO-001-14). Parties should submit their comments no later than March 31, 2014, to ensure consideration.





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CPC-2-0-03

Issue 4

Released: June 2007

Effective: January 1, 2008

Spectrum Management and Telecommunications

Client Procedures Circular

# **Radiocommunication and Broadcasting Antenna Systems**

(Formerly CPC-2-0-03 - Environmental Process, Radiofrequency Fields and  
Land-Use Consultation)

Aussi disponible en français - CPC-2-0-03

**PLN - 285**

**Canada** 

Comments and suggestions may be directed to the following address:

Industry Canada  
Radiocommunications and  
Broadcasting Regulatory Branch  
300 Slater Street  
Ottawa, Ontario  
K1A 0C8

Attention: DOSP

Via e-mail: [spectrum\\_pubs@ic.gc.ca](mailto:spectrum_pubs@ic.gc.ca)

All Spectrum Management and Telecommunications publications are available on the following website at: <http://strategis.gc.ca/spectrum>.

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## **1. Introduction**

Radiocommunication and broadcasting services are important for all Canadians and are used daily by the public, safety and security organizations, government, wireless service providers, broadcasters, utilities and businesses. In order for radiocommunication and broadcasting services to work, antenna systems including masts, towers, and other supporting structures are required. There is a certain measure of flexibility in the placement of antenna systems which is constrained to some degree by: the need to achieve acceptable coverage for the service area; the availability of sites; technical limitations; and safety. In exercising its mandate, Industry Canada believes that it is important that antenna systems be deployed in a manner that considers the local surroundings.

### **1.1 Mandate**

Section 5 of the *Radiocommunication Act* states that the Minister may, taking into account all matters the Minister considers relevant for ensuring the orderly development and efficient operation of radiocommunication in Canada, issue radio authorizations and approve each site on which radio apparatus, including antenna systems, may be located. Further, the Minister may approve the erection of all masts, towers and other antenna-supporting structures. Accordingly, proponents must follow the process outlined in this document when installing or modifying an antenna system. Also, the installation of an antenna system or the operation of a currently existing antenna system that is not in accordance with this process may result in its alteration or removal and other sanctions against the operator in accordance with the *Radiocommunication Act*.

### **1.2 Application**

The requirements of this document apply to anyone (referred to in this document as the proponent) who is planning to install or modify an antenna system regardless of the type of installation or service. This includes, amongst others, Personal Communications Services (PCS) and cellular, fixed wireless, broadcasting, land-mobile, licence-exempt and amateur radio operators. As well, parts of this process contain obligations that apply to existing antenna system operators.

### **1.3 Process Overview**

This document outlines the process that must be followed by proponents seeking to install or modify antenna systems. The broad elements of the process are as follows:

1. Investigating sharing or using existing infrastructure before proposing new antenna-supporting structures.
2. Contacting the land-use authority (LUA) to determine local requirements regarding antenna systems.
3. Undertaking public notification and addressing relevant concerns, whether by following local LUA requirements or Industry Canada's default process, as is required and appropriate.
4. Satisfying Industry Canada's general and technical requirements.



It is Industry Canada's expectation that steps (2) to (4) will normally be completed within **120 days**. Some proposals may be excluded from certain elements of the process (see Section 6). It is Industry Canada's expectation that all parties will carry out their roles and responsibilities in good faith and in a manner that respects the spirit of this document.

## **2. Industry Canada Engagement**

There are a number of points in the processes outlined in this document where parties must contact Industry Canada to proceed. Further, anyone with any question regarding the process may contact the local Industry Canada office<sup>1</sup> for guidance. Based on a query by an interested party, Industry Canada may request parties to provide relevant records and/or may provide direction to one or more parties to undertake certain actions to help move the process forward.

## **3. Use of Existing Infrastructure (Sharing)**

This section outlines the roles of proponents and owners/operators of existing antenna systems. In all cases, parties should retain records (such as analyses, correspondence and engineering reports) relating to this section.

Before building a new antenna-supporting structure, Industry Canada requires that proponents first explore the following options:

- consider sharing an existing antenna system, modifying or replacing a structure if necessary;
- locate, analyze and attempt to use any feasible existing infrastructure such as rooftops, water towers etc.

Proponents are not normally expected to build new antenna-supporting structures where it is feasible to locate their antenna on an existing structure, unless a new structure is preferred by land-use authorities.

Owners and operators of existing antenna systems are to respond to a request to share in a timely fashion and to negotiate in good faith to facilitate sharing where feasible. It is anticipated that 30 days is reasonable time for existing antenna system owners/operators to reply to a request by a proponent in writing with either:

- a proposed set of reasonable terms to govern the sharing of the antenna system; or
- a detailed explanation of why sharing is not possible.

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<sup>1</sup> Please refer to Radiocommunication Information Circular 66 (RIC-66) for a list of addresses and telephone numbers for Industry Canada's regional and district offices. [RIC-66](http://strategis.ic.gc.ca/epic/internet/insmt-gst.nsf/en/sf01742e.html) is available via the Internet at: <http://strategis.ic.gc.ca/epic/internet/insmt-gst.nsf/en/sf01742e.html>.

## **4. Land-use Authority and Public Consultation**

### **Contacting the Land-use Authority**

Proponents must always contact the applicable land-use authorities to determine the local consultation requirements unless their proposal falls within the exclusion criteria outlined in Section 6. If the land-use authority has designated an official to deal with antenna systems, then proponents are to engage the authority through that person. If not, proponents must submit their plans directly to the council, elected local official or executive. Proponents are expected to establish initial formal contact with the land-use authority in writing in order to mark the official commencement of the *120-day* consultation process.

Proponents should note that there may be more than one land-use authority with an interest in the proposal. Where no established agreement exists between such land-use authorities, proponents must, as a minimum, contact the land-use authority(ies) and/or neighbouring land-use authorities located within a radius of three times the tower height, measured from the tower base or the outside perimeter of the supporting structure, whichever is greater. As well, in cases where proponents are aware that a potential Aboriginal or treaty right or land claim may be affected by the proposed installation, they must contact Industry Canada in order to ensure that the requirements for consultation are met.

### **Following the Land-use Authority Process**

Proponents must follow the land-use consultation process for the siting of antenna systems, established by the land-use authority, where one exists. In the event that a land-use authority's existing process has no public consultation requirement, proponents must then fulfill the public consultation requirements contained in Industry Canada's Default Public Consultation Process (see Section 4.2). Proponents are not required to follow this requirement if the LUA's established process explicitly excludes their type of proposal from consultation or it is excluded by Industry Canada's criteria. Where proponents believe the local consultation requirements are unreasonable, they may contact the local Industry Canada office in writing for guidance.

### **Broadcasting Undertakings**

Applicants for broadcasting undertakings are subject to Canadian Radio-television and Telecommunications (CRTC) licensing processes in addition to Industry Canada requirements. Although Industry Canada encourages applicants to consult as early as practical in the application process, in some cases it may not be prudent for the applicants to initiate public and municipal/land-use consultation before receiving CRTC approval, as application denial by the CRTC would result in unnecessary work for all parties involved. Therefore, assuming that the proposal is not otherwise excluded, broadcasting applicants may opt to commence land-use consultation after having received CRTC approval. However, broadcasting applicants choosing this option are required, at the time of the CRTC application, to notify the land-use authority with a Letter of Intent outlining a commitment to conduct consultation after receiving CRTC approval. If the land-use authority raises concerns with the proposal as described in the Letter of Intent, applicants are encouraged to engage in discussions with the land-use authority regarding their concerns and attempt to resolve any issues. See Broadcasting Procedures and Rules, Part 1 (BPR-1), for further details.

#### 4.1 Land-use Authority Consultation

Industry Canada believes that any concerns or suggestions expressed by land-use authorities are important elements to be considered by proponents regarding proposals to install, or make changes to, antenna systems. As part of their community planning processes, land-use authorities should facilitate the implementation of local radiocommunication services by establishing consultation processes for the siting of antenna systems.

Unless the proposal meets the exclusion criteria outlined in Section 6, proponents must consult with the local land-use authority(ies) on any proposed antenna system prior to any construction with the aim of:

- discussing site options;
- ensuring that local processes related to antenna systems are respected;
- addressing reasonable and relevant concerns (see Section 4.2) from both the land-use authority and the community they represent; and
- obtaining land-use authority concurrence in writing.

Land-use authorities are encouraged to establish reasonable, relevant, and predictable consultation processes<sup>2</sup> specific to antenna systems that consider such things as:

- the designation of suitable contacts or responsible officials;
- proposal submission requirements;
- public consultation;
- documentation of the concurrence process; and
- the establishment of milestones to ensure consultation process completion within *120 days*.

Where they have specific concerns regarding a proposed antenna system, land-use authorities are expected to discuss reasonable alternatives and/or mitigation measures with proponents.

Under their processes, land-use authorities may exclude from consultation any antenna system installation in addition to those identified by Industry Canada's own consultation exclusion criteria (Section 6). For example, an authority may wish to exclude from public consultation those installations located within industrial areas removed from residential areas, low visual impact installations, or certain types of structures located within residential areas.

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<sup>2</sup> Industry Canada is available to assist land-use authorities in the development of local processes. In addition, land-use authorities may wish to consult Industry Canada's guide for the development of local consultation processes.

## 4.2 Industry Canada's Default Public Consultation Process

Proponents must follow Industry Canada's Default Public Consultation Process where the local land-use authority does not have an established and documented public consultation process applicable to antenna siting. Proponents are not required to follow Industry Canada's Default Public Consultation Process if the land-use authority's established process explicitly excludes their type of proposal from public consultation or it is excluded by Industry Canada's criteria (see Section 6). Industry Canada's default process has three steps whereby the proponent:

1. provides written notification to the public, the land-use authority and Industry Canada of the proposed antenna system installation or modification (i.e. *public notification*);
2. engages the public and the land-use authority in order to address relevant questions, comments and concerns regarding the proposal (i.e. *responding to the public*); and
3. provides an opportunity to the public and the land-use authority to formally respond in writing to the proponent regarding measures taken to address reasonable and relevant concerns (i.e. *public reply comment*).

### Public Notification

1. Proponents must ensure that the local public, the land-use authority and Industry Canada are notified of the proposed antenna system. As a minimum, proponents must provide a notification package (see Appendix 2) to the local public (including nearby residences, community gathering areas, public institutions, schools, etc.), neighbouring land-use authorities, businesses, and property owners, etc. located within a radius of three times the tower height, measured from the tower base or the outside perimeter of the supporting structure, whichever is greater. For the purpose of this requirement, the outside perimeter begins at the furthest point of the supporting mechanism, be it the outermost guy line, building edge, face of the self-supporting tower, etc.
2. It is the proponent's responsibility to ensure that the notification provides at least **30 days** for written public comment.
3. In addition to the minimum notification distance noted above, in areas of seasonal residence, the proponent, in consultation with the land-use authority, is responsible for determining the best manner to notify such residents to ensure their engagement.
4. In addition to the public notification requirements noted above, proponents of antenna-supporting structures that are proposed to be 30 metres or more in height must place a notice in a local community newspaper circulating in the proposed area.<sup>3</sup>

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<sup>3</sup> The notice must be synchronized with the distribution of the public notification package. It must be legible and placed in the public notice section of the newspaper. The notice must include: a description of the proposed installation; its location and street address; proponent contact information and mailing address; and an invitation to provide public comments to the proponent within **30 days** of the notice. In areas without a local newspaper, other effective means of public notification must be implemented. Proponents may contact the local Industry Canada office for guidance.



## Responding to the Public

Proponents are to address all reasonable and relevant concerns, make all reasonable efforts to resolve them in a mutually acceptable manner and must keep a record of all associated communications. If the local public or land-use authority raises a question, comment or concern relating to the antenna system as a result of the public notification process, then the proponent is required to:

1. respond to the party in writing within **14 days** acknowledging receipt of the question, comment or concern and keep a record of the communication;
2. address in writing all reasonable and relevant concerns within **60 days** of receipt or explain why the question, comment or concern is not, in the view of the proponent, reasonable or relevant; and
3. in the written communication referred to in the preceding point, clearly indicate that the party has **21 days** from the date of the correspondence to reply to the proponent's response. The proponent must provide a copy of all public reply comments to the local Industry Canada office.

Responding to reasonable and relevant concerns may include contacting a party by telephone, engaging in a community meeting or having an informal, personal discussion. Between steps 1 and 2 above, the proponent is expected to engage the public in a manner it deems most appropriate. Therefore, the letter at step 2 above may be a record of how the proponent and the other party addressed the concern at hand.

## Public Reply Comments

As indicated in step 3 above, the proponent must clearly indicate that the party has **21 days** from the date of the correspondence to reply to the response. The proponent must also keep a record of all correspondence/discussions that occurred within the **21-day** public reply comment period. This includes records of any agreements that may have been reached and/or any concerns that remain outstanding.

The factors that will determine whether a concern is reasonable or relevant according to this process will vary but will generally be considered if they relate to the requirements of this document and to the particular amenities or important characteristics of the area surrounding the proposed antenna system. Examples of concerns that proponents are to address may include:

- Why is the use of an existing antenna system or structure not possible?
- Why is an alternate site not possible?
- What is the proponent doing to ensure that the antenna system is not accessible to the general public?
- How is the proponent trying to integrate the antenna into the local surroundings?
- What options are available to satisfy aeronautical obstruction marking requirements at this site?
- What are the steps the proponent took to ensure compliance with the general requirements of this document including the *Canadian Environmental Assessment Act* (CEAA), Safety Code 6, etc.?

Concerns that are not relevant include:

- disputes with members of the public relating to the proponent's service, but unrelated to antenna installations;
- potential effects that a proposed antenna system will have on property values or municipal taxes;
- questions whether the *Radiocommunication Act*, this document, Safety Code 6, locally established by-laws, other legislation, procedures or processes are valid or should be reformed in some manner.

#### **4.3 Concluding Consultation**

The proponent may only commence installation/modification of an antenna system after the consultation process has been completed by the land-use authority, or Industry Canada confirms concurrence with the consultation portion of this process, and after all other requirements under this process have been met. Consultation responsibilities will normally be considered complete when the proponent has:

1. concluded consultation requirements (Section 4.1) with the land-use authority;
2. carried out public consultation either through the process established by the land-use authority or the Industry Canada's Default Public Consultation Process where required; and
3. addressed all reasonable and relevant concerns.

#### **Concluding Land-use Authority Consultation**

Industry Canada expects that land-use consultation will be completed within **120 days** from the proponent's initial formal contact with the local land-use authority. Where unavoidable delays may be encountered, the land-use authority is expected to indicate when the proponent can expect a response to the proposal. If the authority is not responsive, the proponent may contact Industry Canada. Depending on individual circumstances, Industry Canada may support additional time or consider the land-use authority consultation process concluded.

Depending on the land-use authority's own process, conclusion of local consultation may include such steps as obtaining final concurrence for the proposal via the relevant committee, a letter or report acknowledging that the relevant municipal process or other requirements have been satisfied, or other valid indication, such as the minutes of a town council meeting indicating LUA approval. Compliance with informal city staff procedures, or grants of approval strictly related to zoning, construction, etc. will not normally be sufficient.

Industry Canada recognizes that approvals for construction (e.g. building permits) are used by some land-use authorities as evidence of consultation being concluded. Proponents should note that Industry Canada does not consider the fact a permit was issued as confirmation of concurrence, as different land-use authorities have different approaches. As such, Industry Canada will only consider such approvals as valid when the proponent can demonstrate that the LUA's process was followed and that the LUA's preferred method of concluding LUA consultation is through such an approval.

### **Concluding Industry Canada's Default Public Consultation Process**

Industry Canada's Default Public Consultation Process will be considered concluded when the proponent has either:

- received no written questions, comments or concerns to the formal notification within the *30-day* public comment period; or
- if written questions, comments or concerns were received, the proponent has addressed and resolved all reasonable and relevant concerns and the public has not provided further comment within the *21-day* reply comment period.

In the case where the public responds within the *21-day* reply comment period, the proponent has the option of making further attempts to address the concern on its own, or can request Industry Canada engagement. If a request for engagement is made at this stage, Industry Canada will review the relevant material, request any further information it deems pertinent from any party and may then decide that:

- the proponent has met the consultation requirements of this process and that Industry Canada concurs that installation or modification may proceed; or
- the parties should participate in further attempts to mitigate or resolve any outstanding concern.

## **5. Dispute Resolution Process**

The dispute resolution process is a formal process intended to bring about the timely resolution where the parties have reached an impasse.

Upon receipt of a written request, from a stakeholder other than the general public, asking for Departmental intervention concerning a reasonable and relevant concern, the Department may request that all involved parties provide and share all relevant information. The Department may also gather or obtain other relevant information and request that parties provide any further submissions if applicable. The Department will, based on the information provided, either:

- make a final decision on the issue(s) in question, and advise the parties of its decision; or
- suggest the parties enter into an alternate dispute resolution process in order to come to a final decision. Should the parties be unable to reach a mutually agreeable solution, either party may request that the Department make a final decision.

Upon resolution of the issue under dispute, the proponent is to continue with the process contained within this document as required.

## 6. Exclusions

For the following types of installations, proponents are excluded from the requirement to consult with the LUA and the public, but must still fulfill the General Requirements outlined in Section 7:

- maintenance of existing radio apparatus including the antenna system, transmission line, mast, tower or other antenna-supporting structure;
- addition or modification of an antenna system (including improving the structural integrity of its integral mast to facilitate sharing), the transmission line, antenna-supporting structure or other radio apparatus to existing infrastructure, a building, water tower, etc. provided the addition or modification does not result in an overall height increase above the existing structure of 25% of the original structure's height;
- maintenance of an antenna system's painting or lighting in order to comply with Transport Canada's requirements;
- installation, for a limited duration (typically not more than 3 months), of an antenna system that is used for a special event, or one that is used to support local, provincial, territorial or national emergency operations during the emergency, and is removed within 3 months after the emergency or special event; and
- new antenna systems, including masts, towers or other antenna-supporting structure, with a height of less than 15 metres above ground level.

Individual circumstances vary with each antenna system installation and modification, and the exclusion criteria above should be applied in consideration of local circumstances. Consequently, it may be prudent for the proponents to consult the LUA and the public even though the proposal meets an exclusion noted above. Therefore, when applying the criteria for exclusion, proponents should consider such things as:

- the antenna system's physical dimensions, including the antenna, mast, and tower, compared to the local surroundings;
- the location of the proposed antenna system on the property and its proximity to neighbouring residents;
- the likelihood of an area being a community-sensitive location; and
- Transport Canada marking and lighting requirements for the proposed structure.

Proponents who are not certain if their proposed structure is excluded, or whether consultation may still be prudent, are advised to contact the land-use authority and/or Industry Canada for guidance.



## 7. General Requirements

In addition to roles and responsibilities for site sharing, land-use consultation and public consultation, proponents must also fulfill other important obligations including: compliance with Health Canada's Safety Code 6 guideline for the protection of the general public; compliance with radio frequency immunity criteria; notification of nearby broadcasting stations; environmental considerations; and Transport Canada/NAV CANADA aeronautical safety responsibilities.

### 7.1 Radio Frequency Exposure Limits

Health Canada has established safety guidelines for exposure to radio frequency fields, in its Safety Code 6 publication, entitled: *Limits of Human Exposure to Radiofrequency Electromagnetic fields in the Frequency Range from 3 kHz to 300 GHz*.<sup>4</sup> While the responsibility for developing Safety Code 6 rests with Health Canada, Industry Canada has adopted this guideline for the purpose of protecting the general public. Current biomedical studies in Canada and other countries indicate that there is no scientific or medical evidence that a person will experience adverse health effects from exposure to radio frequency fields, provided that the installation complies with Safety Code 6.

It is the responsibility of proponents and operators of installations to ensure that all radiocommunication and broadcasting installations comply with Safety Code 6 at all times, including the consideration of combined effects of nearby installations within the local radio environment.

For all proponents following Industry Canada's Default Public Consultation Process, the proponent's notification package must provide a written attestation that there will be compliance with Safety Code 6 for the protection of the general public, including consideration of nearby radiocommunication systems. The notification package must also indicate any Safety Code 6 related signage and access control mechanisms that may be used.

Compliance with Safety Code 6 is an ongoing obligation. At any time, antenna system operators may be required, as directed by Industry Canada, to demonstrate compliance with Safety Code 6 by (i) providing detailed calculations, and/or (ii) conducting site surveys and, where necessary, by implementing corrective measures. Proponents and operators of existing antenna systems must retain copies of all information related to Safety Code 6 compliance such as analyses and measurements.

### 7.2 Radio Frequency Immunity

All radiocommunication and broadcasting proponents and existing spectrum users are to ensure that their installations are designed and operated in accordance with Industry Canada's immunity criteria as outlined in EMCAB-2<sup>5</sup> in order to minimize the malfunctioning of electronic equipment in the local surroundings. Broadcasting proponents and existing undertakings should refer to Broadcasting

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<sup>4</sup> [Safety Code 6](http://www.hc-sc.gc.ca/ewh-semt/pubs/radiation/radio_guide-lignes_direct-eng.php) can be found on Health Canada's website at [http://www.hc-sc.gc.ca/ewh-semt/pubs/radiation/radio\\_guide-lignes\\_direct-eng.php](http://www.hc-sc.gc.ca/ewh-semt/pubs/radiation/radio_guide-lignes_direct-eng.php)

<sup>5</sup> For more information see [EMCAB-2](#), entitled: *Criteria for Resolution of Immunity Complaints Involving Fundamental Emissions of Radiocommunications Transmitters* available on Industry Canada's Spectrum Management and Telecommunications website at: <http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf01005.html>.

Procedures and Rules - Part 1, *General Rules* (BPR-1) for additional information and requirements<sup>6</sup> on this matter.

Proponents are advised to consider the potential effect that their proposal may have on nearby electronic equipment. In this way, they will be better prepared to respond to any questions that may arise during the public and land-use consultation processes, or after the system has been installed.

Land-use authorities should be prepared to advise proponents and owners of broadcasting undertakings of plans for the expansion or development of nearby residential and/or industrial areas. Such expansion or development generally results in the introduction of more electronic equipment in the area and therefore an increased potential for electronic equipment to malfunction. By keeping broadcasters aware of planned developments and changes to adjacent land-use, they will be better able to work with the community. Equally, land-use authorities have a responsibility to ensure that those moving into these areas, whether prospective residents or industry, are aware of the potential for their electronic equipment to malfunction when located in proximity to an existing broadcasting installation. For example, the LUA could ensure that clear notification be provided to future prospective purchasers.

### **7.3 Proximity of Proposed Structure to Broadcasting Undertakings**

Where the proposal would result in a structure that exceeds 30 metres above ground level, the proponent is to notify operators of AM, FM and TV undertakings within 2 kilometres, due to the potential impact the physical structure may have on these broadcasting undertakings. Metallic structures close to an AM directional antenna array may change the antenna pattern of the AM broadcasting undertaking. These proposed structures can also reflect nearby FM and TV signals, causing 'ghosting' interference to FM/TV receivers used by the general public.

### **7.4 Canadian Environmental Assessment Act**

Industry Canada requires that the installation and modification of antenna systems be done in a manner that complies with appropriate environmental legislation. This includes the CEAA and local environmental assessment requirements where required by the CEAA.

Proponents will ensure that the environmental assessment process is applied as early as is practical in the planning stages. This will enable proponents and other stakeholders to consider environmental factors in any decisions that may be made. As part of their environmental assessment, proponents are to give due consideration to potential environmental impacts including cumulative effects.

Proponents are advised to view the current CEAA exclusion list<sup>7</sup> to see if their proposed installation meets the requirements to be excluded from assessment under the CEAA.

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<sup>6</sup> [BPR-1 - Part 1: General Rules](http://strategis.ic.gc.ca/epic/internet/insmt-gst.nsf/en/sf01326e.html) can be found on the Spectrum Management and Telecommunications website at: <http://strategis.ic.gc.ca/epic/internet/insmt-gst.nsf/en/sf01326e.html>.

<sup>7</sup> The [CEAA exclusion list](http://laws.justice.gc.ca/en/C-15.2/SOR-94-639/index.html) can be found at <http://laws.justice.gc.ca/en/C-15.2/SOR-94-639/index.html>.

If not excluded, the proponent must first notify the local Industry Canada office which will direct the proponent on how to proceed with an environmental assessment. At this point, the proponent must not proceed with any construction related to the proposal.

Where the proposal requires assessment under the CEAA, the proponent must either:

- abandon the proposal; or
- participate in the environmental assessment process as established under the CEAA.

Should the environmental assessment identify that there is the potential for an adverse environmental effect, the proponent will be required to describe the effect and propose mitigation measures. Through an environmental assessment, careful consideration may be given to potential adverse environmental effects during the planning stages. This makes it possible to introduce measures which permit the project to proceed while protecting the environment.

Should any significant adverse environmental effect become apparent at any time during the installation, all construction must be stopped, regardless of whether the installation was excluded from environmental assessment.

For all proponents following Industry Canada's Default Public Consultation Process, the proponent's notification package must provide written confirmation of the project's status under the *Canadian Environmental Assessment Act*.

In those situations where an environmental assessment is required, Industry Canada will post a notification of the commencement of the assessment on the Canadian Environmental Assessment Registry website.<sup>8</sup> This will help to ensure that all interested parties, including the general public, are aware of an assessment from the outset. The notification will include the name, location and a summary description of the project, and identify the project proponent(s) and federal department(s) directly involved in the assessment. Other pertinent documents will be placed on the Internet site as the assessment proceeds, including all public notices, decisions and information about follow-up programs. Should mitigation measures be identified further to the assessment, Industry Canada will ensure that the project does not proceed unless these measures are adequately addressed.

In addition, proponents are responsible to ensure that antenna systems are installed and operated in a manner that respects the local environment and complies with other statutory requirements such as the *Canadian Environmental Protection Act*, the *Migratory Birds Convention Act* and the *Species at Risk Act*, where applicable.

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<sup>8</sup> The [Canadian Environmental Assessment Registry website](http://www.ceaa-acee.gc.ca/050/index_e.cfm) can be found at: [http://www.ceaa-acee.gc.ca/050/index\\_e.cfm](http://www.ceaa-acee.gc.ca/050/index_e.cfm).

## 7.5 Aeronautical Safety

Proponents must ensure their proposals for any antenna system are first reviewed by Transport Canada and NAV CANADA.

Transport Canada will perform an assessment of the proposal with respect to the potential hazard to air navigation and will notify proponents of any painting and/or lighting requirements for the antenna system. NAV CANADA will comment on whether the proposal has an impact on the provision of their national air navigation system, facilities and other services located off-airport.

As required, the proponent must:

1. submit an Aeronautical Obstruction Clearance form to Transport Canada;
2. submit a Land-use Proposal Submission form to NAV CANADA;
3. include Transport Canada marking requirements in the public notification package;
4. install and maintain the antenna system in a manner that is not a hazard to aeronautical safety; and
5. retain all correspondence.

For those antenna systems subject to Industry Canada's Default Public Consultation Process, the proponent will inform the community of any marking requirements. Where options are possible, proponents are expected to work with the local community and Transport Canada to implement the best and safest marking options. Proponents should be aware that Transport Canada does not advise Industry Canada of marking requirements for proposed structures. Proponents are reminded that the addition of, or modification to, obstruction markings may result in community concern and so any change is to be done in consultation with the local public, land-use authority and/or Transport Canada, as appropriate.

## References and Details

Aeronautical Obstruction Clearance forms are available from any Transport Canada Aviation Group Office. Both the Aeronautical Obstruction Clearance form (#26-0427) and a list of Transport Canada Aviation Group regional offices are available on the Transport Canada website.<sup>9</sup> Completed forms are to be submitted directly to the nearest Transport Canada Aviation Group office. (Refer to Canadian Aviation Regulations, Standard 621.19, Standards Obstruction Markings).

Land-use Proposal Submission forms are available from NAV CANADA<sup>10</sup> and completed forms are to be sent to the appropriate NAV CANADA General Manager Airport Operations (GMAO) office, East or West.

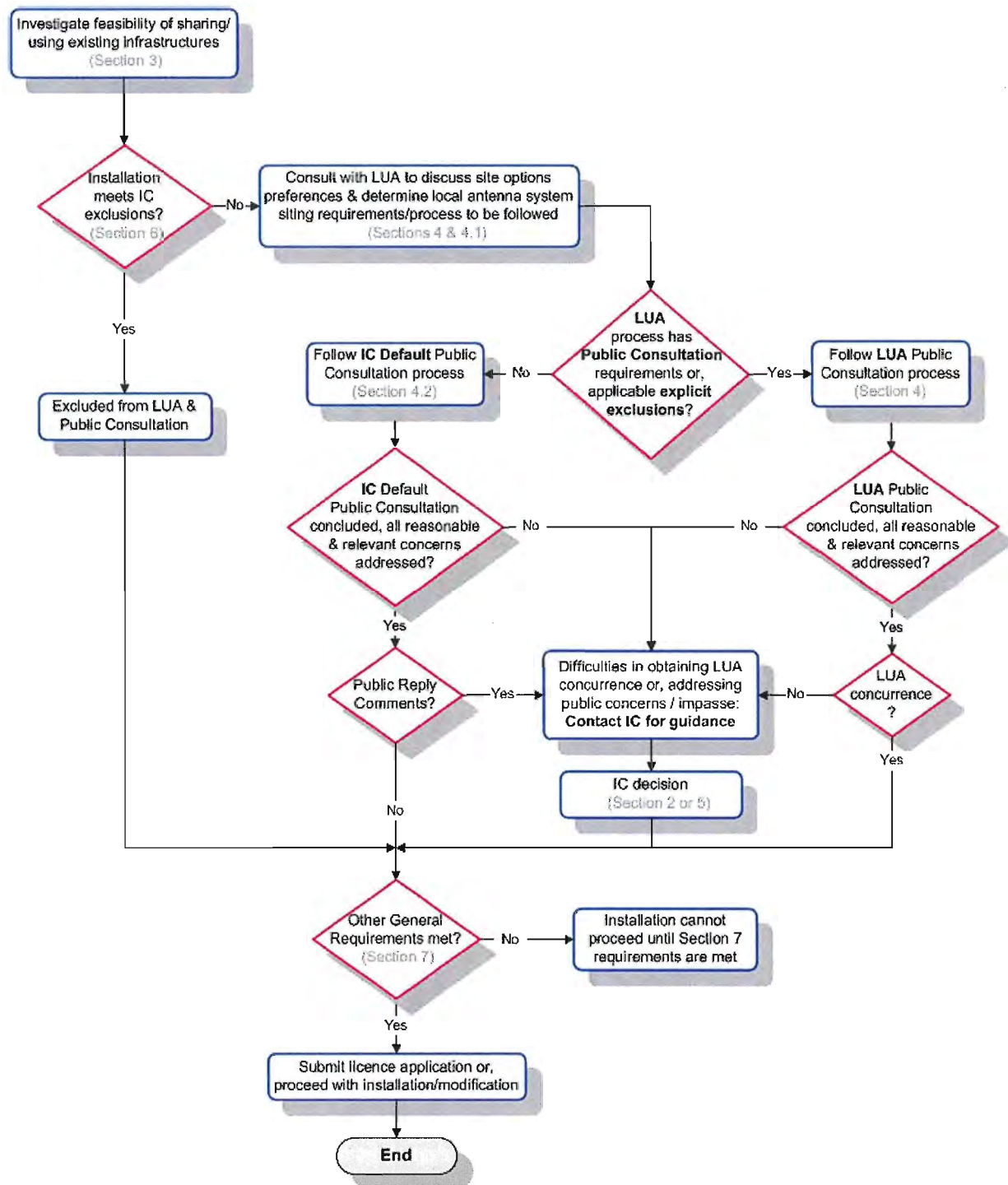
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<sup>9</sup> The [Transport Canada website](http://www.tc.gc.ca) can be found at: <http://www.tc.gc.ca>.

<sup>10</sup> Search keywords "Land-use Proposal" on the [NAV CANADA website](http://www.navcanada.ca) at: <http://www.navcanada.ca>.



## Appendix 1 - Consultation Flow Chart



## **Appendix 2 - Industry Canada's Default Public Consultation Process - Public Notification Package (See Section 4.2)**

The proponent must ensure that at least **30 days** are provided for public comment. Notification must provide all information on how to submit comments to the proponent in writing. The proponent must also provide a copy of the notification package to the land-use authority and the local Industry Canada office at the same time as the package is provided to the public.

Notification must include, but need not be limited to:

- (1) the proposed antenna system's purpose, the reasons why existing antenna systems or other infrastructure cannot be used, a list of other structures that were considered unsuitable and future sharing possibilities for the proposal;
- (2) the proposed location within the community, the geographic co-ordinates and the specific property or rooftop;
- (3) an attestation<sup>1</sup> that the general public will be protected in compliance with Health Canada's Safety Code 6 including combined effects within the local radio environment at all times;
- (4) identification of areas accessible to the general public and the access/demarcation measures to control public access;
- (5) the project's status under the *Canadian Environmental Assessment Act*<sup>2</sup>;
- (6) a description of the proposed antenna system including its height and dimensions, a description of any antenna that may be mounted on the supporting structure and simulated images of the proposal;
- (7) Transport Canada's aeronautical obstruction marking requirements (whether painting, lighting or both) if available; if not available, the proponent's expectation of Transport Canada's requirements together with an undertaking to provide Transport Canada's requirements once they become available;
- (8) an attestation that the installation will respect good engineering practices including structural adequacy;
- (9) reference to any applicable local land-use requirements such as local processes, protocols, etc.;

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<sup>1</sup> Example: I, *(name of individual or representative of company)* attest that the radio installation described in this notification package will be installed and operated on an ongoing basis so as to comply with Health Canada's Safety Code 6, as may be amended from time to time, for the protection of the general public including any combined effects of nearby installations within the local radio environment.

<sup>2</sup> Example: I, *(name of individual or representative of company)* attest that the radio antenna system described in this notification package is excluded from environmental assessment under the *Canadian Environmental Assessment Act*.

- (10) notice that general information relating to antenna systems is available on Industry Canada's Spectrum Management and Telecommunications website (<http://strategis.ic.gc.ca/antenna>);
- (11) contact information for the proponent, land-use authorities and the local Industry Canada office;  
and
- (12) closing date for submission of written public comments (not less than **30 days** from receipt of notification).