



Planning Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, March 19, 2013
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5

Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, March 5, 2013.



NEXT COMMITTEE MEETING DATE

Wednesday, April 3, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPOINTMENT OF BYLAW ENFORCEMENT OFFICERS SUE DAVIS AND HANAE SAKURAI**
(File Ref. No. 01-0172-03) (REDMS No. 3724476 v.2)

PLN-31

See Page **PLN-31** for full report

Designated Speaker: Gavin Woo

STAFF RECOMMENDATION

- (1) *That Sue Davis be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond; and*
- (2) *That Hanae Sakurai be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.*



2. **PROPOSED LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET AND CHATHAM STREET**

(File Ref. No. 10-6360-01) (REDMS No. 3810622 v.3)

PLN-35

See Page PLN-35 for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

- (1) *That the proposed long-term streetscape visions for Bayview Street and Chatham Street, as described in the staff report dated March 7, 2013 from the Director, Transportation, be endorsed for the purpose of carrying out public consultation; and*
- (2) *That staff report back on the outcome of the above public consultation regarding the proposed streetscape visions.*



Pg. # ITEM

3. **APPLICATION BY GURSHER S. RANDHAWA FOR REZONING AT 8651/8671 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)**
(File Ref. No. 12-8060-20-8997, RZ 12-623032) (REDMS No. 3796271)

PLN-55

See Page PLN-55 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8997, for the rezoning of 8651/8671 No. 2 Road from “Single Detached (RS1/E)” to “Two-Unit Dwellings (RD1)”, be introduced and given first reading.

4. **APPLICATION BY FRANCES S. ZUKEWICH FOR REZONING AT 11351 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**
(File Ref. No. 12-8060-20-9006, RZ 12-605932) (REDMS No. 3785289 v.2)

PLN-69

See Page PLN-69 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9006, for the rezoning of 11351 No. 2 Road from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, be introduced and given first reading.

5. **MANAGER’S REPORT**

ADJOURNMENT



Planning Committee

Date: Tuesday, March 5, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Harold Steves

Also Present: Councillor Linda McPhail

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

AGENDA ADDITION

It was moved and seconded

That the Richmond Community Services Advisory Committee (RCSAC) Youth Sub-Committee Report titled "Feedback on Current Issues that may be Impacting Richmond Adolescents" be added to the agenda as Item 5A

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, February 19, 2013, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **AFFORDABLE HOUSING STRATEGY – AFFORDABLE HOUSING SPECIAL DEVELOPMENT CIRCUMSTANCE PROPOSED REQUIREMENTS**

(File Ref. No.) (REDMS No. 3785757)

Dena Kae Beno, Affordable Housing Coordinator, was present to answer questions.

Discussion ensued and staff was advised that “low income households” should be an additional criteria and not the only criteria for inclusion in the Affordable Housing Special Development Circumstance strategy as per the Richmond Affordable Housing Strategy Addendum No. 4, Item 2.

In response to a query, Ms. Beno advised that, as part of the first component of the Affordable Housing Special Development Circumstances update, staff will engage community stakeholders for their comments on the proposal and are expecting to present a report to Council in mid 2013.

It was moved and seconded

That the Richmond Affordable Housing Strategy be amended by approving and adding as Addendum No. 4 to the Strategy the Affordable Housing Special Development Circumstance Proposed Requirements (as outlined in Attachment 1 of the staff report dated February 13, 2013 from the General Manager of Community Services).

CARRIED

2. **AFFORDABLE HOUSING STRATEGY: 2013 ANNUAL REVIEW OF INCOME THRESHOLDS AND AFFORDABLE RENT RATES**

(File Ref. No.) (REDMS No. 3800705 v.3)

In response to a query, Ms. Beno noted that the Income Thresholds and Affordable Rent Rates are reviewed annually. Canada Mortgage and Housing Corporation (CMHC) release their data once a year. Additionally, BC Housing updates their housing income limits at the beginning of each year. The City’s review is in accordance with Provincial and CMHC guidelines.

It was moved and seconded

That the Richmond Affordable Housing Strategy be amended by approving and adding as Addendum No. 5 to the Strategy the 2013 Annual Income Thresholds and Maximum Permitted Rents for Affordable Housing (as outlined in Attachment 1 to the staff report dated February 13, 2013 from the General Manager of Community Services).

CARRIED

Planning Committee
Tuesday, March 5, 2013

3. **HOUSING AGREEMENT BYLAW 8991 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 8280 AND 8300 GRANVILLE AVENUE (0938938 B.C. LTD.)**

(File Ref. No.) (REDMS No. 3806085)

In response to a query, Ms. Beno advised that the affordable housing rates are applied through a City Housing Agreement. The housing agreements are updated with the new rates and developers are notified of the changes.

It was moved and seconded

That Bylaw No. 8991 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8991 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 12-615705.

CARRIED

4. **CHILD CARE OPERATOR SELECTION FOR “THE GARDENS” CHILD CARE FACILITY**

(File Ref. No.) (REDMS No. 3705870 v.7)

In response to inquiries, Coralys Cuthbert, Child Care Coordinator, noted that no discussion has taken place with respect to other proposed uses. There may be opportunities for after hours and weekend programming in the space but that it is intended that the child care facility be a turn-key operation. Ms. Cuthbert further noted the proposed non-profit operator has been delivering services to other facilities for several years and has the capacity to expand.

Cathryn Carlile, General Manager, Community Services, advised that there is no intention for this space to be used for any other use than a child care centre and that an agreement will be entered into with the operator. If the operator decides there are other opportunities for additional programming then further discussion would take place at that time.

It was moved and seconded

That the Society of Richmond Children’s Centres be approved as the child care operator for the City-owned child care facility to be constructed at 10640 No. 5 Road (PID 028-631-595 Lot F Section 31 Block 4 North Range 5 West NWD Plan EPP12978), adjacent to “The Gardens” development, subject to the Society entering into a lease for the facility satisfactory to the City.

CARRIED

Planning Committee
Tuesday, March 5, 2013

PLANNING & DEVELOPMENT DEPARTMENT

5. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 7175 AND 7191 MOFFATT ROAD FROM MEDIUM DENSITY LOW RISE APARTMENTS (RAM1) TO HIGH DENSITY TOWNHOUSES (RTH1)**

(File Ref. No. 12-8060-20-9005, RZ 11-586988) (REDMS No. 3705419)

It was moved and seconded

That Bylaw 9005, for the rezoning of 7175 and 7191 Moffatt Road from "Medium Density Low Rise Apartments (RAM1)" to "High Density Townhouses (RTH1)", be introduced and given first reading.

CARRIED

- 5A. **RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE (RCSAC) YOUTH SUB-COMMITTEE FEEDBACK ON "CURRENT ISSUES THAT MAY BE IMPACTING RICHMOND ADOLESCENTS"**

(File Ref. No. 12-8060-20-9005, RZ 11-586988) (REDMS No. 3705419)

Councillor Linda McPhail provided background information on the Richmond Community Services Advisory Committee (RCSAC) Youth Sub-Committee report titled "Feedback on Current Issues that may be Impacting Richmond Adolescents" (attached to and forming part of these Minutes as **Schedule 1**).

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

That the Richmond Community Services Advisory Committee (RCSAC) Youth Sub-Committee report titled "Feedback on Current Issues that may be Impacting Richmond Adolescents" from the Chair dated November 2012:

- (1) be received as information; and*
- (2) be referred to the next Council/Board Liaison meeting for their information.*

CARRIED

Planning Committee
Tuesday, March 5, 2013

5B. POLICY FOR IRON GATES ON TOWNHOUSE COMPLEXES

(File Ref. No.) (REDMS No.)

Discussion ensued concerning the use of iron gates on Townhouse developments.

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

That staff investigate and report back on the propriety or policy for sliding iron gates in Townhouse complexes.

CARRIED

5C. SUBDIVIDING IN LANDS WITHIN THE AGRICULTURAL LAND RESERVE

(File Ref. No.) (REDMS No.)

Discussion ensued regarding the feasibility of subdividing lands within the Agricultural Land Reserve (ALR), Zoning Bylaw regulations and the Official Community Plan.

Committee requested staff to comment on a specific property that is being considered by the property owner for subdivision in the ALR and staff reaffirmed Council's position on the matter.

5D. AGRICULTURAL ADVISORY COMMITTEE (AAC)

(File Ref. No.) (REDMS No.)

Councillor Harold Steves made reference to an email from Kathleen Zimmerman, Regional Agrologist – Fraser Valley West, dated January 29, 2013 (attached to and forming part of these Minutes as **Schedule 2**) and noted that the Ministry of the Environment granted, under special circumstances, the B.C. Cranberry Growers' Association permission to use recycled concrete and asphalt material in the construction of berms.

Councillor Steves further referenced another email from Kathleen Zimmerman dated January 29, 2013 concerning the Agricultural Advisory Committee and Conflict of Interest Information (attached to and forming part of these Minutes as **Schedule 3**) requesting that staff investigate the feasibility of extending the City's Conflict of Interest Policy to all Advisory Committee members.

Planning Committee
Tuesday, March 5, 2013

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

- (1) *That the information from Kathleen Zimmerman, Regional Agrologist, dated January 29, 2013 regarding fill material for cranberry berms be referred to staff for information; and*
- (2) *That the information from Kathleen Zimmerman, Regional Agrologist, dated January 29, 2013 regarding the Agricultural Advisory Committee Conflict of Interest be referred to staff to investigate the feasibility of extending the City's Conflict of Interest Policy to all Advisory Committee members.*

CARRIED

5E. MOBILE LICENSING

(File Ref. No.) (REDMS No.)

Councillor Linda Barnes referenced an article from the Surrey Leader dated November 13, 2012 (attached to and forming part of these Minutes as **Schedule 4**) and noted that a number of Fraser Valley municipalities have implemented a one-year, inter-municipal, business-licence pilot.

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

That staff investigate and provide an update on the feasibility of mobile business licences.

CARRIED

6. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:25 p.m.).

CARRIED

Planning Committee
Tuesday, March 5, 2013

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 5, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk



**Richmond Community Services
Advisory Committee**

Schedule 1 to the Minutes of the
Planning Committee Meeting of
Tuesday, March 5, 2013.

To: Mayor Brodie and Councillors
 From: Rick Dubras and Lisa Whitaker, Co-Chairs, RCSAC
 CC: Cathy Carlile, Lesley Sherlock, John Foster
 Date: January 2013
 Re: RCSAC Youth Sub-Committee report: **Feedback on “Current Issues that may be Impacting Richmond Adolescents”**

Issue	Potential impact	Agency or individuals affected	Suggested action
<p>The RCSAC Youth Sub-Committee was asked by the RCSAC executive committee to review and provide feedback to a report from the Richmond School District regarding issues that may be impacting Richmond adolescents in school.</p>	<p>1. Confirm positive/negative outcome of the change from the Youth Support Worker positions to the current Adolescent Support Team model.</p>	<ul style="list-style-type: none"> - Adolescent Support Team (AST) staff - Youth. - Teachers, administrators, school counsellors, and the Youth service agencies and other collaborative agencies in the Richmond community who are attempting to “provide positive programs, services and support for youth in Richmond.” 	<p>That the attached report be received for information, and that a request be made through the Council-School District Liaison Committee that SD#38 evaluate and report back regarding:</p> <ul style="list-style-type: none"> - the impact of the change from the Youth Support Worker positions to the current Adolescent Support Team model, and - the effectiveness of the current Adolescent Support Team model.
<p>The resulting report, including youth interviews, is attached called: RCSAC Youth Sub-Committee report Feedback on “Current Issues that may be Impacting Richmond Adolescents”</p>	<p>2. Confirm current effectiveness of the Adolescent Support Team model.</p>		

RCSAC Youth Subcommittee

Feedback on *"Current Issues that may be Impacting Richmond Adolescents"*

November, 2012

Completed by:

Danny Taylor
Chair of the RCSAC Youth Subcommittee

Origin

The RCSAC Youth Subcommittee was asked to review the report titled *“Current Issues that may be Impacting Richmond Adolescents”* and submit their results to the executive. We were under the impression that in addition to providing our comments on the report directly, we were also reviewing the impact of the change in School District #38 from having Youth Support Workers in each Secondary School, to the current Adolescent Support Team.

Upon our review, here are our comments and discoveries.

Findings

In effort to provide a rounded review of these changes, our sub-committee was able to secure several diverse sources of experience.

- (a) Danny Taylor, Chair of the RCSAC Youth Subcommittee, was able to interview 3 leadership students from a Richmond school. All 3 leadership students indicated they did not know that there ever existed a Youth Support Worker at their school. At the same time these students were also unaware of the current Adolescent Support Team. These students articulated that had they known about the YSW positions, it would be doubtful they would have needed to access that resource in their lives. In as much, they did not feel a current need to have exposure to the AST staff. Possibly this is a result of the type of students these 3 represent: leadership kids highly motivated by academics and extra-curricular school involvement, socially active and connected to multiple support structures in their lives. By all accounts, these kids would not be considered “at-risk” youth, and would not actively need the support of a “Youth Support Worker”.

- (b) Danny subsequently interviewed a grade 11 female student, who we will call “L”. L had maintained an active and vital relationship with the YSW from her school, and was devastated by the termination of that position. Attached in **Appendix A** are the comments from this interview. Highlights include the availability and accessibility of the YSW; the supportive relationship that was developed between YSW and L; as she faced issues of substance misuse and family problems L placed a high value on her relationship with the YSW; the YSW provided security and safety in the school environment for L; and L’s view that the YSW assisted school admin and teachers in effectively and constructively managing at-risk youth. Currently, the AST seems unavailable and inconsistent, preventing L from utilizing

them since the change. She strongly expressed her disappointment in losing her YSW.

- (c) Danny also was able to secure feedback from a school counsellor in the district, who wishes to remain anonymous. This counsellor's comments can be found in **Appendix B**. To summarize, this counsellor views the termination of the YSWs as a "great loss for the students". The accessibility and approachability of the YSWs was emphasized, as was the unique role the YSWs played in the school, providing a different avenue towards supporting youth than the counsellor role or the admin/teacher positions. The AST approach towards students is viewed as quite different, making relationships of any depth nearly impossible to develop with at-risk students. This counsellor views the loss of the YSW as having a negative impact on the student body, and the AST have not succeeded in replacing this valuable and needed service.

- (d) Carol Hardie, member of the RCSAC Youth Subcommittee, writes in **Appendix C** on the loss youth in Richmond have experienced with the cessation of the YSW positions. According to Carol, the confidential source of information and referral services provided by the YSWs has disappeared, making it difficult for significant at-risk youth populations from accessing available supportive people and programs. The outcome has been a rather "reactive" approach to working with youth, rather than a proactive approach to building resiliency and developing relationship, thereby preventing issues from occurring or developing further. Unfortunately, Carol points out that the current AST model would appear to not provide sufficient staffing levels to service the entire school district from a responsive approach alone, let alone making any preventative efforts.

- (e) Michelle Johnson, member of the RCSAC Youth Subcommittee, articulates her feedback from an interview with one of her clients (see **Appendix D**). Michelle emphasizes the enormous value of the YSW active presence in the schools and their ability to develop relationships with kids. In contrast to the AST, the YSW maintained strong accessibility and flexibility in supporting at-risk youth. Applied to her client's experience with bullying and mental health issues, the inability for the AST worker – despite good intentions – to be available and accessible proved a marked difference from the YSW.

Michelle shifts in her letter to address the actual research and conclusions found in the *"Current Issues that may be Impacting Richmond Adolescents"* report.

Michelle astutely points at the conflicts in the reporting process; especially regarding the questions being asked of youth and who in particular was consulted in drawing the conclusions maintained in the report.

- (f) Following on Michelle's concern for the report itself, the Youth Subcommittee additionally found several issues drawn from "*Current Issues that may be Impacting Richmond Adolescents*" worthy of attention, such as:
- a. We are very concerned that all of the youth service agencies (Touchstone Family Services, Richmond Addiction Services, MCFD, etc.) and other collaborative agencies (CAP program, etc.) were not consulted and remain absent from this report. Only the RCMP, SD38, and the City have had their voice heard. With the changes to the YSW positions, is it not imperative to find out the ripple effects on the appropriate youth service agencies in our Richmond community? It would be extremely useful to ask questions on the key issues to key service providers/agencies.
 - b. The report identifies that the 2 workers were involved with 131 clients. The report is not clear on how these numbers were captured, nor the specifics of how 2 workers were involved with their 131 clients. What was this clinical relationship like? How were 2 workers able to establish constructive and supportive relationships with this massive number of clients? These massive direct service hours seem unreasonable and far too difficult to provide a comparative service to the YSW positions.
 - c. There is no mention in the report of kids "falling through the cracks" (drop outs, leaving). The YDW brought advocacy for these kids, let alone the simple awareness that these youth even existed. Where are these at-risk youth being represented and how are they being advocated for now?
 - d. The report fails to mention the effect of the dissolution of the YSW positions on Teachers and Administration. It would be valuable to hear more from their experience, following on the feedback Danny received from an SD38 school counsellor.
 - e. The unique school culture / effectiveness of each individual YDW will invariably produce very subjective evaluation depending on the student

and school in question (and yes, the sub-committee is aware this same logic applies to their feedback above).

Conclusion

- Youth who would not be considered “at-risk” for the most part did not access the Youth Support Workers, nor do they currently access the Adolescent Support Team. These services are largely targeting a vulnerable “at-risk” youth population.
- Youth who would be identified as “at-risk” (such as L from Danny’s interview, the anecdotal story of a student from the SD38 counsellor, and Michelle’s client) did benefit from an available and accessible Youth Support Worker. These youth would without doubt continue to access and benefit from an YSW today. Unfortunately, the current AST strategy does not sufficiently provide access and relationship in a preventative way for “at-risk” youth in Richmond.
- The YSWs filled a necessary role in the school environment, different from a school counsellor or a school teacher, and provided valuable contribution to each individual school climate throughout the district.
- Teachers and Administrators need to be interviewed for their opinion on the changes.
- Youth service agencies and other collaborative agencies need to be, and should be, consulted for an accurate review of the effect of the YSW change and the current AST model.

We would generally agree with Kate Rudelier from the report that “the conclusions from this report are mixed...youth who had a positive connection with the YSW in their particular school were impacted by the loss of the YSW position. For youth who did not work with the YSW, there was no measurable impact. For youth requiring support previously received from the YSW, the counsellors and other staff have stepped up to fill that gap in service.”

We would challenge however, that we cannot underestimate the significance of the impact on those students who were experiencing a positive connection with their YSW. As our review has indicated, this change was largely experienced as negative and the positive connection with their YSW is greatly missed. Equally, we have no clear idea on what the opinion is of the “counsellors and other staff” who have had to step up to fill in a legitimate “gap in service”. Has this added responsibility been a

welcome addition to their already busy roles in the schools? As the counsellor included in this review has mentioned, as has L from Danny's interview, the elimination of the YSW positions has been a negative one for the staff in the school who must now attempt to fill in the missing component that the YSW vacancy has left. Unfortunately, the AST model is not substantial enough to meet the needs of our schools and the vacancy left by the YSW positions. As Kate continues in her report conclusion, *"it is too early to tell the ultimate effectiveness of the new service delivery model"*. It would be invaluable to now attempt to gather information on the effectiveness of the new AST model. Our sub-committee would greatly encourage this new report to include the voices of teachers, administrators, school counsellors, and the Youth service agencies and other collaborative agencies in the Richmond community who are attempting to *"provide positive programs, services and support for youth in Richmond."*

Appendix A

Why did you value the YSW?

- Available all day, every day.
- No appointment needed.
- Different than counsellors – non-judgemental, totally open and listened, didn't overreact.
- Was there for more than just a job or a pay check, she cared and was always available – even before/after school hrs.
- She would check in with specific at risk kids (the “freaks”) and would even pull them out of class randomly to see how you were doing. This showed that she cared. We didn't have to go to her, she'd come to us.
- She shared from her own experience, was honest. (Real relationship and connection established).

How did she help you personally?

- The issues I was having at the time, drugs – I could talk to her about the things that I wouldn't/couldn't talk to my family/friends about.
- If I was being bullied or was feeling sad, and didn't want to go to class, I could go to her and sit and chat.
- She helped me deal with my past, showing me how to accept things and move on.
- She helped me with my anger management – if I acted out, I could go to her and talk it through (even if I was facing some punishment!)
- School Violence: she took pressure off the principals by helping manage and mediate issues between kids. This helped the principals and since she has left there is a major impact on teachers to manage kids more.
- She helped kids with substance issues stay in school.

Why were you sad she was gone?

- I lost my “comfort place” at school (school is an environment I don't like).
- I have to face stuff alone – (I don't have the same connection with counsellors).
- I have to “retell” my life story to new AST person...I don't want to...
- The AST people said they'd be around twice/week ...I never see them.
- She was a place I could talk about issues and she would truly listen, but her absence removed this.

Why don't you just see your school counsellor now?

- I do see mine, but just not as often as the YSW. Counsellors are not as available as the YSW. Counsellors have to teach classes. Time issues. And the Counsellors

really seem like they “work” as teachers. The YSW was more like a “really chill family member – like an aunt” but the counsellors seem like “staff members”.

Appendix B

Overall, it is a great loss for the students. Counsellors' loads are excessively big so we do not always have the time to take care of the smaller but important needs of the students, and to be always accessible to the students in a less "formal" way. The YSW used to run (*different*) programs, be a mentor for the students, and help with the fundraising efforts (*for the school*).

Some (*were*) that other parent/mentor figure for the students they know well. It was comforting for students to know that the YSW was there on a daily basis and could be approached anytime for specific needs. That is no longer the case, and I know the students miss that. I had a grad who told me he was set on the right path because the YSW told him in no uncertain terms what he was doing with his life. He benefitted greatly from it and wanted me to do the same for his brother.

The AST's presence and function appears to be entirely different. It is difficult, if not downright impossible, for them to form that kind of relationships with the students. And of course, they can't be around all the time. The same kind of bonding simply does not happen. I have seen only limited success with the AST (I connected them with several students last year). In some cases, the relationship worked out poorly.

In a nutshell, the AST does not come close to replacing the YSW, and in needier schools, losing the YSW has highly negative impacts on the student body.

(Italics added to protect the identity of this School District #38 Counsellor at their request).

Appendix C

RCSAC – Feedback – Impact of RSB loss of Youth Workers

As an adolescent community support in Richmond, the loss of school based youth workers has had a clear, unfortunate impact. The youth workers provided a visible, available school support in compliment to academic advising provided by counselling team. Youth Workers were often accessed by youth who may be struggling with issues relating to academics, home life, relationship issues, health, bullying, drug and alcohol to list a few. Youth Workers provided a necessary, confidential support and often also acted as a referral source to supports 'outside the school setting'.

Once the fiscal decision to delete these positions came to fruition, I strongly believe that the youth lost a necessary adult support and in many occasions, situations had to become much 'worse' in order for youth to reach out for help. This results in community youth work support being very 'reactive' in nature, versus 'preventative'. Research clearly shows this to be not as effective and not in the scope of promoting 'development asset' model, as we all subscribe to. Our community support offered through the Day Program has 'picked up' many youth who normally would have accessed internal school support. Sadly, this is a result of those who are aware of the program. I assume many youth are not getting the help they need simply due to lack of awareness of what is available in the community.

To replace the loss of school based youth workers, there are now 2 FTE youth worker similar positions, with the intent that these two positions service the entire RSB secondary school system?! I empathize with the people in these positions. How daunting and unrealistic the task must be to provide suitable, meaningful connections and relationships with vulnerable youth across the city. I am not convinced this is a fair solution, nor one with the student's well-being as a priority. The ratio of student versus youth worker alone, clearly demonstrates that.

I think it's important as 'youth advocates' that we continue to share feedback and communicate these concerns to administration responsible, so that perhaps, with collaborative community involvement, decisions such as these will be more seriously reconsidered in the future.

Thanks.

Carol Hardie
Member of the RCSAC Youth Subcommittee

Appendix D

Attention: RCSAC committee

The biggest asset that YW's provided was prevention, especially in terms of bullying in school. Their presence and relationships with all the students could make a difference in the amount and frequency of bullying. I have permission from my client to speak about the bullying she endured last year. She was severely bullied, both in and out of school. This led to her missing a third of the school year. This is when the Connection Worker became involved with my client. Although she was a great support to my client, she was not there on a daily basis to monitor, deter, or give support in the moment, which I believe would have made a difference. My client was very forthcoming with the school that the bullying was causing her anxiety and sleep issues but she was never visited by the Adolescent Mental Health Worker. I also believe that not every behaviour or issue that arises for students is a mental health issue and I feel that so much can be prevented if someone was monitoring in the school daily.

Accessibility is what makes the YW so effective and this is difficult to achieve with only two Connections workers for the entire community. Flexibility and expertise in issues impacting youth is what builds the relationship youth need for accessing support. When I asked my client about the accessibility of the worker, my client said that schedules often conflicted but the worker made every effort to be available. When asked if it would be easier if the worker were based in the school every day, I received a resounding yes. I believe the bullying in school could have been prevented with the presence of a YW.

It is also important to question the methods in which the research was conducted. Who was polled and what kinds of questions were being asked of the students. Many of the organizations and professionals that make up the Youth Network were not consulted and this decision impacts their work. Also, just because the research didn't note the impact of the loss of the YW, does not mean that the YW did not make a difference in that school. Prevention is a key aspect of the job and I am curious if those types of questions were posed. If different questions were asked to all the students about YW presence, role modeling, support, and thoughts on counsellors as the alternative, the results of this study could have been very different. Thank you for your attention to my feedback.

Michelle Johnson

Michelle Johnson
Member of the RCSAC Youth Subcommittee

From: Zimmerman, Kathleen AGRI:EX [mailto:Kathleen.Zimmerman@gov.bc.ca]
Sent: Tue 2013-01-29 4:38 PM

It seems like three issues have recently come to light in Richmond: a) the building of farm roads using fill; b) the building of plant nursery facilities using fill; and c) the use of recycled asphalt and concrete for farm roads. It's important to clarify the linkages between provincial regulation, provincial guidelines, and municipal bylaws with respect to these issues.

Provincial Regulation: The *Agricultural Land Commission Act* and the *Agricultural Land Reserve Use, Subdivision and Procedure Regulation* have relevant sections related to fill on the ALR. The *Regulation* allows for 5 types of fill for farm uses without an application (but with a notice of intent) if certain other restrictions are met: a) building a greenhouse that covers more than 2% of the parcel; b) building a farm building or structure for an intensive livestock production or mushroom production that covers more than 2% of the parcel; c) building an aquaculture facility that covers more than 2% of property; d) building a certain type of compost facility that covers more than 2% of the parcel; and e) a turf farm.

Does the Commission require a fill application for farm road construction?

Does the Commission require a fill application for plant nursery construction?

The *ALC Act* defines fill as "any material brought on land in an agricultural land reserve other than materials exempted by regulation." In 2006, the South Coast office of the Ministry of Environment gave permission for the BC Cranberry Growers' Association members who are located in this region to use recycled concrete and asphalt in the building of their cranberry berms. However, that permission only applied to the cranberry sector, and more specifically to cranberry growers in the Lower Mainland. The BCCGA had to write a letter showing how their re-use of this material was beneficial, and did not cause pollution. One of the key arguments they used was that cranberry berms are in place for 40+ years, and OceanSpray regularly monitors fruit and water quality and has never detected any residues from concrete/asphalt.

If the AAC/City/Commission would like to expand the use of recycled asphalt and concrete for other types of farm roads, I would strongly recommend connecting with MoE first to determine how this fits with their policies and regulations.

Provincial Guidelines: In 2006 Ministry of Agriculture and ALC staff worked together to produce a Factsheet titled "Guidelines for Farm Practices Involving Fill." (It's in your agenda package, marked "Item 3D.") Section d) on page 5-6 discusses the use of woodwaste or soil for on-farm access roads. It has the recommendation that the farm road would typically be 6 metres wide and up to 60 cm deep. Section h) on page 9 ~ 10 discusses the use of woodwaste/gravel/sand for container nursery bed production or ball and burlap production. Near the end there is this statement: "Note: In the ALR, the placement of soil fill materials, for container nursery bed production requires an application to the ALC."

Is the Commission still requiring fill applications for container nursery bed production?

When a farmer wants to build a farm road, what volumes of fill should trigger a notice of intent vs. a fill application? (Apparently under the old Soil Conservation Act, if a farmer applied less than 320 m3 of fill per 16 ha, a notice of intent was sufficient. (I'm assuming this was an annual limit?))

City Bylaw: Richmond's bylaw (marked "Item 3C" in your agenda package) defines fill as "soil or a permitted material." Permitted materials are those listed in the "Guidelines" factsheet (referenced above), or a material that is certified in writing as a standard farm practice by a Professional Agrologist, or any material authorized for deposit by the ALC. The factsheet only refers to soil or woodwaste materials (except for the broken concrete and ground asphalt that is specifically only used on cranberry berms with MoE permission.)

Is this definition of permitted material still sufficient/clear?

Is the City informed when the ALC approves a Notice of Intent to place fill on a Richmond property?

How can the AAC play a more supportive role in bylaw enforcement? For example, in Surrey, there is a fixed agenda item "Integrity of the Agriculture Land" at every AAC meeting. During that time, Committee members pass on the addresses of properties along with the details alleged **PLN 24** actions (e.g. illegal fill dumping, illegal truck parking). The addresses aren't recorded in the minutes, but the details are. A designated City staff passes on the information to bylaws, and then that staff person (or a bylaws rep.) regularly updates the committee on how the illegal use is being addressed (e.g. visited site, issued fine, started court action, etc.)

E-mail from Bill Jones and Dave Sandu to Kathleen Zimmerman, M.Sc., P.Ag. Regional Agrologist and her response and clarification underlined.

We are somewhat confused by your comments with respect to the use of recycled concrete for the construction of farm roads. We are following the exact guidelines that apply to the Cranberry Industry as per the direction set out to us by the Agricultural Land Commission (except we have decided on our own not to use asphalt). As you are aware we are building a small all weather road at the property on Finn Road. We are stripping and saving the topsoil then placing recycled concrete on the subsoil, then placing purchased 6 inch minus recycled concrete on top of this and finishing with ¾ inch minus. We understand that you said that the cranberry industry has 20 years of data on the safety of using not only recycled concrete but also asphalt for cranberry access roads and berms. (I did not say this.) You also state that Oceanspray has not detected any residues from concrete/asphalt in their monitoring. (I quoted the BCCGA letter.) You also stated that the Ministry of Environment gave their approval to the Cranberry growers to use asphalt and concrete on their berms. (I quoted the MoE letter.) We have several pictures taken recently of large pieces of asphalt being partially used as a retention pond liner for cranberry farms in Richmond, which are available if you would like to see them. If this does not cause pollution when it is subject to alternating covering by water and exposure to air then we find it hard to believe that our road can be a problem.

We are also aware that recycled concrete is used extensively throughout the lower mainland in non-agriculture areas for back filling pipe trenches and for road base. However, both Joe Davis and Bill McKinney stated at the Richmond Council meeting on Jan. 28, 2013 and again Bill McKinney made similar comments at the AAC meeting on Jan. 30, 2013 that recycled concrete may contaminate the soil which is in complete contradiction to allowing these products to be used by the cranberry industry and the wider construction industry in BC. Yet, at the same time Bill McKinney stated at the AAC on Jan. 30 that the cranberry farmers have been doing a good job for many years.

The following are excerpts taken from the minutes from the Jan. 28, 2013 Richmond Council meeting:

"Joe Davis, Hydro Geologist, made comments about how certain fill materials may contaminate soil, and stated specific concerns related to both cement and asphalt which included the existence of chromium, lead and zinc. He also spoke about the costly expense of removing such materials from a site..."

Bill McKinney, local resident, owner of a heavy construction business and mining exploration business, spoke about restrictions that companies in the industry are placing on the use of recycled concrete and asphalt products because of the related pollutants..."

As you can appreciate we have no intention of contaminating the soil but need to construct a road that will allow access to the tree farm throughout the year. We have no idea if the statements made by Mr. McKinney and Davis are true, and if so how the cranberry growers can be allowed to use the products.

Our intent is to build a good all weather road and by doing so we will: minimize soil damage caused by driving tractors through muddy fields; eliminate the use of hog fuel that I understand does cause pollution; not use silt and clay fill that is available and that we would be paid to take, but does not create a solid road base; reduce greenhouse gases by not having to use large four wheel tractors in muddy fields.

To be very blunt we are confused and we would therefore like to obtain the following information from you:

- a) Data from the cranberry industry indicating that the use of concrete is safe (we assume that this must have been submitted to the Ministry of Agriculture for the development of the guidelines), The approval process was between Ministry of Environment (MoE) and the cranberry industry. The Ministry of Agriculture referenced the MoE approval for the statements in our Factsheet.
- b) An explanation for why you stated that only the cranberry industry can use this material, when it is stated that the material is completely safe (also the ALC has provided us direction to use the same guidelines), MoE's approval letter was specifically for the cranberry industry in the Lower Mainland Region. MoE approval is region and applicant specific.
- c) Is there any truth in the statements made by Mr. McKinney and Davis? I did not attend the Council meeting on Jan. 28, I didn't hear their comments, and I am not a concrete/asphalt specialist. I cannot answer this question.
- d) Why the cranberry industry is allowed to use asphalt in a retention pond lining and others are advised not to even though the ALC approves its use? MoE approval was for cranberry roads, dykes and berms. Dykes and berms surround retention ponds. Only MoE can determine if a specific site or situation meets the term **OPEN** the 25 approval.

You forwarded this message on 2013-01-29 11:52 PM.

Steves, Harold

From: Zimmerman, Kathleen AGRI:EX [Kathleen.Zimmerman@gov.bc.ca] **Sent:** Tue 2013-01-29 2:10 PM
To: Eng, Kevin; 'Bill Jones'; 'Bill Zylmans'; Steves, Harold; 'Danny Chen'; 'Dave Sandhu'; 'Krishna Sharma'; 'Kyle May'; 'Scott May'; 'Steve Easterbrook'; 'Todd May'
Cc: Pellett, Tony ALC:EX; Crowe, Terry
Subject: RE: AAC Protocols and Conflict of Interest Information

Attachments:

Kevin - I realize that the conflict of interest rules in the Community Charter only refer to Councilors, but that does not mean that a local government cannot extend them to their advisory committee members as well. For example, the City of Vancouver's corporate policy (which includes conflict of interest guidelines) applies to Council, staff and advisory body members. Please see this link: <http://vancouver.ca/files/cov/boards-committees-code-of-conduct.pdf>.

The Ministry of Agriculture encourages local governments to have a conflict of interest policy for their AACs. Please see the last bullet in the model Terms of Reference: http://www.af.gov.bc.ca/resmamt/Aq_Advise_Comm/Model_Terms_of_Ref.pdf

Richmond may wish to formalize their AAC protocols in this respect. I realize there is not enough time to do this before tomorrow's meeting, but it might be suitable for a future meeting agenda item.

Thanks,

Kathleen

From: Eng, Kevin [mailto:KEng@richmond.ca]
Sent: Tuesday, January 29, 2013 1:31 PM
To: Bill Jones; Bill Zylmans; Steves, Harold; Danny Chen; Dave Sandhu; Krishna Sharma; Kyle May; Scott May; Steve Easterbrook; Todd May
Cc: Zimmerman, Kathleen AGRI:EX; Pellett, Tony ALC:EX; Crowe, Terry
Subject: AAC Protocols and Conflict of Interest Information

Good Afternoon,

Some members have contacted me with questions about certain protocol/regulations relating to operation of the Agricultural Advisory Committee in advance of Wednesday's meeting. For clarity, I'm providing this information in an email to all members so they are aware for all upcoming meetings of the AAC.

PLN - 26

Are members of the public able to attend an AAC meeting?

- Yes – all meetings of the AAC are open meetings and the public is welcome to attend and listen as an audience member.

Are members of the public able to ask questions/raise concerns if they attend an AAC meeting?

- This is dependent on the what Committee members feel comfortable with as a group.
- In the past – If the AAC was comfortable with receiving questions/comments, the approach has been for the AAC to get through all items on the agenda and if time permits, have a period for questions/comments to be made at the end of the meeting. In the event of questions being asked – AAC/staff would not be under any obligation to provide answers/responses at the meeting.

What is the protocol surrounding conflict of Interest/self-disclosure?

- The conflict of Interest rules identified in the Community Charter **do not** apply to citizen appointees on a Council advisory committee (i.e., the AAC).
- In past – the AAC has implemented the practice of:
 - Left with each individual AAC member to provide self-disclosure (i.e., business interests/relationships), where appropriate to the Committee prior to considering an item.
 - It is also up to each individual AAC member to decide whether they want to participate or exclude themselves from the discussion or meeting.

Please contact me directly if you have any questions.

Regards,

Kevin Eng

Policy Planning

City of Richmond

Ph: 604-247-4626

keng@richmond.ca

PLN - 27

Mobile business licences now available for Surrey and the Fraser Valley



By Surrey Leader

Published: **November 13, 2012 10:00 AM**

Updated: **November 13, 2012 10:1010 AM**

Minister of State for Small Business Naomi Yamamoto was joined by nine Fraser Valley municipalities in Surrey today to announce that they have agreed to implement a one-year, inter-municipal, business-licence pilot, making it easier for businesses to operate in those communities.

The Mobile Business Licence (MBL), also referred to as an Inter-Municipal Business Licence, reduces red tape by allowing mobile businesses to operate in more than one municipality by purchasing one licence, rather than by obtaining non-resident permits in each municipality in which they operate.

The nine Fraser Valley cities worked collaboratively with their boards of trade and chambers of commerce to agree to adopt a common city bylaw allowing businesses to purchase an Inter-Municipal Business Licence for specified trades. The cities include: Surrey, Langley, Township of Langley, Abbotsford, Chilliwack, Mission, Maple Ridge, Pitt Meadows, and District of Hope.

Working with local governments to expand the MBL program is a key commitment in the provincial government's BC Jobs Plan and these communities implementing an inter-municipal licence reinforces that commitment.

"By allowing businesses to obtain one license that can be used in multiple municipalities," said Surrey Mayor Dianne Watts. "We are cutting red tape, simplifying processes and helping to foster a competitive environment for investment."

The MBL was successfully piloted in 2007 by 17 communities in the Okanagan-Similkameen, and since then,

PLN - 28

Sicamous and the Central Okanagan Regional District have joined that group.

Find this article at:

<http://www.surreyleader.com/business/179140891.html>



City of Richmond

Report to Committee

To: Planning Committee **Date:** February 18, 2013
From: Gavin Woo, P. Eng. **File:** 01-0172-03
 Senior Manager, Building Approvals
Re: **Appointment of Bylaw Enforcement Officers Sue Davis and Hanae Sakurai**

Staff Recommendation

1. That Sue Davis be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.

2. That Hanae Sakurai be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.

Gavin Woo, P. Eng.
 Senior Manager, Building Approvals
 (604-276-4113)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	<small>INITIALS:</small> 	REVIEWED BY CAO	<small>INITIALS:</small>

Staff Report

Origin

Sue Davis started her employment with the City of Richmond as a Tree Preservation Official in the Tree Bylaw Section on April 10, 2012 on a regular full-time basis.

Hanae Sakurai started her employment with the City of Richmond as a Tree Preservation Official on Sept 4, 2012 on a regular full-time basis.

Analysis

In order to permit these two employees to undertake the full scope of the job duties, they need to be given the ability to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted appropriate authority in order to do so, including, without limitation the following:

- the ability to request personal information such as names and addresses;
- the ability to maintain continuity of the investigation and integrity of any evidence gathered;
- the ability to serve Court documents; and
- the ability to issue, as permitted, Municipal Ticket Information forms for infractions.

Under provisions of the Offence Act, for the purposes of the issuance of a violation ticket and / or service of summons in respect of an alleged offence under a bylaw of a Municipality, a Peace Officer includes Bylaw Enforcement Officers as appointed under the Police Act.

Financial Impact

None.

Conclusion

It is recommended that Sue Davis and Hanae Sakurai be appointed as Bylaw Enforcement Officers, in accordance with Section 36 of the Police Act, to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted appropriate authority in order to do so.



Gordon Jaggs
Tree Preservation Coordinator
(604-247-4910)

GJ:cas

The City Of Richmond
Oath / Solemn Affirmation
Police Act Section 36

(Bylaw Enforcement Officer)

I, Hanae Sakurai, do swear/solemnly affirm that:

1. I will be faithful and bear true allegiance to Her Majesty Queen Elizabeth the Second, Queen of Canada, Her Heirs and Successors.
2. I will, faithfully, honestly and impartially perform my duties as Bylaw Enforcement Officer.

Sworn by the above-named)
 Hanae Sakurai)
))
before me, at Richmond, this _____)
day of June, A.D. 2008.)
))
))
_____))
A Commissioner for taking)
Affidavits for British Columbia)

(Bylaw Enforcement Officer)



To: Planning Committee

Date: March 7, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6360-01/2012-Vol
01

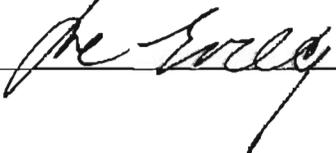
Re: **PROPOSED LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET AND
CHATHAM STREET**

Staff Recommendation

1. That the proposed long-term streetscape visions for Bayview Street and Chatham Street, as described in the attached report, be endorsed for the purpose of carrying out public consultation.
2. That staff report back on the outcome of the above public consultation regarding the proposed streetscape visions.

For 
 Victor Wei, P. Eng.
 Director, Transportation
 (604-276-4131)

Att. 9

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At its regular meeting held on May 28, 2012, Council directed staff to:

- 4(a) develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and*

A report that responded to this resolution was presented at the February 19, 2013 meeting of the Planning Committee. At that meeting, the report was referred back to staff to explore:

- (1) financing options for any parking treatment;*
- (2) impacts and options regarding the existing pay parking adjacent to Bayview Street;*
- (3) traffic calming options on Chatham and Bayview Streets; and*
- (4) options and impacts regarding more disabled parking spaces on Bayview Street.*

This updated report responds to the above referral with new information presented in Section 1 below. The following sections (Sections 2 through 10) present the proposed short- and long-term streetscape visions for Bayview Street and Chatham Street previously presented at the February 19, 2013 Planning Committee.

Analysis

1. Referral from February 19, 2013 Meeting of Planning Committee

1.1 Financing Options for Any On-Street Parking Treatment

Upon further assessment of the various funding options for the proposed streetscape improvements, particularly the potential change in provincial legislation to allow for the use of existing monies collected in the Steveston Off-Street Parking Reserve Fund, staff concluded that a thorough review of such process may require considerable time to complete. Staff therefore propose to continue to examine the viability of all of the potential funding concepts, including the use of the existing Steveston Off-Street Parking Reserve Fund, over the next several months. The findings of this review of funding options will be reported back in July 2013 as part of the outcome of public consultation on this streetscape initiative prior to any decisions on implementation.

1.2 Impacts and Options regarding Existing Off-Street Pay Parking on Bayview Street

As shown in **Attachment 1**, there are several off-street pay parking lots adjacent to Bayview Street (Lots 1 through 6), all of which are wholly or jointly owned and managed by the Steveston Harbour Authority (SHA). The SHA implemented pay parking on these lots in Summer 2011 (Lots 1-4 and 6) and Summer 2012 (Lot 5).

Staff have initiated preliminary discussion with the SHA regarding its pay parking strategy and propose to have a formal discussion through the public consultation process outlined in Section 10. Staff will explore potential options to mitigate the impacts of pay parking on SHA lots to free on- and off-street parking spaces, particularly on Bayview Street (e.g., provide first three hours of parking free to be consistent with the City owned lots and on-street parking).

Attachment 1 shows the SHA Lots 2, 3 and 4 are operated by The Waterfront Properties and Lot 6 is operated by Riversong Inn Limited. SHA advises that the parking management of these lots is the responsibility of these respective lease holders. Staff will also consult with these management companies and the affected merchants to determine whether a validated parking process or similar system could be considered and implemented. The outcome of these discussions will be reported back in July 2013 upon conclusion of the public consultation process.

1.3 Traffic Calming on Chatham Street and Bayview Street

As part of the No. 1 Road and Moncton Street intersection and associated pedestrian crossing improvements completed in December 2011, the maximum speed limit was reduced to 30 km/h on both Chatham Street (No. 1 Road to 3rd Avenue) and Moncton Street (Easthope Avenue to 3rd Avenue). This same speed limit also applies to all streets in the Village core bounded by and including No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street.

In light of the proposed upcoming public consultation on the streetscape initiative, staff will investigate and consult with the public regarding extending the boundary of the 30 km/h speed limit on Chatham Street from 3rd Avenue west to 7th Avenue along with additional traffic calming measures. As discussed in Section 4.2, the proposed streetscape vision for Bayview Street and Chatham Street include curb bulges at each intersection, which are a proven traffic calming measure. Staff will ensure that the design of the bulges can adequately accommodate the turning movements of trucks and buses.

The proposed addition of on-street angle parking on Bayview Street and Chatham Street has the added effect of slowing traffic, which is also one of the benefits noted in a published document on designing for walkable urban streets by the Institute of Transportation Engineers.

1.4 Options and Impacts of Disabled Parking Spaces on Bayview Street

Staff will consult with the Richmond Centre for Disability (RCD) and other relevant community stakeholder groups to determine their needs and priorities in the provision and potential location of designated disabled parking spaces on Bayview Street with a view to implementing the designated spaces prior to the next peak summer period. The outcome of this work will be reported back to Council in July 2013 at the conclusion of the proposed public consultation process. The addition of angle parking as proposed in this report could also be used to accommodate increased accessible parking stalls.

In summary, staff recommend that the detailed findings from staff's examination of the above referred items be reported back as part of the proposed upcoming public consultation process in conjunction with the Steveston Village Conservation Strategy. This process would allow Council to consider any changes to these two initiatives holistically and in a timely manner.

2. Streetscape Vision Objectives

Long-term and interim phasing conceptual streetscape plans for Bayview and Chatham Streets were developed with the objectives of:

- enhancing the public realm consistent with the Steveston Village Conservation Strategy;

- promoting walking in Steveston Village through improved sidewalks on both sides of the streets and enhanced links to the waterfront; and
- increasing the supply of on-street parking.

For both streets, any streetscape design must be supportive and respectful of the heritage of Steveston Village. The proposed overarching theme of “simplicity” would entail the use of simple materials (e.g., plain not stamped concrete) with a minimum of street furniture. Simplifying the roadway geometry supports the conservation of the heritage character of the Village by virtue of allowing the simple buildings to stand out in front of a less complex and engineered realm.

3. Supply and Demand of Parking

As summarized in Table 1 and shown in **Attachment 1**, the Steveston Village area currently has around 1,000 parking spaces available for use by the general public (excluding the lanes). A further 440 spaces are available on private property that are restricted to employees and/or customers of the particular business. As part of the remaining development of the waterfront site east of No. 1 Road, an additional 35 surface public parking spaces will be provided within the site.

This capacity is sufficient to meet existing demand, even in the peak summer months, but distribution of the spaces is not optimal and roughly one-half of the spaces are pay parking. Parking demand is concentrated near the waterfront area of the Village core, where demand is at or near capacity during peak periods, while areas further away (north of Moncton Street) are comparatively less utilized.

With respect to future parking supply, the *Steveston Village Conservation Strategy and Implementation Program*, adopted by Council on June 15, 2009, provides parking rates for the Steveston Village core. Generally, a 33 per cent reduction from the City’s off-street parking requirements is permitted. As directed at the June 21, 2011 Planning Committee meeting, staff reviewed this parking relaxation and presented the results in a separate report to Planning Committee on February 19, 2013. The recommended parking rates in that report for the Village core are to increase the residential rate from 1.0 to 1.3 parking spaces per dwelling unit and to maintain the existing 33 per cent parking reduction from the City bylaw for non-residential uses.

An analysis of future on and off-street parking demand, based on the recommended parking rates, for the Steveston Village core (bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street) indicates that the future parking demand would exceed the future core parking supply by about 30 parking spaces. However, this demand could be met when public parking areas immediately adjacent to the core (e.g., Chatham Street west of 3rd Avenue, Steveston Harbour Authority lot on Chatham Street) are included. The analysis therefore concludes that there is and will be sufficient public parking available in the Village as represented in Table 1 and hence there is no need for additional on-street parking or a parkade.

Table 1: Current Public Parking Capacity

Area	Location	# Spaces		Total
		Pay	Free	
Inside Village Core ⁽¹⁾	On-Street	0	331	331
	Off-Street	141	48	189
	Subtotal	141	379	520
Outside Village Core ⁽²⁾	On-Street	0	65	65
	Off-Street	399	77	476
	Subtotal	399	142	541
Total		540	521	1,061

(1) Bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street.

(2) Includes Chatham Street west of 3rd Avenue and Bayview Street-Moncton Street 175 m east of No. 1 Road.

Staff further note that the creation of significant additional parking in the Village would also run counter to the goals and objectives of the updated Official Community Plan, as more parking would encourage more trips by private vehicle rather than by sustainable travel modes such as transit, cycling and walking. Notwithstanding, staff recognize that there is a desire for more convenient parking and, accordingly, explored ways to optimize the curb space available on Bayview Street as well as Chatham Street as part of the streetscape visioning process.

4. Bayview Street Streetscape Options

4.1 Existing Cross Section

Bayview Street between No. 1 Road and 3rd Avenue currently has sidewalks on both sides of the street with the exception of the north side between 2nd Avenue and 3rd Avenue. The property located at the northeast corner of Bayview Street and 3rd Avenue (i.e., within the section that has no sidewalk) is the subject of a development application and the associated required frontage improvements would include the provision of a boulevard and sidewalk as well as the potential for on-street angle parking (see Section 3.2 for discussion of on-street angle parking options).

There are a total of 17 parallel parking spaces on Bayview Street comprised of 14 spaces on the south side and three spaces on the north side in a parking lay-by. As the existing pavement width of nine metres does not allow for the creation of on-street angle parking (i.e., it would require relocating the existing curbs), no feasible interim streetscape options are available.

4.2 Proposed Long-Term Design

Bayview Street currently acts as the dike alignment for the Steveston Village area. Alternative dike alignments are being explored in the Dike Master Plan Study as sea level is predicted to rise 1.2 m by the year 2100. If Bayview Street continues to be a primary dike alignment, it may need to be raised by approximately 1.5 m within the next 50 years. Therefore, while long-term streetscape visions with increased on-street parking are compatible with the City's current flood protection needs, the parking arrangements may need to be reconfigured in the long-term. As part of the Dike Master Plan Study, public feedback and dike alignment recommendations will be presented to Council in Spring 2013.

The long-term streetscape design for Bayview Street incorporates improved pedestrian amenities (i.e., sidewalk on both sides) and could include an increased supply of on-street parking. The four alternative on-street parking options all use the current south curb alignment and include a continuous sidewalk on the north side, but in each case the north curb alignment and adjacent north boulevard width varies.

- Option 1 (Existing Street Cross-Section): maintain the location of the north curb and thus the existing on-street parking arrangement and capacity but provide the missing sidewalk on the north side between 2nd Avenue and the lane to the west. The missing sidewalk between 3rd Avenue and the lane to the east is expected to be provided through development in the near future.
- Option 2 (Angle & Parallel Parking) Recommended: realign north curb by 6.0 m to allow angle parking and maintain parallel parking on the south side. This option would provide a 1.5 m sidewalk but no boulevard and result in the greatest increase in on-street parking with a

net gain of 23 spaces. The provision of angle parking between 1st Avenue and the lane to the west is not included due to the impacts to the adjacent private property.

- Option 3 (Angle Parking): realign the north curb by 3.5 m and reallocate the existing parking spaces all to angle parking on the north side with no parking on the south side. This option includes a 1.5 m sidewalk and 2.5 m boulevard. It results in a net gain of only nine parking spaces due to the elimination of the parallel parking on the south side, which would be required as the north curb is not shifted as far north as for Option 2. As with Option 2, the provision of angle parking between 1st Avenue and the lane to the west is not included.
- Option 4 (Parallel Parking): realign the north curb by 2.5 m to provide parallel parking on the north side and maintain parallel parking on the south side. This option allows for a 1.5 m sidewalk and 3.5 m boulevard (the greatest width of green space) and results in a net gain of 11 parking spaces.

The four options are summarized in **Attachment 2**. As Options 2 to 4 all shift the curb to the north by varying amounts, there is a trade-off of reduced green space/landscaping between the roadway and the setback to adjacent buildings. Options 3 and 4 allow for a boulevard width between 2.5 m and 3.5 m, and the flexibility to reduce the boulevard width to provide a wider sidewalk (e.g., from 1.5 m to 2.0 m wide). Option 2 would result in the greatest road widening and thus does not allow for a boulevard. Parks staff advise that a boulevard is not necessarily required, as neither boulevard street trees nor a greenway on the north side are envisioned for the following reasons: (1) Bayview Street serves as the dike and could be raised in the future, thus impacting any planted trees; and (2) the intent is to keep view corridors from the south open to the waterfront. Planting would be secured on private property via the redevelopment process.

Overall, Option 1 remains viable as there is adequate parking supply in the Village area as a whole as noted in Section 2. With respect to increasing the parking supply, Option 3 is deemed impracticable as there is little net gain in parking spaces plus the removal of parking on the south side would inconvenience some customers. Option 2 would be preferable to Option 4 as it provides the greatest increase in on-street parking at a relatively lower cost per additional parking space of approximately \$17,000 versus nearly \$27,000 for Option 4.

Proposal: that the long-term streetscape design reflect Option 2 as it represents the best balance between the benefits provided to both pedestrians and motorists. **Attachments 3** and **4** provide an illustration and three-dimensional rendering of Option 2 respectively. As noted in Section 3.1, the development application associated with property located at the northeast corner of Bayview Street and 3rd Avenue would include the provision of eight angle parking spaces along its frontage of Bayview Street and thus would align with Option 2 if that is the chosen option.

5. Chatham Street Streetscape Options

5.1 Existing Cross Section

Chatham Street currently has sidewalks on both sides and a total of 23 parallel parking spaces on both sides between No. 1 Road and 3rd Avenue. As Chatham Street is relatively wider than Bayview Street (14 m versus 9 m), angle parking could be created within the existing paved roadway width without disturbing the north or south curbs by simply re-stripping the pavement to create angle parking along the north curb at an estimated cost of \$5,500.

However, introducing angle parking on the north side of the street would require removal of the existing parallel parking on the south side. Moreover, driveways and bus zones further restrict on-street parking on the north side. As a result, the net gain in parking is minimal at just two spaces. This arrangement may also inconvenience some customers as all the on-street parking would be on the north side. Therefore, staff conclude that the existing geometry be maintained until adjacent developments occur and/or sufficient funding is available to construct the proposed long-term improvements described below.

5.2 Proposed Long-Term Design

The long-term streetscape design incorporates more street trees and a revised curb configuration at each intersection that includes a sloped paving treatment (similar to the raised intersection at No. 1 Road and Moncton Street) to improve accessibility. This intersection design is preferred to the standard curb extensions originally proposed for Chatham Street as its simplified nature is better supportive of Steveston's heritage character while still enhancing pedestrian safety. A further key element is the extension of the rear lane on the north side as development occurs, which would allow the removal of individual driveways over time.

Similar to Bayview Street, the long-term streetscape design could include an increased supply of on-street parking. There are three potential options with respect to on-street parking capacity.

- Option 1 (Status Quo – Existing Street Cross-Section): maintain the existing curbs and on-street parallel parking arrangement along with a sidewalk and boulevard. As development occurs, the established landscaped boulevard and sidewalk at the east end (i.e., northwest corner of Chatham Street at No. 1 Road) would be extended west and opportunities to close direct driveways to the street with access from the rear lane would be pursued.
- Option 2 (Centre Angle Parking): shift the north and south curbs and provide angle parking in the centre of the street (see **Attachment 5**), which would result in the greatest increase in on-street parking (plus 55 spaces) as space is not lost due to driveways and fire hydrants. Conversely, this design would eliminate the opportunity for left-turns at mid-block and may create potential safety concerns as it places a driver and passengers in the centre of an active roadway for loading/unloading and requires crossing of the active roadway. Moreover, the design would be unfamiliar to motorists and more inconvenient for drivers with mobility challenges.
- Option 3 (Standard Angle Parking) Recommended: shift the north and south curbs and provide traditional angle parking on both sides of the street to approximately 45 m west of 3rd Avenue, which could achieve a net increase of approximately 55 parking spaces. **Attachments 6 and 7** provide an illustration and three-dimensional rendering of Option 3 respectively. Upon development of adjacent properties and the reconfiguration and consolidation of their on-site parking denoted as 4a on Attachment 6 (north side between 2nd Avenue and 3rd Avenue), a further 15 angle parking spaces could be achieved.

The three options are summarized in Attachment 2. Option 1 remains viable as there is adequate parking supply in the Village area as a whole as discussed in Section 2. With respect to increasing parking supply, Option 2 is not recommended as the combined potential safety implications are considered to outweigh the gain of maximizing on-street angle parking. Option

3 would yield an equivalent number of new on-street parking spaces as in Option 2 while keeping parking adjacent to the curb thereby providing a buffer between pedestrians and traffic.

Proposal: that the long-term streetscape design reflect Option 3 as it represents the best balance between the benefits provided to both pedestrians and motorists. With respect to potential phasing, Option 3 could be more easily implemented on the south side than the north side due to fewer existing driveways. As well, Option 3 would require re-configuring the parking lots of some adjacent commercial properties, as a portion of on-site parking currently encroaches onto City road right-of-way and thus would be impacted by the proposed widening.

6. On-Street Parking on North-South Avenues North of Chatham Street

Between Chatham Street and the east-west lane north of Chatham Street, angle parking is currently available on 1st and 2nd Avenues while parallel parking is available on 3rd Avenue. The only opportunity to increase on-street parking on these roadway sections is thus on 3rd Avenue by realigning the curbs to allow angled parking on one side while keeping parallel parking on the other side. However, this realignment would only add about four spaces, which is considered too small a gain given the impact of the reconstruction work.

For the roadway sections north of the lane to Broadway Street, on-street parking is reduced to parallel on all three streets due to the transition from commercial adjacency to single family, which has wider grass boulevards that restrict the space available for parking. While angle parking could be accommodated within the existing road right-of-way (see **Attachment 8**), staff do not recommend this option due to the significant impacts to adjacent residences in terms of the proximity of the parking and its associated effects of noise and intrusion of headlights.

7. Estimated Costs of Proposed Long-Term Streetscape Designs

The estimated costs for the proposed long-term streetscape options that incorporate increased on-street parking for Bayview and Chatham Streets are shown in Table 2 below.

Table 2: Estimated Costs for Proposed Long-Term Streetscape Options

Street	Proposed Long-Term Streetscape Option	Estimated Cost
Bayview Street	Option 2: realign north curb to provide angle parking on north side and maintain parallel parking on south side: 23 added stalls	Total: \$392,000
Chatham Street	Option 3: realign north and south curbs to provide angle parking on both sides: 55 added stalls	No. 1 Road-1 st Ave: \$799,000 1 st Ave-2 nd Ave: \$748,000 2 nd Ave-3 rd Ave: \$830,000 45m west of 3 rd Ave: \$421,000 Total: \$2,798,000
		Project Total: \$3,190,000

The major cost components for both streets include new curb and gutter, sidewalk, additional road construction and asphalt, utility relocations (e.g., power poles), and new street lighting. For Chatham Street, the revised curb configurations and raising of the pavement at each intersection comprise between 25 and 30 per cent of the total construction costs.

8. Potential Implementation and Funding Strategy

For both proposed streetscape options, the enhancements could be secured partly through redevelopment of adjacent fronting properties as they occur. If an entire block redevelops at the same time, the physical reconstruction would be secured at that time. However, as there are relatively few properties that may seek redevelopment in the near term, the realization of the proposed streetscape visions may take many years to achieve.

With respect to potential funding sources that could be used to expedite the implementation of the proposed streetscape designs, the Steveston Off-Street Parking Reserve Fund cannot be used as the collected monies are to be used only for the provision of new and existing off-street parking spaces. The Reserve Fund is anticipated to be used to provide additional public parking as part of a parkade within a future major development in Steveston Village.

Accordingly, staff have identified the following three potential funding concepts to support the implementation of the proposed streetscape improvements with consideration given to the amount, certainty and timing of the funding to be generated.

- **Roads DCC Program (Recommended)**: include the cost of the streetscape improvements in the Roads DCC Program at the time of its next review with other projects that are currently part of the Roads DCC Program potentially to be removed to offset this amount. Using city-wide Roads DCC is considered appropriate as Steveston Village is a key city and regional destination with increasing popularity partly due to increasing population and development activities throughout the city and beyond. It is expected that there would be no change to the Roads DCC repayment schedules. The timing of the streetscape project may not be immediate using the Roads DCC Program, as there may be other competing City priorities.
- **New Streetscape Improvement Fund**: similar to the Capstan Station Capital Reserve Fund, a new capital reserve fund for the Steveston Village area would be established to hold voluntary developer contributions, which could be made as part of rezoning applications where the developer may be granted a reduced parking requirement/variance in return for making a voluntary contribution to the fund towards the implementation of the streetscape designs. Based on the proposed parking rates of 1.3 stalls per dwelling unit for residential uses and a 33 per cent reduction for non-residential uses as well as the potential pace of development, up to \$750,000 may be secured in the fund over the next 10 years due to a shortfall in on-site parking for commercial uses. This amount is forecast to increase to \$1.4 million over the next 20 years. The fund likely would not reach the \$3.2 million needed until most of the properties in the Village redevelop including the larger commercial lots, which are the main contributors to the parking shortfall. The time horizon for this scenario is likely over 20 years.

As discussed in the separate staff report on the Steveston Village Conservation Strategy presented at the February 19, 2013 Planning Committee, future developments may choose to provide a minimum of one parking stall per dwelling unit and contribute the difference from the proposed 1.3 stall rate towards the fund. However, this scenario is not very likely to occur as, at full build-out, the residential parking component can be accommodated on-site.

Staff also explored increasing the parking rates to maximize the potential contributions to the fund. Even under a scenario of no relaxation to parking rates (i.e., at the city-wide rate of 1.5

stalls per dwelling unit), all required residential parking could be accommodated on-site. As the shortfall in on-site parking space would remain for commercial uses, the potential contributions to the fund could thus increase up to \$1.5 million if development occurs at the expected pace over the next 10 years. However, staff do not recommend removing the parking relaxation in Steveston as the potential contributions still would not meet the \$3.2 million required in the foreseeable future.

As contributions to this fund from on-site parking shortfalls occur in Steveston Village through development over the next 10 years to reach an anticipated \$750,000, the funds in the new Streetscape Improvement Fund could be used in the interim towards a portion of the streetscape project work. The Roads DCC Program could be used in conjunction with this option, to complete the entire long-term streetscape vision improvements.

- Steveston Business Improvement Area (BIA): the establishment of a BIA would create additional funding via a special charge levied on businesses within a designated area with those funds used to enhance the district, such as improvements to parking. Per Section 215 of the *Community Charter*, the legislation provides for a special charge to be levied on each commercial and/or industrial property within the designated area. The most commonly used methods to levy the contribution are assessment (mill rate percentage) or frontage (fixed sum per linear front footage). As part of the proposed public consultation process (see Section 9), staff would liaise with the Steveston Merchants Association to determine the level of interest in establishing a BIA in Steveston.

Of the three funding concepts, the Roads DCC Program provides the most certainty and greatest ease of implementation as the City wholly controls the funding. A new capital reserve fund or BIA funding lack certainty as both depend on circumstances beyond the City's control. The reserve fund is dependent upon the pace of development while a BIA requires the support of businesses located within the BIA boundary. These funding concepts would be presented for community feedback as part of the public consultation process discussed in Section 10.

9. Consultation with Stakeholders to Date

Staff presented the parking-related components of the draft long-term streetscape concepts for Bayview and Chatham Streets to representatives of the following stakeholder groups: Steveston Harbour Authority, Steveston Merchants Association, Steveston Community Society, Steveston 20/20 Group, and the Richmond Parking Advisory Committee. **Attachment 9** summarizes the feedback from these groups with respect to the introduction of angle parking on these streets. Generally, there is some support for the options to increase on-street parking but also opposition to the loss of green space on the north side of Bayview Street.

10. Proposed Public Consultation Process

Should the proposed long-term streetscape visions that incorporate increased on-street parking for Bayview and Chatham Streets be endorsed for further consultation, staff propose that the concepts and potential funding mechanisms be presented for public feedback given the scale of the potential changes to the streetscape and public realm of Steveston Village. Staff propose that one open house be jointly held to also present the findings and recommendations set out in the Steveston Village Conservation Strategy report to Planning Committee on February 19, 2013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and the material

posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback, and report back by July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy. These recommendations will be coordinated and brought forward together with a separate report back presenting the final proposed amendments to the Steveston Village Conservation Strategy at the same Planning Committee meeting.

Financial Impact

None at this time. The proposed public consultation activities could be accommodated within the existing divisional operating budget. Any changes to the DCC Program would be reported back as part of the DCC review process. Any future costs associated with the proposed streetscape improvements would be presented through the annual capital budget process.

Conclusion

While there is sufficient public parking available in the Village as a whole (i.e., when streets and public parking lots immediately outside the Village core are included), particularly in underutilized areas to the west and north of Moncton Street, there is a desire for more conveniently located parking. The proposed long-term streetscape design concepts for Bayview and Chatham Streets are supportive of the heritage character of Steveston and improve the public realm with the provision of sidewalks, more street trees, streetlights, and increased accessibility. Both concepts also provide for increased on-street parking. Given the significant potential changes to the streetscape and public realm of Steveston Village, staff propose that these draft long-term designs be presented for public feedback. Staff would then report back on the outcome by July 2013 with the proposed final streetscape designs.



Sonali Hingorani, P.Eng.
Transportation Engineer
(604-276-4049)

Public Parking in the Steveston Village Area



#	Address	Owner	Spaces	Rates
1	3540 Bayview St	DFO/SHA	18	\$2.00/hr up to 24 hrs
2	3711 Bayview St	DFO/SHA/Steveston Waterfront Properties	29 (+9 reserved)	\$2.00/hr up to 3 hrs
3	3800 Bayview St (West)	DFO/SHA/Steveston Waterfront Properties	24 (2 with 15-min time limit)	\$2.00/hr up to 3 hrs
4	3800 Bayview St (East)	DFO/SHA/Steveston Waterfront Properties	14 (1 with 15-min time limit)	\$2.00/hr up to 3 hrs
5	3771 Bayview St	DFO/SHA	18	\$2.00/hr up to 3 hrs
6	3971 Bayview St	DFO/SHA/Riversong Inn Ltd	38 (+6 reserved)	\$2.00/hr up to 3 hrs / \$6.00 all day
		Subtotal within Core	141	
7	4111 Bayview St	Onni Development Corp.	57	\$2.00/hr up to 4 hrs / \$10.00 all day
8	12111 6th Ave	DFO/SHA	45	\$2.00/hr up to 4 hrs / \$10.00 all day
9	3300 Chatham St	DFO/SHA	225	\$2.00/hr for 1st hr / \$1.00/hr additional hr up to 24 hrs
10	12138 4th Ave	Parks Canada	72 (+3 bus)	\$2.00/hr up to 4 hrs / \$10.00 all day
		Subtotal outside Core	399	

11	12200 2nd Ave	City	38 (+5 reserved)	Free with 3-hr time limit from 9 am-6 pm
12	12220 1st Ave	City	10	Free with 3-hr time limit
		Subtotal within Core	48	
13	3080 Moncton St	DFO/SHA	22	Free with no time limit but may convert to pay
14	3720 Moncton St	City	55	Free with no time limit
		Subtotal outside Core	77	

		City: within Core	331	Free with 3-hr time limit from 9 am to 6 pm
		City: outside Core	65	Free with no time limit
		Subtotal	396	
		TOTAL	1,061	

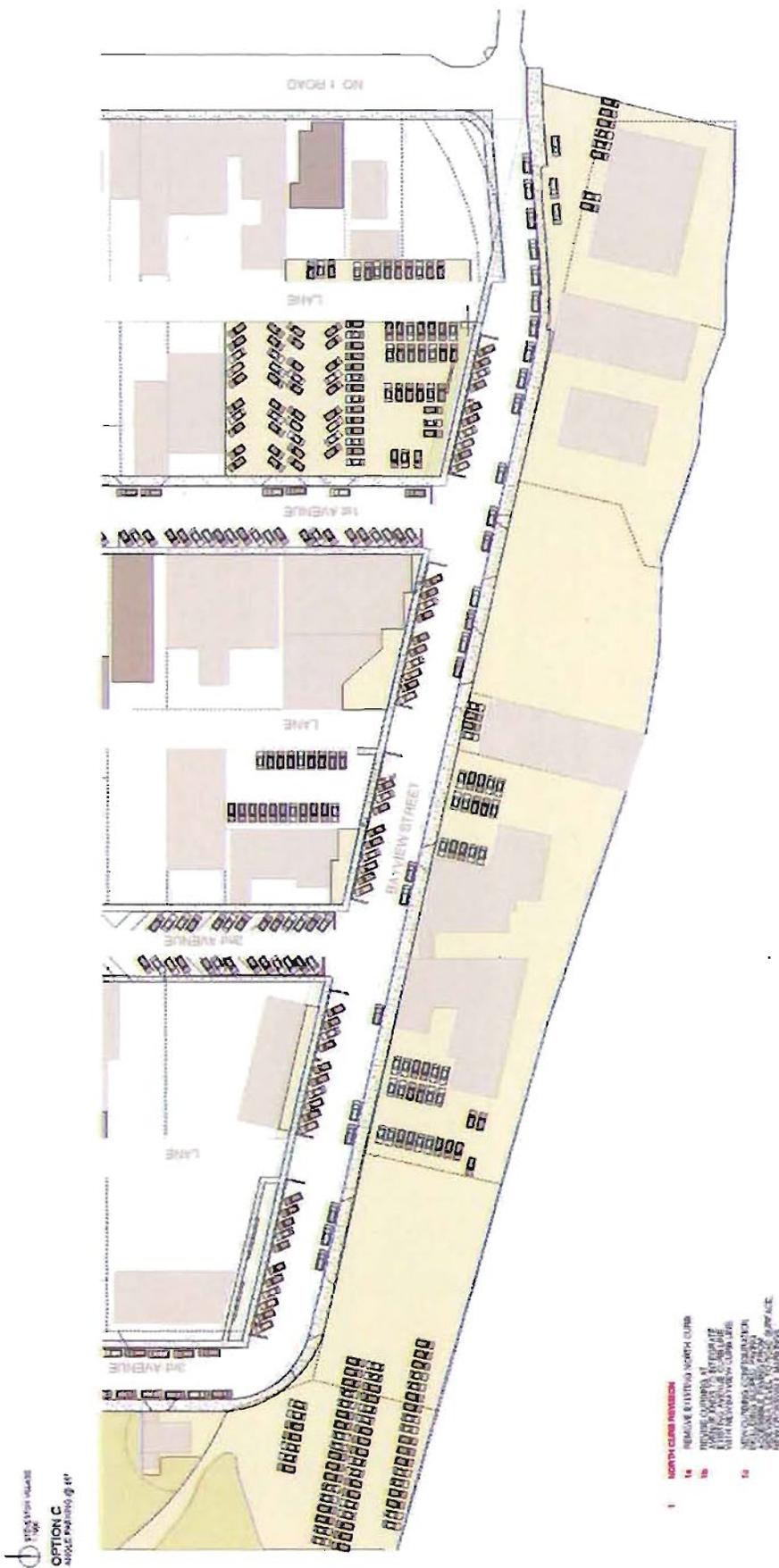
Options to Increase On-Street Parking on Bayview Street

Option	Description	Parking Spaces	Est. Cost	Comments
1	<ul style="list-style-type: none"> maintain existing parallel parking on north and south sides 	<ul style="list-style-type: none"> no net gain total of 17 (north side: 3 / south side: 14) 	\$12,000	<ul style="list-style-type: none"> provide 50 m of missing sidewalk on north side between 2nd Ave and lane to the west missing sidewalk between 3rd Ave and lane to the east to be provided through development
2	<ul style="list-style-type: none"> realign north curb by 6.0 m to allow angle parking maintain existing parallel parking on south side 	<ul style="list-style-type: none"> net gain of 23 total of 40 (north side: 26 / south side: 14) 	\$392,000	<ul style="list-style-type: none"> provision of 1.5 m sidewalk with no boulevard reduces green space between roadway and setback
3	<ul style="list-style-type: none"> realign north curb by 3.5 m to allow angle parking remove existing parallel parking on south side 	<ul style="list-style-type: none"> net gain of 9 total of 26 (north side: 26) 	\$370,000	<ul style="list-style-type: none"> provision of 1.5 m sidewalk and 2.5 m boulevard reduces green space between roadway and setback (but to a lesser degree than Option 2)
4	<ul style="list-style-type: none"> realign north curb by 2.5 m to allow parallel parking maintain parallel parking on south curb 	<ul style="list-style-type: none"> net gain of 11 total of 28 (north side: 14 / south side: 14) 	\$358,000	<ul style="list-style-type: none"> provision of 1.5 m sidewalk and 3.5 m boulevard reduces green space between roadway and setback (but to a lesser degree than both Options 2 and 3)

Options to Increase On-Street Parking on Chatham Street

Option	Description	Parking Spaces	Est. Cost	Comments
1	<ul style="list-style-type: none"> status quo maintain existing parallel parking on north and south sides 	<ul style="list-style-type: none"> no net gain total of 23 (north side: 14 / south side: 9) 	n/a	<ul style="list-style-type: none"> no increase in parking no increase in pavement width and crossing distance
2	<ul style="list-style-type: none"> realign north and south curbs angle parking in the centre of the street 	<ul style="list-style-type: none"> net gain of 55 total of 78 (north side: 39 / south side: 39) 	\$2,377,000	<ul style="list-style-type: none"> significant gain in parking loss of mid-block left-turns potential safety concerns lack of motorist familiarity
3	<ul style="list-style-type: none"> realign north and south curbs angle parking on either side of the street 	<ul style="list-style-type: none"> net gain of 55 total of 78 (north side: 38 / south side: 40) 	\$2,798,000	<ul style="list-style-type: none"> significant gain in parking traditional on-street parking design

Potential Angle Parking on Bayview Street: Long-Term Option 2



11

RECOMMENDED PARKING PROPOSAL
45° ANGLE PARKING - OPTION C
BAYVIEW STREET

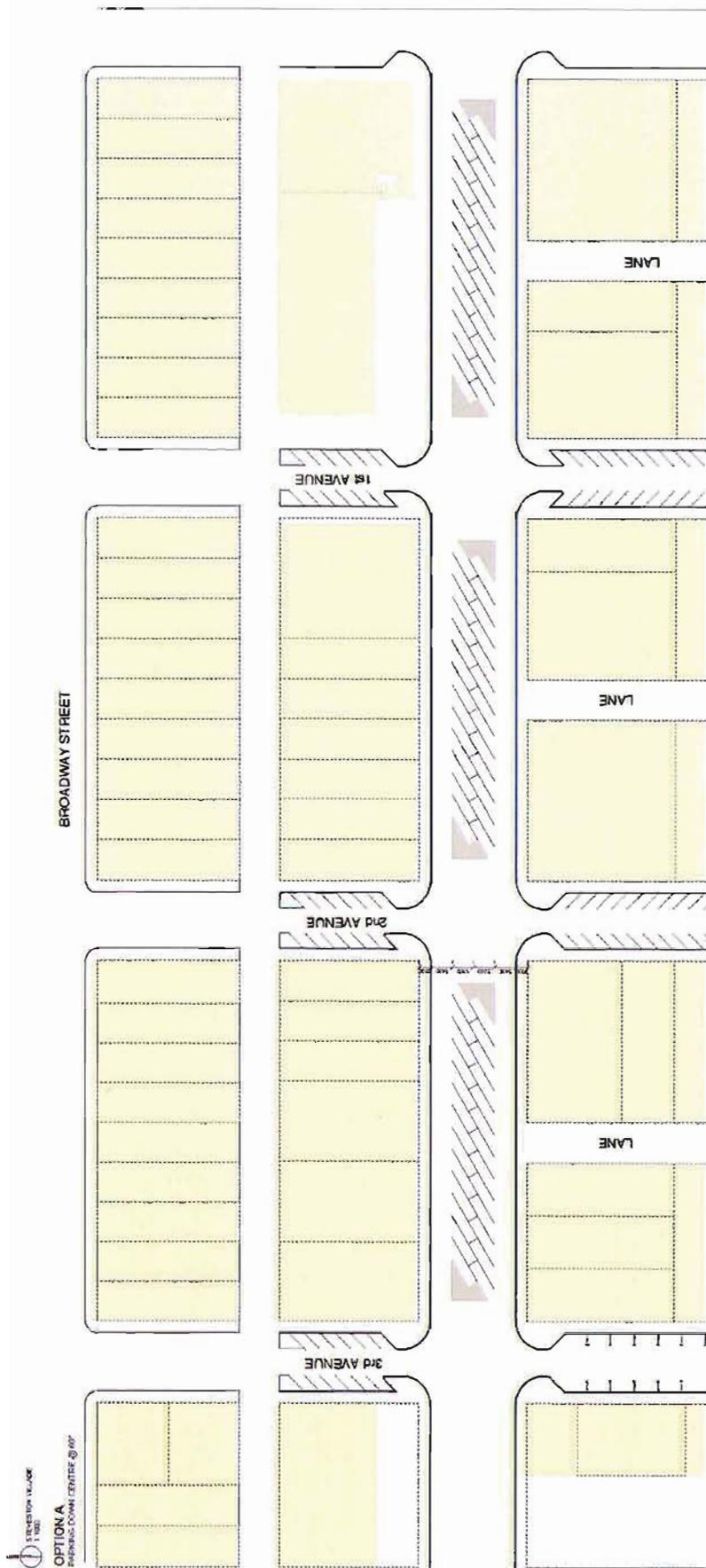
Potential Angle Parking on Bayview Street: 3-D Rendering of Long-Term Option 2



PLN - 49



Potential Centre Angle Parking on Chatham Street: Long-Term Option 2



Potential Standard Angle Parking on Chatham Street: Long-Term Option 3



STURGEON VILLAGE
OPTION C
ANGLE PARKING @ 45°



- 1 SOUTH CURB REVISION**
 - 1a REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET
 - 1b REVISE CURBING AT AVENUE ENDS TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS
 - 1c NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS
- 2 REVISION TO BUS STOPS**
 - 2a REORGANIZE BUS PARKING IN ORDER TO USE ONLY THOSE CURB AREAS BETWEEN 2ND AVENUE AND LANE EAST OF 2ND
- 3 FIRST PHASE NORTH CURB REVISION**
 - 3a REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET EXCEPT FOR BLOCK BETWEEN 2ND AND 3RD AVENUES
 - 3b REVISE CURBING AT AVENUE ENDS TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS
 - 3c NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS
- 4 SECOND PHASE NORTH CURB REVISION**
 - 4a REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET BETWEEN 2ND AND 3RD AVENUES
 - 4b REVISE CURBING AT 3RD AVENUE END TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS

Potential Standard Angle Parking on Chatham Street: 3-D Rendering of Long-Term Option 3



PLN - 52

8

STREET VIEW 2 - RECOMMENDED
CHATHAM STREET LOOKING WEST

Potential Angle Parking on Avenues North of Chatham Street: Example of 2nd Avenue



2nd Avenue: After



2nd Avenue: Before

Stakeholder Feedback re New Angle Parking on Bayview and Chatham Streets

Stakeholder	Comments	Staff Response
Steveston Merchants Association	<u>Bayview Street</u> <ul style="list-style-type: none"> concerned with loss of green space, impact on pedestrians and cyclists, safety concerns of cars backing out, and vehicle exhaust and noise impacting patio diners, especially as most restaurants are on the north side prefer on-street parking remain as status quo but if increased, prefer parallel over angle parking 	<u>Bayview Street</u> <ul style="list-style-type: none"> proposed streetscape improves pedestrian facilities with continuous 1.5 m sidewalk on both sides existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns angle parking allows greatest increase in parking supply
Steveston Community Society	<u>Chatham Street</u> <ul style="list-style-type: none"> do not oppose provided it does not pose a safety hazard to drivers/pedestrians consider extending angle parking further west towards Garry Point Park <u>Bayview Street</u> <ul style="list-style-type: none"> prefer to eliminate parking but if that is not feasible, then do not oppose angle parking 	<u>Chatham Street</u> <ul style="list-style-type: none"> existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns feasible to extend angle parking westward <u>Bayview Street</u> <ul style="list-style-type: none"> angle parking allows greatest increase in parking supply
Steveston 20/20 Group	<u>Chatham Street</u> <ul style="list-style-type: none"> concern with the safety of angle parking – may be difficult to back out due to vehicle speeds and frequency of buses consider angle parking on 4th Avenue between Chatham Street and Steveston Hwy 	<u>Chatham Street</u> <ul style="list-style-type: none"> existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns angle parking on 4th Avenue is not recommended due to significant impacts to residents as discussed in Section 5
Richmond Parking Advisory Committee	<u>Bayview Street</u> <ul style="list-style-type: none"> angle parking will decrease green space If reconstruction of the north curb is undertaken, consider adding an electric vehicle charging station at one parking space suggest that end spaces that cannot accommodate a vehicle be designated for motorcycle/scooter parking 	<u>Bayview Street</u> <ul style="list-style-type: none"> proposed streetscape improves pedestrian facilities possible to add an electric vehicle charging station at one parking space in future as demand warrants end spaces that cannot accommodate a vehicle can be designated for motorcycle/scooter parking



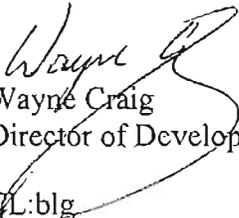
City of Richmond

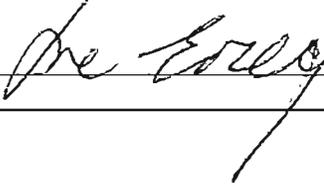
Report to Committee Planning and Development Department

To: Planning Committee **Date:** February 26, 2013
From: Wayne Craig
Director of Development **File:** RZ 12-623032
Re: Application by Gursher S. Randhawa for Rezoning at 8651/8671 No. 2 Road from
Single Detached (RS1/E) to Two-Unit Dwellings (RD1)

Staff Recommendation

That Bylaw 8997, for the rezoning of 8651/8671 No. 2 Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.


Wayne Craig
Director of Development
CL:blg
Att.

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER 

Staff Report

Origin

Gursher S. Randhawa has applied to the City of Richmond for permission to rezone 8651/8671 No. 2 Road from “Single Detached (RS1/E)” to “Two-Unit Dwellings (RD1)”, to legitimize an existing non-conforming duplex at the subject site and to permit the construction of a new duplex on the property (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located on the west side of No. 2 Road, between Colville Road and Francis Road, in an established residential neighbourhood consisting of a mix of old and new single detached dwellings on varying lot sizes. Development immediately surrounding the subject property is as follows:

- To the north, are two (2) dwellings on medium-sized lots zoned “Single Detached (RS1/E)”, which were created through subdivision in the late 1980’s. Further north, is a brand new dwelling on a large lot zoned “Single Detached (RS1/E)”, followed by a newer duplex on a lot zoned “Two-Unit Dwellings (RD2)”, along with a series of new dwellings on compact lots recently created through rezoning and subdivision.
- To the east, across No. 2 Road, are primarily older-character single detached dwellings on medium to large-sized lots zoned “Single Detached (RS1/E)”;
- To the south, are four (4) dwellings on medium-sized lots zoned “Single Detached (RS1/E)”, created through subdivision in the late 1980’s; and
- To the west, fronting Cantley Road, are older-character dwellings on large lots zoned “Single Detached (RS1/E)”.

Related Policies & Studies

2041 Official Community Plan (OCP) Designation

The OCP’s Land Use Map designation for this property is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Arterial Road Policy

This section of No. 2 Road is classified as a Major Arterial Road under the OCP’s Arterial Road Policy and Map. The subject site is not designated for either compact lots or townhouses on the OCP’s Arterial Road Development Map, therefore this redevelopment proposal is being considered based on its own merit and on the context of the surrounding area.

Consistent with the Arterial Road Policy, the applicant for the subject proposal is required to dedicate 6 m of property along the entire west property line prior to rezoning adoption, to enable future development of a rear lane to connect to the existing lane already established to the north.

Lot Size Policy

The subject site is not governed by a Lot Size Policy.

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

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 property.

Staff Comments

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report assesses 10 bylaw-sized trees on the subject site and one (1) bylaw-sized tree on the neighbouring property to the west at 8700 Cantley Road.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a visual tree assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Protect Tree A at 8700 Cantley Road with a minimum tree protection zone of 3.6 m from the base of the tree, into the subject site;
- Retain Trees # 787 and 788 (Portugal Laurel) located on the subject property in the rear yard, with a minimum tree protection zone of 3 m from the base of the trees and the existing lot grade maintained within the zone. Despite future construction of a lane along the entire west property line at the rear of the subject site (with potential redevelopment of the lots to the north), the interim benefits provided by trees warrant their retention at this time.
- Remove Trees # 789, 790, 791, 792, 793, 794, 795, 796, which are all in poor condition. These trees are either dead, dying (sparse canopy foliage), have been previously topped, exhibit structural defects such as cavities at the main branch union, co-dominant stems with inclusions, or have unbalanced canopies from excessive pruning. These trees are not good candidates for retention and should be removed and replaced.

The final Tree Retention Plan is reflected in **Attachment 3**.

Tree Protection Fencing for Tree A and Trees # 787, 788 must be installed to City standard prior to demolition of the existing duplex and must remain in place until construction and landscaping on the site is completed.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit:

- A Contract with a Certified Arborist to supervise tree protection at all stages of construction. The Contract must include the proposed number of monitoring inspections and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- A security in the amount of \$2000 to ensure survival of Trees # 787 and 788 (reflects the 2:1 replacement tree ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the site is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one year later, subject to inspection, to ensure the trees have survived.

Based on the 2:1 tree replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 16 replacement trees are required. Due to the effort to be taken by the applicant to protect the trees in the rear yard and the limited available space remaining to accommodate replacement trees, staff recommend that the required tree replacement be reduced to 10 trees. The applicant has agreed to planting and maintaining four (4) large replacement trees within the front yard of the site at development stage (i.e. 11 cm deciduous or 6 m high conifer), and contributing \$3000 to the City's Tree Compensation Fund prior to rezoning, in-lieu of planting the balance of replacement trees on-site (6 x \$500/tree).

Prior to final adoption of the rezoning bylaw, the applicant must submit a Site Plan for the proposed new duplex and a Landscape Plan prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including installation costs). The Landscape Plan must be consistent with the design guidelines of the Arterial Road Policy, must include cross-section details for the rear yard landscape treatment, and must include the required four (4) replacement trees. The Landscape Security is required to ensure that the replacement trees will be planted and maintained, and the front yard of the site will be enhanced.

Conceptual Building Elevation Plan

A conceptual plan of the proposed east elevation of the new duplex (along No. 2 Road) was submitted by the applicant and is attached (**Attachment 4**). The proposed concept is consistent with other new-character dwellings being constructed across the city. At future development stage, a Building Permit must be obtained by the applicant and the final building design must comply with all City regulations.

Limitation to Two-unit Dwelling

To address concerns about the potential for the duplex to be converted to include illegal suites, the registration of a restrictive covenant on Title, limiting the property to a maximum of two (2) dwelling units will be required prior to rezoning.

Site Servicing & Vehicle Access

There are no servicing concerns or requirements with rezoning.

Prior to final adoption of the rezoning bylaw, the applicant is required to:

- Dedicate 6 m of property along the entire west property line of the subject site, for future extension of the rear lane established further north;
- Pay Engineering Improvement Charge of \$838 per linear metre of total lot width ($\$838 \times 24.97 \text{ m} = \$20,924.86$), in lieu of lane construction;
- Register a restrictive covenant on Title that would require a minimum 9 m front yard to enable on-site vehicle turnaround capability; and
- Register a restrictive covenant on Title that would require, upon redevelopment of the site with a new building, the existing two (2) driveway crossings to be removed and replaced with a single driveway crossing, to be located in the middle of the No. 2 Road frontage. The Landscape Plan required prior to rezoning will ensure that the front yard is enhanced and that the amount of paved surface is limited.

At Building Permit stage, the applicant is required to submit a Construction Traffic and Parking Management Plan to the satisfaction of the City's Transportation Division, and will also be responsible for completing the necessary service connection requirements identified by the City's Engineering Department. In addition, the removal of the existing two (2) driveway crossings and installation of the new single driveway crossing is to be done through a Work Order. The new single driveway crossing design must be approved by the City's Transportation Division and must be built as per City Engineering Specifications.

Analysis

This rezoning application has been reviewed on its own merit and in the context of the surrounding area. The following conditions make consideration of duplex zoning at this site supportable:

- There exists a mix of large, medium, and compact single detached dwellings in the immediate surrounding area, along with a newer duplex with a rear lane dedication further north.
- This rezoning application to duplex zoning eliminates the non-conforming status on the site and legitimizes the land use.
- The subject property is on a major arterial road, within walking distance of a Neighbourhood Service Centre at Blundell Centre (approximately 500 m away).

- Introduction of the rear lane in this area is a long term objective of the City. There is an operational lane that has been established to the north within this block of No. 2 Road. Prior to the lane extending south to the subject site, it would require the redevelopment of adjacent lots to the north. There are newer homes on these lots and the redevelopment potential of some of these lots is limited due to existing lot geometry. This will delay the completion of an operational lane within this block of No. 2 Road. However, by securing the rear lane dedication at the subject site prior to rezoning, it will assist with achieving the City's long term objective of an operational lane within this block in the future.
- Given the anticipated timeframe for the rear lane in this area to become fully operational, staff do not believe that requiring the proposed new duplex to be designed with rear-facing garages and a temporary driveway crossing to No. 2 Road is beneficial due to the amount of paved surface that would be required to accommodate the on-site vehicle circulation. Any new construction that would occur on-site after the rear lane is constructed would require vehicle access off the lane as per Bylaw 7222.

Financial Impact

None.

Conclusion

This rezoning application to legitimize an existing non-conforming land use and permit the development of a duplex on No. 2 Road complies with all applicable policies and land use designations contained within the OCP.

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

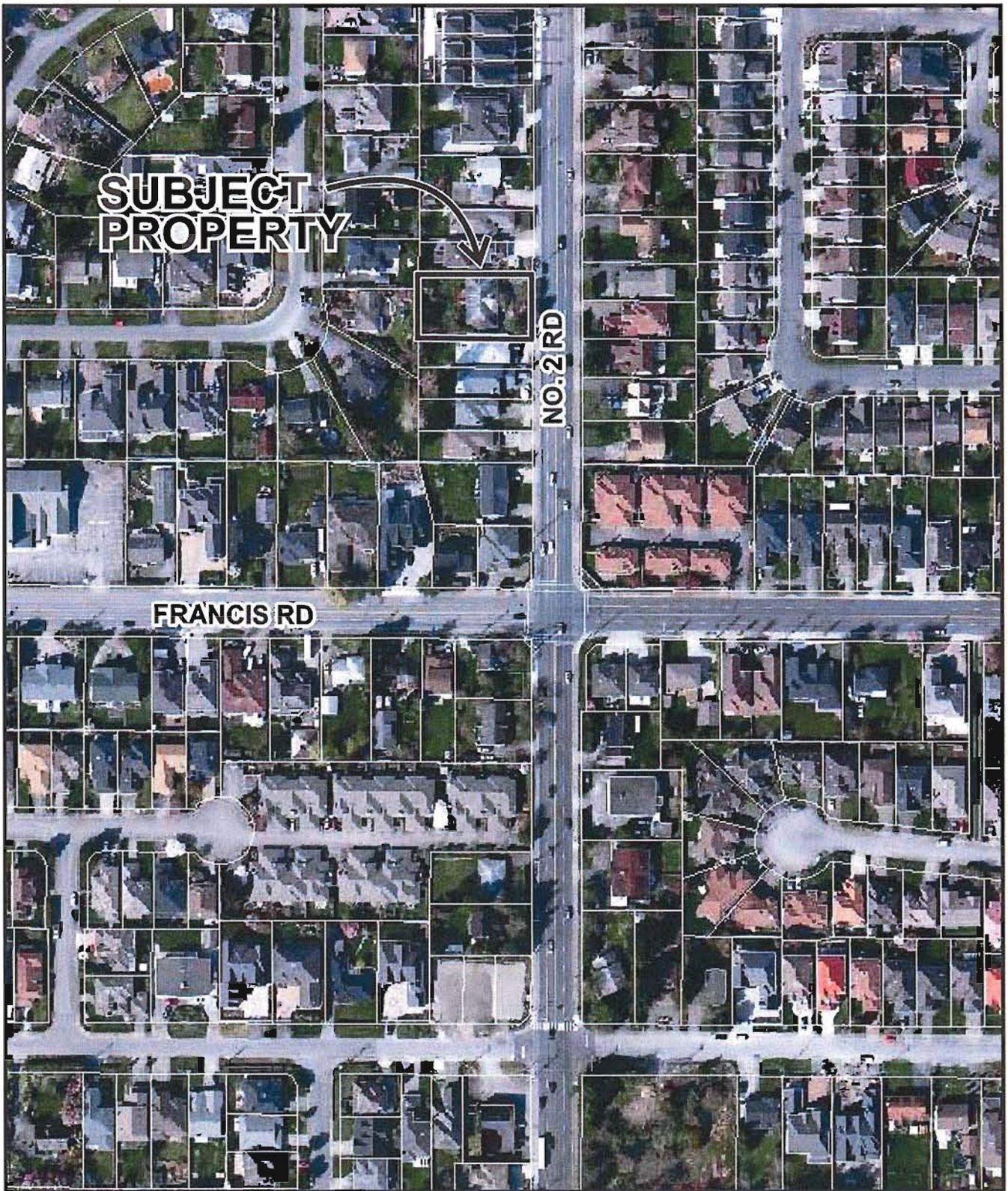
On this basis, staff recommends support for the application.



Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Tree Retention Plan
Attachment 4: Conceptual Building Elevation Plan
Attachment 5: Rezoning Considerations Concurrence



RZ 12-623032

Original Date: 10/31/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-623032

Attachment 2

Address: 8651/8671 No. 2 Road

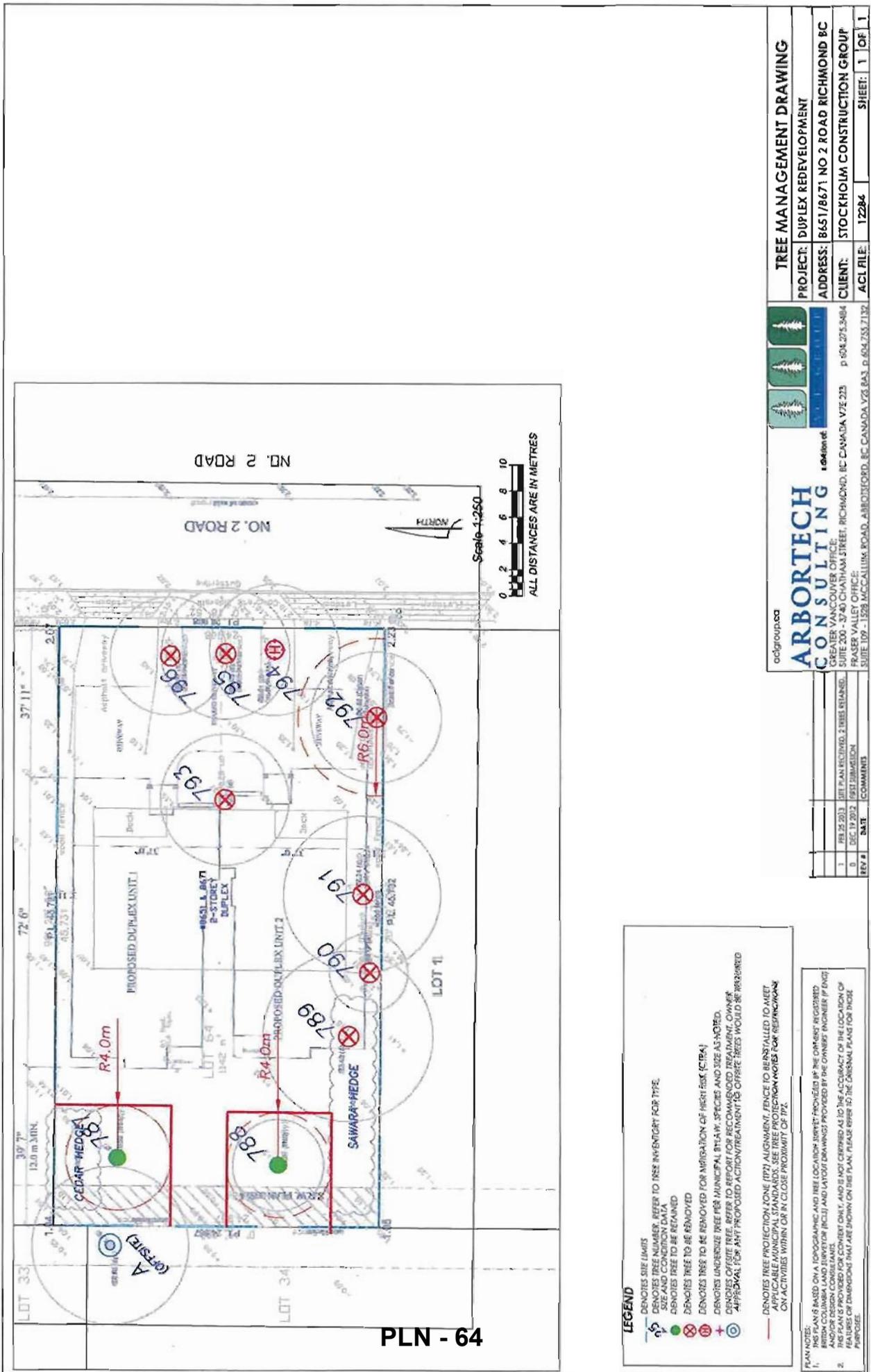
Applicant: Gursher S. Randhawa

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Kuldip Singh Sandhu Sohan Singh Kang Palwinder Kaur Randhawa	To be determined
Site Size (m ²):	1142 m ² (12,292 ft ²)	After rear lane dedication (1142 m ² - 150 m ²) = approx. 992 m ² (10,678 ft ²)
Land Uses:	Existing non-conforming duplex	New duplex
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Two-Unit Dwellings (RD1)
Number of Units:	2	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 - up to 929 m ² ; plus 0.30 - balance of lot area.	Max. 0.55 x 929 m ² = 510.95 m ² Plus 0.30 x 213 m ² = 63.9 m ² Total: 575 m ²	none permitted
Lot Coverage:	Max. 45% - buildings Max. 70 % - buildings, structures and non-porous areas Min. 30% - live plant material	Max. 45% - buildings Max. 70 % - buildings, structures and non-porous areas Min. 30% - live plant material	None
Lot Area:	864 m ²	Approx 992 m ²	None
Setback – Front Yard (m):	Min. 9 m	Min. 9 m (with restrictive covenant)	None
Setback – Side Yard (m):	Min. 2 m	Min. 1.2 m	None
Setback – Rear Yard (m):	Min. 6 m	Min. 6 m	None
Height:	2 ½ storeys	2 ½ storeys	None

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



PLN - 64

LEGEND

- DENOTES SIZE LIMITS
- DENOTES TREE NUMBER, REFER TO TREE INVENTORY FOR TYPE
- DENOTES TREE TO BE REMOVED
- DENOTES TREE TO BE RETAINED
- DENOTES TREE TO BE REMOVED
- DENOTES TREE TO BE REMOVED FOR MIGRATION OF HIGH RISK (C/TBA)
- DENOTES UNDERSIZE TREE PER MUNICIPAL BY-LAW, SPECIES AND SIZE AS NOTED.
- DENOTES OFFSITE TREE, REFER TO REPORT FOR RECOMMENDED TREATMENT, OWNER APPROVAL, FEASIBILITY ACTION/TREATMENT TO OFFSITE, TREES WOULD BE REQUIRED
- DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT, FENCE TO BE INSTALLED TO MEET TPZ REQUIREMENTS, REFER TO TREE PROTECTION NOTES FOR REQUIREMENTS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ

PLAN NOTES:

1. THIS PLAN IS BASED ON A TOPOGRAPHIC AND TREE LOCATION SURVEY PROVIDED BY THE OWNER'S REGISTERED BOUNDARY SURVEYOR (B.C.S.S.) AND LAYOUT DRAWINGS PROVIDED BY THE OWNER'S ENGINEER (P. ENG) AND/OR DESIGN CONSULTANTS.
2. THIS PLAN IS FOR INFORMATION ONLY AND IS NOT GUARANTEED AS TO THE ACCURACY OF THE LOCATION OF FEATURES OR DIMENSIONS THAT ARE SHOWN ON THIS PLAN. PLEASE REFER TO THE ORIGINAL PLANS FOR THESE PURPOSES.

REV #	DATE	COMMENTS
1	FEB 25 2013	REVISED PLAN FOR TREE RETENTION
2	DEC 17 2012	REVISED PLAN FOR TREE RETENTION

ocdgroup.ca

ARBORTECH CONSULTING

GREATER VANCOUVER OFFICE:
SUITE 200 - 3740 CHATHAM STREET, RICHMOND, BC CANADA V7E 2Z3 p 604.275.5404

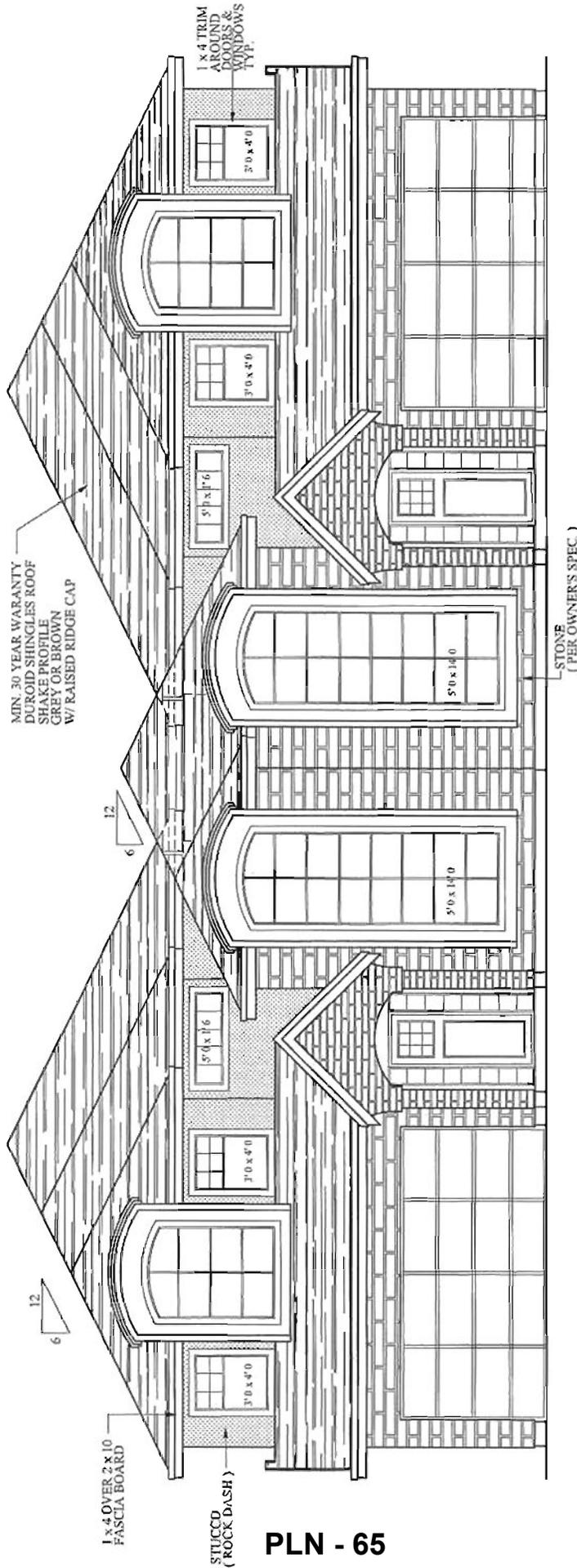
FRASER VALLEY OFFICE:
SUITE 107 - 1528 MCCALLUM ROAD, ABBOTSFORD, BC CANADA V2S 8A3 p 604.753.7132

TREE MANAGEMENT DRAWING

PROJECT:	DUPLEX REDEVELOPMENT
ADDRESS:	B65178671 NO 2 ROAD RICHMOND BC
CLIENT:	STOCKHOLM CONSTRUCTION GROUP
ACI FILE:	12284
SHEET:	1 OF 1

Conceptual Plan

At future Building Permit stage, all plans to comply with City regulations.



FRONT ELEVATION

Feb 22



Rezoning Considerations

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

Address: 8651/8671 No. 2 Road

File No.: RZ 12-623032

Prior to final adoption of Zoning Amendment Bylaw 8997 , the following must be completed:

1. Dedication of 6 m of property along the entire west property line of the subject property.
2. 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 installation costs. The Landscape Plan 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 dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
 - include cross-section details for the rear yard landscape treatment; and
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	11 cm		6 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

3. City acceptance of the developer's offer to voluntarily contribute \$3,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$2,000 for the two (2) trees to be retained (Trees # 787 and 788). The City will release 90% of the security after construction and landscaping on the site is completed, inspections area approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the trees have survived.
6. Registration of a flood indemnity covenant on title.
7. Registration of a restrictive covenant on title that would require the existing two (2) driveway crossings to be removed and replaced with a single driveway crossing, to be located in the middle of the No. 2 Road frontage, should the site be redeveloped with a new building;
8. Registration of a restrictive covenant on title that would require a minimum 9 m front yard to enable on-site vehicle turnaround capability;
9. Payment of \$838 per linear metre of total lot width ($\$838 \times 24.97 \text{ m} = \$20,924.86$) for Engineering Improvement Charges, in lieu of lane construction.

Prior to Demolition Permit* issuance, the following is required to be completed:

- Installation of appropriate tree protection fencing to City standard around all trees to be retained as part of the development (Trees # 787, 788 on-site, and Tree A off-site). Tree protection fencing must remain in place until construction and landscaping on the site is completed.

Prior to Building Permit* Issuance, the following is required to be completed:

- Submission of a Construction Parking and Traffic Management Plan to the City’s 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.
- Completion of the necessary service connection requirements identified by the City’s Engineering Department.
- Removal of the existing two (2) driveway crossings and installation of the new single driveway crossing through a Work Order. The new single driveway crossing design must be approved by the City’s Transportation Division and must be built as per City Engineering Specifications.
- Obtain a Building Permit 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.

[signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8997 (RZ 12-623032)
8651/8671 No. 2 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 TWO-UNIT DWELLINGS (RD1).

P.I.D. 006-717-853

Lot 64 Section 24 Block 4 North Range 7 West New Westminster District Plan 32284

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8997".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for recording readings and requirements.

CITY OF RICHMOND APPROVED by HB APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: February 28, 2013

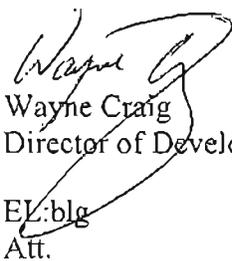
From: Wayne Craig
Director of Development

File: RZ 12-605932

Re: Application by Frances S. Zukewich for Rezoning at 11351 No. 2 Road from
Single Detached (RS1/E) to Single Detached (RS2/C)

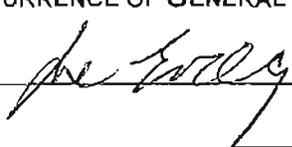
Staff Recommendation

That Bylaw 9006, for the rezoning of 11351 No. 2 Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.



Wayne Craig
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Frances S. Zukewich has applied to the City of Richmond for permission to rezone 11351 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/C) in order to permit the property to be subdivided into two (2) single-family residential lots with a shared vehicle access off No. 2 Road.

Findings of Fact

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

Surrounding Development

To the North: Single-family dwellings on lots zoned Single Detached (RS1/E);

To the East: Across No. 2 Road, large sites zoned Agriculture (AG) in Agriculture Land Reserve;

To the South: A duplex on a lot zoned Two-Unit Dwellings (RD1) and then single-family dwellings on lots zoned Single Detached (RS1/E); and

To the West: Single-family dwellings on lots zoned Single Detached (RS1/E) fronting Egret Court.

Related Policies & Studies

Steveston Area Plan

The subject property is located within the Steveston Area Plan, Schedule 2.4 of the Official Community Plan (OCP). The Land Use Map in the Steveston Area Plan designates the subject property for "Single-Family".

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 Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$5,735.00). Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on one (1) of the two (2) future lots at the subject site, the applicant will be 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. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lots without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site.

Staff received a letter from the adjacent property owners to the west at 5960 Egret Court, stating that they have no objection to the proposed subdivision at 11351 No. 2 Road. 5960 Egret Court is the only property on Egret Court that shares a common property line with the subject site.

Staff also received a letter from the property owners at 5951 Egret Court expressing their opposition to the proposed rezoning application. A list of concerns is provided below, along with City staff responses in *italics*:

1. The proposed rezoning and subdivision would allow two (2) new homes with secondary suites. Four (4) units on this site would increase traffic movements and congestion along No. 2 Road.

Transportation Division staff have reviewed the proposal. The proposed subdivision will result in a manageable increase in traffic generation compared to the existing single-family house. It is anticipated this increase will on average result in just two (2) additional vehicles per hour during the morning and afternoon peak period. This marginal increase is expected to have minimal impact to the surrounding road system as it translates to just one (1) additional car every 30 minutes and can be accommodated by the adjacent road network capacity and geometry with no significant impact to traffic on the nearby streets.

In addition, the applicant has advised that no secondary suites are proposed (hence voluntary cash contribution for affordable housing); the proposed subdivision will create two (2) lots with two (2) units in total, not four (4) units. Furthermore, there is no net increase in driveways. A larger front yard setback is also required under the proposed RS2/C zone to facilitate on-site turnaround.

2. The proposed lot sizes would be smaller than the neighbourhood average and would look out of place compared to the remainder of the streetscape.

The width of the lots on the west side of No. 2 Road ranges from 15.24 m (50 ft.) to 21.34 m (70 ft.). The adjacent duplex lot to the south of the subject site may be rezoned and subdivided into two (2) 12 m (39 ft.) wide lots based on current City policy. The proposed 13.71 m (45 ft.) wide lot would add to the lot width variety on this block. Discussion on Neighbourhood Character is provided in the "Analysis" section.

3. The proposed development would be in contrary to the wish of the property owners in the Westwind Subdivision to maintain the existing larger lot sizes in the area.

It is noted that an application was submitted in 2002 (RZ 02-219330) to rezone and subdivide 11851 No. 2 Road (at the southwest corner of No. 2 Road and Kittiwake Drive) into two (2) small lots (approximately 10.0 m or 33 ft. wide) with access via a new back lane parallel to No. 2 Road. Considerable objection from the property owners on No. 2 Road and the Westwind Subdivision was received with regard to the proposed lane establishment. The application was then withdrawn by the applicant after the Public Hearing for that proposal.

With regards to the subject development application, no lane establishment is being proposed. If approved, access to the future single-family lots would be via a shared access from No. 2 Road. In addition, the proposed lot width (approximately 13.71 m or 45 ft.) is more comparable to the existing lot widths along this block of No. 2 Road than the 10 m (33 ft.) wide lots as previously proposed at 11851 No. 2 Road. Discussion on Neighbourhood Character is provided in the "Analysis" section.

4. The raise of site grade at the development site to meet the minimum flood construction level with respect to No. 2 Road would create a drainage problem along the abutting lower properties.

Regardless of the rezoning application, any new house on the subject property would be required to meet the flood construction levels in the Flood Management Bylaw. Perimeter drainage will be required at the Building Permit stage.

5. Any new homes built (which could be 2-½ storey high) on the proposed development site (with a higher minimum flood construction level) would tower over the adjacent properties and reduce privacy of the neighbouring homes.

The provisions related to rear yard setback and building height are exactly the same between the Single Detached (RS1/E) and the Single Detached (RS2/C) zones. Under the existing RS1/E zoning, a 2-½ storey house totalling approximately 418 m² (4,500 ft²), not including a 50 m² (538 ft²) garage, could be built at 11351 No. 2 Road. The property owners to the immediate west of the development site have no objection to the proposed 2-lot subdivision. Impact on other nearby properties in terms of privacy loss, due to the proposed subdivision, should be nominal.

6. The encroachment of density and decrease in ambience to the neighbourhood would decrease property value.

There is no indication that new subdivision would decrease property value in the neighbourhood.

Staff Comments

Tree Preservation and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation staff have reviewed the Arborist Report and concurred with the recommendations made by the Arborist. Although there is no bylaw-sized tree on site, a minimum of six (6) new trees (3 per new lot) are recommended to meet the objective of developing a sustainable urban forest.

There are three (3) trees located on the adjacent property to the west (5960 Egret Court) and to the south (11371 No. 2 Road). These trees are to be retained and protected as per Arborist Report recommendations (see Tree Protection Plan in **Attachment 3**). Tree protection fencing is required to be installed to City standards prior to any demolition and/or 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 is required prior to final adoption of the rezoning bylaw.

Agricultural Advisory Committee

This rezoning application was reviewed by the Agricultural Advisory Committee (ACC) on February 13, 2013 and the Committee passed a motion to "support the proposed redevelopment as presented to the AAC".

Registration of a restrictive covenant to identify the buffer area along the front property line is required to prevent the removal of the buffer landscaping. In response to questions of the AAC, the legal agreement would also indicate that the property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.

In order to ensure that this landscape buffer work is undertaken and the replacement trees are planted, the applicant has submitted a landscape plan (**Attachment 4**) and agreed to provide a landscape security in the amount of \$9,770.00 prior to final adoption of the rezoning bylaw.

Site Servicing and Subdivision

No servicing concerns. A Restrictive Access Covenant is required to ensure vehicular access to the future lots is via a single shared driveway crossing, and driveways are designed to allow vehicles to turn around on-site, which will also require a Cross-Access Easement at subdivision.

At the subdivision stage, the developer will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs. Also, a statutory utility right-of-way along the entire No. 2 Road frontage may be required to accommodate Storm Inspection Chambers and Water Meter boxes etc.

Analysis

The subject application is being brought forward for consideration based on site-specific factors.

Redevelopment Potential

In determining the appropriate form of redevelopment for the subject site, it is important to understand how the surrounding lots are likely to change in the future.

- The east side of No. 2 Road between Steveston Highway and Great West Cannery Park is within the boundary of Agricultural Land Reserve; therefore, no redevelopment potential.
- The west side of No. 2 Road between Steveston Highway and Moncton Street is not included in the Arterial Road Policy; therefore, no redevelopment potential for either compact lot or multiple-family developments.
- The adjacent property to the south at 11371/11391 No. 2 Road is zoned Two-Unit Dwellings (RD1) and has an existing duplex on the property. It is the City's policy to consider the rezoning and subdivision of duplex-zoned lots into no more than two (2) single-family residential lots. If this lot is subdivided, each future lot will be approximately 452 m² (4,865 ft.²) in size and 12.15 m (39.86 ft.) in width. The appropriate zoning for this future development would be Single Detached (RS2/B).

Neighbourhood Character

- The lots on the west side of No. 2 Road between Steveston Highway and Kittiwake Drive have lot areas ranging from 557 m² (6,000 ft²) to 780 m² (8,400 ft²) and lot frontage ranging from 15.24 m (50 ft.) to 21.34 m (70 ft.).
- Under the existing zoning, the subject site would remain as one (1) large 1,002 m² (10,784 ft²) lot with a frontage of 27.43 m (90 ft.). This is the largest and widest lot on the west side of No. 2 Road between Steveston Highway and Moncton Street.
- With a rezoning to Single Detached (RS2/C), the subject lot would be able to subdivide into two (2) lots each approximately 501 m² (5,400 ft²) in size and 13.71 m (45 ft.) in width (**Attachment 5**). The lot size would be slightly smaller than the minimum lot size required under the current Single Detached (RS1/E) zone, which is 550 m² (5,920 ft²). The lot width would be between the lot width of the potential lots at 11371/11391 No. 2 Road (at 12.15 m or 40 ft.) and the existing non-conforming Single Detached (RS1/E) lots on the same block (at 15.24 m or 50 ft.).
- No other lots (except for 11371/11391 No. 2 Road) between Steveston Highway and Moncton Street would be large and wide enough to be subdivided under Single Detached (RS2/C) or Single Detached (RS2/B) on their own (i.e., approving this rezoning application would not create a precedent).

Front Access Development

The development of front access single-family lots on arterial roads is not considered an appropriate development solution in the majority of cases due to concerns related to traffic operation and aesthetics. However, in this particular case, an exception is being considered for the following reasons:

1. The property is located on a local arterial road (versus major arterial);
2. Only one (1) shared vehicle access will be provided for the future lots to limit vehicle access. The shared vehicle access will be secured through the registration of a cross-access agreement;
3. Adequate space in the front yard is provided for the shared access and driveways with turn-around capability (a 9.0 m or 29 ft. front yard setback is required under the provision of Single Detached (RS2/C) where a lot is intended to be serviced by a driveway accessing a section line road); and
4. A landscape plan has been submitted to ensure adequate landscaping will be planted in the front yard (**Attachment 4**). The applicant has agreed to provide a landscaping security to ensure the landscaping works will be undertaken.

Proposed Development

Staff support the proposed development to rezone and subdivide 11351 No. 2 Road based on its own merits for the following reasons:

1. The only other redevelopment potential on this block is the adjacent duplex which could be rezoned and subdivided into two (2) narrower lots. The proposed development could be considered a transition development between the future narrow lots (RS2/B - 12 m or 39 ft. wide) to the south and the existing standard RS1/E lots to the north.
2. Since there are a number of non-conforming RS1/E lots with lot frontage as narrow as 15.24 m (50 ft.) on this block; the proposed 13.71 m (45 ft.) wide lots would not appear to be out of place.
3. An ALR Buffer will be provided along the No. 2 Road frontage. The required landscape plan will give the City more control on the landscaping along the road frontage. In addition, the required restrictive covenant will prevent the removal of the buffer landscaping and will help to alert future owners of the properties that agricultural land is located across the street.
4. With the proposed RS2/C zoning, a 9.0 m (29 ft.) front yard setback is required to provide turnaround capability on-site. This will reduce the occasion where vehicles have to back out to an arterial road.

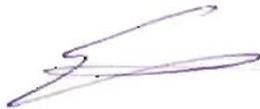
5. There is no net increase in access driveways onto No. 2 Road since a single shared access to the future lots is required.

Financial Impact or Economic Impact

None.

Conclusion

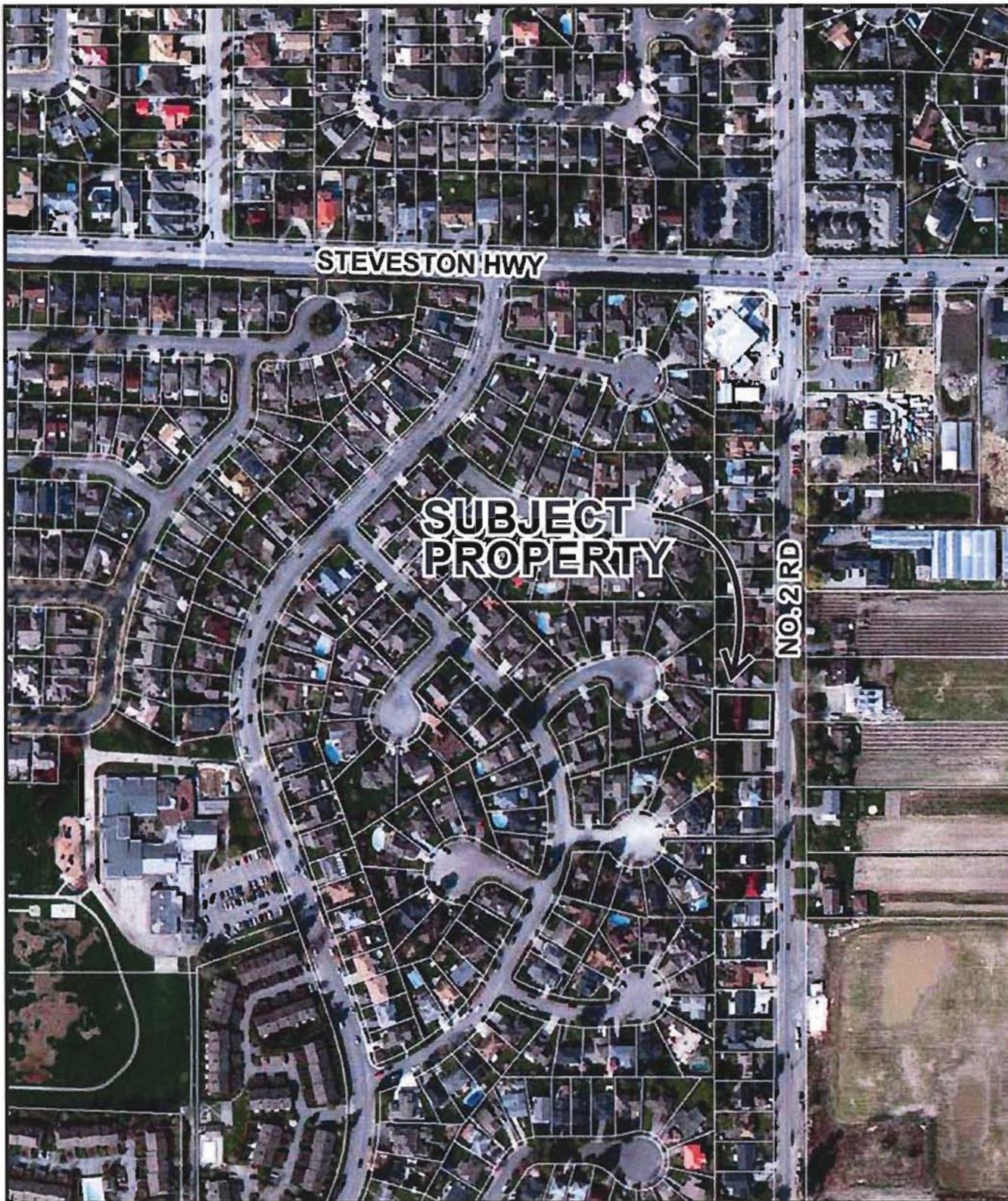
The proposed rezoning and subsequent subdivision of the property is an in-fill project that will result in a corresponding smaller building form and denser lot pattern. The applicant has agreed to all of the rezoning consideration items (**Attachment 6**) to ensure an orderly development. On this basis, staff recommend that rezoning application be approved.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Protection Plan
- Attachment 4: Landscape Plan
- Attachment 5: Preliminary Site Plan and Street Elevations
- Attachment 6: Rezoning Considerations Concurrence



RZ 12-605932

Original Date: 05/03/12

Amended Date: 03/06/13

Note: Dimensions are in METRES



RZ 12-605932

Attachment 2

Address: 11351 No. 2 Road

Applicant: Frances S. Zukewich

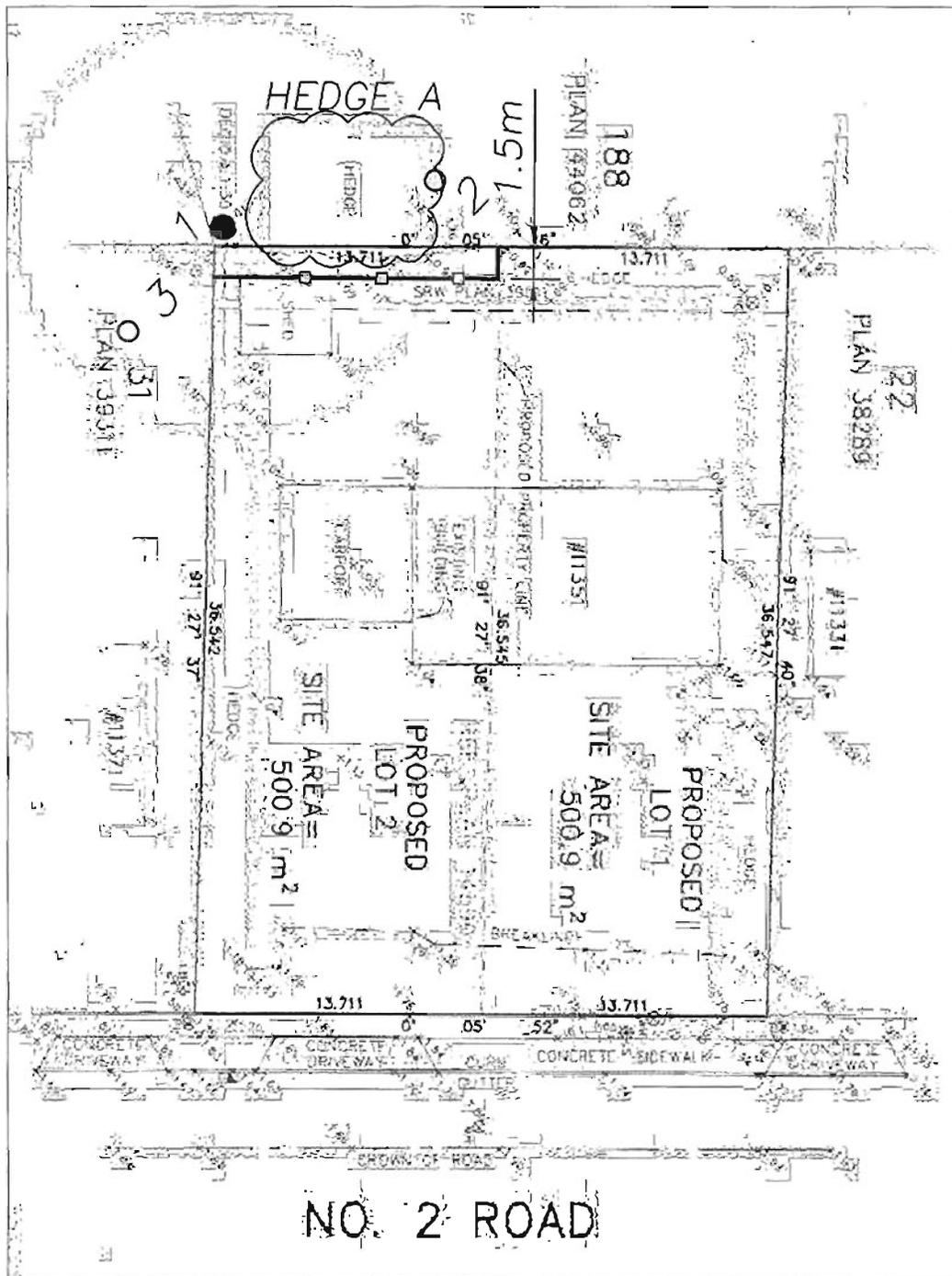
Planning Area(s): Steveston (OCP Schedule 2.4)

	Existing	Proposed
Owner:	Frances S. Zukewich	No Change
Site Size (m ²):	1,002 m ² (10,784 ft ²)	501 m ² (5,392 ft ²)
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
OCP Designation:	2041 OCP Land Use Map: Neighbourhood Residential	No Change
Area Plan Designation:	Steveston Area Plan: Single-Family	No Change
702 Policy Designation:	n/a	No Change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/C)
Number of Units:	1	2
Other Designations:	n/a	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45 %	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 25%	Min. 25%	none
Setback – Front Yard (m):	Min. 9 m	Min. 9 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Rear Yard (m):	Min. 6.0 m	Min. 6.0 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none
Lot Size:	Min. 360 m ²	501 m ²	none
Lot Width:	Min. 13.5 m	13.71 m	none

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

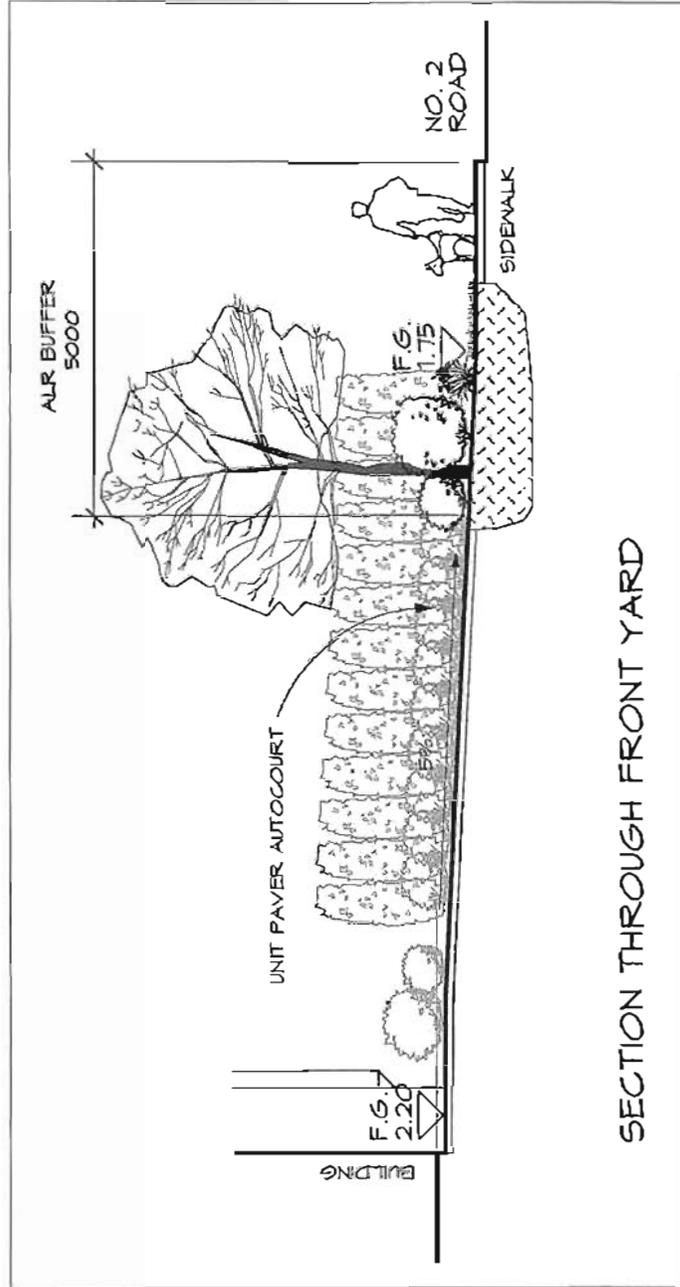
FIGURE 1



Scale NTS

PLN - 80

ACL
arbor tech consulting ltd
Suite 200 - 3740 Chatham Street
Richmond, BC Canada V7E 2Z3
P 604 275 3484 F 604 275 9554
email: trees@arbor tech.bc.ca



SECTION THROUGH FRONT YARD

ALR BUFFER:

THE PLANTED LANDSCAPE BUFFER ALONG NO. 2 ROAD IS TO BE A MINIMUM OF 5M WIDE, MEASURED FROM THE BACK OF THE CURB. THIS BUFFER IS TO CONTAIN THE COMBINATION OF TREES AND SHRUBS INDICATED ON THE PLAN. OVER TIME, THIS BUFFER WILL CREATE A 4 FT. HIGH SCREEN BETWEEN THIS PROPERTY AND THE ALR LAND ACROSS THE STREET.

LANDSCAPE SECTION

REZONING APPLICATION
 SCALE: 1:100
 DATE: 26 FEB 2013

11351 NO. 2 ROAD
 RICHMOND, BC



VIEWPOINT
 LANDSCAPE ARCHITECTS

5244 Prince Edward St.
 Vancouver, BC V5W 2X5
 tel: 604-669-3201
 fax: 604-669-3278

PLANT LIST & NOTES

11351 NO. 2 ROAD
RICHMOND, BC

REZONING APPLICATION
SCALE: N.T.S.
DATE: 26 FEB 2013

L3

NOTES:

1. ALL PLANTS, PLANTING, SOIL DEPTHS ETC. TO MEET OR EXCEED THE B.C. LANDSCAPE STANDARD, LATEST EDITION
2. ALL IMPORTED SOIL SHALL BE PRE-TESTED FOR TEXTURAL ANALYSIS & NUTRIENTS. SUBMIT SUPPLIER'S CURRENT SOIL ANALYSIS REPORT TO LANDSCAPE CONSULTANT FOR PRE-APPROVAL PRIOR TO DELIVERY TO SITE.
3. SOIL DEPTHS SHALL BE AS FOLLOWS:
LAWN: 4 - 6 IN. DEPTH OF 50/50 SAND SOIL TURF BLEND
SHRUBS: 9 - 12 IN. DEPTH OF GARDEN OR PLANTING MIX
TREES: 1 CU. YD / TREE. ALL TREES TO BE STAKED FOR ONE YEAR.
4. ALL SHRUBS TO BE LINED UP 1/4" OR GROUPED AS SHOWN ON DRAWING.
5. ANY PROPOSED PLANT INSTALLATIONS TO BE PRE-APPROVED BY LANDSCAPE CONSULTANT PRIOR TO DELIVERY TO SITE.
6. GRAVEL PAVING & GRAVEL MAINTENANCE STRIPS. INSTALL 1/2" DEPTH OF 1/4" MAX. SPACING 1/4" ON CENTER. GRAVEL FABRIC AND PLASTIC / CONTAIN WITH 2 X 4 IN. FT. HOOD EDGES STAKED IN PLACE.
7. SEE TREE RETENTION PLAN BELOW FOR TREE PROTECTION REQUIREMENTS.

TREE RETENTION PLAN:

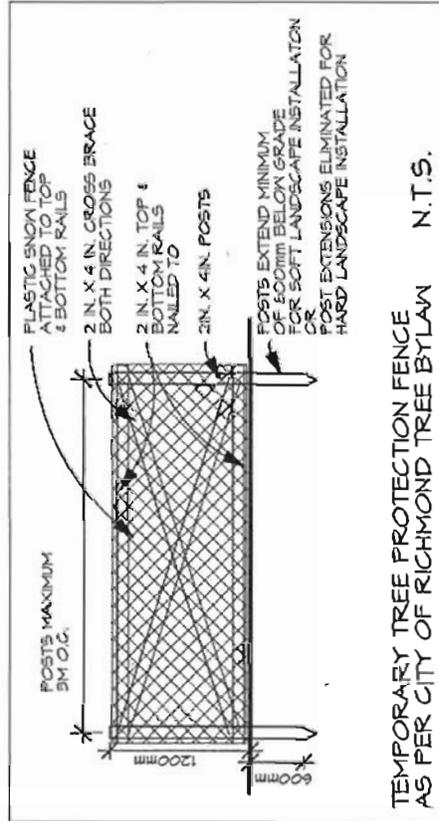
1. REFER TO ARBORIST'S REPORT PREPARED BY ARBORTECH CONSULTING LTD. FOR PROTECTION OF TREE NO. 1, NEIGHBOUR'S GIANT REDWOOD TREE
2. ESTABLISH 1500MM SETBACK FROM THE NEAREST PROPERTY LINE OF THE SOUTHERN LOT (B.L.D.G. NO. 3). ALL WORK NEAR THE 1500 SETBACK SHALL BE UNDERTAKEN WITH THE TREE PROTECTION FENCE INSTALLED AS SHOWN / DETAILLED.
3. CONTACT THE PROJECT ARBORIST TO SUPERVISE DEMOLITION OF EXISTING SHED, EXCAVATION OF OVERBURDEN, & INSTALLATION OF NEW RETAINING WALL & PERMEABLE FENCING.
4. TO PROTECT RETAINED TREES & SHRUBS FROM POTENTIAL CONSTRUCTION DAMAGE, FENCES SHALL BE INSTALLED DIRECT MECHANICAL DAMAGE TO TREES, LIMBS & BRANCHES SHALL BE REPAIRED. TREES MAY BE AS A RESULT OF POLES, 1/4" HOOD LOSS OR DAMAGE.
5. MAINTAIN PROTECTIVE FENCES IN GOOD CONDITION UNTIL SUBSTANTIAL COMPLETION OF THE ENTIRE PROJECT INCLUDING LANDSCAPE. REMOVE TEMPORARY FENCING WITHIN 2 WEEKS OF PROJECT COMPLETION.
6. UNDERGROUND SERVICES INCLUDING IRRIGATION LINES, DRAINAGE PIPES OR SPALLS OR GRADING SHALL NOT CAUSE ANY GRADE CHANGES WITHIN THE TREE PROTECTION AREA.
7. VEHICLES MAY NOT PASS WITHIN THE RETENTION ZONES. NO SOIL, GRAVEL, AGGREGATE, CONSTRUCTION SUPPLIES, CONSTRUCTION MATERIALS, OR WASTE MATERIALS MAY BE DEPOSITED WITHIN RETENTION ZONES.
8. TREES DAMAGED BY THE CONTRACTOR MUST BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S COST.

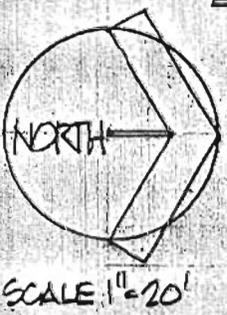
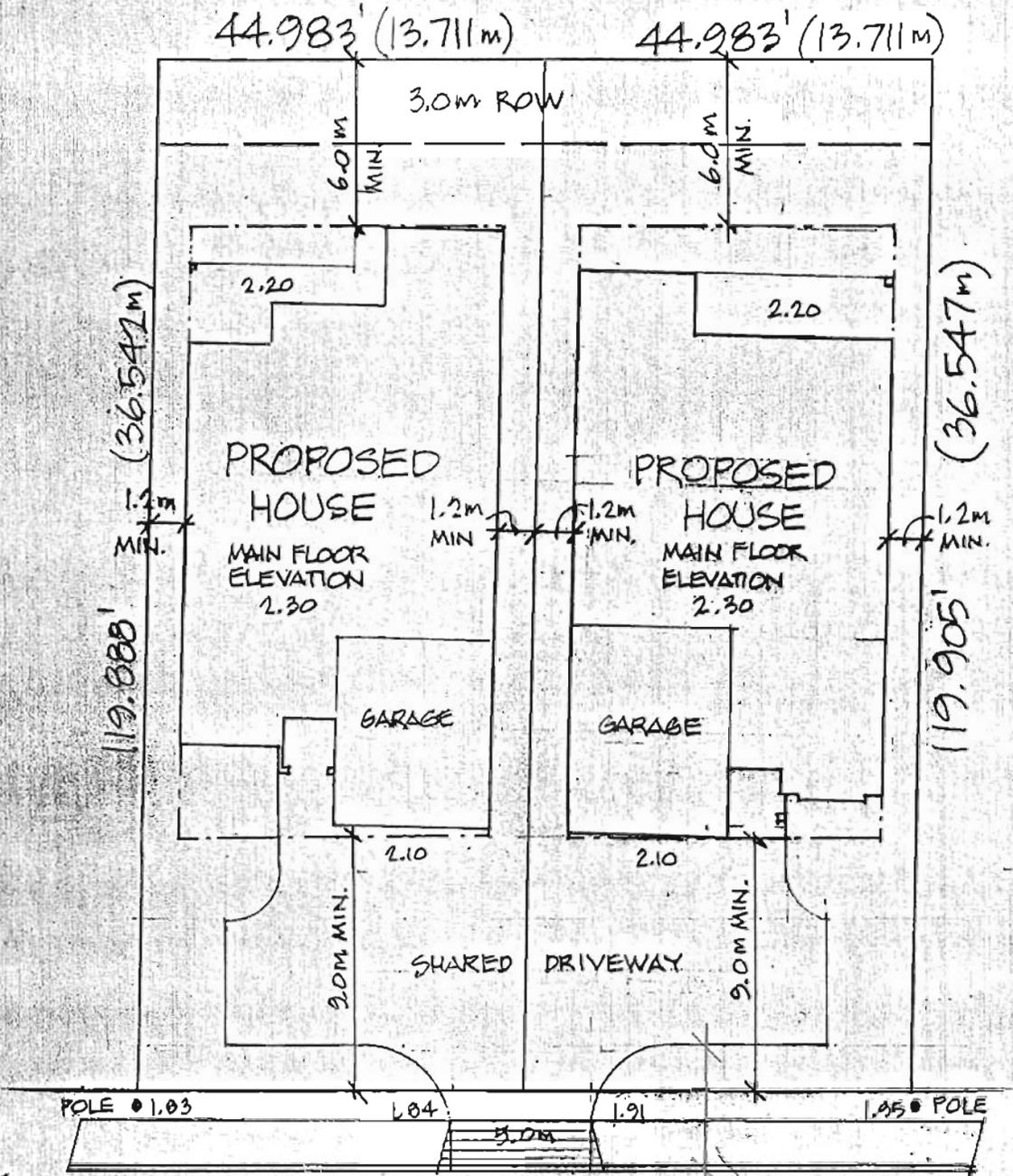
PERMEABILITY CALCULATION:

Item	Square Meters	Percentage
Lot Size / Site Area	1,000	100%
Impermeable: Building Area & Paving	680	68%
Permeable: Planting, Lawn & Gravel Area	300	30%

SYMBOL	CITY	BOTANICAL NAME	COMMON NAME	SIZE & SPACING
	1	Acer rubrum 'Armstrong'	Armstrong Maple	B4B, 5 cm cal.
	2	Acer palmatum 'Bloodgood'	Red Japanese Maple	B4B, 3.0m high, good form
	1	Liquidambar styraciflua	Sweet Gum	B4B, 5 cm cal.
	2	Picea abies	Norway Spruce	B4B, 3.0m high at planting
SHRUBS				
	1	Helictotrichon sempervirens	Blue Oak Grass	No. 2 Pot, 60cm o.c.
	45	Hemerocallis 'Stella d'Oro'	Yellow Repeat Day Lily	No. 1 Pot, 45cm o.c.
	1	Hibiscus syriacus 'Blue Bird'	Blue Hibiscus	No. 3 Pot, good form
	4	Leucotothos axillaris	Coastal Leucotothos	No. 3 Pot, good form
	25	Manonia nervosa	Oregon Grape	No. 2 Pot, 60cm o.c.
	12	Pinus mugo pumilio	Quart Mugo Pine	No. 3 Pot, 45cm o.c.
	11	Prunus laurocerasus 'Otto Luyken'	Otto Luyken English Laurel	No. 2 Pot, 75cm o.c.
	4	Rhododendron 'Capistrano'	Medium Yellow Rhododendron	No. 3 Pot, 60cm o.c.
	10	Rhododendron 'Gomer Nutcracker'	Medium Pink Rhododendron	No. 3 Pot, 60cm o.c.
	4	Rhododendron 'gk. 'Princess'	Medium Pink Shrub Rhodo	No. 2 Pot, 60cm o.c.
	10	Sarcococca hookerana 'Humilis'	Himalayan Sweet Box	No. 1 Pot, 60cm o.c.
	6	Skimmia reevesiana	Dwarf Skimmia	No. 2 Pot, 75cm o.c.
	2	Viburnum plicatum 'Mariesii'	Marie's Double File Viburnum	No. 3 Pot, good form
	95	Thuja occidentalis 'Smaragd'	Emerald Cedar	B4B, 1.2m high

PLANT LIST



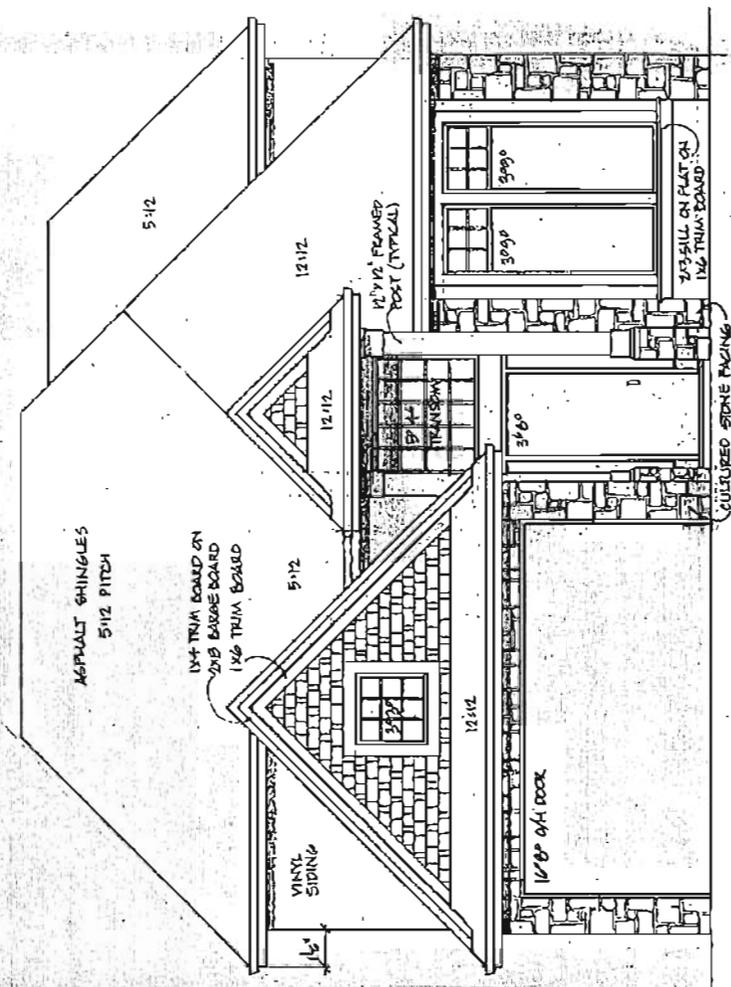


#11351
 NUMBER TWO ROAD
 CROWN OF ROAD 1.93

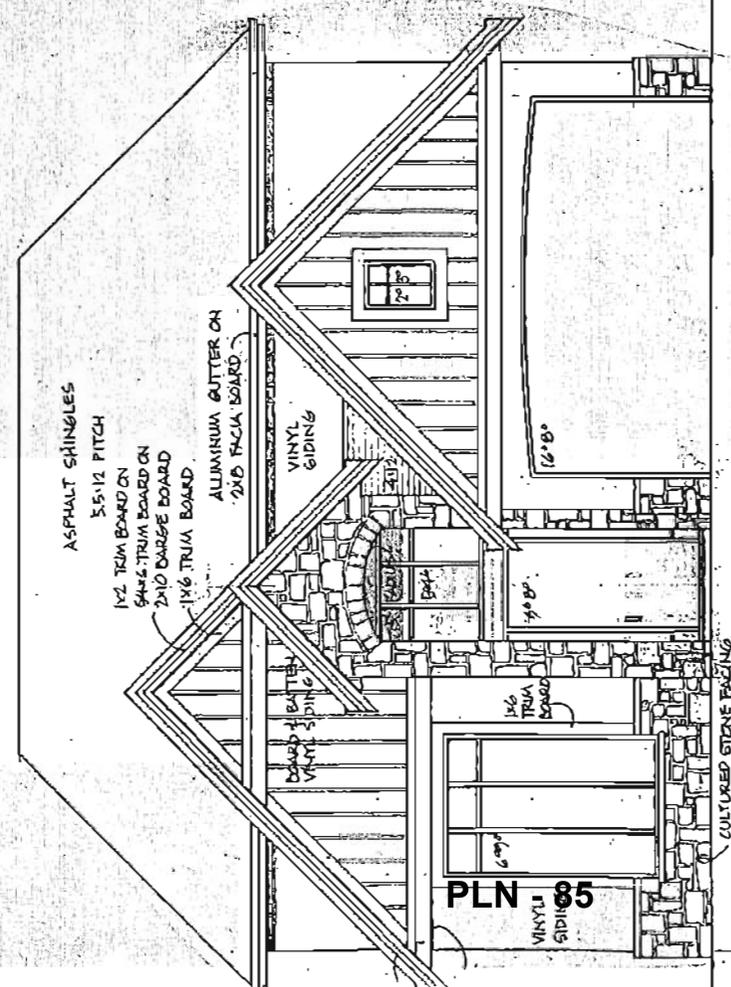
PROPOSED SUBDIVISION FOR ZUKEWICH
 AT #11351 NO TWO ROAD, RICHMOND B.C.

DRAWN: DECEMBER 14., 2012 BY: LYNDE DESIGNS LTD. PHONE 604 275 8085

CONCEPTUAL ELEVATIONS



FRONT ELEVATION



FRONT ELEVATION

PROPOSED PROPERTY LINE

DRAWING TO ACCOMPANY PROPOSED SUBDIVISION FOR ZUKEWICH
 AT #11351 NO TWO ROAD, RICHMOND B.C.
 DRAWN NOVEMBER 16, 2012 BY LYNDE DESIGNS LTD. PHONE 604 275 8085

PLN 85



Address: 11351 No. 2 Road

File No.: RZ12-605932

Prior to final adoption of Zoning Amendment Bylaw 9006, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a legal agreement on title to identify the Agriculture Land Reserve (ALR) buffer area (5.0 m wide, measured from the back of curb), to ensure that landscaping planted within this buffer is maintained and will not be abandoned or removed, and to indicate that the subject property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.
3. Registration of a restrictive covenant that requires the implementation of one (1) shared driveway for the future two (2) lot subdivision.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone on site for protected trees on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Landscaping Security to the City of Richmond in the amount of \$9,770.00 for the landscape works as per the landscape plan attached to the report (**Attachment 4**).
6. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$ 5,735.00) to the City's Affordable Housing Reserve Fund.

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 proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to approval of Subdivision, the applicant is required to do the following:

7. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.
8. Registration of a Cross-Access Easement/Agreement as directed by the Approving Officer to permit vehicles to cross property lines as they enter or exit their properties via a single-shared driveway.

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

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

Note:

- * This requires a separate application.

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

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

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

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

[signed copy on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9006 (RZ 12-605932)
11351 No. 2 Road

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

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

P.I.D. 004-682-262

Parcel One (Reference Pln 14590) of Lot "A" Section 1 Block 3 North Range 7 West New Westminster District Plan 4974

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9006".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for recording readings and requirements.

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER