



**Planning Committee**

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

**Tuesday, April 17, 2018  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PLN-4**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on April 4, 2018.*



NEXT COMMITTEE MEETING DATE

May 8, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY KANARIS DEMETRE LAZOS FOR A HERITAGE ALTERATION PERMIT AT 12111 3RD AVENUE (STEVESTON HOTEL)**  
(File Ref. No. HA 18 - 804880) (REDMS No. 5794211)

**PLN-63**

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

*Designated Speakers: Wayne Craig and Minhee Park*

STAFF RECOMMENDATION

*That a Heritage Alteration Permit be issued which would permit the removal of decorative shutters and the replacement of all the upper-storey windows of the protected heritage property at 12111 3rd Avenue, be issued.*



2.    **APPLICATION BY RAV BAINS FOR REZONING AT 3991/3993 LOCKHART ROAD FROM “SINGLE DETACHED (RS1/E)” TO “SINGLE DETACHED (RS2/B)”**

(File Ref. No. 12-8060-20-009852, RZ 17-774722) (REDMS No. 5750684)

PLN-88

See Page PLN-88 for full report

*Designated Speakers: Wayne Craig and Steven De Sousa*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9852, for the rezoning of 3991/3993 Lockhart Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.*



3.    **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 8280/8282 AND 8300/8320 NO. 3 ROAD FROM “TWO-UNIT DWELLINGS (RD1)” TO “LOW DENSITY TOWNHOUSES (RTL4)”**

(File Ref. No. 12-8060-20-009856, RZ 16-733565) (REDMS No. 5788183)

PLN-107

See Page PLN-107 for full report

*Designated Speakers: Wayne Craig and Edwin Lee*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9856, for the rezoning of 8280/8282 and 8300/8320 No. 3 Road from “Two-Unit Dwellings (RD1)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.*



4. **PROPOSED CITY RESPONSE TO STRATA REDEVELOPMENT –**  
(File Ref. No. 08-4057-00) (REDMS No. 5772450 v. 10)

PLN-135

See Page PLN-135 for full report

*Designated Speaker: Barry Konkin*

STAFF RECOMMENDATION

- (1) *That the staff report titled “Proposed City Response to Residential Strata Redevelopment” dated April 5, 2018, from the Manager, Policy Planning be received for information;*
- (2) *That staff be directed to only commence processing development applications for sites occupied by a pre-existing multiple-family residential strata building where there is a written record of the Supreme Court ruling confirming wind-up of the strata corporation, or where there is a written record of 100% support from all owners of a strata with fewer than 5 units, and, in either case, where information is provided related to the building’s condition and confirmation has been provided on the developer’s relocation assistance to any owner not in support of the strata wind-up; and*
- (3) *That a letter be sent to the Premier of British Columbia, and the Minister of Municipal Affairs and Housing, with copies to all Richmond Members of the Legislative Assembly, and the Leader of the Third Party, and the Leader of the Official Opposition, requesting that the Province review the provisions of Bill 40 which enables wind-up of a strata corporation with less than unanimous support from strata owners.*



5. **MANAGER’S REPORT**

ADJOURNMENT





## Planning Committee

Date: Wednesday, April 4, 2018

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Chak Au  
Councillor Alexa Loo  
Councillor Harold Steves (entered at 4:19 p.m.)

Also Present: Councillor Carol Day

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on March 20, 2018, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

April 17, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

### COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9850 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9211/9251/9271/9291 ODLIN ROAD (POLYGON BERKELEY)**  
(File Ref. No. 08-4057-05; 12-8060-20-009850) (REDMS No. 5782536; 5771223)



**Planning Committee**  
**Wednesday, April 4, 2018**

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It was moved and seconded

*That Housing Agreement (9211/9251/9271/9291 Odlin Road) Bylaw No. 9850 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 17-778596.*

**CARRIED**

**PLANNING AND DEVELOPMENT DIVISION**

**2. APPLICATION BY POLYGON DEVELOPMENT 218 LTD. FOR REZONING AT 3551, 3571, 3591, 3611, AND 3631 SEXSMITH ROAD FROM SINGLE DETACHED (RS1/F) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL4)**

(File Ref. No. 12-8060-20-009836; RZ 17-778835) (REDMS No. 5741270; 5773064)

Suzanne Carter-Huffman, Planner 3, reviewed the application, highlighting that (i) 11 units will be allocated for affordable housing, (ii) the developer will provide a contribution towards the future construction of the Capstan Station, the City's Public Art Fund, and community amenity space in the form of two affordable work-only artist studios, (iii) the proposed development will include frontage improvements and site servicing upgrades, (iv) the proposed development will be District Energy Utility ready, and (v) the proposed building height will be approximately 40.5 metres.

Discussion ensued with regard to increasing the proposed building height and the current building height restrictions under the City Centre Area Plan and Transport Canada regulations.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9836, which makes minor amendments to the "Residential/Limited Commercial (RCL4)" zone specific to 3551, 3571, 3591, 3611, and 3631 Sexsmith Road and rezones 3551, 3571, 3591, 3611, and 3631 Sexsmith Road from "Single Detached (RS1/F)" to "Residential/Limited Commercial (RCL4)", be introduced and given first reading.*

**CARRIED**

**Planning Committee**  
**Wednesday, April 4, 2018**

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3. **PROPOSED OFFICIAL COMMUNITY PLAN (CITY CENTRE AREA PLAN) AMENDMENT AT 6551 NO. 3 ROAD (RICHMOND CENTRE SOUTH REDEVELOPMENT PLAN) – REQUEST TO ENDORSE AN APPLICANT-LED PUBLIC CONSULTATION PROCESS**

(File Ref. No. CP 16-752923) (REDMS No. 5779435 v. 4)

With the aid of a visual presentation, (Copy on-file, City Clerk's Office), Ms. Carter-Huffman, Planner 3, briefed Committee on the proposed development, highlighting the following:

- the proposed development will be focused on the south side of the mall and will consist of residential units, new streets, open spaces, and expanded retail space;
- the first phase is anticipated in 2019 and will include demolition of the existing parkade and some retail spaces;
- the proposed development will not include a rezoning application since the subject site was previously zoned for high density use;
- the proposed development will include frontage improvements to Minoru Boulevard and No. 3 Road, improvements to cycling lanes, and improved vehicle access through the connection of local streets;
- underground parking is proposed for the site;
- the developer is proposing to allocate 5% of the residential units toward affordable housing, including a mix of family-friendly units;
- a central public plaza is proposed;
- the proposed development will be built to connect a future District Energy Utility;
- completion of the project is expected in 2026; and
- public consultation will include mail notification, newspaper advertisements, a public display inside the current mall, open houses and surveys through Let's Talk Richmond.

*Cllr. Steves entered the meeting (4:19 p.m.).*

In reply to queries from Committee, staff noted that (i) staff will be consulting with Richmond School District No. 38, (ii) there are no proposed plans to extend the Canada Line, (iii) the proposed parking will be fully underground, (iv) proposed road improvements will include new fully signalized intersections along Minoru Boulevard, and (v) residential parking will include provisions for electric vehicle charging and options for electrical vehicle charging hubs.

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It was moved and seconded

*That staff be authorized to oversee an applicant-led public consultation process with respect to possible changes to the City Centre Area Plan arising from the proposed Richmond Centre South Redevelopment Plan.*

**CARRIED**

4. **RELEASE OF AGRICULTURAL LAND COMMISSION DECISION – AGRICULTURAL LAND RESERVE NON-FARM USE APPLICATION AT 18791 WESTMINSTER HIGHWAY (AG 14-668409; APPLICANT – NANAKSAR GURDWARA GURSIKH)**  
(File Ref. No. AG 14-668409) (REDMS No. 5788439)

Wayne Craig, Director, Development, briefed Committee on the non-farm use application, noting that the Agricultural Land Commission (ALC) has approved the application to allow for overflow parking, with specific conditions and a time limit, and that the City will be working with ALC staff and the applicant to fulfill those conditions.

It was moved and seconded

*That the memorandum titled “Release Of Agricultural Land Commission Decision – Agricultural Land Reserve Non-Farm Use Application At 18791 Westminister Highway (Ag 14-668409; Applicant – Nanaksar Gurdwara Gursikh),” dated March 27, 2018, from the Director, Development, be received for information.*

**CARRIED**

Discussion then ensued with regard to the Metro Vancouver Climate 2050 Discussion Paper (attached to and forming part of these minutes as Schedule 1).

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

It was moved and seconded

*That the Metro Vancouver Climate 2050 Discussion Paper, dated April 2018, be referred to staff.*

**CARRIED**

5. **MANAGER’S REPORT**

None.

**Planning Committee**  
**Wednesday, April 4, 2018**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:29 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, April 4, 2018.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator

Schedule 1 to the Minutes of the Planning Committee meeting of Richmond City Council held on Wednesday, April 4, 2018.



# Climate 2050 Discussion Paper

April 2018

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PLN - 9



SERVICES AND SOLUTIONS FOR A LIVABLE REGION





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# Climate Change: Our Region's Challenge

Climate Change is both a global challenge and a local challenge, and it is already affecting our planet and our region in profound ways. Meeting the climate challenge requires bold leadership, creative thinking, and extensive collaboration. Cities and regional governments are at the forefront of global action on climate change. Much of the infrastructure as well as policies and initiatives that impact our neighbourhoods and daily lives are managed and coordinated through cities.

Climate projections for the 2050 timeframe include warmer temperatures and more extreme weather events. This region will experience longer, hotter, drier summers, while the fall and winter seasons will be warmer and wetter with decreased snowpack.

In 2008, the MVRD Board adopted a regional target of 80% reduction in greenhouse gas emissions below 2007 levels by 2050. This target was subsequently included in the *Metro 2040 plan* (2011) and the *Integrated Air Quality and Greenhouse Gas Management Plan* (2011).

Metro Vancouver is well positioned to take action on climate change and is already pursuing innovative ways to reduce greenhouse gas emissions from its own operations, and is investing in the climate resilience of its own assets and infrastructure. Through strategic policies and programs, it is supporting its member jurisdictions, businesses, and residents to take their own actions to reduce emissions and adapt to the changing climate.

## Proposed Climate 2050 Strategy

Metro Vancouver's 2015 to 2018 Board Strategic Plan places a strong emphasis on climate action, including a strategic direction to incorporate strategies and actions into all Metro Vancouver functions to mitigate and adapt to climate change, and to develop and implement a regional climate action strategy.

**The intended purpose of the Climate 2050 strategy is to guide climate change policy and action.**

Enhanced policies and actions are needed to protect the region's infrastructure, ecosystems, and people from climate impacts, and achieve meaningful greenhouse gas (GHG) reductions in the region by 2050. All levels of government and the private sector need to explore new approaches to doing business in order to create a robust and resilient low-carbon future.

This discussion paper provides context for the development of the Climate 2050 strategy. It summarizes the impacts that climate change is projected to have on this region, identifies the main sources of GHG emissions, articulates targets adopted by the Metro Vancouver Board, and describes Metro Vancouver's current actions on climate change. It also proposes a vision statement and guiding principles for regional climate action.



# Climate Change Impacts in Our Region

Climate change impacts are already visible in our region, and will become more marked in the near future. Even if global greenhouse gas emissions were cut drastically tomorrow, our region – and the rest of the globe – will inherit the impacts of the previous 150 years of human generated GHG emissions, and the climate will continue to change.

Metro Vancouver's Climate Projections Report<sup>1</sup> provides details of the projected impacts of climate change in this region. There is confidence in the projections through to the 2050s. However, projections to 2080 and beyond are more uncertain, because the impacts in the latter part of this century are highly dependent on how successful the global community is at reducing greenhouse gas emissions in the next couple of decades. This underscores the importance of taking action now. (See Appendix 2 for more information on global climate change data and trends).

## Climate Change Projections

At its foundation, climate change is projected to drive changes to weather patterns. The “new normal” for the region may be very unlike the past. Climate projections for the 2050 timeframe are described below.

- **Warmer temperatures:** with increasing daytime and nighttime temperatures, there will be more hot summer days and fewer winter days with frost or ice.
- **Longer summer dry spells:** summer rainfall will decline by nearly 20%, with increased likelihood of extended drought periods.
- **Wetter fall and winters:** although on average the total annual rainfall is expected to increase by just 5%, there will be a large increase in rainfall during fall and winter.
- **More extreme precipitation events:** more rain will fall during the wettest days of the year and the frequency of

extreme rainfall events will increase.

- **Decreased snowpack:** the deep spring snowpack in the mountainous watersheds is expected to decrease by over 50% compared to present day.
- **Sea level rise:** in addition to these weather-related changes predicted in our region, warming global temperature will bring a projected 0.5 meters of sea level rise by 2050, which will impact coastal communities in our region.

## Anticipated Climate Change Impacts

Across our region, changing weather patterns and sea level rise are expected to impact many regional services and lead to new concerns. Adaptation responses, including significant investment by the public and private sectors, will be required to upgrade our infrastructure, protect our ecosystems, and prepare for the impacts of climate change.

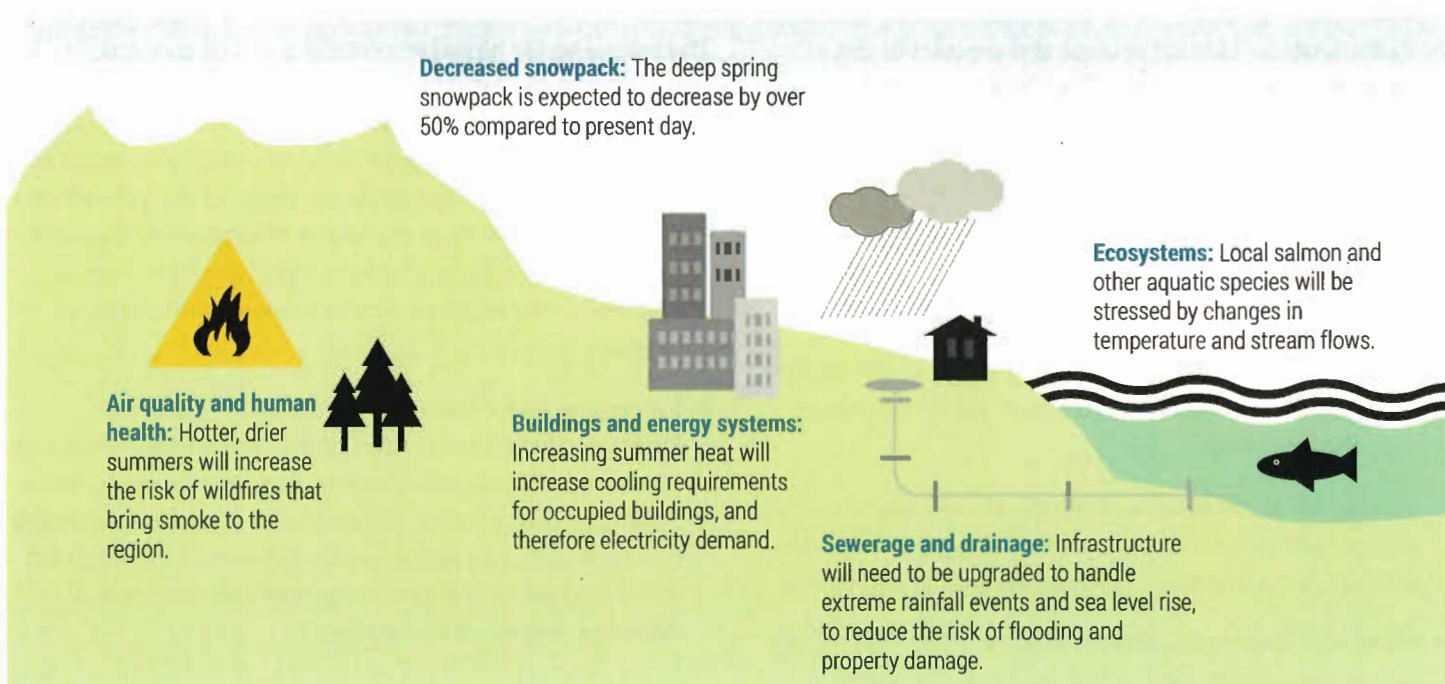
The following list highlights critical areas of concern.

- **Drinking water supply and demand:** Reduced snowpack and hotter, drier summers could put strain on the existing water supply during times of the year when temperatures are high and water is in greatest demand. The risk of landslides affecting water quality in supply reservoirs may increase due to extreme precipitation events.
- **Sewerage and drainage:** Wastewater treatment facilities will be impacted by higher influent volumes and sea level rise, increasing energy required for pumping. Sewers near the Fraser River and the ocean will be at risk of flooding due to sea level rise. Infrastructure will need to be upgraded to maintain current expectations of drainage and flood protection.

<sup>1</sup> [Climate Projections for Metro Vancouver, 2016](#)

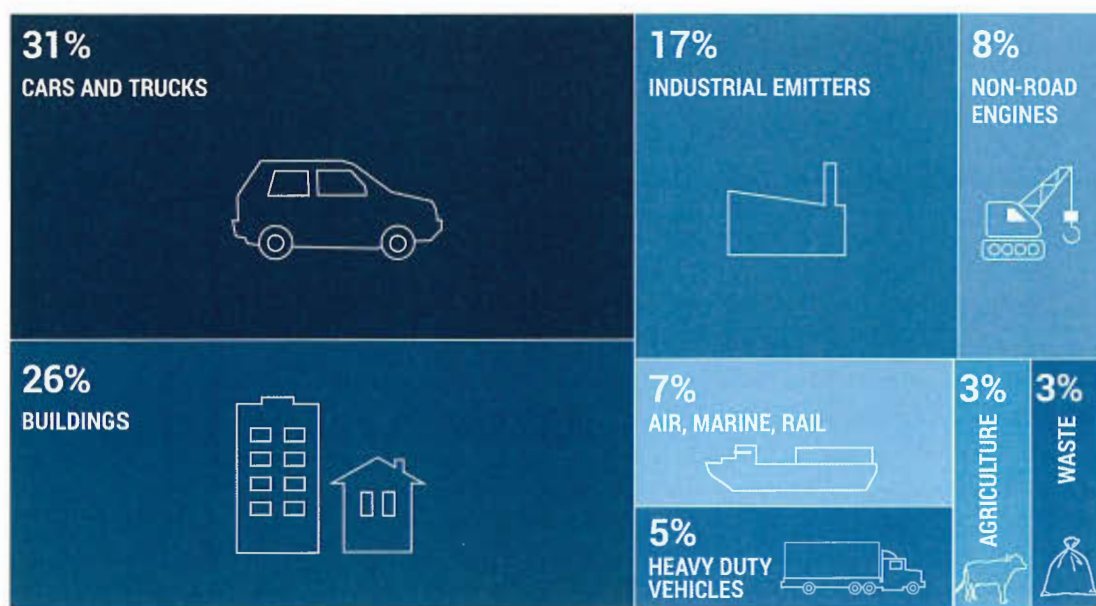
- **Ecosystems and agriculture:** As the climate shifts, it will disrupt the fragile equilibrium in our natural environment. The plants, trees, and animals within the ecosystems that have historically thrived in our region will be impacted.
- **Air quality and human health:** Increases in the number, extent and duration of wildfires will impact air quality in the Lower Fraser Valley. Air pollution expected in the Metro Vancouver region will include smoke from distant fires, and increases in ground-level ozone. Health impacts related to heat stress will also increase in a population not accustomed to higher temperatures.
- **Buildings and energy systems:** Increasing summer heat will increase cooling requirements for occupied buildings, and therefore electricity demand. This in turn will impact the provincial energy infrastructure, which is designed for peak winter demand. Energy efficiency and passive cooling will become increasingly important in buildings, and the business case to build and retrofit to high efficiency standards will improve.
- **Transportation, recreation and tourism:** Warmer winters and less frost may improve road safety and increase the opportunities to walk or cycle year round. However, warmer temperatures will mean less snow in the local mountains, which is a concern for the winter sport recreation industry.
- **Communities and infrastructure – flood risk:** sea level rise, storm surge, more extreme rainfall and changes in river hydrology all combine to increase the risk of flooding in Metro Vancouver communities. Most dikes were built in the 1970s and 1980s, and they were not designed to withstand the level of floods now projected. A major flood in this region could have direct and indirect losses estimated at \$20-30+ billion, four to five times the losses from the Alberta floods of 2013. Flooding presents a risk to people, homes, businesses and infrastructure.

## EXAMPLES OF CLIMATE CHANGE IMPACTS



## Regional Sources of Greenhouse Gas Emissions

Every five years, Metro Vancouver compiles an emissions inventory which quantifies greenhouse gas emissions from the various sources across the region. Only a small fraction of the emissions are directly associated with the corporate activities of Metro Vancouver and its member jurisdictions. Metro Vancouver has an opportunity to influence regional emissions, particularly through its planning and policy functions, and through its role as a regional forum for its member jurisdictions.



The above figure provides a summary of how different sources contributed to the regional "carbon footprint" (about 15 million tonnes in 2015), based on the Emissions Inventory for the Lower Fraser Valley.<sup>2</sup>



## Regional Greenhouse Gas Reduction Target

In parallel with preparing for the unavoidable impacts of climate change, Metro Vancouver also recognizes its role in driving reductions in regional greenhouse gas emissions, the main cause of climate change. Metro Vancouver can advance our region's leadership in greenhouse gas reduction through innovative urban planning, targeted policy and regulation, and adoption of new low carbon technologies.

Scientists have indicated that the global community must reduce its emissions by 70% from 2010 levels by 2050

In the most recent Intergovernmental Panel on Climate Change (IPCC) report<sup>3</sup>, scientists have indicated that the global community must reduce its emissions by 70% from 2010 levels by 2050, and emissions levels should be near zero by 2100. This level of reduction is needed to stay within a 2°C rise in global temperature, in order to reduce the risk of catastrophic impacts of climate change.

In 2008, the MVRD Board adopted a regional target of 80% reduction in greenhouse gas emissions below 2007 levels by 2050. This target was subsequently included in the *Metro 2040 plan* (2011) and the *Integrated Air Quality and Greenhouse Gas Management Plan* (2011).

Regional emissions are influenced by policies and actions undertaken by all orders of government, as well as by individual decisions made by businesses and residents. There are some indications that the combined efforts to reduce emissions are having an impact – total greenhouse gas emissions in the region have remained steady for the past decade even in the face of population and economic growth. The challenge in the coming years will be to reduce emissions substantially even as the population and economy continue to grow.

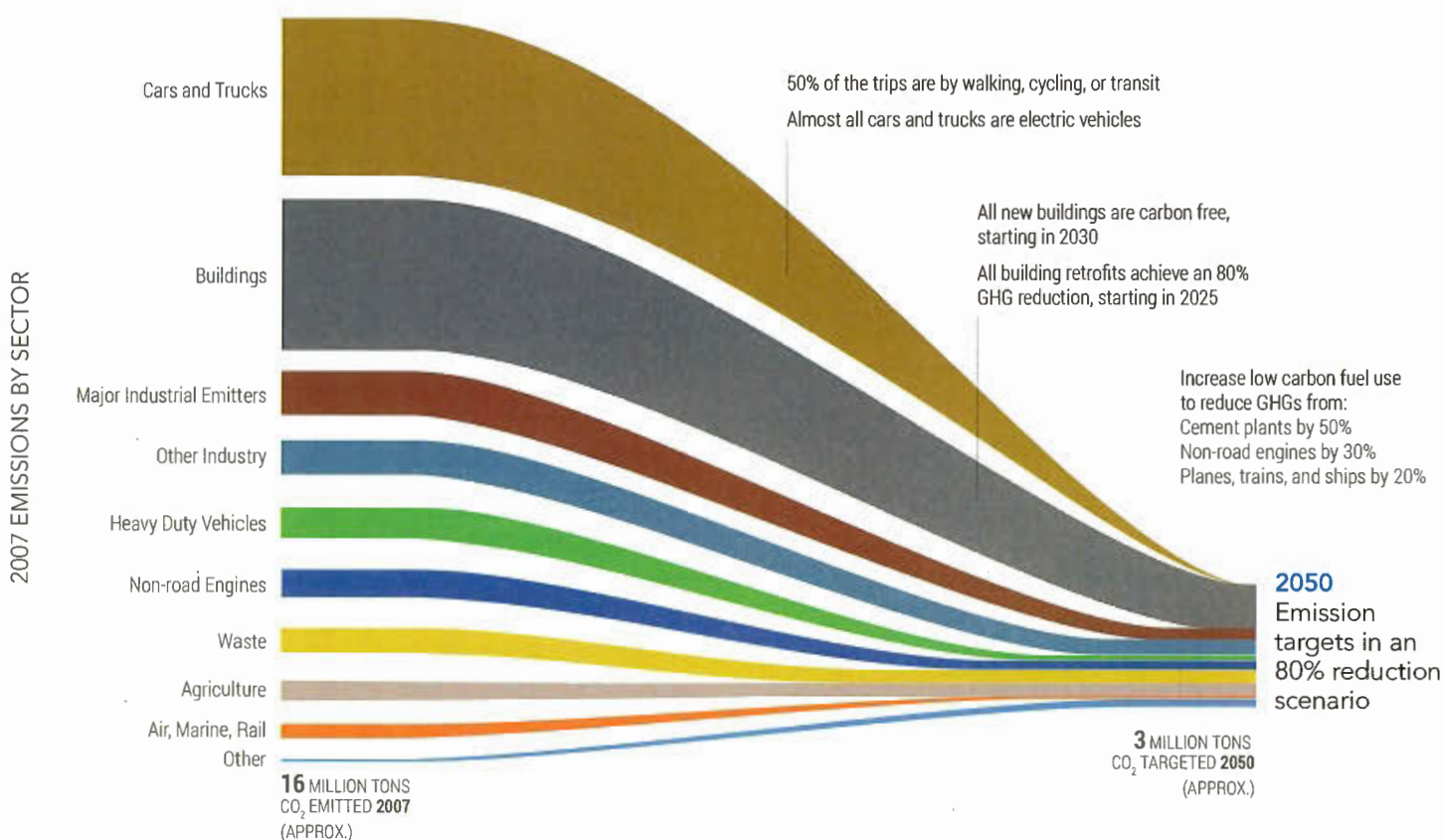


<sup>3</sup> [IPCC, 2014: Summary for Policymakers](#)

## Getting to 80% by 2050

Reaching the 80% reduction target by 2050 (from 2007 levels) will require unprecedented greenhouse gas emission reductions across most sectors, with some sectors becoming essentially “zero emissions”. In order to illustrate the magnitude and scope of the change necessary to reach an 80% greenhouse gas reduction target, below is one possible scenario demonstrating how the region could reach the greenhouse gas reduction target by 2050.

### SCENARIO FOR GETTING TO 80% GHG REDUCTION BY 2050



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## Metro Vancouver's role in climate change

Metro Vancouver is well positioned to establish policies and take actions that protect the region's infrastructure, ecosystems, and people against climate impacts in our region. Metro Vancouver is pursuing innovative ways to reduce greenhouse gas emissions, and is investing in the climate resilience of its own assets and infrastructure. Through strategic policies and programs, Metro Vancouver is supporting its member jurisdictions, businesses, and residents to take their own actions to reduce emissions and adapt to the changing climate.

Planning for the future of our region is another of Metro Vancouver's core roles. It has become critical to consider climate change in all planning endeavors, because the impacts of climate change are already affecting our region in profound ways and are projected to increase over coming decades. Changes in weather patterns and rising sea level will impact many core regional services, including drinking water supply, liquid waste management, air quality management, and regional parks. Negative impacts on our communities, businesses, agriculture, and transportation systems, as well as disruption to sensitive ecosystems, can also be expected.

## Authority and Mandate

Metro Vancouver's 2015 to 2018 Board Strategic Plan places a strong emphasis on climate action, including a strategic direction to incorporate strategies and actions into all Metro Vancouver functions to mitigate and adapt to climate change, and to develop and implement a regional climate action strategy. Metro Vancouver's actions on climate change will fall under the areas of delivery of core services, planning for the future, and acting as a regional forum.

Metro Vancouver's authority and mandate to address climate change flows from several areas of legislation and policy. The *Green Communities Act (Bill 27)*

requires regional growth strategies to include targets for reducing greenhouse gas emissions and proposed policies and actions for achieving those targets. Under the *Environmental Management Act*, Metro Vancouver has the delegated authority to provide the service of air pollution control and air quality management and may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants. Also under the Act, as regulatory instruments Waste Management Plans can address strategic and operational requirements that are specific to a local government's solid waste and liquid waste services such as responding to climate impacts and reducing GHG emissions.

In addition, in 2009, Metro Vancouver signed the *BC Climate Action Charter*, making the voluntary commitment to take actions to become carbon neutral in its corporate operations and reduce community-wide emissions by creating more complete, compact and energy efficient rural and urban communities. Further discussion of Metro Vancouver's role and authority is included within the Issue Area Summaries in Appendix 1.

## Current Climate Actions

For more than 15 years, Metro Vancouver has taken a leadership role in the region's response to climate change, and climate actions are embedded in its existing management plans. Many climate-related actions and initiatives have been taken in close collaboration with the member jurisdictions. Metro Vancouver has adopted foundational policies such as those in *Metro 2040*, the regional growth strategy, which sets the vision and land use framework to encourage compact, complete communities and support low carbon forms of transportation like walking, cycling and transit. Metro Vancouver has also delivered a number of regional programs to reduce greenhouse gas emissions from vehicles, buildings, and businesses.



Within the water, liquid waste and solid waste utilities, Metro Vancouver has shown corporate leadership by reducing greenhouse gases from its own operations and recovering resources and energy from its waste streams, as well as planning for the impacts of climate change on our infrastructure.

Metro Vancouver has established regional climate projections to inform planning for major infrastructure projects that will be impacted by climate change over the coming decades. The climate projections will be revised at regular intervals, to ensure that decisions that might be impacted by climate change are informed by the best available information for the region. Further discussion of Metro Vancouver's current climate actions is included within the Issue Area Summaries in Appendix 1.

ADAPTING TO CLIMATE CHANGE	REDUCING GREENHOUSE GASES
<b>REGIONAL PLANNING AND COORDINATION</b>  Support residents, businesses and member jurisdictions in preparing for the changing climate.	<b>PROGRAMS, POLICIES AND REGULATIONS</b>  Reduce GHG emissions from residents, businesses and institutions.
<b>PLANNING, DESIGN AND INVESTMENT</b>  Ensure Metro Vancouver's operations and assets are resilient to the changing climate.	<b>GHG MANAGEMENT AND ENERGY EFFICIENCY</b>  Reduce GHG emissions from Metro Vancouver's operations and assets.

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## Participation in Climate Action Networks

Metro Vancouver is connected with international organizations with a focus on local government climate action including [ICLEI – Local Governments for Sustainability](#) and [UN-Habitat's Cities and Climate Change Initiative](#). These are in addition to Metro Vancouver's membership with the [Federation of Canadian Municipalities \(FCM\)](#), which provides a convening forum for discussion and programs and support for municipalities planning for climate action. Two FCM initiatives that are relevant for Metro Vancouver are the Partners for Climate Protection Program and the Municipalities for Climate Innovation Program.

Metro Vancouver and local member municipalities also have a variety of connections to effective local government climate action initiatives, including: [BC Municipal Climate Leadership Council](#); [BC Regional Adaptation Collaborative Program](#); [Global Covenant of Mayors for Climate & Energy](#); and [Renewable Cities](#).



## Vision Statement

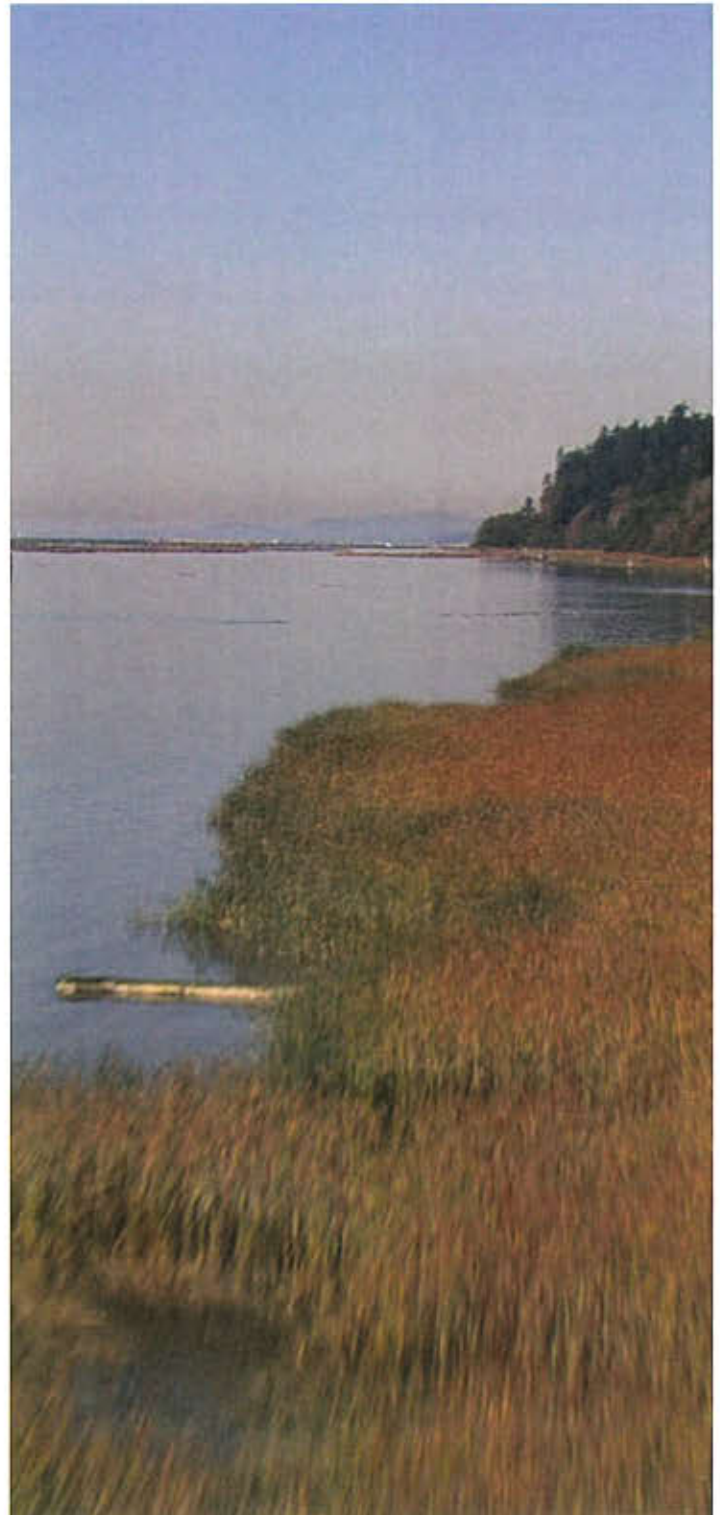
Metro Vancouver has played a leadership role in the region's response to climate change over the past 15 years. Metro Vancouver's vision statement for Climate 2050 embodies the need for our region to both reduce emissions of greenhouse gases and prepare for the changes from a warming climate.

Climate 2050's vision statement recognizes direction from Metro Vancouver's 2015 to 2018 Board Strategic Plan to incorporate strategies and actions into all Metro Vancouver functions to mitigate and adapt to climate change.

### CLIMATE 2050 VISION STATEMENT

#### **Metro Vancouver demonstrates bold leadership in responding to climate change**

- Ensuring our infrastructure, ecosystems, and communities are resilient to the impacts of climate change
- Pursuing a regional target of 80% reduction in greenhouse gas emissions from 2007 levels by 2050.



## Guiding Principles

To guide the Climate 2050 Strategy, the following principles have been identified that reflect Metro Vancouver's mandate and role and the specific climate challenges of our region. These principles are based on the United Nations-Habitat principles for local-level climate action, which were established to encourage consistent and comparable approaches to developing effective climate action planning by local and regional governments around the world.<sup>4</sup>



### THE CLIMATE 2050 STRATEGY IS:

- **Ambitious** – Demonstrate global and local leadership by ambitiously tackling our local climate challenges.
- **Dynamic** – Evolve our approach to respond to new information, support innovation, and take advantage of opportunities.
- **Evidence-based** – Inform decision-making with the most current scientific knowledge and local understanding to assess vulnerability and emissions.
- **Relevant** – Design actions to respond to Metro Vancouver's unique challenges and opportunities and deliver local benefits.
- **Comprehensive** – Undertake climate actions across Metro Vancouver's functions and support actions across sectors and communities.
- **Integrated** – Ensure actions are integrated with other municipal and regional policy priorities and are coordinated with Provincial and Federal initiatives.
- **Fair** – Seek solutions that equitably address the risks of climate change, share the costs and benefits of action, and support a livable and affordable region, including responsibility to future generations.
- **Actionable** – Propose actions that can realistically be implemented given Metro Vancouver's mandate, finances and capacities; if necessary evaluate changes to mandate.
- **Inclusive & Collaborative** – Involve Metro Vancouver's members, strategic partners and communities in the planning and implementation of the Climate 2050 Strategy.
- **Transparent & Verifiable** – Follow an open decision-making process, and set goals that can be measured, reported, verified, and evaluated.

<sup>4</sup> The United Nations-Habitat principles were generated through a robust, global, multi-stakeholder process including climate action NGOs, academics, engineering and planning associations, and public agencies, and have been endorsed by multiple global organizations including ICLEI-Local Governments for Sustainability, UCLG (United Cities and Local Governments), and FCM (Federation of Canadian Municipalities), among many others. See: <http://e-lib.iclei.org/wp-content/uploads/2016/02/Guiding-Principles-for-City-Climate-Action-Planning.pdf>

# Conceptual Framework

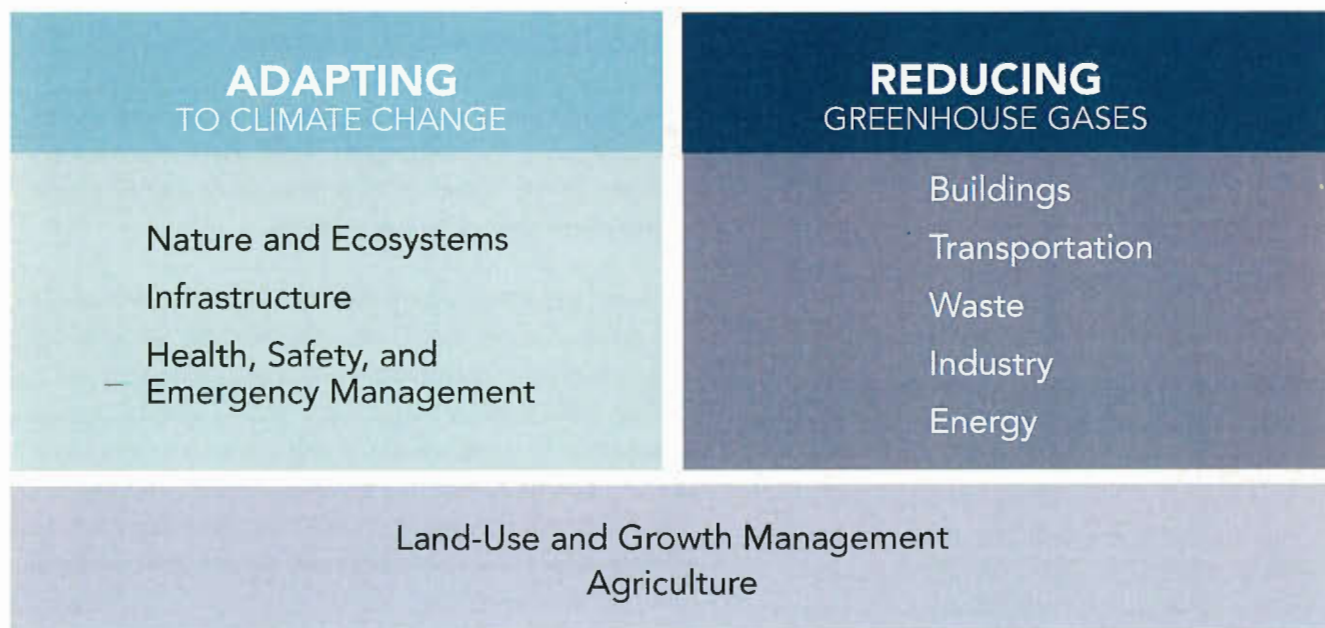
## Issue Areas

The Climate 2050 Strategy will be organized around ten Issue Areas, intended to provide logical groupings of climate actions, while recognizing the range of climate change-related initiatives and specific circumstances in Metro Vancouver's populous and diverse region. In some cases, two issue areas may apply to a given activity. For example, progressive waste management also offers opportunities to generate low carbon, renewable energy.

Three Issue Areas are primarily related to adapting to climate change, and these reflect the functions and responsibilities under Metro Vancouver's mandate that will be significantly impacted by changing weather patterns and sea level rise. Five Issue Areas are primarily related to reducing greenhouse gases, and reflect the major emissions sources in the region and opportunities for low carbon alternatives. Two additional Issue Areas, Land-Use and Growth Management, and Agriculture, cut across both climate adaptation and mitigation.

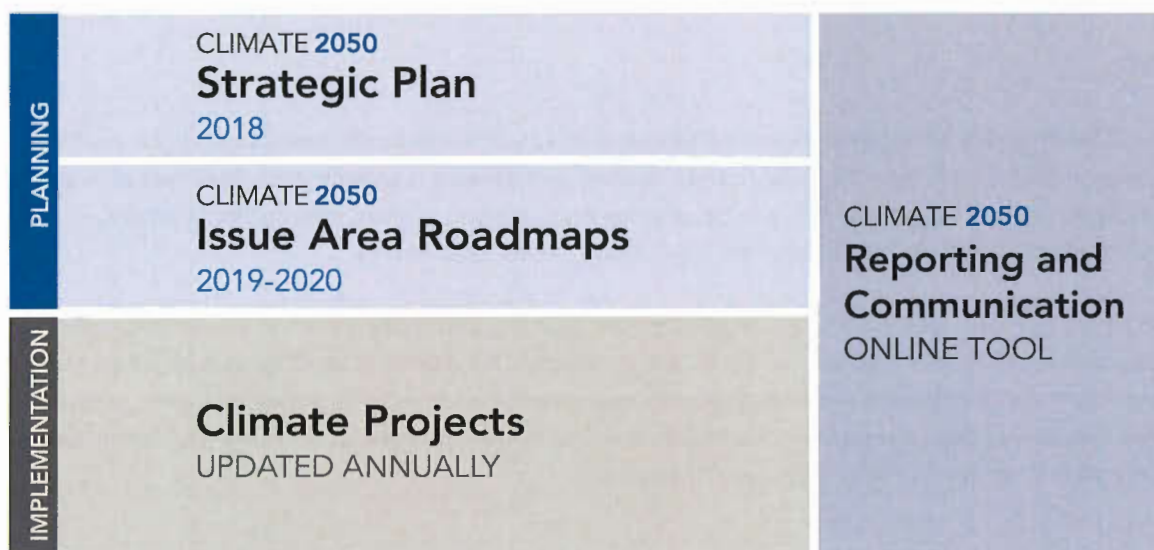
The Climate 2050 strategy will establish a framework to develop and implement dynamic Roadmaps for future climate action by Metro Vancouver, organized around the Issue Areas.

The Issue Areas are shown below, and further descriptions of each Issue Area can be found in Appendix 1.





## Framework of the Climate 2050 Strategy



### THE FOUR COMPONENTS OF THE CLIMATE 2050 STRATEGY WILL BE:

**Climate 2050 Strategic Plan:** The Strategic Plan sets out the 30-year vision for Metro Vancouver's climate policies and actions, lays out guiding principles, and describes a dynamic approach. It will include a discussion of the roles and responsibilities of Metro Vancouver and others as they relate to climate change. The Plan will also include summaries for each of the key issue areas that will form the foundation for the development of the Issue Area Roadmaps (see below). The aim is for the Strategic Plan to be finalized in 2018.

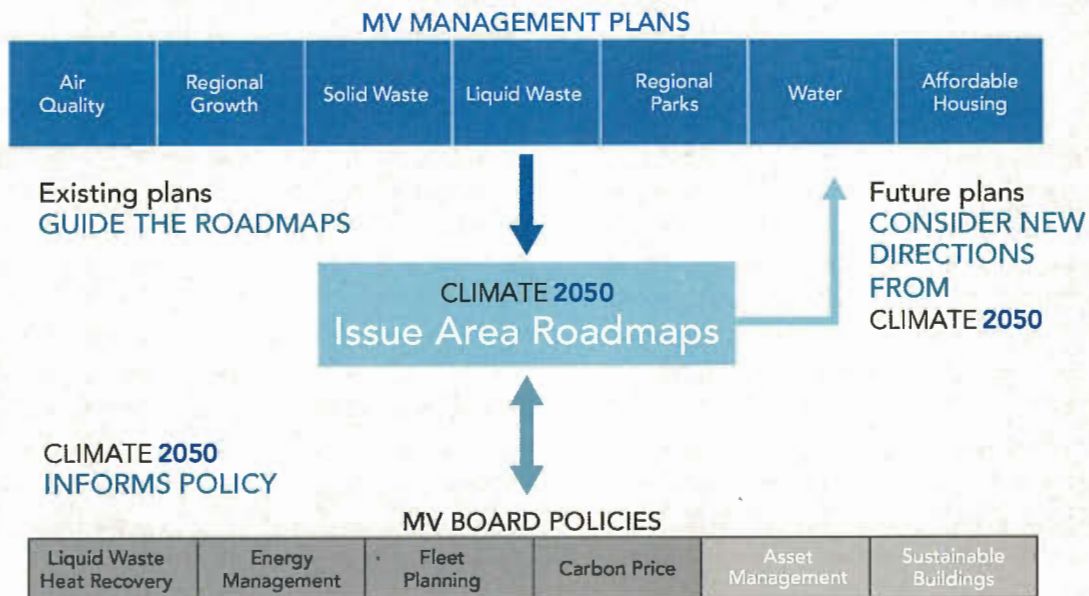
**Climate 2050 Issue Area Roadmaps:** The Issue Area Roadmaps will set out how Metro Vancouver will achieve the 30-year vision of a resilient, low carbon region. They will outline in more detail the regional and corporate goals, strategies, actions, and performance metrics for each Issue Area. Over time, the Roadmaps will evolve dynamically in response to new technologies and innovation, policies of senior governments, or other emerging factors. The Issue Area Roadmaps will be consulted on and developed in

2019 and 2020, following adoption of the Climate 2050 Strategic Plan.

**Climate Projects:** The roadmaps will guide the development of specific climate projects for Metro Vancouver. Projects will be identified and approved through regular annual work plans, budgets, and 5-year financial plans. Staff will report to the Metro Vancouver standing committees and Boards to seek guidance and approval for major Climate Projects.

**Climate 2050 Reporting and Communication Tool:** All of the above components of the Climate 2050 Strategy will be supported by an online reporting and communication tool. This dynamic hub for climate actions will feature illustrative examples of current actions from both Metro Vancouver and its members, facilitate sharing of best practices, provide feedback opportunities, contain background and reference materials, and report on targets and measures.

## Relationships to Other Plans and Policies



Climate 2050 will be closely linked to Metro Vancouver's other plans and policies. Once the Climate 2050 Strategic Plan is adopted, its vision and guiding principles will inform the development of Issue Area Roadmaps that will guide actions and projects across the organization. The Roadmaps will build on climate actions that have already been adopted in the existing management plans while also proposing new directions that can be considered in future management plans, consistent with the respective authorities for each. The Roadmaps may also propose revisions or implementation actions for existing climate related policies, or the development of new Board policies that can help guide decision-making around specific climate related issues impacting the organization.

## Dynamic Approach: a living, breathing plan

Recognizing the magnitude of the climate challenge, the evolving nature of climate science, and the need for policy responses to be adaptive, a dynamic approach is needed in the development and implementation of Climate 2050.

The Roadmaps will be developed with a five-year planning horizon, but they can be updated more often if opportunities or approaches arise that can accelerate progress towards the goals. These time frames are intended to synchronize with annual budget and work plan

cycles and five year financial plans. Performance metrics will be identified in the Roadmaps to track progress towards the goals.

In addition, the Climate 2050 Reporting and Communication Tool will be a dynamic online hub that will contain the most up to date information on the implementation of the Climate 2050 Strategic Plan, as well as information on key actions of others, including member jurisdictions.

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## Roles and Responsibilities of Other Orders of Government

The **Provincial Government** adopted the BC Climate Leadership Plan in 2016 and has established a new BC Climate Solutions and Clean Growth Advisory Council to advise on future climate policy. The Provincial government sets transportation policy that affects Provincial roads and highways, as well as energy policy (including the mandate of BC Hydro). It has established the Provincial carbon tax, it sets building standards through the building code, and it regulates certain industries key to reducing emissions. It also collects tax revenue for large infrastructure investments such as transit, roads, bridges and dikes.

The **Federal Government** adopted the Pan-Canadian Framework on Clean Growth and Climate Change as the national climate change plan. It has jurisdiction over policies to set standards and regulate the design and manufacture of many products that directly or indirectly contribute greenhouse gas emissions (e.g., vehicles, appliances, buildings, industrial and commercial equipment). It is responsible for regulating emissions on Federal lands, including ports, airports, and rail corridors, and shipping lanes. The Federal government has also set a national carbon price to help drive down greenhouse gas emissions, and established several funding mechanisms related to the Pan-Canadian Framework, including the Clean Energy Fund, the Green Municipal Fund, the Clean Growth Hub, and the Low Carbon Economy Fund.

**First Nations** in the Metro Vancouver region provide services to their communities that will be impacted by climate change. A number of First Nations in the region have adopted sustainability and/or land use plans that include their response to climate change. The Tsawwassen First Nation is a member jurisdiction and has similar authority and powers as other member jurisdictions with respect to climate change.

**Member Jurisdictions** are also taking actions to ensure their communities are adapting to climate change and reducing GHG emissions. Many have adopted climate action plans. They are using their land-use planning authority to encourage the growth of compact communities and investments in transit and cycling infrastructure that enables low carbon transportation. They are also responsible for enforcing the building code and can adopt the BC Energy Step Code to encourage lower carbon buildings. Members have a key role in preparing for the impacts of climate change, including investments in stormwater infrastructure and dikes, and responding to emergencies such as flooding in their communities. All of the municipalities in Metro Vancouver have shown leadership by signing the *BC Climate Action Charter* for local governments.

**TransLink** is responsible for long-term investments in transit and regional road and bridge infrastructure that enable low carbon transportation options. It is also responsible for regional transportation demand management programs that encourage residents to choose low carbon forms of transportation. Through its management of and investment in the transit fleet it can also reduce greenhouse gas emissions from transit vehicles.

The **major energy utilities** in the region (BC Hydro and Fortis BC) are responsible for energy supply and distribution. They are responsible for policies and infrastructure investments that will increase the supply of low carbon energy to the region. They administer energy conservation incentives to encourage residents and businesses to reduce their energy demand and indirectly reduce greenhouse gas emissions. Energy utilities will also play a key role in ensuring that our energy infrastructure is resilient to the impacts of climate change both inside and outside the region.



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## Summary

The Climate 2050 strategy will be an overarching climate action strategy for Metro Vancouver.

It will outline Metro Vancouver's vision and goals to both reduce greenhouse gas emissions and adapt to climate impacts. It will describe Metro Vancouver's role in taking action on climate change, and provide strategic direction on how to integrate climate change considerations in all decisions and policies.

The Climate 2050 strategy will establish a framework to develop and implement dynamic roadmaps for future climate action by Metro Vancouver, and will facilitate learning and sharing of best practices with our members and others.

Transparency and collaboration is a guiding principle for the Climate 2050 process. Metro Vancouver is committed to an open decision-making process, and to setting goals that can be measured, reported, and evaluated. In addition to working closely with its member jurisdictions,

Metro Vancouver recognizes that businesses, residents, and other stakeholders have a critical role in achieving climate goals. The next step in the Climate 2050 process will be engagement with key stakeholder groups, including but not limited to member jurisdictions, First Nations, Provincial Government, Federal Government, TransLink, and the energy utilities.

While Metro Vancouver has been undertaking climate action planning and responses for over 15 years, more comprehensive and strategic action is needed to continue on and enhance the improvement trajectory it has started on.

Addressing the challenge of climate change requires bold leadership, creative thinking, and extensive collaboration.

All levels of government, as well as the private sector, will need to explore new approaches to doing business in order to create a robust and resilient low-carbon society.

## YOUR FEEDBACK ON THE CLIMATE 2050 DISCUSSION PAPER

Metro Vancouver welcomes and invites feedback to inform the development of the Climate 2050 Strategic Plan. This Discussion Paper includes many of the elements that will be included in the Strategic Plan. Although feedback on any content in the Discussion Paper is appreciated, Metro Vancouver is specifically seeking comments on the following;

### BACKGROUND INFORMATION AND CONTEXT

Which background information do you think is most important to understanding the context and rationale for taking action to address climate change? Were there any key pieces of information missing? (page 5)

### VISION STATEMENT

Please provide any feedback on the Vision. Does it reflect the level of response to climate change you expect from Metro Vancouver? (page 13)

### GUIDING PRINCIPLES

Please provide any feedback on the Guiding Principles. Do they reflect the criteria that Metro Vancouver should consider when evaluating climate goals, strategies and actions? (page 14)

### ISSUE AREAS

Do the issue areas reflect logical and comprehensive groupings of climate goals, strategies, and actions you would expect Metro Vancouver to undertake? Are they properly described? Have we missed any issue areas or would you combine some issue areas? (page 15)

### STRATEGIC PRIORITIES

What do you see as the strategic priorities in the issue areas you are most familiar with?

Note that there will be future engagement opportunities on the specific goals, strategies and actions that will form Issue Area Roadmaps (as described on page 16). Climate 2050 is intended as a dynamic, evolving climate action strategy that will be responsive to innovation, new ideas and emerging technologies over the next 30 years.

You have the following opportunities to provide feedback: online feedback forms, open comments to a dedicated email account, participation in a public dialogue or stakeholder forum, and direct feedback to Metro Vancouver staff. Details about consultation events will be posted on the [Climate 2050](#) webpage. Feedback may be provided by email at [Climate2050@metrovancover.org](mailto:Climate2050@metrovancover.org) or by telephone through 604-432-6200.

Comments and suggestions will be compiled into a summary report for consideration by the Metro Vancouver Board, and will be made publically available in Fall 2018. To ensure your comments are fully considered please provide feedback before June 30, 2018.

Thank you for taking the time to provide your valuable feedback. For more information, visit [metrovancover.org](http://metrovancover.org) and search Climate 2050, or call 604-432-6200.





## APPENDIX 1: Issue Area Summaries

This Appendix contains ten Issue Area Summaries, which are intended to provide logical groupings of climate actions, while recognizing the range of climate change-related initiatives and specific circumstances in Metro Vancouver's populous and diverse region. Each Issue Area Summary includes the following information:

### Introduction

- Describes how the activities within the Issue Area contribute to GHG emissions and/or are impacted by climate change, and describes some of the potential opportunities to reduce GHG emissions and/or respond to impacts.

### Metro Vancouver's role and authority

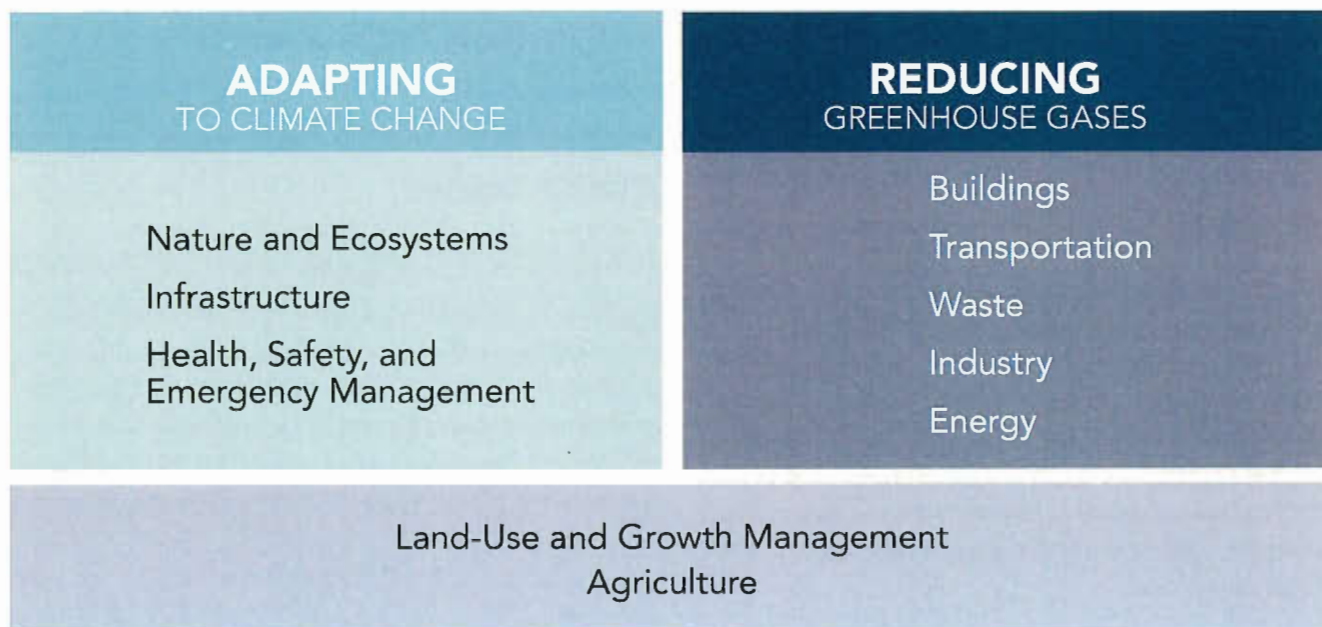
- Describes Metro Vancouver's legislated authority and regional government roles, as they relate to reducing GHG emissions and responding to the impacts of climate change.

### Metro Vancouver's current climate actions

- Provides a few examples of the current climate actions that Metro Vancouver is taking in this Issue Area. This list is intended to be illustrative, (to support dialogue), and is not meant to be comprehensive.

### Current climate actions of other orders of governments and key stakeholders.

- Provides a few examples of the current climate actions that other orders of government and key stakeholders are taking in this Issue Area. This list is intended to be illustrative, (to support dialogue), and is not meant to be comprehensive.





## ADAPTATION ISSUE AREA NATURE AND ECOSYSTEMS

### Nature and Ecosystems

Metro Vancouver is a region with a rich and diverse natural environment that provides essential ecosystem services including stormwater management, pollination, flood management, and cooling that addresses urban heat island effects. Forests and wetlands and other ecosystems contribute to the regulation of the global climate by removing and storing carbon dioxide from the atmosphere.

However, the health of these ecosystems is deteriorating and is vulnerable to further degradation, especially with a changing climate. Many species and ecosystems in the region are at risk of being impacted or displaced entirely due to climate change because they cannot adapt fast enough. Metro Vancouver is building ecological resilience by conserving habitat as part of the regional parks network, and considering ecosystems in decision making.

#### Metro Vancouver's Authority and Role

Under the *Local Government Act*, Metro Vancouver develops and stewards *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, which sets a regional policy framework for containing and directing growth, protecting important lands, and supporting the efficient provision of urban infrastructure. Containing urban growth helps protect important lands for conservation and recreation, agricultural and rural uses, which also provide valuable ecosystem services.

Metro Vancouver delivers local government services to Electoral Area A, which includes Barnston Island and communities along Howe Sound, Indian Arm and the west side of Pitt Lake, and this role includes managing the ecosystems in these largely rural areas. Metro Vancouver manages the region's water supply areas, which comprise large tracts of natural areas and sensitive ecosystems that are essential for maintaining the quantity and quality of the region's drinking water.

Metro Vancouver develops regional datasets (e.g., sensitive ecosystems, land cover, carbon storage, agricultural land use) that are used to monitor regional ecological health in the face of climate change and inform decision-making.

Metro Vancouver's *Ecological Health Plan* identifies Metro Vancouver's roles in protecting and enhancing ecological health in relationship to delivery of core utility services and functions. Metro Vancouver, through its actions, also supports the efforts of its members, residents, and environmental organizations to protect and enhance local ecosystems.

Metro Vancouver operates a system of regional parks and greenways. The system comprises approximately 14,500 hectares of land, including 23 regional parks, 5 greenways, 3 regional park reserves, and 2 ecological conservancy areas. Through the regional parks system, Metro Vancouver helps to protect important natural areas and provides opportunities for the region's residents and visitors to connect with, enjoy and learn about nature and ecology. Metro Vancouver invests in a re-vegetation program in its regional parks which restores degraded sites, enhances biodiversity, and promotes ecosystem resilience.

#### Examples of Metro Vancouver's current climate actions

##### URBAN FOREST CLIMATE ADAPTATION FRAMEWORK

Metro Vancouver conducted a study in 2016 to identify the climate risks facing urban forests, assess regional vulnerability of the existing urban forest and develop guidelines for building resilience and maximizing the adaptation benefits of urban trees. The information informs urban forest planning and climate adaptation strategies.





### GROW GREEN GUIDE

Metro Vancouver, in collaboration with UBC Botanical Garden, developed the Grow Green Guide – an online resource for residents to grow eco-friendly lawns and gardens. The website recommends plants that are suitable for this region, and are waterwise, non-invasive, and support biodiversity.

### IMPROVING ECOLOGICAL HEALTH AND CARBON SEQUESTRATION POTENTIAL AT BURNS BOG

Metro Vancouver, in partnership with the University of Victoria, is testing ways to enhance ecological recovery in coastal bogs that have been damaged by clearing for agriculture. This study is examining the potential for peat restoration at Burns Bog, with potential to reduce methane emissions and restore the bog's ability to sequester carbon.

### INVASIVE SPECIES MANAGEMENT

Metro Vancouver actively controls priority invasive species within our watersheds, regional parks and other Metro Vancouver lands. Metro Vancouver also supports region-wide efforts to manage invasive species by coordinating the Regional Planning Advisory Committee - Invasive Species Subcommittee, and working with partners to develop locally-relevant best management practices and educational materials.

### SUSTAINABILITY INNOVATION FUNDS

The Metro Vancouver Board created the Sustainability Innovation Funds to provide financial support for innovative projects that contribute to the region's sustainability. Three separate funds exist, for projects in the areas of liquid waste, water, and the broader MVRD mandate. The funding criteria includes partnerships with member jurisdictions, academia, and community groups. These funds have supported a number of ecosystem enhancement and education projects including the Grow Green Guide and the Burns Bog projects mentioned above, as well as the Roof to Creek Natural Drainage and Habitat Learning Landscape at Kanaka Creek Regional Park.

## Examples of climate actions of others

### FEDERAL GOVERNMENT PROGRAMS

Federal responsibility includes protection and management of all marine species, most fish species, migratory birds, nationally significant wildlife areas (e.g., Alaksen and Widgeon Valley), recovery strategies for endangered species, research on wildlife issues of national importance, and international wildlife treaties and issues.

### INTEGRATED STORMWATER MANAGEMENT PLANNING

Most member jurisdictions of Metro Vancouver have initiated Integrated Stormwater Management Planning (ISMP) for watersheds in their community. These plans aim to incorporate drainage, environment, and land use planning functions within a watershed in order to address potential stormwater impacts on a community.

### GREEN SHORES INITIATIVE

The Green Shores Initiative of the Stewardship Centre for BC promotes practices that restore and protect the natural shoreline in developed areas. Shoreline restoration and protection approaches can benefit ecosystems, and help maintain the beauty of shorelines for communities; they can also be a cost-effective way to address sea level rise.

### MUNICIPAL NATURAL ASSETS INITIATIVE

The Municipal Natural Assets Initiative (MNAI) provides scientific, economic and municipal expertise to support and guide local governments in identifying, valuing and accounting for natural assets in their financial planning and asset management programs, and in developing leading-edge, sustainable and climate resilient infrastructure.



## ADAPTATION ISSUE AREA INFRASTRUCTURE

### Infrastructure

Local government infrastructure is foundational to the region's economy and its residents' quality of life. The reservoirs, pipes, pumps, treatment plants, roads, power lines, dikes, and other built infrastructure provide essential services such as drinking water, sewage treatment, stormwater drainage, solid waste disposal, the transportation network, and energy to residents and businesses. The region's water, wastewater and drainage infrastructure is vulnerable to anticipated climate change impacts such as increasing frequency of extreme precipitation events that will increase localized flooding and may overwhelm sewer systems, and heat and drought that will challenge the drinking water system.

Incorporating climate change considerations into local government infrastructure planning, design and operation can help maintain these essential services in the face of climate impacts. By considering climate change, local governments can invest in actions that improve infrastructure and contribute to the overall resilience of the region. By jointly considering climate risks with other physical risks such as seismic events, local government may be able to find cost efficiencies and more effective approaches to infrastructure upgrades.

In addition, the construction and operation of infrastructure contributes to greenhouse gas emissions in the region. Innovation in infrastructure design, upgrades, and operation can significantly reduce greenhouse gas emissions.

### Metro Vancouver's Authority and Role

Metro Vancouver plans, designs, builds, operates and maintains utility infrastructure for its member jurisdictions. This infrastructure provides services related to drinking water, wastewater, drainage, and solid waste. These services are provided through two legal entities: the

Greater Vancouver Water District and Greater Vancouver Sewerage & Drainage District.

The funds to build, operate and maintain this regional infrastructure are primarily provided through a fee system with Metro Vancouver's member jurisdictions. In order for Metro Vancouver to cost-effectively plan and optimize the value of its infrastructure investments, it is necessary to anticipate and prepare for the impacts of climate change.

### Examples of Metro Vancouver's Current Actions

#### DESIGNING FOR SEA LEVEL RISE

When designing new infrastructure or upgrading existing infrastructure, Metro Vancouver considers the specific climate change impacts projected for the region, such as sea level rise and increasing storm surge for a variety of existing and future low-lying utility assets. For example, anticipated sea level changes have been taken into account in designing the new North Shore Wastewater Treatment Plant, where all critical equipment is placed above projected flood levels. The same considerations are designed into the upgrades to the Annacis Island Wastewater Treatment Plant. Infrastructure replacement and renewal provides opportunities to adapt to anticipated climate changes.

#### SEWERAGE AREA VULNERABILITY ASSESSMENTS

Metro Vancouver has completed vulnerability assessments for two of its five sewerage areas: the Vancouver Sewerage Area (2008) and the Fraser Sewerage Area (2009). These vulnerability assessments help Metro Vancouver understand and plan for the impacts of climate change on sewerage infrastructure including sewage collection systems and wastewater treatment plants.





### DESIGNING DRAINAGE AND SEPARATED SEWERS FOR FUTURE PRECIPITATION

Metro Vancouver works with its member jurisdictions to study anticipated rainfall changes due to climate change and then translate this information into criteria for assessing and designing regional drainage and municipal stormwater systems. Using new data and sophisticated techniques, Metro Vancouver is currently updating the future rainfall scenarios in Climate Change (2050) Adjusted IDF Curves: Metro Vancouver Climate Stations. This updated information can guide the separation of combined sewers that convey sewage and stormwater in the same pipe and the design of new storm sewers for the climate change adjusted rainfall requirements.

### COMPREHENSIVE REGIONAL WATER SYSTEM PLAN

Metro Vancouver is developing a Comprehensive Regional Water System Plan that outlines a strategy to the start of the next century including enhanced resilience to climate change. Vulnerability assessments indicate that phased storage upgrades will be required to account for factors such as reduced snowpack and hotter, drier summers. The timing and scope of upgrades have been developed for a range of plausible future climate scenarios.

### WATER CONSERVATION AND REUSE

Metro Vancouver delivers drinking water to member jurisdictions for distribution to homes and business. Significant regional and local government efforts are planned or underway to limit non-essential use of treated drinking water (including changes to lawn watering regulations in the regional Drinking Water Conservation Plan). Conservation will become even more important as the summer climate becomes hotter and drier. Opportunities for reuse of greywater and rainwater are also being considered by Metro Vancouver and local governments to reduce the need for potable water. Minimizing waste of drinking water improves the region's water resiliency by allowing for additional supply capacity to cope with impacts from a changing climate.

### METRO VANCOUVER'S WATER CONSERVATION CAMPAIGNS

The "We Love Water" conservation campaign promotes mindful and responsible use of drinking water, reducing stress on the region's drinking water infrastructure. Residents are encouraged to use a little less water by adopting simple habits around their homes, while increasing their awareness and pride in the region's water system.

## Examples of climate actions of others

### LOCAL GOVERNMENT CLIMATE ADAPTATION PLANS

Various member jurisdictions have developed climate adaptation plans that include actions to improve the resilience of their infrastructure. A few examples of infrastructure-related actions in the plans include:

#### CITY OF VANCOUVER'S CLIMATE ADAPTATION STRATEGY (2012)

- minimize rainfall related flooding and associated consequences;
- implement an Integrated Stormwater Management Plan;
- separate combined sewers;
- complete a coastal flood risk assessment and develop a city-wide sea level rise adaptation response; and
- update flood-proofing policies including Flood Construction Levels.

#### CITY OF SURREY'S CLIMATE CHANGE ADAPTATION STRATEGY (2013)

- reach consensus on a regional approach to flood management;
- update planning and development standards for floodplains; and
- deliver proactive climate analysis and management practices for city infrastructure.



## **ADAPTATION ISSUE AREA INFRASTRUCTURE**

### **DISTRICT OF NORTH VANCOUVER'S CLIMATE CHANGE ADAPTATION STRATEGY (2017)**

- ensure critical municipal functions are served by robust power systems and provide alternatives where systems are vulnerable; and
- increase the resilience of municipal assets to more frequent and severe extreme weather and sea level rise.

### **LOWER MAINLAND FLOOD MANAGEMENT STRATEGY**

The Fraser Basin Council is facilitating the Lower Mainland Flood Management Strategy (LMFMS) initiative to better protect communities along the lower Fraser River and south coast from a major flood. Participants include the federal and provincial governments, local governments and non-governmental entities in the region. The costs of recovering from a major flood event far outweigh the costs of implementing effective flood mitigation, showing the critical importance of a regional strategy and major investments in flood mitigation. The LMFMS will include a regional flood strategy and recommendations for action, including cost-sharing options for flood mitigation.

### **SURREY'S COASTAL FLOOD ADAPTATION STRATEGY**

The City of Surrey is developing a Coastal Flood Adaptation Strategy to explore the impacts of climate change on Surrey's coastline and the long-term adaption options available to the City. Land use and managed retreat from high-risk areas are being considered.



## Health, Safety, & Emergency Management

Climate change is expected to increase health and safety risks for people living and working in the region. All orders of government will need to enact policies and implement projects to reduce exposure to these risks, as well as to increase capacity to respond to emergency situations.

Climate change will likely increase the frequency and/or severity of extreme events such as storms, flooding, mudslides, heat waves, and wildfires. More frequent and severe extreme events will increase a range of health and safety risks such as:

- injury and death from heat related illnesses, including to outdoor workers;
- respiratory illnesses associated with wildfire smoke or increased smog formation; and
- increased risk to life, safety and health due to flooding or precipitation.

In addition, rising temperatures could change the incidence and types of diseases that are present in the region.

These changes will place additional burdens on the regional health care and emergency management systems. Furthermore, the impacts of climate change are not felt equally. Some populations are more vulnerable than others. For example, the very young, the elderly, or people with underlying health issues can be more vulnerable to heat or smoke exposure. Lower income and homeless people will likely have fewer options to protect themselves from extreme weather events and have few resources to recover from their impacts.

Local governments can help mitigate risks to health and safety and build resilience through increased emergency management planning and response services. Businesses and residents will also need to better prepare for emergencies related to extreme weather events.

### Metro Vancouver's Authority and Role

Metro Vancouver works with and represents member jurisdictions through the Integrated Partnership for Regional Emergency Management (IPREM). IPREM was formed to coordinate regional emergency management planning activities between the Provincial government and local government.

Metro Vancouver is directly responsible for emergency planning and response in Electoral Area A, which includes the University Endowment Lands and other unincorporated areas of the regional district.

Metro Vancouver provides emergency planning and response services to manage risk associated with its regional water and liquid waste functions and has an emergency management plan and emergency response plans that are designed to address, and respond to, flood risk, wildfire, and other natural hazards; all MV Emergency Plans are updated annually based on the latest hazard, risk and vulnerability information available.

Metro Vancouver protects its employees' health and safety through its Safety, Security and Emergency Management program, as required under the Workers Compensation Act.

Under authority in the *Environmental Management Act*, Metro Vancouver monitors air quality in the region and notifies the public when air quality has deteriorated due to, for example, smoke from wildfires or elevated levels of ground-level ozone.





## Examples of Metro Vancouver's Current Climate Actions

### AIR QUALITY MANAGEMENT

Air quality data is available to the public in real time, via the online tool [airmap.ca](http://airmap.ca), which provides the latest air quality and weather data from the Lower Fraser Valley air quality monitoring network. Metro Vancouver issues air quality advisories and bulletins to advise residents when air quality deteriorates in communities in the region. These actions help the public respond and take precautionary measures to minimize exposure during degraded air quality events. Metro Vancouver has also partnered with the Province of BC and other agencies to provide meteorological data to facilitate emergency response and help improve emergency planning. This data is also helpful in tracking the impacts of climate change in all areas of the province.

### DISASTER DEBRIS MANAGEMENT PLAN

The Regional Engineers Advisory Committee, with support from IPREM, released the Joint Municipal Regional Disaster Debris Management Operational Plan for Metro Vancouver region and members in 2017. The Plan will enable the member jurisdictions to collaborate and coordinate the efforts, resources, and communications specific to disaster debris, to maintain continuity and recover from emergencies in the region.

### FLOOD RISK PLANNING FOR BARNSTON ISLAND

Metro Vancouver is planning for flood risk on Barnston Island, which falls within Electoral Area A. Risk is managed through emergency preparedness education and through restrictive covenants at the time of issuance of new building permits.

### WILDFIRE PREVENTION

The probability of human-caused wildfires in the water supply areas is low due to restrictions on public access, fuels management in interface areas and fire prevention regulations which limit operational activities during fire

season. However there is increasing probability of fires in these forested areas due to warmer temperatures and less precipitation during the dry season.

## Examples of climate actions of others

### MANAGING URBAN HEAT ISLAND EFFECTS

Buildings, roads and other infrastructure in urban areas trap more heat than open land and vegetation, creating "heat islands". A number of member jurisdictions are addressing urban heat island effects. For example, the City of Surrey is increasing tree canopy coverage and the use of alternative paving surfaces in parking lots, as well as increasing the use of high albedo (i.e., lighter-coloured, reflective) surfaces on buildings and paving materials.

### VULNERABILITY MAPPING

Vancouver Coastal Health and the Fraser Health Authority are working with researchers at UBC to map areas where vulnerable populations intersect with the impacts of a changing climate (e.g., heat, flooding and air quality).

### EXTREME HEAT RESPONSE PLANNING

The health authorities and the BC Centre for Disease Control are assisting local municipalities in extreme heat response planning, to help ensure vulnerable populations receive needed assistance and to identify infrastructure that can help communities keep cool during these kinds of events. For example, the Surrey Fire Service is tasked with building community capacity to respond effectively in an emergency. It is reviewing and supporting implementation of the Surrey-White Rock Extreme Heat Response Plan, looking at gaps in emergency prevention and response, and ensuring emergency response capacity keeps pace with the need for services, all with consideration of increasing climate impacts.





### CITY OF VANCOUVER ADAPTATION STRATEGY

The City of Vancouver adopted an adaptation strategy in 2012. Health- and safety-related actions under the strategy include developing a policy for back-up power for city operations and exploring the potential for providing air conditioned spaces in non-market housing. To help implement the strategy, the City also hired a Chief Resiliency Officer in 2017.



# Buildings

Buildings generate greenhouse gas (GHG) emissions from burning fossil fuels, primarily natural gas, for space and water heating. The GHG emissions from buildings are second only to transportation, accounting for approximately one third of all regional GHG emissions.

Buildings can reduce GHG emissions through improvements to energy efficiency, energy recovery, and by switching to low carbon energy systems (e.g., electric heat pumps, solar, renewable natural gas). Local governments can reduce emissions from new residential and commercial buildings through building code and development policy that encourages more energy efficient design and the use of low carbon energy. Encouraging or requiring building and home owners to take actions to reduce GHG emissions when retrofitting existing buildings is a major challenge. Actions taken today to reduce building GHG emissions will have a long-term impact because buildings are long-lived assets; many that exist today will still be here in 2050.

Local government policy and industry leadership has resulted in a number of buildings in the region achieving net zero certification, meaning these buildings produce as much energy as they use.

Climate change will increase the incidence of extreme heat events, increase average summer temperatures and the need to cool buildings. Governments, utilities, and building owners need to consider how this will impact building design and energy use, and in response, modify policy and planning for energy demand, and building management. Increased risk of flooding due to climate change needs to be considered in the design and siting of new buildings and the retrofit of existing buildings. Also see the Land-Use and Growth Management Issue Area for further discussion of land-use planning for climate impacts.

## Metro Vancouver's Authority and Role

Metro Vancouver derives its authority to develop programs, policies and regulations to address emissions from buildings from two pieces of legislation.

- B.C.'s *Environmental Management Act* gives the Metro Vancouver Regional District the authority to "provide the service of air pollution control and air quality management and, for that purpose, the board of the regional district may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants". Under this authority, Metro Vancouver develops and implements plans, policies, regulations and projects that improve air quality and reduce greenhouse gas emissions.
- Metro Vancouver administers Boilers and Process Heaters Emission Regulation Bylaw 1087, which regulates small to medium-sized industrial, commercial and institutional boilers and process heaters. It requires that all natural gas or propane fired units greater than 3 MW and less than 50 MW and all biomass fired units less than 50 MW must be registered with Metro Vancouver and operated with proper emissions control. The bylaw includes emission limits on common air contaminants, and sets out monitoring and reporting requirements. Application of this bylaw controls emissions of the air contaminants from specified boilers and heaters in buildings.

Metro Vancouver Housing Corporation (MVHC) manages a portfolio of 49 housing sites which emit 2000 tonnes of GHGs annually. It is responsible for the operation and maintenance of the buildings, as well as renewal, which provides opportunities to reduce energy use and GHG emissions. MVHC is currently constructing 230 LEED Gold housing units in the City of Vancouver and is planning another redevelopment in the City of Surrey which will also be designed to reduce GHG emissions.



In addition, Metro Vancouver's *Integrated Air Quality and Greenhouse Gas Management Plan* includes actions to support residents and businesses to reduce GHG emissions from buildings.

## Examples of Metro Vancouver's current climate actions

### STRATA ENERGY ADVISOR PROGRAM

Metro Vancouver will launch a strata energy advisor program in 2018 to reduce GHG emissions from residential strata (condo) buildings in the region. This program provides energy advisor services to strata councils and property managers to reduce energy consumption and greenhouse gas emissions from strata buildings. Program participants will have access to free energy assessments and professional advisors as they undertake energy upgrades to their buildings.

### RATEOURHOME.CA

Metro Vancouver launched RateOurHome.ca in 2016 to provide public education on home energy and promote home energy labelling. By providing home energy information during the design, construction and sale of new and existing homes, labelling gives home sellers and buyers a tool to make more informed decisions about home energy performance. By supporting voluntary public disclosure of home energy labels, RateOurHome.ca is enabling the reduction of greenhouse gas emissions in detached houses and townhomes.

### LEED PLATINUM HEAD OFFICE BUILDING

In 2017, Metro Vancouver relocated to a new head office in Burnaby. The building's design is certified LEED Platinum (core and shell), and the building is expected to produce significantly fewer GHG emissions and have lower operating costs than a conventionally-designed building of similar size.

### METRO VANCOUVER HOUSING CORPORATION ENERGY MANAGEMENT

MVHC incorporates energy efficiency and GHG emissions reductions into its building maintenance and renewal projects. Since 2016, MVHC has completed energy efficiency upgrades of space heating boilers, domestic hot water heaters, furnaces, laundry equipment, lighting systems, and water fixtures. These improvements are expected to reduce MVHC annual GHG emissions by approximately 10% (225 tonnes CO<sub>2</sub>e/year).

### SUSTAINABLE BUILDING AND INFRASTRUCTURE POLICY

Metro Vancouver is developing a Sustainable Building and Infrastructure Policy to help ensure sustainability objectives (including GHG emissions reduction) are included in the design of Metro Vancouver's buildings and infrastructure, as well as major renovation projects.

### SUSTAINABILITY INNOVATION FUNDS

The Metro Vancouver Board created the Sustainability Innovation Funds to provide financial support for innovative projects that contribute to the region's sustainability. Three separate funds exist, for projects in the areas of liquid waste, water, and the MVRD mandate. The funding criteria includes partnerships with member jurisdictions, academia, and community groups. The Strata Energy Advisor and RateOurHome.ca initiatives described above have received funding under this program.



## GHG REDUCTION ISSUE AREA BUILDINGS

### Examples of climate actions of others

#### BC ENERGY STEP CODE

The *BC Energy Step Code* is a voluntary provincial standard enacted in April 2017 that provides an incremental and consistent approach to achieving more energy-efficient buildings that go beyond the requirements of the base *BC Building Code*. It does so by establishing a series of measurable, performance-based energy-efficiency requirements for construction that builders can choose to build to, and communities may voluntarily choose to adopt in bylaws and policies. A number of Metro Vancouver municipalities have already adopted specific steps of the *BC Energy Step Code* into their own bylaws.

#### BOMA BEST

BOMA BEST Sustainable Buildings certification recognizes excellence in energy and environmental management and performance in commercial real estate. The program is managed by the Building Owners and Managers Association of Canada (BOMA Canada) and is delivered by the eleven Local BOMA Associations throughout Canada. There are more than 250 BOMA BEST certified buildings in Metro Vancouver.

#### HOME AND BUSINESS ENERGY INFORMATION WEBSITES AND ADVISORS

Energy Save New West (City of New Westminster), Energy Save Richmond (City of Richmond), and BC Energy Coach are online portals that provide residents and businesses access to information, advisors and incentives to help them complete energy upgrades to their homes and businesses.

#### UTILITY INCENTIVES

BC Hydro and Fortis BC offer a variety of incentives for home owners and businesses to improve the energy efficiency of their buildings. Energy efficiency improvements can reduce GHG emissions while saving home and business owners' money. Some energy efficiency improvements also have the co-benefit of improving the thermal comfort of buildings (i.e., warmer in the winter and cooler in the summer) and/or the indoor air quality through better ventilation systems.

#### CLIMATE SMART

Climate Smart helps businesses and non-profits learn how to measure and reduce their carbon footprints. The training program incorporates classroom learning, web-based software, and one-on-one support. They work with small and medium-sized businesses, providing training and user-friendly web-based software to measure GHG emissions and plan projects that reduce emissions.





## Transportation

Transportation emissions come from the movement of goods, materials and people, whether by land, air, or sea. In this region, transportation is the single largest source of greenhouse gas (GHG) emissions, accounting for 42% of the regional total.

Within the transportation sector, the dominant emission contributor is cars and light trucks. Today, there are 1.4 million cars and trucks operating across the Metro Vancouver region, travelling 19 billion kilometres in a year. Collectively, these vehicles emit more than 4.7 million tonnes of greenhouse gases in 2015, which is nearly one-third of the regional total. Achieving our targets in this sector will require making walking, biking and transit easier and more attractive, and transitioning the remaining kilometres to zero emission vehicles.

In 2011, about 70% of the region's trips were made in personal motor vehicles, accounting for 77% of the total kilometres travelled. Non-motorized modes (walking and cycling) accounted for 13% of trips in 2011, while making up only 2% of the kilometres travelled. Transit use accounted for 14% of trips and 20% of kilometres travelled. Significant effort will need to be made to shift kilometres travelled to non-vehicular modes to reduce emissions.

Metro Vancouver can play a significant role through the Regional Growth Strategy (see Land Use and Growth Management Issue Area). A key challenge is that although land use changes are impactful in reducing greenhouse gas emissions, they require a long time horizon to result in significant change. By 2050, even with a significant shift towards walking, biking and transit, vehicles are forecast to still be responsible for a majority of kilometres travelled in this region. To achieve significant GHG reductions, transitioning to zero emission vehicle technology is essential, and there are only two vehicle lifetimes between now and 2050 to do so.

GHG emissions from goods movement is dominated by heavy duty trucks which account for 5% of total regional emissions, or about 750,000 tonnes annually. These vehicles range from small cube vans delivering goods purchased online, to large semi-trailer trucks hauling containers from the port. Emissions from heavy trucks have declined slightly over the past decade. Additionally, there are promising zero emission technologies on the horizon for different vehicle classes. The movement of goods into, out of, and across our region has historically increased as the economy has grown. This poses a particular challenge for achieving greenhouse gas reduction targets while maintaining business competitiveness.

Planes, trains and ships collectively account for 7% of the region's total greenhouse gas emissions. Emissions from aircraft have remained relatively constant in the past decade, while emissions from the rail sector have declined slightly. The marine sector has recorded the highest growth of the goods movement sectors and is projected to keep growing over the next few decades. Unlike on-road vehicles, zero emissions technology for these sectors is at a much more nascent stage of development, although there are some promising advances in renewable fuels.

Also see the Land-Use and Growth Management Issue Area for further discussion of transportation planning for climate impacts.



## Metro Vancouver's Authority and Role

Metro Vancouver derives its authority to develop programs, policies and regulations to address transportation emissions from two pieces of legislation:

- B.C.'s *Environmental Management Act* gives the Metro Vancouver Regional District the authority to "provide the service of air pollution control and air quality management and, for that purpose, the board of the regional district may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants". Under this authority, Metro Vancouver develops and implements plans, policies, regulations and projects that improve air quality and reduce greenhouse gas emissions.
- The *Local Government (Green Communities) Statutes Amendment Act, (Bill 27)* 2008 made it clear that addressing greenhouse gas emissions is, in part, the responsibility of local government by requiring that regional growth strategies include targets for reducing greenhouse gas emissions, and by giving local government more powers to help them reduce greenhouse gas emissions, conserve water and energy, and work towards creating more compact and sustainable communities. Metro Vancouver's role is to develop and steward Metro Vancouver 2040: Shaping our Future (the regional growth strategy), which contains regional greenhouse gas reduction targets, as well as actions which facilitate increased use of transit, multiple-occupancy vehicles, walking, and cycling.

In addition, the MVRD Board has approval authority over the use of Federal Gas Tax funds (Greater Vancouver Regional Fund) transferred to the region. TransLink is the sole eligible recipient of these funds (approximately \$130 million per year is transferred to the region), and must submit an application describing how the proposed investments support *Metro 2040* and the *Integrated Air Quality and Greenhouse Gas Management Plan*.

Metro Vancouver's *Integrated Air Quality and Greenhouse Gas Management Plan* is an example of a management plan that includes actions to reduce GHG emissions from various sectors.

## Examples of Metro Vancouver's Current Actions

### ELECTRIC VEHICLE OUTREACH CAMPAIGNS

Lack of awareness of electric vehicles is a key barrier to adoption. Since 2014, Metro Vancouver has been addressing this barrier through the development and delivery of EV-related outreach campaigns. These include *Emotive: The Electric Vehicle Experience*, a public outreach campaign that raises awareness of electric vehicles throughout BC. Metro Vancouver also develops outreach programs targeted at specific audiences that are facing questions related to EVs and EV charging. *EVcondo.ca* is a web resource aimed at strata councils, property managers and residents dealing with EV charging in multi-family dwellings. *EVWorkplace.ca* is aimed at encouraging employers to consider providing EV charging for staff.

### FLEET PLANNING AND ACQUISITION POLICY

The Metro Vancouver Board adopted this policy in 2016 to enable Metro Vancouver's fleet to transition to low carbon vehicles. This policy involves setting a Low Emissions Vehicle Standard for each vehicle class on an annual basis which ranks vehicle technologies. The Standard ranks vehicle technologies based on their greenhouse gas emissions and establishes a Gold, Silver and Bronze standard for each year. The Policy allows for the purchase of the highest standard possible that meets operational needs while taking into account lifecycle costs.

### TRANSIT-ORIENTED AFFORDABLE HOUSING STUDY

In 2017, Metro Vancouver, in partnership with BC Housing, BC Non-Profit Housing Association, TransLink and Vancity, completed a study to expand the region's understanding





of the constraints and opportunities related to building new rental housing, particularly affordable housing for households earning less than \$50,000 per year, in transit-oriented locations across the region. One of the key findings is that renter households, especially those earning less than \$50,000, are more likely to use transit. This finding points to a transit ridership value proposition for accommodating affordable rental housing in transit-oriented locations.

### REGIONAL PARKING STUDY

Metro Vancouver and TransLink are jointly undertaking research on residential parking demand and supply in select apartment buildings across the region. This research will help inform municipal and developer practices on appropriate parking requirements, in particular in sites located close to the Frequent Transit Network. The project will be completed in 2018.

### SUSTAINABILITY INNOVATION FUNDS

The Metro Vancouver Board created the Sustainability Innovation Funds to provide financial support for innovative projects that contribute to the region's sustainability. Three separate funds exist, for projects in the areas of liquid waste, water, and under the broader umbrella of the MVRD mandate. The funding criteria includes partnerships with member jurisdictions, academia, and community groups. Since 2014, a number of transportation-related projects have received funding, including: the Smart Drive Challenge, Transit Oriented Affordable Housing Fund, and DC Fast Charger Demonstration at Metro Tower 3.

## Examples of climate actions of others

### ELECTRIC VEHICLE CHARGING BYLAWS

A number of member jurisdictions are adopting bylaws that require new developments to have electric vehicle charging infrastructure in a certain percentage of stalls. City of Vancouver led the way with adoption of an EV charging requirement in 20% of stalls in multi-family dwellings in 2011. Since that time, District of North Vancouver, City

of Richmond, District of West Vancouver, City of North Vancouver and City of Port Coquitlam have adopted EV charging requirements. In 2017, City of Richmond became the first municipality in Canada to require that 100% of parking stalls in new residential developments feature an outlet for EV charging, followed by the City of Port Coquitlam and the City of Vancouver in 2018.

### CAR SHARE PARKING INCENTIVES

A number of member jurisdictions have innovative measures to facilitate the increased use of car shares in new developments. Some municipalities have made it a mandatory requirement in certain areas or under certain zoning (for example, City of Vancouver in Southeast False Creek, or District of North Vancouver in Seylenn). Other municipalities encourage car share stalls by providing incentives, typically in the form of reduced off-street parking requirements (for example, City of New Westminster and City of Richmond).

### TRANSLINK

TransLink operates several programs which invest in measures to reduce greenhouse gas emissions. The TransLink Tomorrow program explores new transportation options for Metro Vancouver, many of which could lead to reductions in greenhouse gas emissions. Some recent climate-related projects include a three-month electric bus trial, a trial vanpool program and mobility hubs that combine driving, transit, and car share. TransLink's TravelSmart outreach program engages with businesses, schools, seniors and newcomers to promote and facilitate smarter travel options.

### PROVINCE OF BC ELECTRIC VEHICLE PROGRAMS

The Provincial Government has invested millions into a variety of electric vehicle programs. These programs mostly focus on providing funding incentives towards the purchase of vehicles or charging stations. The Province also manages the Electric Vehicles & HOV Lanes program, which allows EV owners to obtain a decal which enables single occupant travel in HOV lanes.





## Waste

Decomposition of organic waste in landfills and wastewater treatment plants produces methane, which is a potent greenhouse gas (GHG) with 25 times the global warming impact of carbon dioxide. Additionally, the fossil fuels used to manufacture, transport, and ultimately dispose of the goods consumed in the region produce GHG emissions; these emissions are sometimes referred to as embodied emissions.

Programs supported or implemented by Metro Vancouver and its partners to reduce, reuse, and recycle waste (including organics diversion from households and businesses) marks a shift from thinking about the waste as an end product toward seeing waste as a potential resource. Efforts to constrain the total amount of waste ending up at regional facilities should reduce both direct and embodied GHG emissions. In 2017, Metro Vancouver achieved a 62% diversion rate from landfill, which was primarily achieved by a reduction of organics going to landfill.

The next level waste strategy is the transition to a circular economy, which is essential if economic growth is to be sustained. Planetary processes and systems are being pushed to their limits as supplies of non-renewable resources and regenerative capacity of renewable resources are exhausted. Shifting from the traditional take-make-waste throughput model of economic production to a take-make-reuse circular model means retaining the value of products, materials, and resources in the economy through closed production and consumption loops. The transition to a circular economy is consistent with a low-carbon, low-waste economy as a result of increased use of renewable energy and the more efficient use of resources throughout the supply chain of products.

Diverting organics from landfills and capturing methane at waste management facilities can be an effective GHG

reduction strategy. The captured gas can be upgraded to renewable natural gas, and used to directly replace natural gas.

This issue area focusses on approaches and technologies to reduce GHG emissions generated from waste, while the Energy Issue Area explores opportunities such as the use of biogas, biosolids and waste heat to replace fossil fuels and offset GHG emissions elsewhere.

### Metro Vancouver's Authority and Role

Metro Vancouver is responsible for long term planning and implementation of waste management in the region. Metro Vancouver's Integrated Solid Waste and Resource Management Plan was approved by the Province in 2011. Goals include Reducing the Waste Generated by households, and an aspirational target to divert 80% of the region's waste away from disposal by 2020.

Waste management activities by Metro Vancouver and its member jurisdictions includes solid waste collection and disposal, organics diversion, and recycling of papers, plastics, glass, and other materials. Metro Vancouver enforces disposal bans for organics and recyclable materials, where the hauler must pay a surcharge of 50% on the cost of disposal if a waste load contains excessive amounts of recyclable materials.

Metro Vancouver owns and operates a Waste to Energy facility that recovers energy and metals from solid waste. In addition, Metro Vancouver has five wastewater treatment plants that produce and use significant amounts of energy, and which produce residual biosolids that need to be managed.



## Examples of Metro Vancouver's current climate actions

### DIVERSION OF ORGANICS AND WOOD WASTE

Metro Vancouver's organics and wood waste diversion activities, which include the operation of processing facilities, enforcement of disposal bans, and development of public education campaigns, have resulted in:

- over 400 thousand tonnes per year of organics (yard trimmings, food scraps, food-soiled papers) diverted away from landfills, and into composting or digestion facilities; and
- over 230 thousand tonnes per year of clean wood diverted away from landfills, and into recycling as products or fuel.

### LANDFILL GAS CAPTURE PROJECT (COQUITLAM)

Metro Vancouver manages a landfill gas collection system at the closed Coquitlam landfill, which captures and destroys methane that is still being generated by the buried waste. The initial landfill gas collection system was designed and constructed in 1993, and an upgrade was completed in 2012 including the installation of new extraction wells and pipes to collect and transport the gas to a flare. The gas contains approximately 50% methane, and destruction of this gas reduces the GHGs emitted from the landfill.

### USE OF BIOSOLIDS AS BIOCOVER/BIOFILTER

Biosolids (residual material from wastewater treatment) can be combined with other material and used as a landfill biocover or biofilter that reduces fugitive emissions of methane. Metro Vancouver is a partner on biocover and biofilter pilot projects at a number of landfills in the province, using biosolids from Metro Vancouver wastewater treatment plants. This can be a cost effective approach to reducing GHG emissions at smaller landfills that are not required to have active gas collection systems under provincial regulations, but which can still be a significant source of GHG emissions.

### NATIONAL ZERO WASTE COUNCIL

The National Zero Waste Council (NZWC) is a leadership initiative bringing together governments, businesses and non-government organizations to advance waste prevention in Canada. The Council was founded by Metro Vancouver in collaboration with the Federation of Canadian Municipalities in 2013. The mission of the Council is to act collaboratively with business, government and the community, at the national and international level, as an agent of change for waste prevention and reduction in the design, production and use of goods. This will involve aligning actions and policies in Canada with global best practices and to identify the opportunities to advance the transition to a circular economy.

### ZERO WASTE CONFERENCE

Metro Vancouver has hosted an annual Zero Waste Conference. Eliminating waste and creating value are essential pillars in a new way of doing business and developing policy; this represents the new norm for addressing waste in every facet of our lives. The Zero Waste Conference has grown in size and in profile as the venue to discuss waste prevention and the opportunities for establishing circular economy systems in Canada.

### METRO VANCOUVER'S SOLID WASTE CAMPAIGNS

Metro Vancouver delivers public campaigns aimed to influence behaviours and reduce emissions through waste reduction (Create Memories Not Garbage, Love Food Hate Waste) and waste diversion (Food Scraps Recycling).



## Examples of climate actions of others

### PROVINCIAL LANDFILL GAS MANAGEMENT REGULATION

This regulation requires landfill gas management systems to capture and destroy at least 75% of the methane produced at large municipal solid waste landfills. This regulation effectively drives the design, installation and operation of landfill gas management systems that results in the reduction of a significant amount of GHGs from many landfills in the Province.

### VANCOUVER LANDFILL GAS CAPTURE PROJECT

In 2012 the City of Vancouver completed a project to upgrade the landfill gas collection system at its landfill in Delta. This was one of the largest individual GHG reduction projects in the Metro Vancouver region. The project resulted in over 430,000 tonnes of carbon offset credits that were allocated amongst member municipalities. These credits helped Metro Vancouver and its member municipalities balance most of the emissions from their operations between 2012 and 2014, and achieve carbon neutrality in 2015.

### OTHER LANDFILL GAS CAPTURE PROJECTS

There are a number of closed landfills in the region that are owned by member municipalities and private companies. Some of these landfills have implemented gas collection systems that either flare or directly use the methane-containing gas as a source of clean energy (e.g., to heat greenhouses), which helps reduce GHG emissions in the community.





## Industry

The region's relatively small but diverse manufacturing sector (e.g., cement production, food processing, metal fabrication, chemical manufacturing, forest products, and petroleum refining) and construction industry combine to contribute approximately 25% of the region's total greenhouse gas (GHG) emissions. These emissions are generated from burning fossil fuels and industrial processes (17%), non-road engines such as generators and construction equipment (8%), and other smaller sources. GHG emissions from commercial transportation (light and heavy duty vehicles, air, rail and marine vessels) are included under the Transportation Issue Area.

In the Metro Vancouver region, industrial facilities primarily generate GHG emissions from burning natural gas, propane and fuel oil to produce heat for industrial processes, and to a lesser extent, to heat buildings. In addition to burning fuel, cement production processes are a major source of industrial carbon dioxide emissions. The region's two cement plants are the largest industrial point sources in Metro Vancouver and account for more than 10% of the region's GHG emissions (approximately 1.6 million tonnes).

Since 2000, GHG emissions from the industrial sector have fallen by 43%. This reduction is largely due to the closure of BC Hydro's Burrard Thermal Generating Plant. Aside from this major electricity generation facility, GHG emissions from other industrial sectors have remained relatively stable over the last two decades. The challenge in reducing industrial emissions will be in identifying and supporting solutions that are cost-effective while minimizing impacts on industry competitiveness.

Metro Vancouver can look to a variety of strategies to achieve industrial GHG emissions reductions such as: targeted incentive and education programs, green procurement, advocacy, pilot projects/ demonstrations, regulations that encourage process emissions reduction,

improvement in energy efficiency, energy recovery, and moving to less carbon-intensive sources of energy. These activities would increase the production and use of low carbon, renewable energy alternatives and stimulate product and process innovations. A key consideration in the design of these approaches will be how to best activate and leverage industry's own innovation, resources and expertise that can address specific technological and economic constraints. Metropolitan areas in Europe, like Rotterdam and Helsinki, offer interesting examples of how the application of circular economy principles coupled with greater collaboration of governments, businesses and academic/research institutions can generate new economic opportunities while achieving reductions in greenhouse gas emissions and/or increasing community resiliency in the face of climate change.

With consideration of the location of industrial facilities, there are opportunities for targeted GHG emissions reduction projects that are coordinated with Metro Vancouver's own operations and assets (e.g., waste heat recovery or increasing the use of biosolids residuals from wastewater treatment as a renewable fuel). In some cases, this could mean development of specific partnerships and agreements with industrial firms (see also the Energy Issue Area).

### Metro Vancouver's Authority and Role

B.C.'s *Environmental Management Act* gives the Metro Vancouver Regional District the authority to "provide the service of air pollution control and air quality management and, for that purpose, the board of the regional district may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants". Under this authority, Metro Vancouver develops and implements plans, policies, regulations and projects that improve air quality and reduce greenhouse gas emissions.





## GHG REDUCTION ISSUE AREA INDUSTRY

Under the authority delegated within EMA, Metro Vancouver establishes air quality regulations and administers a system of permits to manage the nature and quantity of air emissions from large industrial and commercial emitters of air contaminants, under *Air Quality Management Bylaw No. 1082*. There are more than 150 industrial facilities that operate under the requirements of a Metro Vancouver air emissions permit in the region, and thousands of other sources authorized under emission regulations.

Metro Vancouver is also responsible for reducing emissions from its own industrial facilities, such as its wastewater treatment plants and waste to energy facility. Metro Vancouver works closely with partners to increase the reuse of its residuals (waste products) and generate energy resources like biogas and waste heat by other industrial facilities (also see Energy Issue Area).

Metro Vancouver's *Integrated Air Quality and Greenhouse Gas Management Plan* includes strategies and actions to reduce GHG emissions from various industry sectors.

### Examples of Metro Vancouver's current climate actions

#### NATIONAL INDUSTRIAL SYMBIOSIS PROGRAM (NISP)

Metro Vancouver is funding a National Industrial Symbiosis Program (NISP) pilot in the region, which facilitates business-to-business opportunities for unused or under-utilized resources of one business to be connected to another business. This process, referred to as "industrial symbiosis", can reduce both solid waste and GHG emissions. One example is a greenhouse business co-locating with rendering facility so that it can use its waste heat to reduce its use of natural gas for heating and reusing carbon dioxide to promote vegetative growth. The NISP pilot has received funding under the Sustainability Innovation Fund, which was created by the Metro Vancouver Board to provide financial support for innovative projects that contribute to the region's sustainability.

#### SMALL BUSINESS ENERGY ASSESSMENTS

With funding from the LiveSmart BC: Small Business Program, Metro Vancouver facilitated 300 small businesses to improve their energy efficiency and reduce their energy costs. Metro Vancouver hired a company to provide businesses with free energy advisor services and better access to efficient technologies and incentives. Business energy assessments were delivered in 15 Metro Vancouver municipalities to 14 business sectors. Of the 300 businesses that participated more than 30 completed upgrades leading to energy savings and GHG emission reductions.

#### CORPORATE ENERGY MANAGEMENT

In 2014, the Metro Vancouver Board approved a Corporate Energy Management Policy that commits the organization to continuously improving energy performance in its operations including its own large industry-like facilities, and to continuously improving the efficiency with which it produces, generates, and recovers energy. Projects and initiatives that emanate from this policy result in the reduction of corporate GHG emissions related to energy use.

### Examples of climate actions of others

#### BC GOVERNMENT GREENHOUSE GAS INDUSTRIAL REPORTING AND CONTROL (GGIR&C) ACT (2015)

Under the GGIR&C Act, the B.C. government introduced the Greenhouse Gas Emission Reporting Regulation, the Greenhouse Gas Emission Control Regulation, and the Greenhouse Gas Emission Administrative Penalties and Appeals Regulation.

#### BC AND FEDERAL GOVERNMENT INNOVATIVE CLEAN ENERGY (ICE) FUND

The B.C. government's ICE Fund is designed to support the Province's energy, economic, environmental and GHG emissions reduction priorities, and to advance B.C.'s clean energy sector. The Fund helps develop solutions to make B.C.'s major industries cleaner, more efficient



and more competitive in global markets. In 2017, the Province expanded this program, announcing a \$40 million partnership with the Government of Canada, under the Pan-Canadian Framework on Clean Growth and Climate Change, to support the development of pre-commercial clean energy projects and technologies over a three year period. The funding comes from the ICE Fund and the SD Tech Fund, managed by Sustainable Development Technology Canada.

#### **FEDERAL LOW CARBON ECONOMY (LCE) FUND**

The Government of Canada's \$2 billion Low Carbon Economy Fund was established to support greenhouse gas and clean energy projects. The LCE Fund is expected to support the implementation of the Pan-Canadian Framework on Clean Growth and Climate Change by leveraging investments in projects that will generate clean growth and reduce GHG emissions. The Fund is split into two parts. The Low Carbon Economy Leadership Fund provides \$1.4 billion to provinces and territories that have adopted the Pan-Canadian Framework, to help them deliver on commitments to reduce greenhouse gas emissions. Over \$500 million is available for the Low Carbon Economy Challenge, which will fund projects that will leverage ingenuity to reduce emissions and generate clean growth.

#### **CAP AND TRADE (ONTARIO, QUEBEC, CALIFORNIA)**

A Cap and Trade system is an economic tool that aims to reduce GHG emissions from the highest emitting sectors such as cement plants, electricity producers, oil and gas industry, etc. It is a flexible market mechanism that encourages the implementation of the most cost-effective GHG reduction projects and allows for trading of GHG credits among facilities covered under the cap and trade system. Ontario and Quebec are participating in the Western Climate Initiative's cap and trade regime that also includes California.

#### **LOWER CARBON CEMENT**

In 2011, the cement industry introduced a new lower carbon Contempra cement which reduces CO<sub>2</sub> emissions by 10%, while producing concrete with equivalent strength and durability as concrete produced with regular Portland cement. The lower carbon cement is prepared by intergrinding regular clinker (the main ingredient in cement) with up to 15% limestone, which is 10% more than in regular Portland cement.



## Energy

Energy is essential to provide the services the region depends upon. Currently, much of this energy comes from fossil fuel sources that emit greenhouse gases (GHGs) when burned. There are numerous opportunities to generate renewable and low carbon energy in our communities, and to pursue energy efficiency measures wherever possible.

Residents and businesses use energy to heat buildings and water, fuel vehicles, and power industrial processes. Metro Vancouver uses energy to provide essential services to the region: electricity is used to treat and pump drinking water and wastewater; natural gas is used to heat its buildings; and gasoline and diesel are the most common fuels for most vehicles used across the region. Using fossil fuel energy such as gasoline, diesel, propane, and natural gas results in GHG emissions.

Fortunately, grid electricity in British Columbia has very low GHG emissions because it is primarily generated by hydroelectric dams. Switching from fossil fuel-based energy sources to electricity and low carbon fuels provides a significant opportunity to decarbonize our region's energy system. Investing in local low carbon energy systems such as renewable natural gas, waste heat recovery, solar, and heat pumps can support business development, job creation and energy self-sufficiency while reducing GHG emissions. Eliminating sources of energy waste (e.g., heated/cooled air leakage from buildings) and improving energy efficiency (e.g., through equipment upgrades and process improvements) should be an integral part of reducing energy-related GHG emissions.

Recovering energy from waste streams produces a renewable and clean energy that can replace fossil fuel use or electricity. Metro Vancouver has a number of opportunities to capture waste heat from its utility processes, solid waste management facilities, and liquid waste collection system. Recovered heat can be used

to generate electricity or in district energy systems that provide energy to buildings for space heating and water heating. Metro Vancouver currently produces renewable natural gas at several of its wastewater treatment plants, which displaces the use of fossil fuels for operation of these facilities. There is potential to produce additional renewable natural gas or other biofuels at its facilities. Through its policies and programs, Metro Vancouver can also support other projects in the region that generate renewable, low carbon energy.

### Metro Vancouver's Authority and Role

Metro Vancouver provides utility services – drinking water, wastewater treatment and solid waste management – through two legal entities, the Greater Vancouver Water District and Greater Vancouver Sewerage & Drainage District. The Greater Vancouver Water District Act gives Metro Vancouver the authority to generate, transmit and sell clean, renewable hydroelectricity from water flowing in its drinking water system. Some of Metro Vancouver's facilities provide renewable electricity to the grid through agreements with BC Hydro. The wastewater treatment process produces biogas – a clean renewable fuel – that is in turn used to provide heat and electricity to the wastewater treatment plant, displacing natural gas and grid electricity that would otherwise have to be purchased.

To support the development of low-carbon district energy systems in the region, Metro Vancouver enables its member jurisdictions to access waste heat from raw sewage and treated effluent through the Liquid Waste Heat Recovery Policy.

Metro Vancouver's *Corporate Energy Management Policy* commits the organization to continuously improving energy performance in its operations, and to continuously improving the efficiency with which it produces, generates, and recovers energy.





## Examples of Metro Vancouver's current climate actions

### CORPORATE ENERGY MANAGEMENT

In 2014, the Metro Vancouver Board approved a Corporate Energy Management Policy that commits the organization to continuously improving energy performance in its operations including its own large industry-like facilities, and to continuously improving the efficiency with which it produces, generates, and recovers energy. Projects and initiatives that emanate from this policy result in the reduction of corporate GHG emissions related to energy use.

### BIOGAS RECOVERY (LULU ISLAND WASTEWATER TREATMENT PLANT)

Metro Vancouver has approved a project to build a facility at its Lulu Island Wastewater Treatment Plant that will capture biogas and upgrade it to pipeline quality renewable natural gas for sale to FortisBC. This renewable natural gas will be used in the region to replace natural gas from fossil fuel sources.

### EFFLUENT HEAT RECOVERY (NORTH SHORE WASTEWATER TREATMENT PLANT)

At Metro Vancouver's new North Shore Wastewater Treatment Plant, heat will be extracted from treated effluent and transferred to a hot water loop that will distribute the energy to buildings served by Lonsdale Energy Corporation, a district energy provider in the City of North Vancouver. The effluent heat recovery facility will achieve GHG emissions reductions by displacing the use of natural gas in boilers. The system will be operational in 2021.

### WASTE-TO-ENERGY FACILITY

Metro Vancouver's Waste-to-Energy Facility, located in Burnaby, processes approximately 260,000 tonnes of the region's solid waste each year, generating 170,000 MWh of electricity and recovering 7,000 tonnes of ferrous metals annually. Metro Vancouver is also exploring opportunities to use heat from the Waste-to-Energy Facility in nearby district energy systems.

### CARBON PRICE POLICY FOR USE IN DECISION-MAKING

Metro Vancouver has adopted a price of \$150 per tonne of CO<sub>2</sub>-equivalent to account for GHG emissions in its decision-making, in particular when choosing between different options during the early stages of a project. The policy is expected to enable some additional clean energy projects because their lower GHG emissions are valued financially.

### CAPILANO ENERGY RECOVERY FACILITY

Metro Vancouver's Capilano Energy Recovery Facility uses a turbine to generate electricity from the treated drinking water that is returning from the higher elevation Seymour Capilano Filtration Plant to the lower elevation Capilano distribution system. The electricity generated is used to offset a portion of the power requirements for the Capilano Raw Water Pump Station.

### SUSTAINABILITY INNOVATION FUNDS

The Metro Vancouver Board created the Sustainability Innovation Funds to provide financial support for innovative projects that contribute to the region's sustainability. Three separate funds exist, for projects in the areas of liquid waste, water, and under the broader umbrella of the MVRD mandate. The funding criteria includes partnerships with member jurisdictions, academia, and community groups. Since 2014, a number of energy-related projects have received funding, including: Barnston/Maple Ridge Pump Station Energy Recovery, Genomics Approach to Anaerobic Digestion Optimization, Microwave-enhanced Advanced Oxidation Process Sludge Destruction Project, and the Regional Park Solar Powered Conversion Project.





## Examples of climate actions of others

### ORGANIC WASTE BIOFUEL FACILITY (SURREY)

The City of Surrey is implementing a facility that will process organic waste from households and other sources into renewable natural gas, which will fuel the City's natural gas-powered waste collection vehicles and its growing fleet of natural gas-powered operations service vehicles. It will also provide a renewable fuel source for the new District Energy System that will heat and cool Surrey's City Centre. Taking this step will significantly reduce the City's corporate carbon footprint. The facility will also produce a high-end compost product for use in agricultural and landscaping applications.

### SEWAGE HEAT RECOVERY (SOUTHEAST FALSE CREEK NEIGHBOURHOOD ENERGY UTILITY)

The City of Vancouver's Southeast False Creek Neighbourhood Energy Utility uses waste thermal energy captured from sewage to provide space heating and hot water to buildings in the area. This recovered energy reduces GHG emissions associated with heating those buildings by more than 60 percent. The utility began operation in 2010 and now serves 395,000 square metres of residential, commercial, and institutional space, with further expansions planned over time to serve new developments.



## Land-Use and Growth Management

The Metro Vancouver region is growing rapidly. Over a million more residents and over 500,000 additional jobs are anticipated over the next 30 years. The location of new homes, businesses and institutions strongly influences both greenhouse gas (GHG) emissions and exposure to risks associated with climate change.

Land use decisions determine where residents live, work, shop and play. Sprawling urban development increases GHGs as residents are likely to be mostly or entirely dependent on automobiles to get around. These car trips, which tend to have single occupants, increase vehicle use and greenhouse gas emissions. Metro Vancouver and its member municipalities are working to reduce GHGs by focusing growth in a network of transit-oriented urban centres and building compact, complete communities that offer amenities close to home. Focused growth reduces emissions by supporting low carbon transportation such as walking, cycling and public transit. Actions in this Issue Area are complementary to those contained in the *Transportation Issue Area*.

Where and how the region accommodates growth also determines how much residents, businesses and infrastructure are exposed to physical risks associated with climate change, such as flood risk from rising seas and rivers. Land use planning is an important tool for directing growth away from higher risk areas and enabling communities to adapt to changing conditions. For buildings and other infrastructure that remain in flood-prone areas, protection such as dikes may need to be built or upgraded to mitigate increasing climate risk (see *Infrastructure Issue Area*), and additional resources may need to be allocated to emergency response planning (see *Health, Safety and Emergency Management Issue Area*).

### Metro Vancouver's Authority and Role

Metro Vancouver develops and stewards the regional growth strategy, *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, which is the collective vision for how our region will accommodate growth into the future. Changes to the regional growth strategy require approval from the MVRD Board. Through *Metro 2040*, Metro Vancouver strives to contain growth within the Urban Containment Boundary, which has the benefits of reducing development in some flood prone areas, protecting conservation and recreation, agricultural and rural lands, and managing infrastructure costs. *Metro 2040* also encourages land use and transportation infrastructure that improves the region's ability to withstand climate change impacts and natural hazard risks.

Metro Vancouver plays a key role as a regional forum for regional land use planning issues and challenges. As local government climate adaptation plans advance, the region will play a role in sharing information and lessons learned across member jurisdictions.

Metro Vancouver is the local government for Electoral Area A. In this role, it provides key services – including land-use planning, emergency planning and assessing natural hazard risks – for residents of Barnston Island and communities along Howe Sound, Indian Arm and the west side of Pitt Lake. The area has approximately 500 properties and includes over 250 permanent residents.



## ADAPTATION + GHG REDUCTION ISSUE AREA

# LAND-USE AND GROWTH MANAGEMENT

### Examples of Metro Vancouver's current climate actions

#### REGIONAL LONG RANGE GROWTH SCENARIOS

In collaboration with member jurisdictions, TransLink and other stakeholders, Metro Vancouver is using a scenario planning approach to consider key drivers and disruptors that will impact the region into the future. The project will consider the region's land use planning framework in the context of a changing climate and consider policy responses.

#### MANAGING FLOOD RISK IN ELECTORAL AREA A

Metro Vancouver establishes flood construction levels and adaptive construction approaches to flooding for Barnston Island, communicates flood preparedness information to residents and plans for major flood events. Also see the Health, Safety and Emergency Management Issue Area

#### FREQUENT TRANSIT CORRIDOR STUDIES

To support the planning and implementation of transit infrastructure on the North Shore, in 2016-17, Metro Vancouver worked with TransLink, the City of North Vancouver, the District of North Vancouver, the District of West Vancouver, Squamish First Nation and the Province of BC on a frequent transit corridor study. The study advanced ongoing efforts to direct growth and integrate land use and transportation planning on the North Shore and provided partners with information on planning and designing transportation corridors across municipal boundaries to support future transit investments.

### Examples of climate actions of others

#### LAND USE AND TRANSPORTATION PLANNING ON THE EVERGREEN LINE

The Evergreen Line extension to the SkyTrain system, connecting Coquitlam City Centre through Port Moody to Lougheed Town Centre, opened in late 2016. The City of Coquitlam and Port Moody are both planning around transit stations along the Evergreen Line to provide supportive densities and a mix of land uses that will allow more people to live and work near high quality transit service, leveraging a major public transportation investment and reducing greenhouse gas emissions relative to alternative forms of development.

#### BC FLOOD HAZARD AREA LAND USE MANAGEMENT GUIDELINES

The Province of BC recently updated its Flood Hazard Area Land Use Management Guidelines. The updated guidelines incorporate sea level rise into the determination of building setbacks and flood construction levels in coastal areas.

#### DISTRICT OF NORTH VANCOUVER CLIMATE CHANGE ADAPTATION STRATEGY

Through its Climate Change Adaptation Strategy, the District of North Vancouver has identified a need to create and implement a Coastal Hazard Development Permit Area to protect people, property, and foreshore ecosystems from coastal flood impacts.

#### CITY OF VANCOUVER COASTAL FLOOD RISK ASSESSMENT

In 2014 the City of Vancouver commissioned a Coastal Flood Risk Assessment to better understand flooding risk and subsequently updated their Building Bylaw to include floodplain standards and requirements for floodplain areas.





## Agriculture

Similar to other regions of the world, climate change is having an impact on agriculture in the Metro Vancouver region. The combination of mild climate, fertile soils and a robust agricultural industry can keep this region food secure even as agricultural productivity declines in other food growing parts of the world due to a changing climate and limited access to fresh water. Protecting agricultural land and enhancing local food production are important elements of the resilience strategy for the region.

Climate models predict there will be both positive and negative consequences for agriculture. Rising average temperatures shifts the types of crops that can be grown and decreases heating costs for greenhouses. At the same time, rising temperature may introduce and exacerbate pest and disease problems. Changes in the seasonal precipitation patterns could limit water supply during the growing season putting increased stress on crops and livestock.

Less certain is the increased frequency and impact of extreme events such as heat waves and flooding on crop damage and productivity. Heat waves may also increase demand and costs for cooling livestock barns and for refrigerated crop storage. Rising sea levels can compromise access to irrigation water from the Fraser River, and storm surges may require dikes and other coastal flood protection measures to prevent agricultural land from flooding.

Agriculture both contributes greenhouse gases (GHG) and creates opportunities to build resilience and help communities adapt to climate change. Around 3% of the regional GHG emissions come from agriculture, primarily methane from livestock and manure, nitrous oxide (N<sub>2</sub>O) from the application of fertilizer and soil management, and carbon dioxide from burning fossil fuels to heat the greenhouses and operate farm equipment.

Federal and Provincial governments are leading research and helping farmers transition to farm practices that reduce GHG emissions. Improvements in livestock feed and manure handling can reduce methane, while changes in soil management practices can reduce the release of N<sub>2</sub>O. Alternative fuels, such as biofuels, can be used to run farm equipment, heat greenhouses and lower carbon emissions.

Less well understood is the contribution agricultural land makes to climate resiliency. Securing local food production can ensure that at least some of the food consumed by residents is accessible year round and during emergency situations. Equally important is the role agricultural land plays in providing ecosystem services. Nutrient and organic matter recycling on agricultural land supports regional efforts to compost organic waste. Agricultural land also provides habitat to wildlife; both resident species and migratory birds use the Fraser delta as a major stopover on the Pacific Flyway. Other examples are helping communities manage river water levels and extreme precipitation events through groundwater infiltration and flood management. Agricultural soils may play a substantial role in carbon sequestration, which can maintain soil productivity over the long term.

### Metro Vancouver's Authority and Role

Metro Vancouver develops and stewards the regional growth strategy *Metro Vancouver 2040: Shaping our Future* (Metro 2040), which is the collective vision for how our region is going to accommodate growth into the future. Through *Metro 2040* Metro Vancouver strives to contain growth within the Urban Containment Boundary. *Metro 2040* policies support provincial policies to protect agricultural lands.

Metro Vancouver adopted a Regional Food System Strategy (RFSS) in 2011 and a Regional Food System





## ADAPTATION + GHG REDUCTION ISSUE AREA

# AGRICULTURE

Action Plan in 2016 to show what actions at the municipal and regional district level can support a sustainable, resilient and healthy food system. An important feature of the Action Plan is the identification of new ways for local governments to collaborate on food security, emergency planning and adaptation to climate change.

### Examples of Metro Vancouver's current climate actions

#### AGRICULTURAL LAND USE INVENTORY

Metro Vancouver partnered with the BC Ministry of Agriculture to complete the Agricultural Land Use Inventory 2016 Update, which will identify changes to the region's agricultural landscape over the last five years. The data collected on land use and crop cover can inform decisions on promoting the viability of the agriculture industry, understanding agricultural water demand and the role agricultural land plays in providing essential ecosystem services.

#### AGRICULTURE AWARENESS GRANTS

Metro Vancouver provides agriculture awareness grants each year to non-profit organizations to assist communities educate school-aged children and public about the importance of local food and agricultural production in the region.

#### AGRICULTURAL LAND PROTECTION

Metro Vancouver established a memorandum of understanding with the Agricultural Land Commission to strengthen ongoing collaboration and support for common goals including a defensible Agricultural Land Reserve and an Urban Containment Boundary as defined by *Metro 2040*. Protecting agricultural land and containing urban growth and development are important for both reducing GHG emissions and adapting to a changing climate.

### Examples of climate actions of others

#### BC AGRICULTURE & FOOD CLIMATE ACTION INITIATIVE

Funded by the Governments of Canada and British Columbia, the Climate Action Initiative is delivering industry led climate adaption programs throughout BC. This collaborative approach has led to a suite of regional adaption strategies (including the Delta Agricultural Adaptation Strategy below) and guidance on farm practices and climate change adaption for producers. The focus of the work is on adapting to agriculture's water future, preparing for extreme weather events, addressing emerging pest challenges and managing for farm-level resilience

#### DELTA AGRICULTURAL ADAPTATION STRATEGY

In 2013 the City of Delta participated in a Delta Adaptation Strategy that identified potential impacts on agricultural production in four priority impact areas: 1) increasing coastal flood risk; 2) changing hydrology (effects on water supply & salinity levels); 3) increasing amount & variability of precipitation (excess winter & spring moisture); and 4) increasing variability & extreme conditions. Several actions resulted from the Delta Adaptation Strategy including a study on the economic impacts of a storm surge flood event, on-farm emergency planning and a communication strategy to promote farming in Delta.



## RENEWABLE NATURAL GAS FROM AGRICULTURE

Through its purchase of renewable natural gas, Fortis BC is supporting agricultural operations to develop renewable natural gas projects. For example, Seabreeze Dairy Farm in Delta combines anaerobic digestion and a biogas upgrading plant to produce high-quality biomethane, or Renewable Natural Gas, from the manure of the farm's dairy cows along with organic waste from the Metro Vancouver area. FortisBC operates the interconnection facility at this project, monitoring gas quality and connecting this source of Renewable Natural Gas to customers. The byproducts created as a result of this process includes hygienic bedding for the cows and a nutrient rich digestate which becomes fertilizer for growing crops to feed the cows, creating a sustainable loop of food, waste and energy. This project creates 45,000 gigajoules (GJ) of Renewable Natural Gas, which is enough to heat about 500 homes for a year.

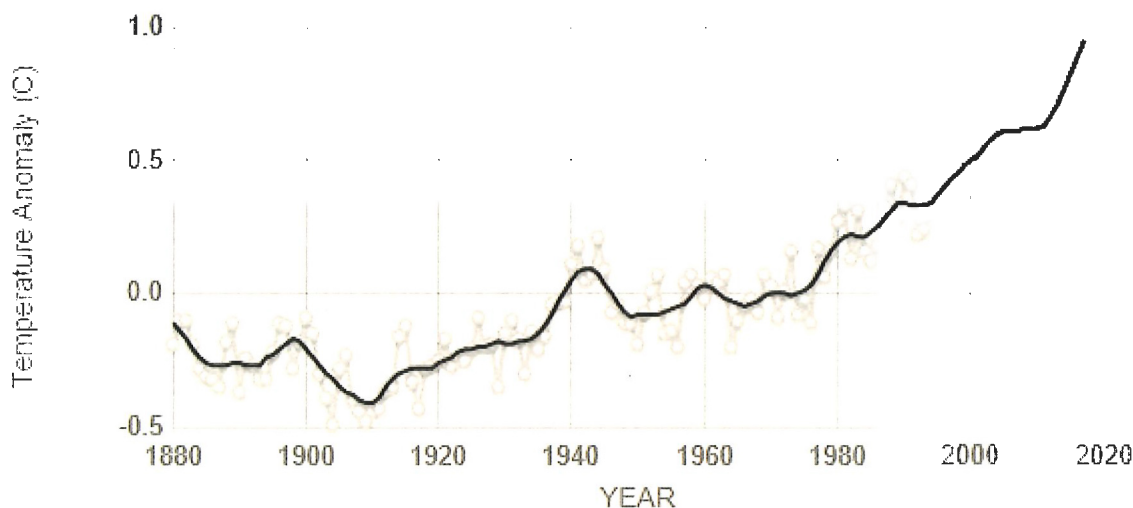
## APPENDIX 2: Climate Change Data and Trends

Increasing levels of greenhouse gas emissions are warming our planet and driving climate change. How do scientists know this? This appendix provides a snapshot of some of the key data points and observed trends related to global climate change. References and links are provided to key sources of information, which provide more in-depth data, trends, and scientific analysis.

### Global Average Temperature

The planet's average surface temperature has risen about 1.1°C since 1880, based on measurements made on land and at sea (Figure 1).<sup>1</sup> Most of that warming has occurred in the past 35 years, with polar regions experiencing greater

warming than the more temperate regions.<sup>2</sup> Sixteen of the seventeen warmest years on record have occurred since 2001. Scientific research has shown this change is driven primarily by increased carbon dioxide and other human-made greenhouse gas emissions into the atmosphere.<sup>3,4</sup> Although the global atmospheric concentrations of carbon dioxide have varied over the millennia, since the industrial revolution in the mid-1700s it has increased to unprecedented levels (Figure 2).<sup>5</sup>

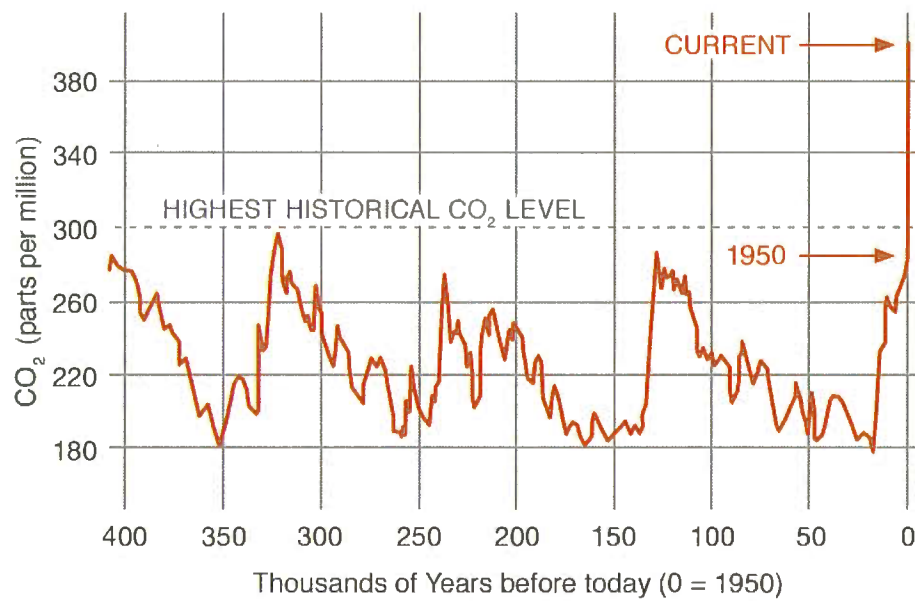


**Figure 1.** Global surface temperature change (land and ocean, compared to 1951-1980 average)

SOURCE: CLIMATE.NASA.GOV

- 1 <https://climate.nasa.gov/vital-signs/global-temperature/>
- 2 <https://www.climate.gov/news-features/understanding-climate/climate-change-global-temperature>
- 3 <https://climate.nasa.gov/evidence/>
- 4 [http://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5\\_SPM\\_FINAL.pdf](http://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5_SPM_FINAL.pdf)
- 5 <https://climate.nasa.gov/evidence/>





**Figure 2.** Global atmospheric concentrations of carbon dioxide over the past 400,000 years

(CREDIT: VOSTOK ICE CORE DATA/J.R. PETIT ET AL.; NOAA MAUNA LOA CO<sub>2</sub> RECORD.)

## Changing Global Climate System

Scientists have projected that increasing global temperatures would cause a number of significant changes to the global climate system. Some of these changes, such as declining global snow and ice cover and rising sea levels, are happening gradually as temperatures rise. Other changes are a consequence of amplified climate instability, for example the increasing frequency and intensity of extreme weather events such as heat waves, heavy precipitation, and storms. Below is a description of three of the expected changes to earth systems caused by rising global temperatures: sea level rise, decreased snow and ice cover, and extreme weather events.

### SEA-LEVEL RISE

As the climate warms, sea levels are rising worldwide (Figure 3).<sup>6</sup> Higher global temperatures contribute to sea-level rise in two ways. First, as ocean temperatures increase, seawater expands and the overall volume of oceans increases. Second, higher temperatures accelerate the

melting of glaciers and ice caps, also increasing the volume of the oceans.

Globally, sea levels have risen at an average rate of 1.8 mm per year from 1961 to 2003 and approximately 20 cm since 1880. Sea levels are expected to rise by an additional 30 to 120 cm by the year 2100.<sup>7</sup>

Coastal regions face several risks from rising seas. Higher sea levels will flood unprotected low lying areas such as islands and coastal river deltas. Wave action combined with higher sea levels will make more land vulnerable to coastal erosion.<sup>8</sup> Moreover, in the next several decades, storm surges and high tides combined with sea level rise will further increase flooding risk. In some coastal areas, groundwater and/or surface water will be contaminated with sea water as sea levels rise. This could impact the water available for irrigation and drinking water.

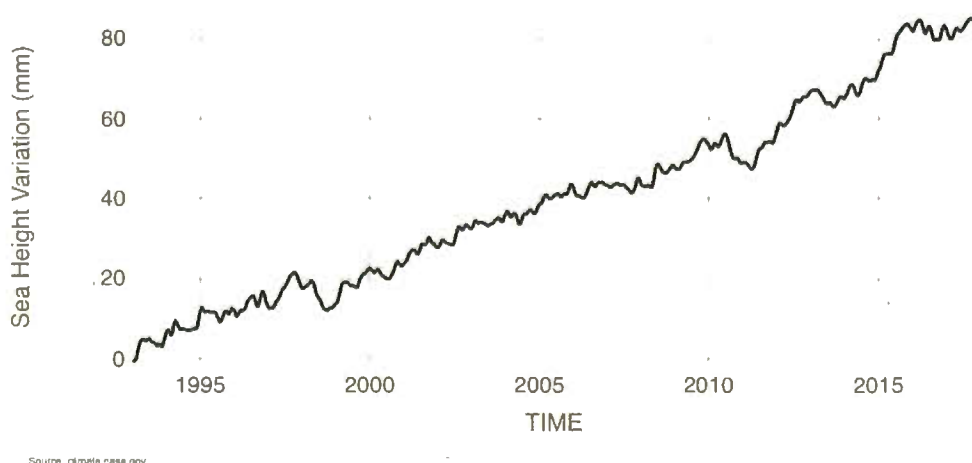


Figure 3. Sea Level Rise from 1993 to Present

<sup>6</sup> <https://climate.nasa.gov/vital-signs/sea-level/>

<sup>7</sup> <https://climate.nasa.gov/evidence/>

<sup>8</sup> [https://www.ipcc.ch/pdf/assessment-report/ar5/wg3/ipcc\\_wg3\\_ar5\\_summary-for-policymakers.pdf](https://www.ipcc.ch/pdf/assessment-report/ar5/wg3/ipcc_wg3_ar5_summary-for-policymakers.pdf)

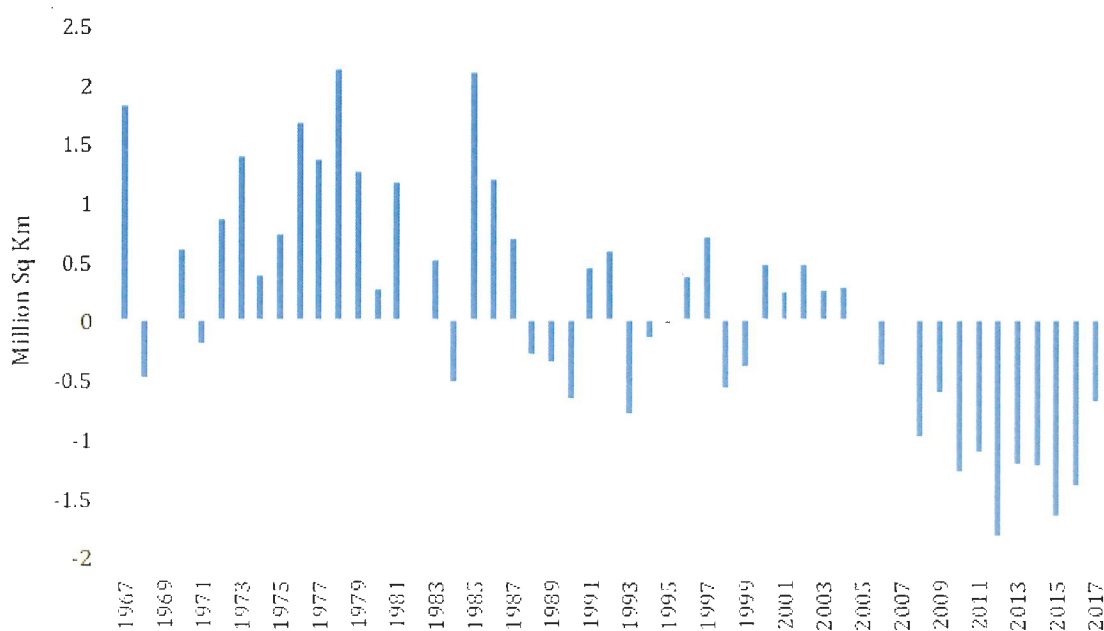
## DECREASED SNOWPACK/SNOW COVER

Snow and ice cover helps regulate the climate by reflecting incoming solar energy back into space. Over the next century, water contained in glaciers, ice caps and annual snowpack are expected to continue to decline. With less snow cover and a decrease in the amount of reflected sunlight, the ground absorbs four to six times as much heat.

Monitored snowpack levels in western North America are decreasing, with record lows observed throughout the United States (Figure 4).<sup>9</sup> Since 1955, average snowpack has declined on average by 14 percent including areas in California, Oregon, and Washington, with some sites

recently experiencing snow-free periods for the first time ever.<sup>10</sup> Glaciers have been retreating at least since the 1960s and mountain snow cover has declined on average in both the Northern and Southern hemispheres.<sup>11</sup>

The decline of glaciers and annual snowpack will reduce freshwater availability in regions supplied by meltwater, where more than one sixth of the world population currently lives. Rapid melting snowpack can also lead to springtime flooding and lower river and reservoir levels in the late summer. Changes in melting patterns and reduced stream flow will also affect hydro-electric power generation that is reliant on the water that is supplied through melting snowpack.



**Figure 4** North American snow cover compared to 1981-2010 average

SOURCE: RUTGERS UNIVERSITY GLOBAL SNOW LAB<sup>12</sup>

9 [https://climate.rutgers.edu/snowcover/chart\\_anom.php?ui\\_set=1&ui\\_region=namgnld&ui\\_month=6](https://climate.rutgers.edu/snowcover/chart_anom.php?ui_set=1&ui_region=namgnld&ui_month=6)  
 10 <https://blog.epa.gov/blog/2015/06/the-importance-of-snowpack/>  
 11 [http://nsidc.org/cryosphere/sotc/snow\\_extent.html](http://nsidc.org/cryosphere/sotc/snow_extent.html)  
 12 [https://climate.rutgers.edu/snowcover/chart\\_anom.php?ui\\_set=1&ui\\_region=namgnld&ui\\_month=6](https://climate.rutgers.edu/snowcover/chart_anom.php?ui_set=1&ui_region=namgnld&ui_month=6)



## EXTREME WEATHER EVENTS

Climate change is increasing the frequency and intensity of extreme weather events. Climate-change-related risks from extreme weather events are already considered moderate to high with 1°C of warming and those risks are expected to increase as temperatures continue to rise.<sup>13</sup> International agencies that are tracking extreme events are already observing an increase (Figure 5).<sup>14</sup> Scientists are increasingly able to evaluate the contribution of climate change to specific extreme events.<sup>15</sup>

Although there has been a slight increase in the frequency or duration of droughts over the last 50 years, scientists expect climate change to increase the intensity and duration of droughts to increase after 2050, especially if global GHG emissions do not decline.<sup>16 17</sup> Less snow and a lack of moisture in the ground increases the likelihood and prevalence of wildfires and dry spells. Longer dry spells and drought in the summer months also increase wildfire risk.

Scientists are studying how the frequency and severity for floods will change due to climate change.<sup>18</sup> Globally, the amount of damage caused by extreme weather events, including flooding, is increasing dramatically – both from the number of events and the increasing value of the built environment.<sup>19</sup> In BC, flood risk is exacerbated by sea level rise, particularly during events such as king tides and storm surges.

Climate-related weather extremes and shifting temperature patterns can put stress on ecosystems, disrupt food production and water supply, damage infrastructure and urban settlements, lead to loss of life, and have consequences for population health.<sup>20</sup> These interrelated challenges pose a particular threat to cities with aging infrastructure such as water and sewage systems, roads, bridges, and energy grids. Governments, including municipalities, are spending more on climate change adaptation to protect essential services, with costs rising from \$4 billion globally in 2010 to \$25 billion in 2014.<sup>21</sup>

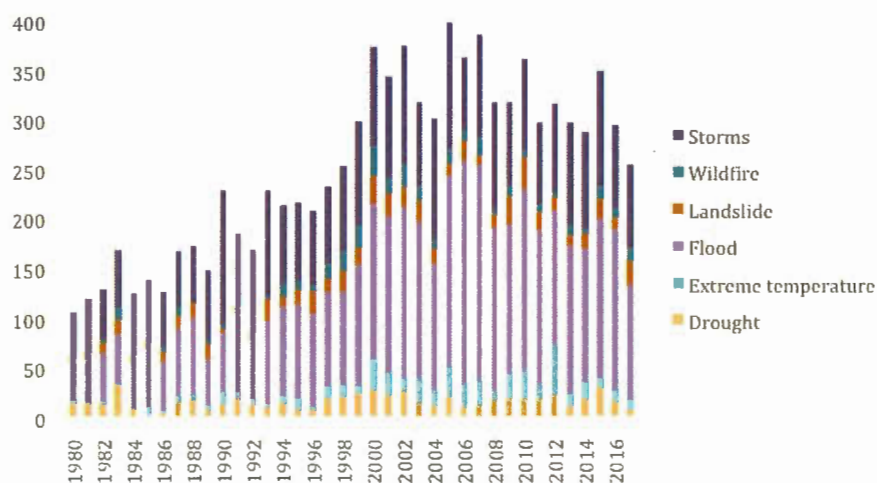


Figure 5. Reported Extreme Weather-related natural disaster events 1980-2017<sup>22</sup>

13 [http://www.ipcc.ch/pdf/assessment-report/ar5/wg2/ar5\\_wgll\\_spm\\_en.pdf](http://www.ipcc.ch/pdf/assessment-report/ar5/wg2/ar5_wgll_spm_en.pdf)

14 <https://ourworldindata.org/natural-catastrophes>

15 <https://e360.yale.edu/features/pinning-wild-weather-on-climate-change-scientists-are-upping-their-game> Yale Environment 360

16 <https://rmets.onlinelibrary.wiley.com/doi/pdf/10.1002/joc.3875>

17 <https://svs.gsfc.nasa.gov/cgi-bin/details.cgi?aid=4270>

18 <https://www.earth-syst-dynam-discuss.net/esd-2017-59/esd-2017-59.pdf>

19 [http://www.iisd.org/sites/default/files/publications/adaptation\\_can\\_infrastructure.pdf](http://www.iisd.org/sites/default/files/publications/adaptation_can_infrastructure.pdf)

20 [http://www.ipcc.ch/pdf/assessment-report/ar5/wg2/ar5\\_wgll\\_spm\\_en.pdf](http://www.ipcc.ch/pdf/assessment-report/ar5/wg2/ar5_wgll_spm_en.pdf)

21 <https://nca2014.globalchange.gov/report/sectors/urban>

22 Data Source: EMDAT (2017): OFDA/CRED International Disaster Database <https://ourworldindata.org/natural-catastrophes>



# City of Richmond

## Report to Committee

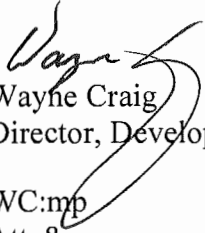
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development


**Date:** April 4, 2018  
**File:** HA 18 - 804880

**Re:** Application by Kanaris Demetre Lazos for a Heritage Alteration Permit at  
12111 3rd Avenue (Steveston Hotel)

### Staff Recommendation

That a Heritage Alteration Permit be issued which would permit the removal of decorative shutters and the replacement of all the upper-storey windows of the protected heritage property at 12111 3<sup>rd</sup> Avenue, be issued.

  
Wayne Craig  
Director, Development  
  
WC:mp  
Att. 8

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

## **Staff Report**

### **Origin**

Kanaris Demetre Lazos has applied for a Heritage Alteration Permit to remove all the decorative shutters on the upper floor and replace all the upper-storey windows of a commercial property at 12111 3<sup>rd</sup> Avenue, known as the Steveston Hotel. The location maps are included in Attachment 1.

The Steveston Hotel is one of the identified heritage resources in the Steveston Village Heritage Conservation Area. A Heritage Alteration Permit is required for any exterior alterations to a property that is located within the Heritage Conservation Area.

### **Background**

In 2017, a Heritage Alteration Permit (HA16-723477) was approved for the subject property to allow a reconfiguration of lot lines to create two new lots that can function independently of each other in terms of access and parking. The proposed southern lot contains the Steveston Hotel and associated parking, and the proposed northern lot contains a heritage-designated property known as the Steveston Courthouse and a one-storey, non-heritage commercial building and associated parking. The subdivision application is in process.

Also, two additional Heritage Alteration Permits were issued for the subject property in 2017: A Heritage Alteration Permit (HA17-766440) to allow the replacement of a window with a new entry door to provide a separate entrance to a restaurant in the hotel, and a Heritage Alteration Permit (HA17-776233) for the City of Richmond for the painting of a mural on the south elevation of the property as a Canada 150 project.

The subject property is designated as “Neighbourhood Service Centre (NSC)” in the 2041 Official Community Plan and “Heritage Mixed Use” in the Steveston Area Plan, and is zoned “Steveston Commercial (CS2)”.

### **Surrounding Development**

The subject property is surrounded by the following sites.

- |                        |   |
|------------------------|---|
| To the North:          | A new three-storey, mixed-use building at 3471 Chatham Street, on a site zoned “Commercial Mixed Use (ZMU26) – Steveston Village”.  |
| To the East:           | A new mix-used building ranging from one to three storeys on the former Rod’s Lumber site at 12088 3 <sup>rd</sup> Avenue zoned “Commercial Mixed Use (ZMU33) – Steveston Village”. The building is currently under construction. |
| To the West and South: | The Gulf of Georgia Cannery federal historic site in the “Light Industrial (IL)” zone.  |

## **Related Policies & Studies**

### **Official Community Plan**

The City's 2041 Official Community Plan Section 4 "Vibrant Cities" includes city-wide direction and policy to "preserve, promote and celebrate community heritage".

### **Steveston Area Plan**

The Steveston Area Plan seeks to "conserve significant heritage resources throughout the Steveston area" and "conserve the identified heritage resources within the Steveston Village Node (e.g., as per the Steveston Village Conservation Strategy).

The Steveston Village is designated as a Heritage Conservation Area (HCA) in the Steveston Area Plan. As part of the HCA, 17 sites are identified as protected heritage properties. The Steveston Hotel is one of the 17 protected heritage properties in the Steveston Village HCA.

The Steveston Area Plan specifies that Heritage Alteration Permits issued for identified Steveston Village heritage resources should be consistent with the Steveston Village Conservation Strategy and the Standards and Guidelines for the Conservation of Historic Places in Canada ("S&Gs"), prepared by Parks Canada. The S&Gs are applied to assess the impact of proposed interventions on the heritage values and character-defining elements of a historic place, as identified in a Statement of Significance. The Steveston Village Conservation Strategy includes heritage conservation policies to manage changes to heritage resources in the Steveston Village and provides Statements of Significance for the significant historic sites and features, including the Statement of Significance for the Steveston Hotel.

On December 18, 2017, Council approved a number of changes to the design, land use and heritage policies in the Steveston Area Plan. One of the changes was to include a copy of the "Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area" and the "Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines", originally prepared in 1987 and 1989 respectively, in the Steveston Area Plan for reference purposes. These guidelines can be interpreted flexibly and are to be used in coordination with other applicable guidelines when reviewing development proposals.

The relevant policies and guidelines are further detailed in the "Analysis" section of this report.

### **Public Consultation**

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

### **Richmond Heritage Commission**

The application was presented to the Richmond Heritage Commission on March 21, 2018 and was supported. An excerpt from the Commission meeting minutes is included in Attachment 2.



## **Analysis**

The primary heritage values of the Steveston Hotel are its historic association with the development of the Steveston town site and its social and cultural value as a community gathering place. Architecturally, surviving elements of its two stages of construction, seen in such elements as its flat-roofed form and simple lines, are character-defining elements. The Statement of Significance for the Steveston Hotel is provided in Attachment 3.

The Steveston Hotel has undergone significant exterior alterations since the time of construction in the 1890s. Attachment 4 includes photos of the Steveston Hotel from various eras. Original windows openings have been changed with respect to their location and size, and original windows have been replaced with a mix of aluminum and vinyl windows.

### Details of Proposed Work

All the existing upper-level windows are single-pane aluminum windows, except for the eight small sliding windows in the south and north facades, which are white vinyl-framed windows. The existing aluminum windows are fixed windows and are not operable. The attached photos (Attachment 5) show the existing windows.

The proposal is to replace all 41 upper-level windows with black vinyl-framed, double-pane windows for energy efficiency and noise mitigation within the hotel. All the larger windows and the eight small windows in the south and north facades will be clear glass, and the eight bathroom windows in the east and west façades (i.e., front and rear façades) will be frosted glass to add privacy.

All the proposed windows are awning windows (i.e., hinged at the top) except for the small windows in the north and south facades, which will be sliding windows. The width of the existing aluminum window frame is  $\frac{3}{4}$  inches and the width of the proposed vinyl frame is  $\frac{1}{2}$  inches to match the slim look of the existing aluminum frames.

The existing wooden brick moulding (note: brick mould is a term that refers to a decorative trim that fills the gap between the window frame and masonry opening) and wooden window sills, which provide a traditional look, will be retained and repainted to match the proposed black vinyl frames. The new windows will be inserted into existing openings from inside without disrupting the exterior cladding.

The applicant has also proposed to remove the decorative shutters, which are not operable, on the upper floor. The shutters are not original, or a character-defining element. The existing shutters were installed over the siding, and the siding will remain unchanged after the removal of the shutters.

### National Standards

The following are excerpts from the S&G standards that are most relevant to the proposed exterior alterations to the Steveston Hotel (Attachment 6).

Standard #1	Do not remove, replace or substantially alter its intact or repairable character-defining elements.
Standard #2	Conserve changes to a historic place that, over time, have become character-defining elements in their own right.
Standard #3	Conserve heritage value by adopting an approach calling for minimal intervention.
Standard #4	Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never existed.

The existing windows and shutters are not original and are not identified as character-defining elements in the Statement of Significance. The exterior of the building has been significantly altered from the time of the original construction and many of the historic elements have been lost. The Statement of Significance identifies the building's current flat-roofed form and simple lines as character-defining elements. The proposed installation method will not disturb the exterior cladding and existing trims and sills, and this minimal intervention approach will help preserve the current character of the building. The proposal would not have adverse impacts on the heritage value and character-defining elements of the building.

#### National Guidelines

The following are excerpts from the S&G guidelines that are most relevant to the proposed exterior alterations to the Steveston Hotel (Attachment 7).

Guideline #18 Designing and construction a new window, door or storefront when it is completely missing, with a new design that is compatible with the style, era and character of the historic place, or a replica based on documentary evidence.

The style and pattern of the proposed windows are compatible with the style, era and character of the building, and the existing openings will remain unchanged. The overall appearance of the building would not be substantially altered and the proposed window frame is slim to achieve the similar look as the existing aluminum frames.

#### Steveston Village Conservation Strategy

The following are the standards and guidelines that are most relevant to the proposed exterior alterations to the Steveston Hotel from the Steveston Village Conservation Strategy.

- The evolution of the resource should be respected. The contribution of all periods is important to the historic development and may merit retention.
- Long-term protection of the historic resource should be balanced with user requirements, and future resource management goals should be identified prior to undertaking any work.
- Conjecture and the falsification of building elements should be avoided in all heritage conservation projects.

The applicant would like to replace the existing single-pane windows with high performance double-glazed windows for energy efficiency. The proposed window design complements the existing character and style of the building, and does not create a false sense of historical development by adding new elements and features.

### Sakamoto Guidelines

The “Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines” were prepared in 1989 to provide design guides and standards for maintaining continuity in the improvements being carried out. The Guidelines state that adaption of construction and the use of available similar material may be considered provided the appearance is not drastically altered. The intention is the maintenance of the character of the building and not a faithful restoration as reconstruction.

The Guidelines specifies acceptable window patterns and materials; the window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other coloured or mirror finish glass is unacceptable (Attachment 8).

The existing windows are a mix of aluminum and vinyl frame windows. The proposed vinyl-framed windows will simulate the slim look of the existing aluminum windows, and the proposed multiple-pane window pattern with transoms and mullions will help maintain the historic character of the building.

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

None.

### **Conclusion**

The proposed replacement of the windows and removal of the shutters would not adversely affect the heritage value and character-defining elements of the protected heritage property. The proposal is generally consistent with the Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, Steveston Village Conservation Strategy and the Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines.

Staff recommend that the Heritage Alteration Permit be endorsed, and issuance by Council be recommend.



Minhee Park  
Planner 2

MP:cas

Attachment 1: Location Map

Attachment 2: Excerpt from the March 21, 2018 Richmond Heritage Commission Minutes

Attachment 3: Statement of Significance for the Steveston Hotel

Attachment 4: Historic Photos of the Steveston Hotel

Attachment 5: Photos of the Steveston Hotel

Attachment 6: Excerpt from the National Standards

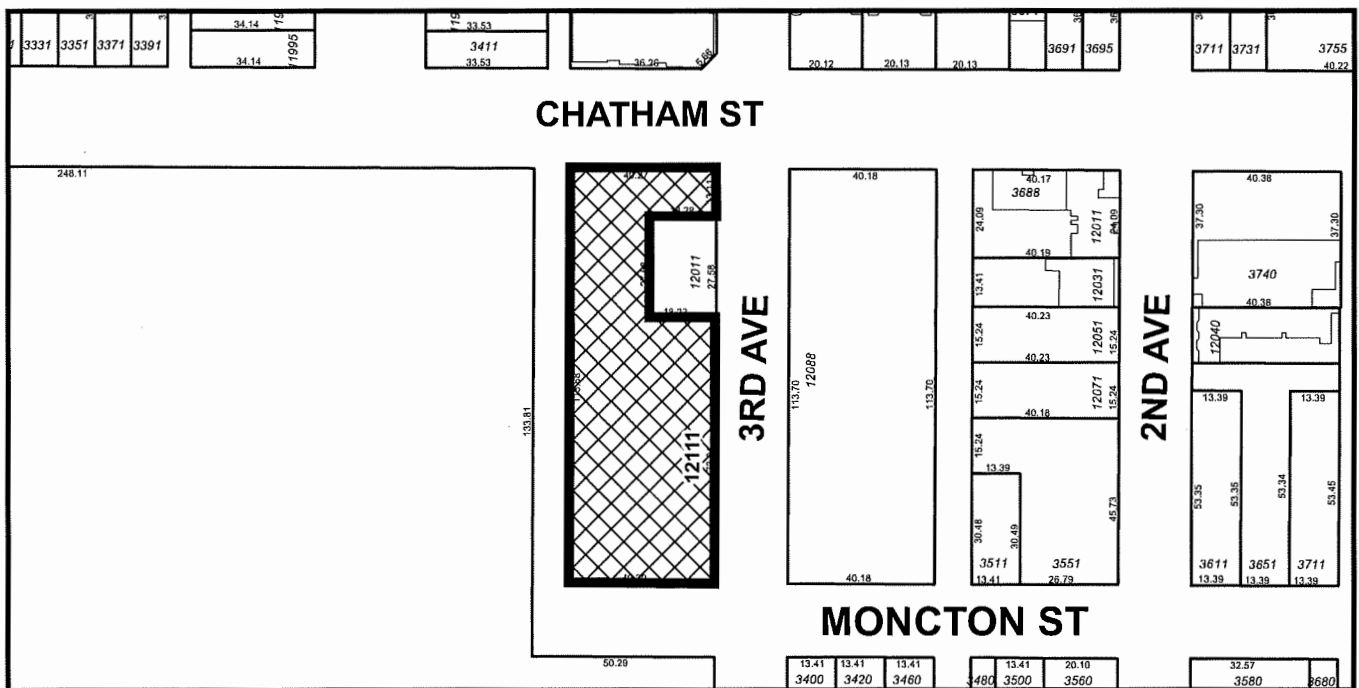
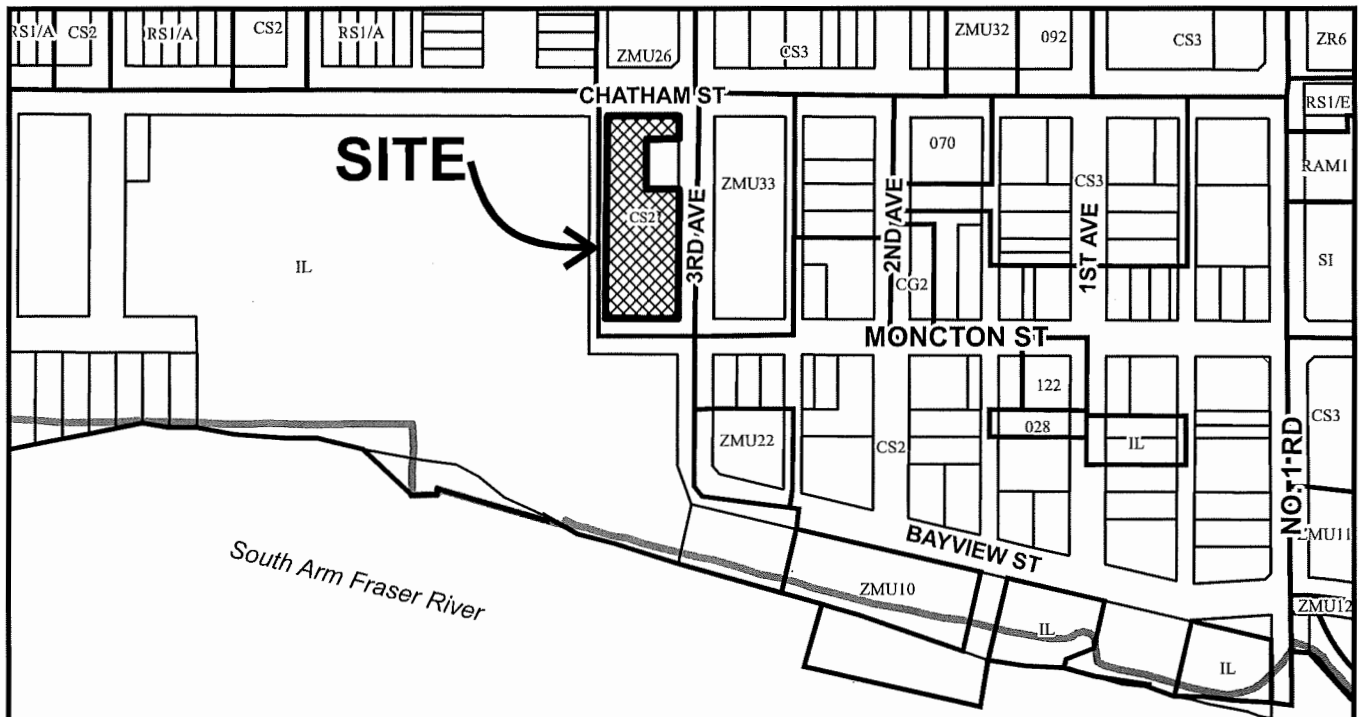
Attachment 7: Excerpt from the National Guidelines

Attachment 8: Excerpt from the Sakamoto Guidelines





City of  
Richmond



HA 18-804880

Original Date: 02/21/18

Revision Date:

Note: Dimensions are in METRES



# City of Richmond



HA 18-804880

Original Date: 02/21/18

Revision Date:

Note: Dimensions are in METRES









**Excerpt of Minutes**  
**Richmond Heritage Commission**  
Held Wednesday, March 21, 2018 (7:00 pm)  
M.2.004  
Richmond City Hall

**Development Proposal – Heritage Alteration Permit (HA18-804880) 12111 3<sup>rd</sup> Avenue (Steveston Hotel)**

Staff summarized the Heritage Alteration Permit application to highlight the key points. It was noted that the applicant is applying to remove the decorative shutters and replace the windows on the upper level. The applicant is proposing black vinyl-framed windows. It was noted that the existing frame is ¾ inches and the proposed frame is narrower than the existing one.

Members looked at historic photos of the building and noted that the shutters were not original to the building.

Staff discussed the Sakamoto Guidelines and the members discussed if this application was consistent with the Guidelines as well as the Parks Canada's standards and guidelines.

The applicant answered questions on the installation process. It was noted that the window sills and brick moulding will be kept. It was further noted that these are upper-storey windows only and are not easy to see from the street level. The applicant noted that he would prefer a wider frame, but decided to go for a narrower frame to achieve the similar look as the existing aluminum frames.

Staff noted that two different types of glazing are proposed. Most of the windows will have clear glazing but the eight bathroom windows will have fogged glass.

Members discussed the proposed window patterns and noted that the proposed pattern with the T-shaped divider is supportable as it would help achieve the historic look.

It was moved and seconded:

***That the Richmond Heritage Commission support the proposed windows and removal of existing shutters as presented.***

***Carried***

## Steveston Village Conservation Program

### Moncton Street resources

### 22. 12111 3rd Avenue Steveston Hotel/Sockeye Hotel



#### Description

The Steveston Hotel (Sockeye Hotel) takes up the west side of a full block along Third Avenue. The historic place is a two-storey, utilitarian structure with a flat, unarticulated façade and a flat roof. It directly fronts the street, without transition or landscaping.

#### Values

The Steveston Hotel is valued for its historic association with the development of the Steveston townsite and its social and cultural value as a community gathering place and local business. Constructed in 1894, the hotel represents the economic infrastructure which supported the local fishing and canning industries historically, and the tourism industry today. As an historic and longstanding fixture in the community, it is significant that this historic place has had continuing use as a gathering place for the town's citizens, and continues to operate in its original function today.

Architecturally, the Steveston Hotel is an excellent example of a building which predates the fire of 1918. A significant landmark building in the commercial downtown of the village, it represents the growth of Steveston as a prosperous frontier town in the late nineteenth and early twentieth centuries. It is also important to note the role of this building as a refuge for many after the fire, and its contribution to rebuilding the town seen in its temporary housing of the Steveston Post Office for a time.

#### Character-Defining Elements

The character-defining elements of the Steveston Hotel include:

- The hotel's landmark status at the terminus of Steveston's main street
- Its prominent location at the corner of Moncton Street and 3rd Avenue
- The liveliness and diversity the establishment lends to the street edge along 3rd Avenue
- Surviving elements of its two stages of construction, seen in such elements as its flat-roofed form and simple lines

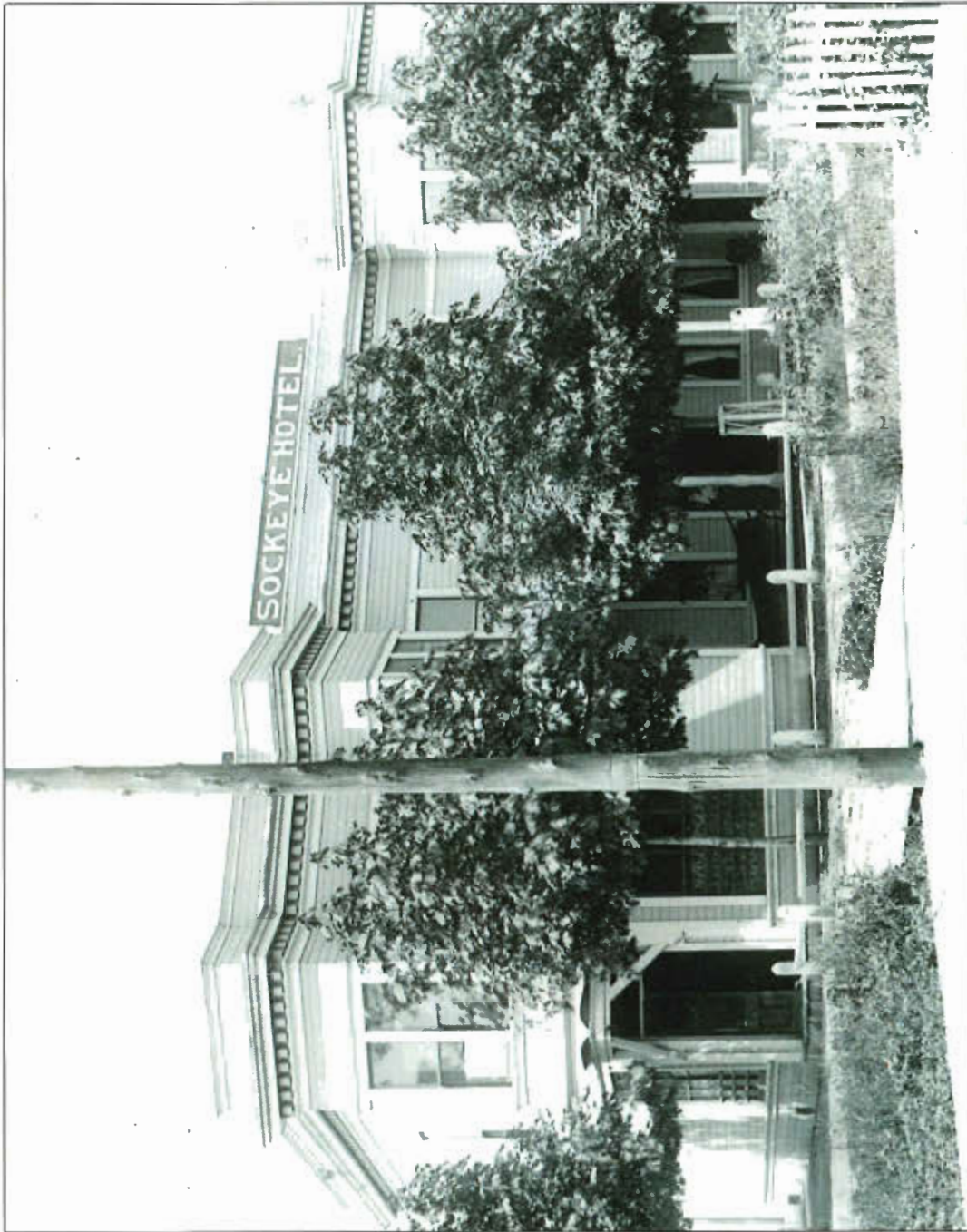
This resource met the following criteria:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston
- Criterion 2: The ability of the resource to represent a certain historical process, function and style
- Criterion 3: The level of importance of associations with an era in Steveston's history and development
- Criterion 4: The intactness and evocative qualities



City of Richmond Archives 1977-19-25  
Ca. 1905





City of Richmond Archives 1978-5-10  
Ca. 1920



City of Richmond Archives  
1977-42-1-200  
undated



PLN - 78



East (Front) elevation



PLN - 79





PLN - 80



South elevation



PLN - 81



# THE STANDARDS

The Standards are not presented in a hierarchical order. All standards for any given type of treatment must be considered, and applied where appropriate, to any conservation project.

## General Standards for Preservation, Rehabilitation and Restoration

1. Conserve the *heritage value* of an *historic place*. Do not remove, replace or substantially alter its intact or repairable *character-defining elements*. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an *historic place* that, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
5. Find a use for an *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize an *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any intervention. Respect *heritage value* when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving *prototypes*.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place* and identifiable on close inspection. Document any intervention for future reference.

### **Additional Standards Relating to Rehabilitation**

- 10.** Repair rather than replace *character-defining elements*. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
- 11.** Conserve the *heritage value* and *character-defining elements* when creating any new additions to an *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
- 12.** Create any new additions or related new construction so that the essential form and integrity of an *historic place* will not be impaired if the new work is removed in the future.

### **Additional Standards Relating to Restoration**

- 13.** Repair rather than replace *character-defining elements* from the *restoration* period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
- 14.** Replace missing features from the *restoration* period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

## ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
18	<b>Designing</b> and constructing a new window, door or storefront when it is completely missing, with a new design that is compatible with the style, era and character of the historic place, or a replica based on documentary evidence.	Changing the number, location, size, or configuration of windows, doors and storefronts, by cutting new openings, blocking in existing openings, or installing replacement units that do not fit the opening.
19	<b>Using</b> signs, awnings, canopies or marquees of a scale and design that is compatible with the historic building.	Introducing a new design that is incompatible in size, scale, material, style or colour.

## ADDITIONS OR ALTERATIONS TO WINDOWS, DOORS AND STOREFRONTS

20	<b>Designing</b> and installing new windows, doors or storefronts required by a new use on non-character-defining elevations in a manner that is compatible with the building's style, era and character.	Installing new windows, doors or storefronts that are incompatible with the building's style, era and character, or that obscure, damage or destroy character-defining elements.
21	<b>Providing</b> a setback in the design of drop ceilings, when required, to allow for full height window openings.	Inserting new floors or drop ceilings that cut across windows openings, changing the interior and exterior appearance of the building, and reducing access to daylight.

## HEALTH, SAFETY AND SECURITY CONSIDERATIONS

22	<b>Complying</b> with health, safety and security requirements in a manner that conserves the heritage value of the windows, doors and storefronts and minimizes impact on its character-defining elements.	Damaging or destroying elements while making modifications to comply with health, safety and security requirements.
23	<b>Working</b> with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to windows, doors or storefronts without first exploring equivalent health, safety and security systems, methods or devices that may be less damaging to the character-defining elements of the historic building.
24	<b>Removing</b> or encapsulating hazardous materials, such as lead-based paint, using the least-invasive abatement methods possible, and only after thorough testing has been conducted.	
25	<b>Protecting</b> windows, doors or storefronts against loss or damage by identifying and assessing specific risks, and by implementing an appropriate fire protection strategy that addresses those risks. For example, replacing a character-defining wood door with a compatible fire-rated door, only after carefully considering other options.	Implementing a generic fire-protection strategy, or one that does not appropriately address the specific fire risks of the historic building.  Covering flammable, character-defining elements with fire-resistant sheathing or coatings that alter their appearance.



- 7 -

STORE FRONT FACADE GUIDELINES (continued)3.5. Canopies (continued)

Fixed canopies are structurally integrated features of a building face and are either cantilevered, hung or supported on a post. Any post supporting a fixed canopy is to be located on private property.

- Guidelines:
- (a) Fixed canopies may be flat or sloping roofs extending over walkways.
  - (b) Sloping canopies shall be covered with wood cedar shingles.
  - (c) Any supporting post shall be round or square wood with simple details or shaping and may be decorated with wooden brackets.

Unacceptable materials are metal, corrugated fibreglass and concrete (posts).

3.6. Windows

- Guidelines:
- (a) In the store front improvement, the display window should be designed to respect the historic rhythm and be part of the overall facade.
  - (b) The window on the upper floors should form a historic rhythm different from the picture windows and be within a proportion of the overall facade.
  - (c) The upper floor windows should be framed.

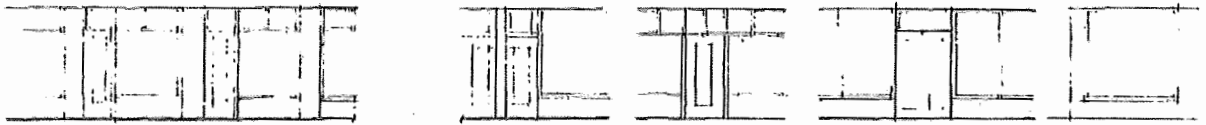
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

The design of the windows with transoms, mullions, opaque or translucent glass and multiple glass panes form important patterns in the overall store front facade. The lower portion usually referred to as the "bulkhead", is part of the designed window. The picture window creates store front rhythm and the streetscape.

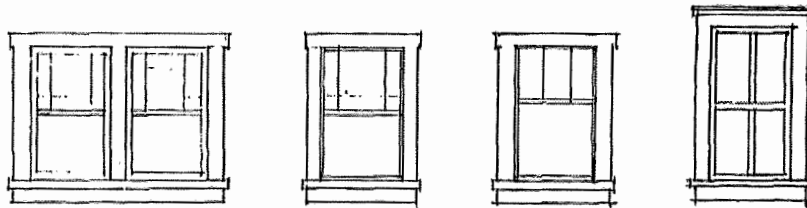
STORE FRONT FACADE GUIDELINES (continued)

**3.6. Windows (continued)**

Acceptable picture windows are as follows:



Historically, the pattern of the windows on the upper floor is different from the picture windows. They form a rhythm which is in keeping with the overall facade. Acceptable upper floor window patterns are as follows:

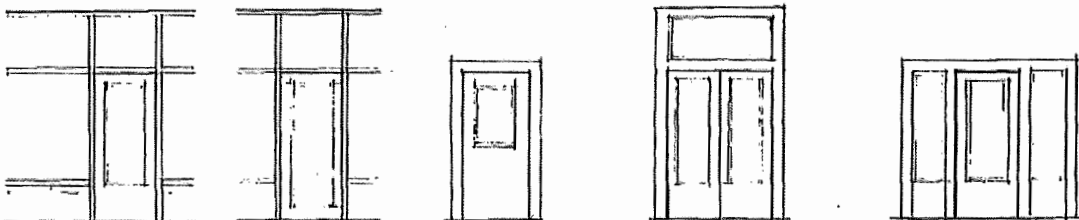


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

**3.7. Doors**

**Guidelines:** (a) Doors should be designed to be part of the overall store front character and should have glass panels.

(b) Acceptable doors are as follows:





# City of Richmond

## Heritage Alteration Permit

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

File No.: HA 18-804880

To the Holder: Kanaris Demetre Lazos

Property Address: 12111 3<sup>rd</sup> Avenue

Legal Description: LOT 2 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMISNTER  
DISTRICT PLAN 68935

(s.617, *Local Government Act*)

1. (Reason for Permit)
  - ☐ Designated Heritage Property (s.611)
  - ☐ Property Subject to Temporary Protection (s.609)
  - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
  - ☒ Property in Heritage Conservation Area (s.615)
  - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to exterior alterations in Attachment 1, Plan #1 to Plan #2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2018

\_\_\_\_\_  
MAYOR

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

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



# City of Richmond

## Report to Committee

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

**Date:** April 9, 2018  
**File:** RZ 17-774722


**Re:** Application by Rav Bains for Rezoning at 3991/3993 Lockhart Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)"

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9852, for the rezoning of 3991/3993 Lockhart Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

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

WC:sds  
Att. 7

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



## **Staff Report**

### **Origin**

Rav Bains has applied to the City of Richmond for permission to rezone the property at 3991/3993 Lockhart Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided into two single-family lots, with vehicle access from Lockhart Road (Attachment 1). The subject site is currently occupied by a duplex, which is proposed to be demolished. The proposed subdivision plan is provided in Attachment 2.

### **Findings of Fact**

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

#### Existing Housing Profile

The applicant has advised both units of the existing duplex are currently rented and contain no existing secondary suites.

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting No. 1 Road, identified for redevelopment as “Arterial Road Single Detached” in the Arterial Road Land Use Policy.

To the South: Across Lockhart Road, single-family dwellings on lots zoned “Single Detached (RS1/B)” fronting Lockhart Road.

To the East: Across No. 1 Road, a single-family dwelling on a lot zoned “Single Detached (RS1/E)”.

To the West: Single-family dwellings on lots zoned “Single Detached (RS1/B)” fronting Lockhart Road.

### **Related Policies & Studies**

#### Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential (NRES)”. The proposed rezoning and subdivision would comply with this designation.

### Arterial Road Land Use Policy

The Arterial Road Land Use Policy in the OCP identifies the subject site for redevelopment as “Arterial Road Single Detached”. The proposed rezoning and subdivision would comply with this designation.

### Floodplain Management Implementation Strategy

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

### **Public Consultation**

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

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

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

### **Analysis**

#### Built Form and Architectural Character

The applicant has submitted preliminary plans showing the proposed architectural elevations of the corner lot dwelling (proposed Lot 2) at the intersection of No. 1 Road and Lockhart Road (Attachment 4).

Prior to final adoption of the rezoning bylaw, the applicant is required to register legal agreements on Title to ensure the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development, and fencing in the front yard and exterior side yard is limited to a maximum height of 1.2 m. Building Permit plans must comply with all City regulations and staff will ensure the plans are generally consistent with the registered legal agreement.

#### Legal Encumbrances

Existing legal encumbrances include a 1.5 m by 4.6 m Statutory Right-of-Way (SRW) registered on Title for sanitary sewer utilities located in the northwest corner of the subject property (Plan 52230).

Registration of an additional 1.5 m wide SRW along the north property line, from the east property line to 4.0 m west of the existing storm catch basin, is required to allow for access to the existing storm sewer. An additional 6.0 m wide SRW along the north property line, from the west property line to 3.0 m east of the common property line of the proposed subdivided lots, is also required for sanitary sewer connections. The applicant is required to provide these Statutory Right-of-Ways at Servicing Agreement stage.

The existing and required SRWs will not be impacted by the proposed development and the applicant is aware that encroachment into the SRWs is not permitted.

#### Transportation and Site Access

Vehicular access to the proposed lots is to be from Lockhart Road, with no access permitted from No. 1 Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. Prior to final adoption of the rezoning bylaw, the applicant is required to complete the following:

- Register a legal agreement on Title, ensuring that the only means of vehicle access is to Lockhart Road, and that there is no access to No. 1 Road.
- Provide a 2.75 m road dedication along the east property line to accommodate for future road widening and the required frontage improvements.
- Provide a 4 m x 4 m corner cut road dedication on the southeast corner of the subject site, to be measured from the new property line.

#### Tree Retention and Replacement

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

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 5), conducted an on-site visual assessment, and concurs with the Arborist's recommendations; with the following comments:

- Three trees (tag# 518, 520 & 523) located on the development site are in good condition. These trees are to be protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
- Two trees (tag# 525 & 526) located in the rear yard are in good condition, however, the trees will be significantly impacted by the installation of the required new sanitary line. Remove and replace.
- Four trees (tag# 519, 522, 524 & 527) located on the development site exhibit sparse canopies, covered in vines, or crowded out by adjacent dominant trees. These trees are not good candidates for retention and should be removed and replaced.

- Two trees (tag# 530 & 531) located on the neighbouring property are to be retained and protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
- Three City-owned trees (tag# 521, 532 & 533) were assessed by the City's Parks Arborist, who has agreed that the applicant can remove the trees due to poor condition. The applicant has received approval from the Parks Department and must contact the department four days prior to removal. Compensation of \$1,300 is required for removal of the trees.
- One City-owned tree (tag# 534) is to be retained and protected. Submission of a Tree Survival Security to the City in the amount of \$2,970 is required as a condition of rezoning approval.

### *Tree Replacement*

The applicant is proposing to remove six on-site trees (tag# 519, 522, 524-527). The OCP tree replacement ratio of 2:1 requires 12 replacement trees to be planted and maintained on-site. The applicant is proposing to plant seven trees. As per Tree Protection Bylaw No. 8057, based on the size of the on-site trees being removed, replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
1	6 cm	3.5 m
2	8 cm	4 m
4	9 cm	5 m

To ensure the required replacement trees are planted and maintained on-site, the applicant is required to provide a Landscape Security in the amount of \$3,500 (\$500/tree) prior to final adoption of the rezoning bylaw. In order to ensure the front and exterior yard of the corner lot is enhanced consistent with the landscape guidelines of the Arterial Road Land Use Policy, the applicant is also required to provide an acceptable Landscape Plan and Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, prior to final adoption of the rezoning bylaw. The applicant has submitted a preliminary Landscape Plan (Attachment 6), which will be reviewed in detail prior to final adoption of the rezoning bylaw.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

The applicant is also required to submit a cash-in-lieu contribution in the amount of \$2,500 (\$500/tree) to the City's Tree Compensation Fund for the balance of required replacement trees not planted on the proposed lots (five trees).

### *Tree Protection*

The proposed Tree Management Plan is provided in Attachment 5, which outlines the protection of the three on-site trees (tag# 518, 520 & 523), two neighbouring trees (tag# 530 & 531) and



one City-owned tree (tag# 534). To ensure the protection of these trees, the applicant is required to provide the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones.
- Submission of a Tree Survival Security in the amount of \$32,970 (\$30,000 for the three on-site trees to be protected (based on the sizes of the trees to be retained), and \$2,970 for the one City-owned tree to be retained).

Prior to the demolition of the existing dwelling, the applicant is required to install tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03

#### Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications prior to July 24, 2017, requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots, plus a cash-in-lieu contribution of \$2.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if secondary suites cannot be accommodated.

The applicant has advised that, due to the size of the proposed lots, accommodating suites would impact house size and design, and reduce the livable space in the proposed dwelling. The applicant proposes to provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$2.00/ft<sup>2</sup> of total buildable area (i.e. \$9,578.80) in lieu of providing secondary suites, consistent with the Affordable Housing Strategy. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw. Staff note that the proposed dwellings are modest in size, and generally support the applicant's proposed Affordable Housing response.

#### Site Servicing and Frontage Improvements

Prior to Subdivision approval, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage improvements, as described in Attachment 7. Frontage improvements include, but are not limited to, the following:

- No. 1 Road: New 1.5 m concrete sidewalk at the new property line, plus remaining space to existing curb minimum 1.5 m landscaped boulevard. Frontage improvement must accommodate protection of retained trees along No. 1 Road.
- Lockhart Road: Pavement widening, new curb and gutter, minimum 1.5 m landscaped boulevard and a new 1.5 m concrete sidewalk.

Prior to final adoption of the rezoning bylaw, the applicant will provide a voluntary \$5,650 cash-in-lieu contribution as a cost recovery for the water connection and meter installed by the City's capital water main replacement project along Lockhart Road in 2016.

Prior to Subdivision approval, the applicant is also required to pay current year's taxes and the costs associated with the completion of the required site servicing and frontage improvements as described in Attachment 7.

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

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

### **Conclusion**

The purpose of this application is to rezone the property at 3991/3993 Lockhart Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided into two single-family lots.

This rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9852 be introduced and given first reading.



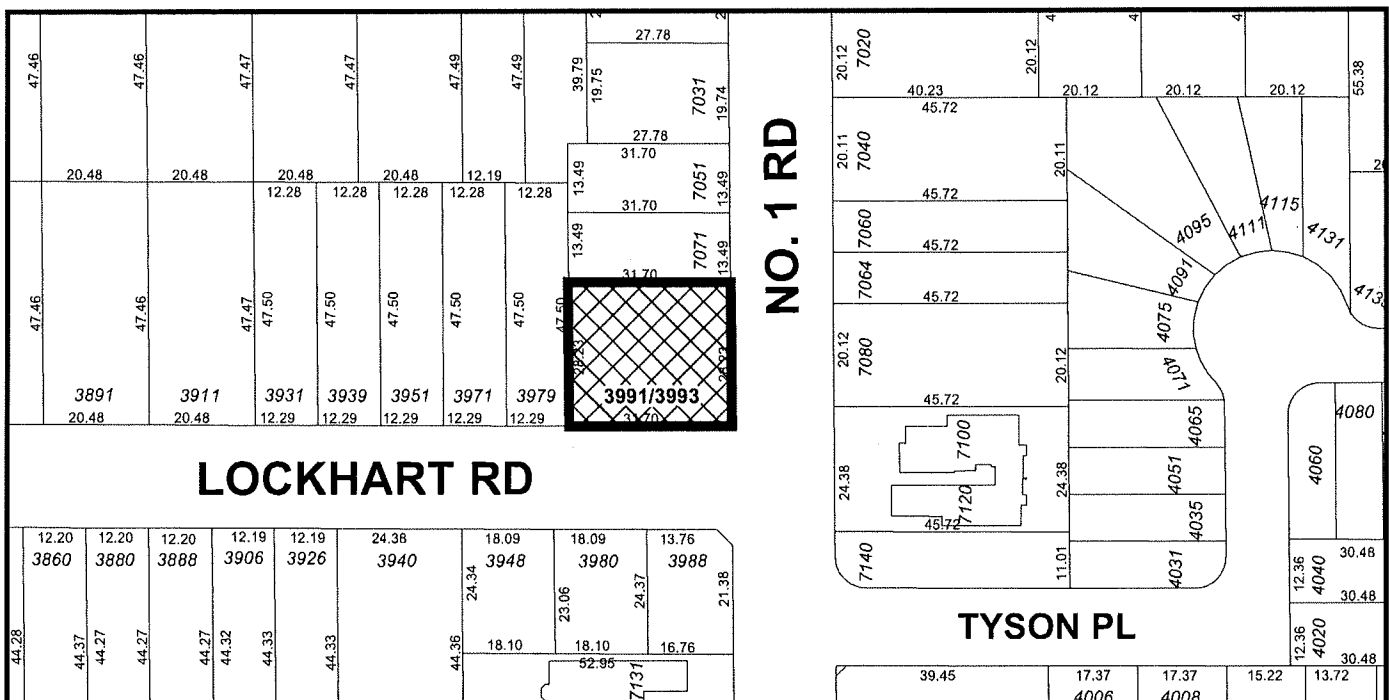
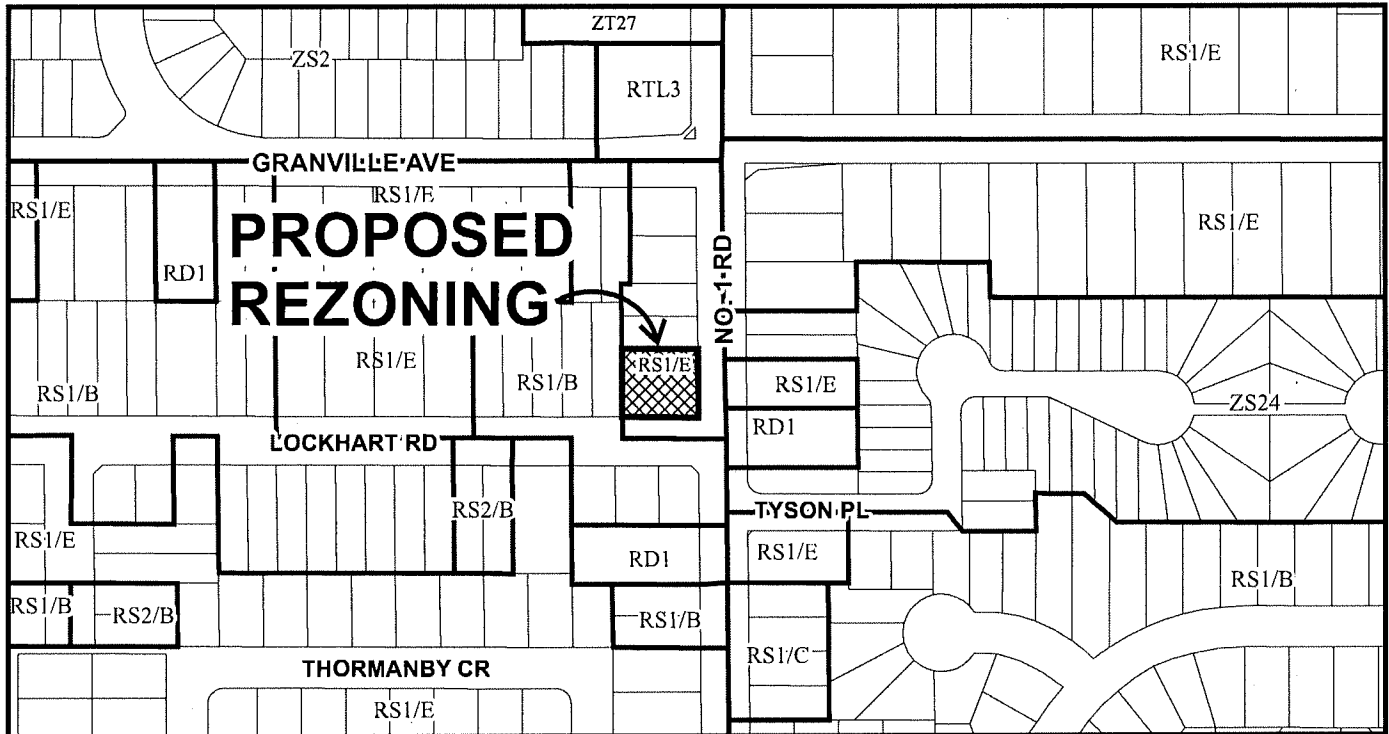
Steven De Sousa  
Planning Technician – Design  
(604-204-8529)

SDS:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Conceptual Building Elevations
- Attachment 5: Tree Management Diagram
- Attachment 6: Preliminary Landscape Plan
- Attachment 7: Rezoning Considerations



# City of Richmond



## RZ 17-774722

Original Date: 06/26/17

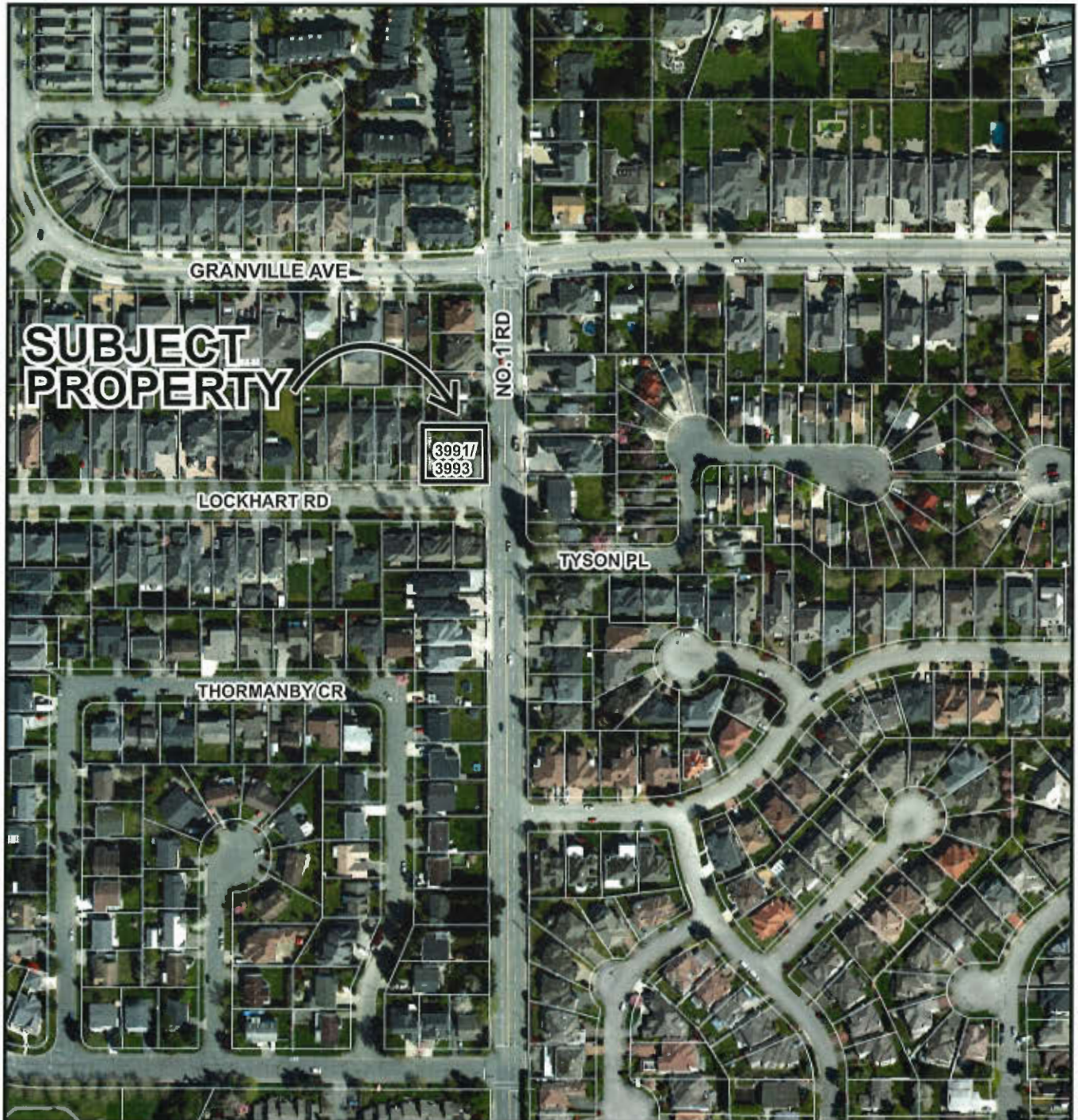
Revision Date:

Note: Dimensions are in METRES





# City of Richmond



RZ 17-774722

Original Date: 06/26/17

Revision Date:

Note: Dimensions are in METRES

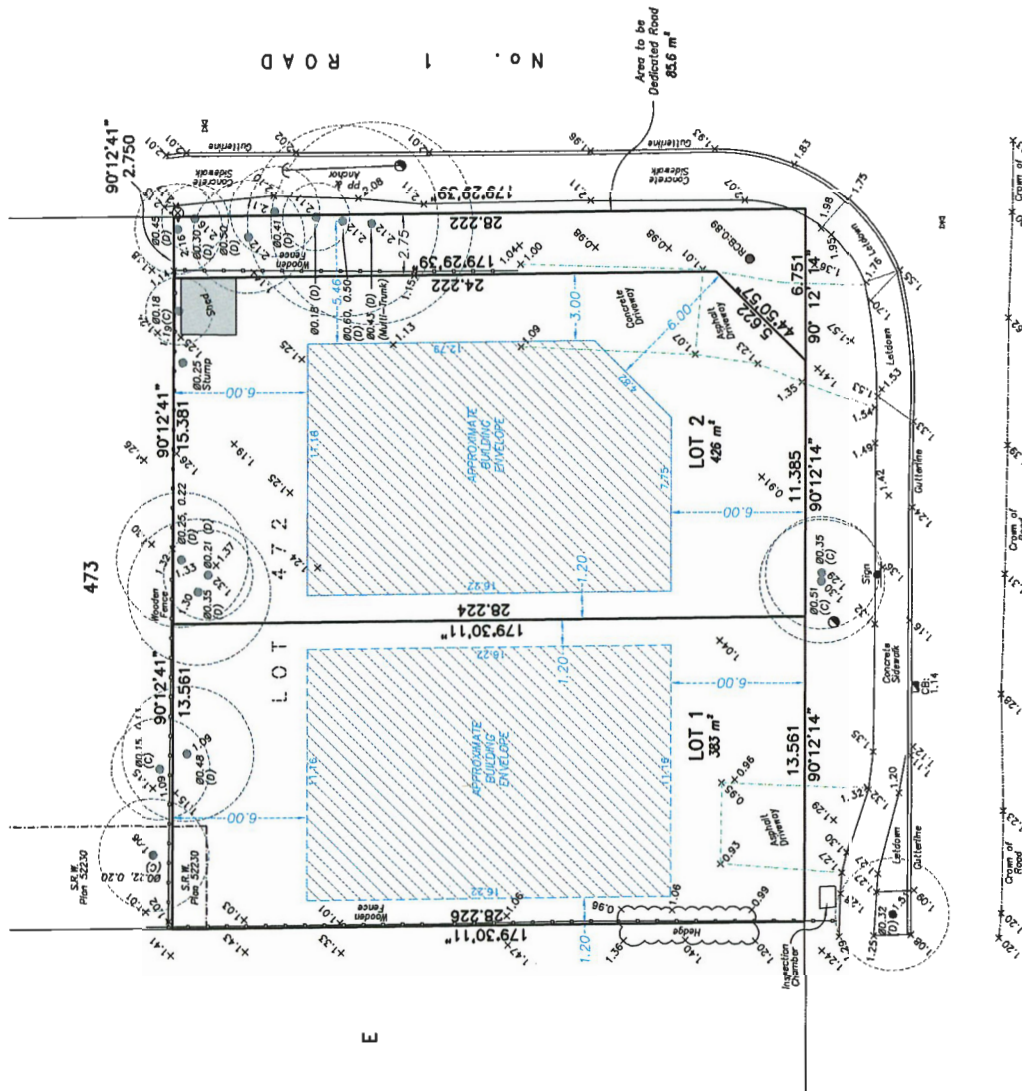


TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF  
 LOT 472 SECTION 15 BLOCK 4 NORTH RANGE 7 WEST  
 NEW WESTMINSTER DISTRICT PLAN 52229

#1951 LOCKHART ROAD,  
 RICHMOND, B.C.  
 P.I.D. 003-553-591



SCALE: 1:150  
 0 5 10 15  
 ALL DISTANCES ARE IN METRES AND DECIMALS  
 THEREOF UNLESS OTHERWISE INDICATED



PLN - 97

NOTE:  
 Elevations shown are based on  
 City of Richmond HPM  
 Benchmark: HPM #235  
 Control Monument 77144855  
 Elevation: 1.103m  
 Benchmark: HPM #234  
 Control Monument 77144891  
 Elevation: 1.125m

NOTE:  
 Use Site Benchmark Tag #1724 for  
 construction elevation control.

LEGEND:

- (C) denotes center
- denotes catch basin
- denotes round catch basin
- W denotes water valve
- ◇ denotes fire hydrant
- ⬇ denotes sign
- ⬆ denotes power post
- MF denotes main floor

copyright  
 J. C. Tam and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8633 Odlin Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-8928  
 Fax: 214-8929  
 E-mail: office@jctam.com  
 Website: www.jctam.com  
 Job No. 6898  
 PB-333 P14-16  
 Drawn By: IO

LOCKHART ROAD

CERTIFIED CORRECT:  
 LOT DIMENSION ACCORDING TO  
 FIELD SURVEY.  
 JOHNSON C. TAM, B.C.L.S., C.L.S.  
 MAY 24th, 2017.

Tag #1724  
 Site Benchmark  
 Elevation: 1.125m

DWG No. 6898-Topo-04



**RZ 17-774722**

**Attachment 3**

Address: 3991/3993 Lockhart Road

Applicant: Rav Bains

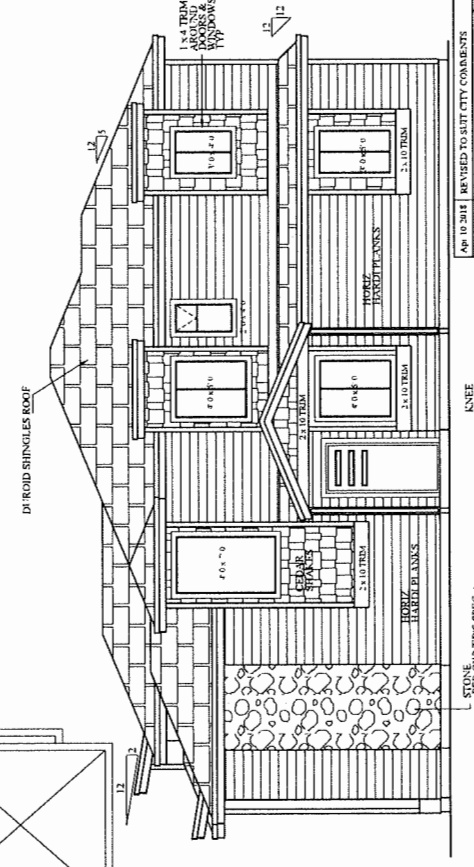
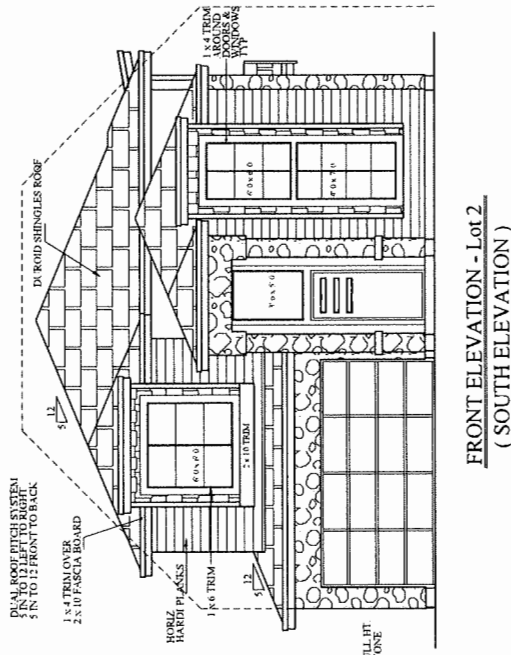
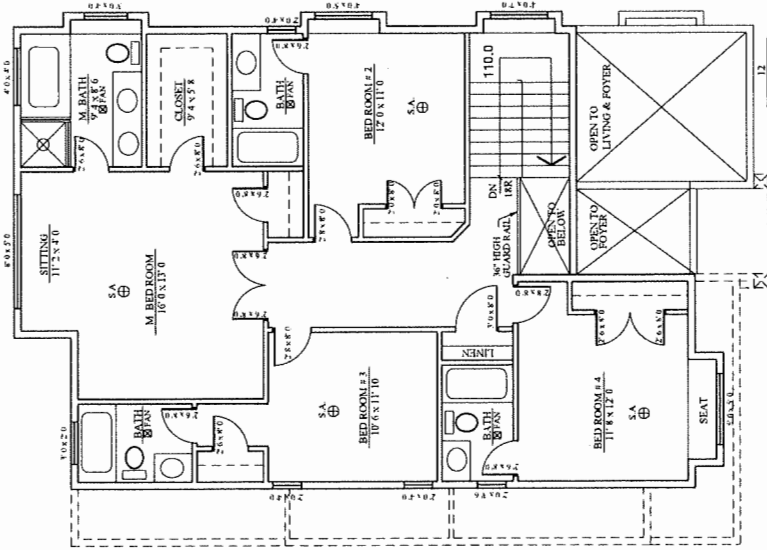
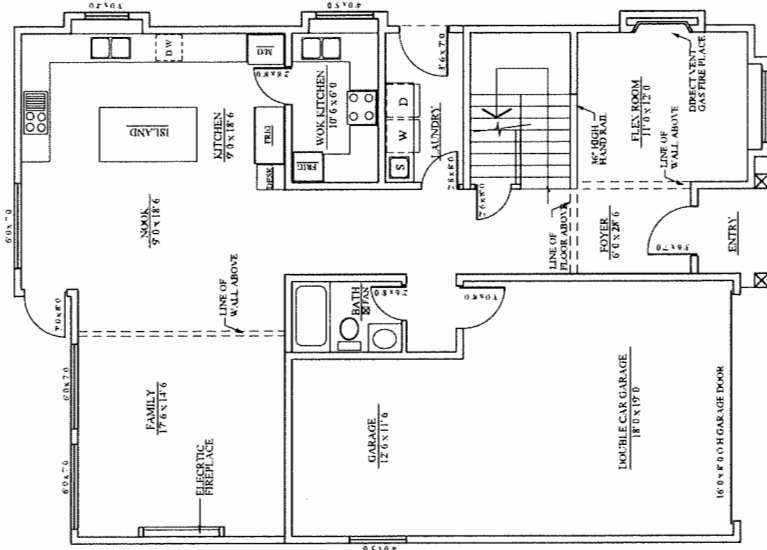
Planning Area(s): Seafair

	Existing	Proposed
<b>Owner:</b>	G., N., K., & D Atwal	To be determined
<b>Site Size:</b>	894.6 m <sup>2</sup> (9,629 ft <sup>2</sup> )	Lot 1: 383 m <sup>2</sup> (4,123 ft <sup>2</sup> ) Lot 2: 426 m <sup>2</sup> (4,585 ft <sup>2</sup> ) Road dedication: 85.6 m <sup>2</sup> (921 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-family residential	No change
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Arterial Road Land Use Policy:</b>	Arterial Road Single Detached	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/B)

Proposed Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.55 for 464.5 m <sup>2</sup> of lot area plus 0.3 for remainder		Max. 0.55 for 464.5 m <sup>2</sup> of lot area plus 0.3 for remainder		None permitted
Buildable Floor Area:*	Lot 1: Max. 210.6 m <sup>2</sup> (2,267 ft <sup>2</sup> ) Lot 2: Max. 234.3 m <sup>2</sup> (2,521 ft <sup>2</sup> )		Lot 1: Max. 210.6 m <sup>2</sup> (2,267 ft <sup>2</sup> ) Lot 2: Max. 234.3 m <sup>2</sup> (2,521 ft <sup>2</sup> )		None permitted
Lot Coverage:	Buildings: Max. 45% Non-porous: Max. 70% Landscaping: Min. 25%		Buildings: Max. 45% Non-porous: Max. 70% Landscaping: Min. 25%		None
Lot Size:	360.0 m <sup>2</sup>		Lot 1: 383 m <sup>2</sup> Lot 2: 426 m <sup>2</sup>		None
Lot Dimensions:	Lot 1 Width: 12.0 m Depth: 24.0 m	Lot 2 Width: 14.0 m Depth: 24.0 m	Lot 1 Width: 13.5 m Depth: 28.2 m	Lot 2 Width: 15.3 m Depth: 28.2 m	None
Setbacks:	Front: Min. 6.0 m Rear (60% of rear wall): Min. 20% of lot depth Rear (40% of rear wall): Min. 25% of lot depth Interior side: Min. 1.2 m Exterior side: 3.0 m		Front: Min. 6.0 m Rear (60%): Min. 6.0 m Rear (40%): Min. 7.0 m Interior side: Min. 1.2 m Exterior side: 3.0 m		None
Height:	Max. 2 ½ storeys		Max. 2 ½ storeys		None

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

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

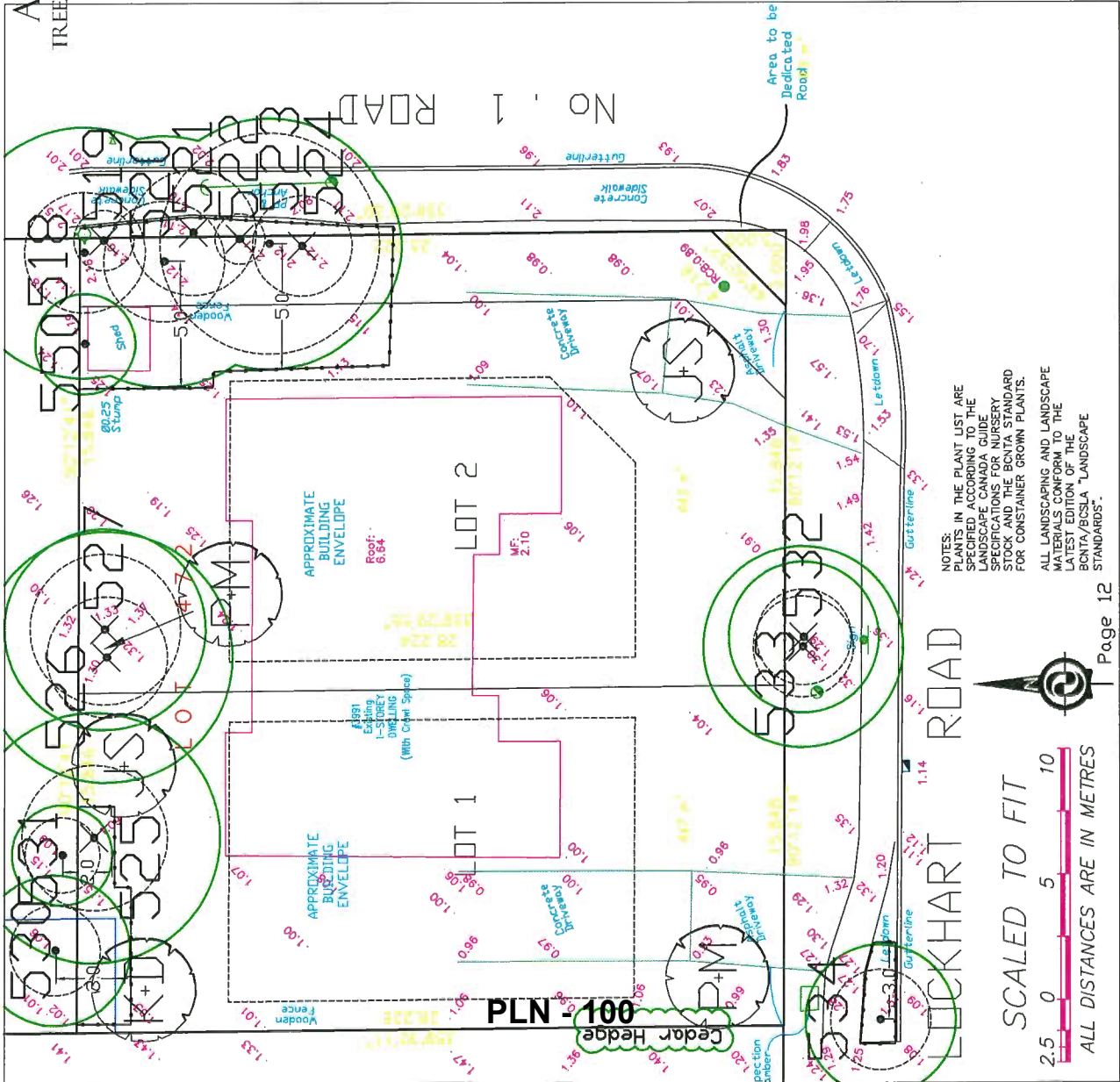


APR 10 2014	REVISED TO CITY COMMENTS
APR 04 2014	REVISED TO CITY COMMENTS
Astonish Design & Drafting Ltd.	
1972 - 718 Ave. Langley B.C.	
PH 1 604 539 1740 FAX 1 604 539 1741	
CELL 1 604 728 0389 E-MAIL: astondesign@astondesign.com	
DATE:	Lot 2 - Floor Plans
PROJECT:	Lockhart Road Richmond BC
DESIGNER:	ASTONISH
DRAWN BY:	ASTONISH
CHECKED BY:	ASTONISH

THESE PLANS CONFORM TO	
B.C.B.C. 2012 EDITION	

Revised Apr 10 4:55 pm

# APPENDIX 3 TREE MANAGEMENT PLAN



## TREE INVENTORY

#	Type	Action	DBH	MPZ
518	Black Locust	Retain	40cm	2.4m
519	Deciduous	Remove	20cm	1.2m
520	Black Locust	Retain	40cm	2.4m
521	Deciduous	Remove	30/15cm	2.5m
522	Deciduous	Remove	15cm	0.9m
523	English Oak	Retain	50/50cm	4.4m
524	Horsechestnut	Remove	20/20/20cm	2.0m
525	Silver Birch	Remove	48cm	2.9m
526	Black Locust	Remove	40cm	2.4m
527	Plum	Remove	35/20/20cm	3.0m
530	Lawson Cypress	Retain	20/10cm	1.8m
531	Lawson Cypress	Retain	12/10cm	1.5m
532	Douglas Fir	Remove	31cm	1.9m
533	Western Redcedar	Remove	34cm	2.0m
534	Armstrong Maple	Retain	33cm	2.0m

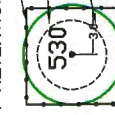
## UNDERSIZED TREES

#	Type	Action	DBH	MPZ
550	Grand Fir	Retain	0	1.1m

DBH- trunk diameter, MPZ- protection zone

## LEGEND

TREE PROPOSED FOR RETENTION



TREE PROPOSED FOR REMOVAL



## TREE PROTECTION FENCING

Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
518	Black Locust	40cm	5.0m	16.4ft
520	Black Locust	40cm	5.0m	16.4ft
523	English Oak	50/50cm	5.0m	16.4ft
530	Lawson Cypress	20/10cm	3.0m	9.8ft
531	Lawson Cypress	12/10cm	2.0m	6.6ft
534	Armstrong Maple	33cm	3.0m	9.8ft

NOTES:  
PLANTS IN THE PLANT LIST ARE SPECIFIED ACCORDING TO THE SPECIFICATIONS FOR NURSERY STOCK AND THE BONTA STANDARD FOR CONTAINER GROWN PLANTS.  
ALL LANDSCAPING AND LANDSCAPE MATERIALS CONFORM TO THE LATEST EDITION OF THE BONTA/BCSLA "LANDSCAPE STANDARDS".



SCALED TO FIT



ALL DISTANCES ARE IN METRES

Frogers Creek  
Tree Consultants Ltd  
7783 McPherson Avenue Burnaby BC V5J 4M4  
Telephone: 604-771-6802 Fax: 604-437-1827  
3991 and 3993 Lockhart Rd, Richmond BC  
TREE MANAGEMENT PLAN  
THE DRAWING PLANTS, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES, PROTECTION ZONES AND PROTECTION FENCING RELATION TO PROPOSED LAYOUT  
October 2, 2012







**Address:** 3991/3993 Lockhart Road

**File No.:** RZ 17-774722

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9852, the developer is required to complete the following:**

1. Road dedication along the entire east property line measuring 2.75 m wide and a 4 m x 4 m corner cut measured from the new property line, for a total area of 85.6 m<sup>2</sup>.
2. Submission of a Landscape Security in the amount of \$3,500 (\$500/tree) to ensure that a total of seven replacement trees are planted and maintained on-site with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
1	6 cm		3.5 m
2	8 cm		4 m
4	9 cm		5 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. Submission of a Landscape Plan for the front and exterior side yards of the proposed corner lot, 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 all hard and soft materials, installation and a 10% contingency. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy;
  - include a mix of coniferous and deciduous trees;
  - include low fencing along the street frontages (max. 1.2 m in height);
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
4. City's acceptance of the developer's offer to voluntarily contribute \$2,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
5. City's acceptance of the applicant's voluntary contribution of \$1,300 for the removal of the three City-owned trees (tag# 521, 532 & 533), in order for the City to plant two trees at or near the development site.
6. 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.
7. Submission of a Tree Survival Security to the City in the amount of \$32,970 (\$30,000 for the three on-site trees (tag# 518, 520 & 523) and \$2,970 for the one City-owned tree (tag# 534) to be retained).
8. Registration of a flood indemnity covenant on title.
9. Registration of a legal agreement on title ensuring that the only means of vehicle access is to Lockhart Road and that there be no access to No. 1 Road.
10. Registration of a legal agreement on Title, ensuring that the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development
11. Registration of a legal agreement on Title, ensuring fencing in the front yard and exterior side yard is limited to a maximum height of 1.2 m.
12. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$9,578.80) to the City's Affordable Housing Reserve Fund.
13. The City's acceptance of the applicant's voluntary contribution of \$5,650 as cost recovery for the water connection and meter installed by the City capital water main replacement project along Lockhart Road in 2016 (Account # 0645 – Cash-in-Lieu Water Provisions Account). This cost does not include any disconnect/reconnect fees.

PLN-102

Initial: \_\_\_\_\_

**Prior Demolition Permit\* issuance, the developer must complete the following requirements:**

1. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any construction activities, including building demolition, occurring on-site, and must remain in place until construction and landscaping on-site is completed.
2. Contact the City's Parks Department a minimum of four days in advance to enable signage to be posted for the removal of the City-owned trees (tag# 521, 532 & 533).

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

1. Payment of current year's taxes and the costs associated with the completion of the required site servicing and frontage improvements.
2. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

*Water Works:*

- a) Using the OCP Model, there is 421.0 L/s of water available at a 20 psi residual at the No 1 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) The Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - ii) Pay a voluntary \$5,650 cash-in-lieu contribution for the water connection and meter installed by the City capital water main replacement project along Lockhart Road. Payment should be made to the cash-in-lieu water provisions account, transit code 0645. Please note that this does not include any disconnect/reconnect fees required at building permit stage.
- c) At Developer's cost, the City is to:
  - i) Install one new water service connections, complete with meter and meter box, to serve the proposed eastern lot.
  - ii) Retain the existing water connection to serve the proposed western lot.

*Storm Sewer Works:*

- d) The Developer is required to:
  - i) Cut and cap, at inspection chamber, the existing storm service connection serving the development site. Inspection chamber STIC51798 to be retained to serve 7071 No 1 Road.
  - ii) Cut and cap, at main, the three existing storm service connections along Lockhart Road and remove inspection chambers.
  - iii) Install a new storm service connection at the adjoining property line of the newly subdivided lots, complete with inspection chamber and dual service leads.
  - iv) Provide, at no cost to the City, a 1.5-m wide statutory right-of-way along the north property line from the east property line 4.0 m west for the existing storm catch basin.
- e) At Developer's cost, the City is to:
  - i) Perform all tie-ins for the proposed works to existing City infrastructure.

*Sanitary Sewer Works:*

- f) The Developer is required to:
  - i) Remove inspection chamber SIC3276 and service connection and extend the existing 150 mm sanitary sewer south approximately 3.0 m and install a new manhole. From the new manhole, install a new 150 mm sanitary sewer east approximately 15.0 m and end with a new manhole at the common property line of the newly subdivided lots.
  - ii) Install two sanitary service connections off of the proposed manhole at the common property line of the newly subdivided lots.
  - iii) Provide, at no cost to the City, a 6.0 m-wide statutory right-of-way along the north property line from the west property line to 3.0 m past the common property line of the newly subdivided lots for the proposed sanitary sewer.
  - iv) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works.
- g) At Developer's cost, the City is to:

- i) Perform all tie-ins for the proposed works to existing City infrastructure.

*Frontage Improvements:*

- h) The Developer is required to:
  - i) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (2) To locate all above ground utility cabinets and kiosks required to service the proposed development within the development site.
  - ii) Complete other frontage improvements as per Transportation's requirements, which include, but are not limited to the following:
    - (1) Road dedication along the entire east property line measuring 2.75 m wide and a 4 m x 4 m corner cut measured from the new property line, for a total area of 85.6 m<sup>2</sup>.
    - (2) No. 1 Road: new 1.5 m concrete sidewalk at the new property line, plus remaining space to existing curb minimum 1.5 m landscaped boulevard. A 9.0 m corner radius is required for the new curb at the southwest corner of the intersection. Handrail on No.1 Road may be required depending on the slope to the site behind the new sidewalk. Frontage improvement must accommodate protection of retained trees along No. 1 Road.
    - (3) Lockhart Road: pavement widening and new curb and gutter located at 5.6 m north of existing centreline of road at existing stop bar location and taper back across the site to existing curb location at west property line. Behind the new curb a 1.5 m landscaped boulevard and a 1.5 m concrete sidewalk.
    - (4) All utility work relocations including hydro/tel. poles due to frontage upgrades are the responsibility of the applicant.
    - (5) All future driveway locations to conform to Bylaw 7222 setback requirements from the intersection.
    - (6) Registration of a covenant on Title restricting access to No. 1 Road.
    - (7) Prior to issuance of a Building Permit, construction parking and traffic management plan to be provided to the Transportation Division.

*General Items:*

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

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

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

**Note:**

- \* This requires a separate application.



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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9852 (RZ 17-774722)  
3991/3993 Lockhart Road**

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

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

P.I.D. 003-553-591

Lot 472 Section 15 Block 4 North Range 7 West New Westminster District Plan 52229

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9852"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee

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

**Date:** April 6, 2018  
**File:** RZ 16-733565

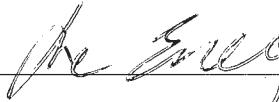
**Re:** Application by Matthew Cheng Architect Inc. for Rezoning at 8280/8282 and 8300/8320 No. 3 Road from "Two-Unit Dwellings (RD1)" to "Low Density Townhouses (RTL4)"

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9856, for the rezoning of 8280/8282 and 8300/8320 No. 3 Road from "Two-Unit Dwellings (RD1)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:el  
Att.5

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

## Staff Report

### Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 8280/8282 and 8300/8320 No. 3 Road (Attachment 1) from “Two-Unit Dwellings (RD1)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 10 townhouse units with vehicle access from No. 3 Road. The properties are each occupied by an existing duplex, which will be demolished.

### Project Description

The two existing lots under this application have a total combined frontage of approximately 50.25 m, and are proposed to be consolidated into one development parcel. The proposed density is 0.60 FAR. The site frontage and proposed density are consistent with the OCP/Arterial Road Land Use Policy. The site layout includes four two-storey units and six three-storey units in three townhouse clusters. One secondary suite and one convertible unit are included in this proposal. Vehicle access is provided by a single driveway access to No. 3 Road.

A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

### Findings of Fact

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

#### Subject Site Existing Housing Profile

The applicant has advised that there are no secondary suites in the existing duplexes. All units were tenanted at the time the developer acquired the properties. The units are now vacant and the developer is preparing to demolish the duplexes in April 2018.

### Surrounding Development

To the North: An existing duplex on a lot zoned “Two-Unit Dwellings (RD1)”; which is identified for townhouse development under the Arterial Road Land Use Policy, and a public walkway between No. 3 Road and Luton Road.

To the South: Existing single family homes on lots zoned “Single Detached (RS1/E)”; which are identified for townhouse development under the Arterial Road Land Use Policy.

To the East: Existing single family dwellings and duplexes on lots zoned “Single-Detached (RS1/E)” and “Two-Unit Dwellings (RD1)”.

To the West: Across No. 3 Road, existing single family homes on lots zoned “Single Detached (RS1/E)”, “Single Detached (RS1/B)”, and “Compact Single Detached (RC1)”; which are identified for compact lot single detached development under the Arterial Road Land Use Policy.



## **Related Policies & Studies**

### Official Community Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The redevelopment proposal for 10 townhouses is consistent with this designation.

### Arterial Road Policy

The Arterial Road Land Use Policy in the City’s 2041 Official Community Plan Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map and the proposal is largely in compliance with the Townhouse Development Requirements under the Arterial Road Policy. The proposed site assembly will leave a residual development site to the north that will not meet the minimum 50 m site frontage requirement. The residual development site to the north at 8260/8266 No. 3 Road, located between the subject site and the public walkway to the north, has a frontage of approximately 15.19 m.

The applicant advised staff in writing that they have made attempts to acquire adjacent properties, but cannot reach an agreement with the owners. The applicant has requested that this application proceed without the acquisition of the adjacent property to the north.

While the proposed development would create an orphan lot situation on the north side of the subject site, staff support the proposed development, as it will not restrict redevelopment of the adjacent site, at 8260/8266 No. 3 Road, based on:

- the adjacent property owners are not interested in redeveloping their properties at this time;
- a Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire internal drive aisle on the subject site will be registered on Title of the subject site as a condition of rezoning to provide vehicle access to future townhouse development on the adjacent site to the north;
- a development concept plan for the adjacent site to the north has been prepared and is on file; and
- the developer has agreed to provide garbage/recycling collection facilities on-site and allow shared use of those facilities with future townhouse development on the adjacent site to the north. A cross-access easement/agreement will be registered on Title of the subject site as a condition of rezoning to secure this arrangement.

### Floodplain Management Implementation Strategy

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

## Public Consultation

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

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

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

## Analysis

### Built Form and Architectural Character

The applicant proposes to consolidate the two duplex lots into one development parcel, with a total area of 2,140 m<sup>2</sup>. The proposal consists of a townhouse cluster with six units along No. 3 Road, and two duplexes (four units in total) along the rear (east) property line. The layout of the townhouse units is oriented around a single driveway providing access to the site from No. 3 Road and a north-south internal manoeuvring aisle providing access to the unit garages. The outdoor amenity area will be situated at southeast corner of the site. An on-site turnaround will be provided on the east side of the internal drive aisle adjacent to the proposed outdoor amenity space.

The height of the townhouse cluster proposed along No. 3 Road is three storeys, with a minimum 7.5 m side yard setback provided to the third floor of the building. Two-storey duplex units are proposed along the rear lot line (east) to serve as a transition to the single-family homes to the east. One ground level secondary suite is proposed to be included in Unit 1, located at the northwest corner of the site, fronting on No. 3 Road (see Attachment 2). The size of the secondary suite is approximately 28 m<sup>2</sup> (299 ft<sup>2</sup>) and the total net floor area of Unit 1 is approximately 150 m<sup>2</sup> (1,613 ft<sup>2</sup>). A dedicated surface parking stall will be assigned to the secondary unit.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on Title, stating that no Building Permit inspection granting occupancy will be completed 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, is required prior to final adoption of the rezoning bylaw.

To ensure that the parking stall assigned to the secondary suite is for the sole use of the secondary suite, registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the proposed building form.
- Refinement of the proposed site grading to ensure survival of all proposed protected trees, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the outdoor amenity area design, including the choice of play equipment and bollards/fencing; to create a safe and vibrant environment for children's play and social interaction.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Opportunities to maximize planting areas along internal drive aisles; to maximize permeable surface areas, and to better articulate hard surface treatments on site.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal; including measures to achieve an EnerGuide Rating System (ERS) score of 82.

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

#### Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the east property line of 8280/8282 No. 3 Road for an existing sanitary sewer line. In addition, there is an existing 1.5 m x 3.0 m utility ROW at the southwest corner of the subject site for an existing storm sewer connection. The developer is aware that no construction is permitted in these areas.

There are also currently two restrictive covenants on Title (one on each subject lot) restricting the use of these properties to a two-family dwelling only (registration number AD281208 and AB169999). Prior to final adoption of the rezoning bylaw, the applicant must discharge these covenants from Titles of the properties.

Furthermore, there is an existing restrictive covenant on Title of 8300/8320 No. 3 Road (registration number Z173798) requiring that any dwelling on the land be designed to enable vehicles to enter and leave the property without having to reverse onto the street. As an on-site turnaround will be provided for truck movements, this covenant will no longer be required. This covenant may be discharged from the Title of the property by the developers at their sole cost, after final adoption of the rezoning bylaw and issuance of the Development Permit for the subject development, subject to Transportation Department's review and confirmation.

### Transportation and Site Access

Access to the development will be from a new entry driveway from No. 3 Road, located along the south property line of the subject site. An on-site turnaround will be provided opposite to the entry driveway on the east side of the internal driveway. It is expected that the properties to the north and south will be redeveloped as townhouses in the future and access to the future townhouse developments will be via the proposed driveway located on the subject site. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed entry driveway from No. 3 Road, the on-site turnaround, and the internal east-west manoeuvring aisle will be secured as a condition of rezoning. It is expected that, when the adjacent property to the south is redeveloped into a townhouse development, on-site turnaround would be accommodated on the entry driveway and the internal aisle. At that time, the on-site turnaround area located adjacent to the outdoor amenity area will no longer be warranted. In order to ensure that the on-site turnaround area will be used as outdoor amenity when the on-site turnaround area becomes unwarranted, language should be included in the SRW document to secure this arrangement.

### Tandem Parking

The proposal will feature four units with a total of eight spaces in a tandem arrangement (40% of total required residential parking spaces), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 25 bylaw-sized trees on the subject property, eight trees on neighbouring properties, and two street trees on City property. The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A 41cm caliper Catalpa tree (tag# 19) and a 53cm caliper Lombardy Poplar tree (tag# 31) located on the development site are identified in good condition and should be retained and protected as per Arborist report recommendation.
- 23 trees (tag# 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 27, 28, 29 and 36) located on the development site are all in poor condition, as they are either dead, dying (sparse canopy foliage), or have been previously topped or exhibit structural defects (such as cavities at the main branch union and co-dominant stems with inclusions). As a result, these trees are not good candidates for retention and should be replaced. Replacement trees should be specified at 2:1 ratio as per the OCP.
- Two Mountain Ash trees (tag# 1 and 2) located on City property are in poor condition and should be replaced. Compensation of \$ \$2,600 is required, as per Parks Operations' requirements.



- Seven trees (tag# 3, 10, 30, 32, 33, 34 and 35) located on neighbouring property to be protected as per Arborist's Report recommendations.

### *Tree Replacement*

The applicant wishes to remove 23 on-site trees. The 2:1 replacement ratio would require a total of 46 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant 36 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design. The applicant has agreed to provide a voluntary contribution of \$5,000 to the City's Tree Compensation Fund in lieu of planting the remaining 10 replacement trees should they not be accommodated on the site.

### *Tree Protection*

Two trees on the subject property and eight trees on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 4). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to Development Permit issuance, submission to the City of a Tree Survival Security as part of the Landscape Letter of Credit. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### Affordable Housing Strategy

In addition to the provision of one secondary suite on site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, and the rezoning application was submitted prior to the Affordable Housing cash contribution rates were updated, the applicant will make a cash contribution of \$4.00 per buildable square foot as per the Strategy; for a contribution of \$55,285.25.

### Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.81 per buildable square foot (2016 rate) to the City's Public Art Reserve fund; for a total contribution in the amount of \$11,195.26.

### Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. A legal agreement to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit application review process, the developer will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

### Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. As the rezoning application was submitted prior to the Amenity Contribution rates were updated, the applicant will make a cash contribution of \$1,000 per unit, for a contribution of \$10,000.

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m<sup>2</sup> per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

### Site Servicing and Frontage Improvements

Prior to issuance of a Building Permit, the developer is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage and service connections (see Attachment 5 for details). All works are at the developer's sole cost (i.e., no credits apply). The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

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

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

**Conclusion**

The proposed 10-unit townhouse development is generally consistent with the Official Community Plan (OCP) and the Arterial Road Policy in the OCP. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 5; which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9856 be introduced and given first reading.

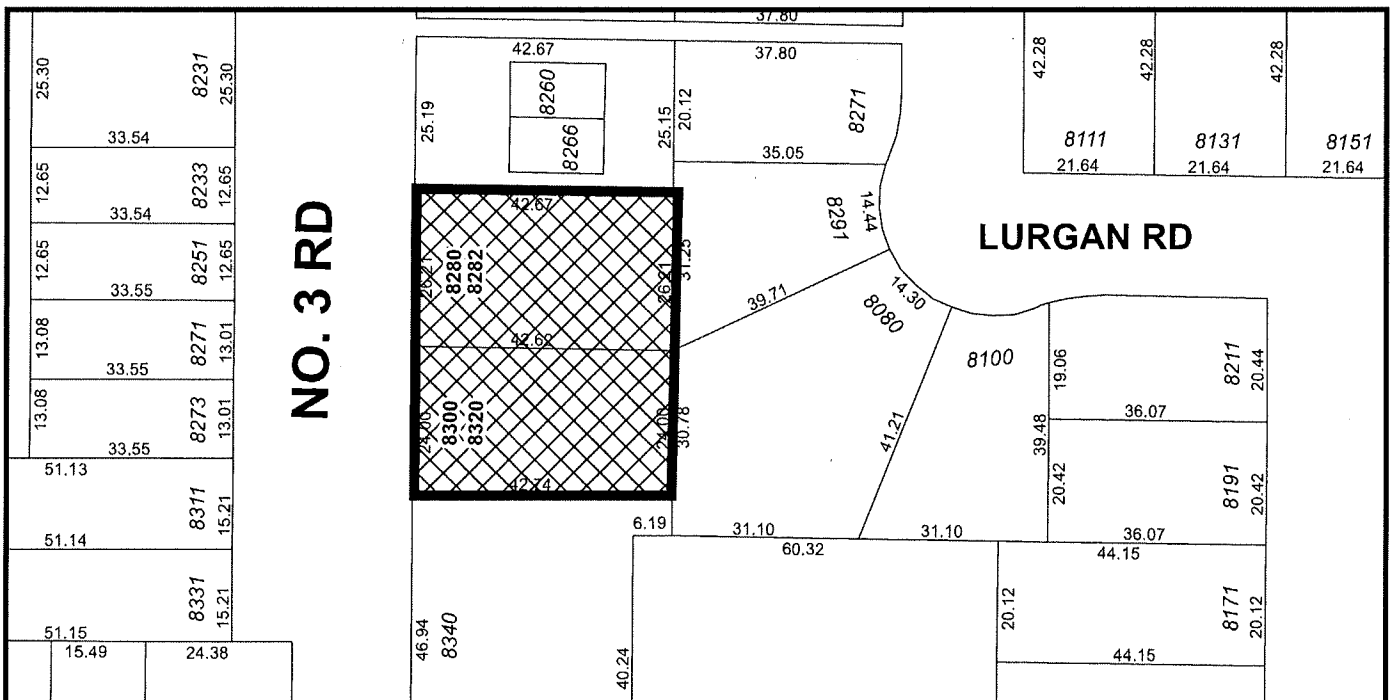


Edwin Lee  
Planner 1  
(604-276-4121)

EL:blg

Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Tree Management Plan  
Attachment 5: Rezoning Considerations

City of  
Richmond



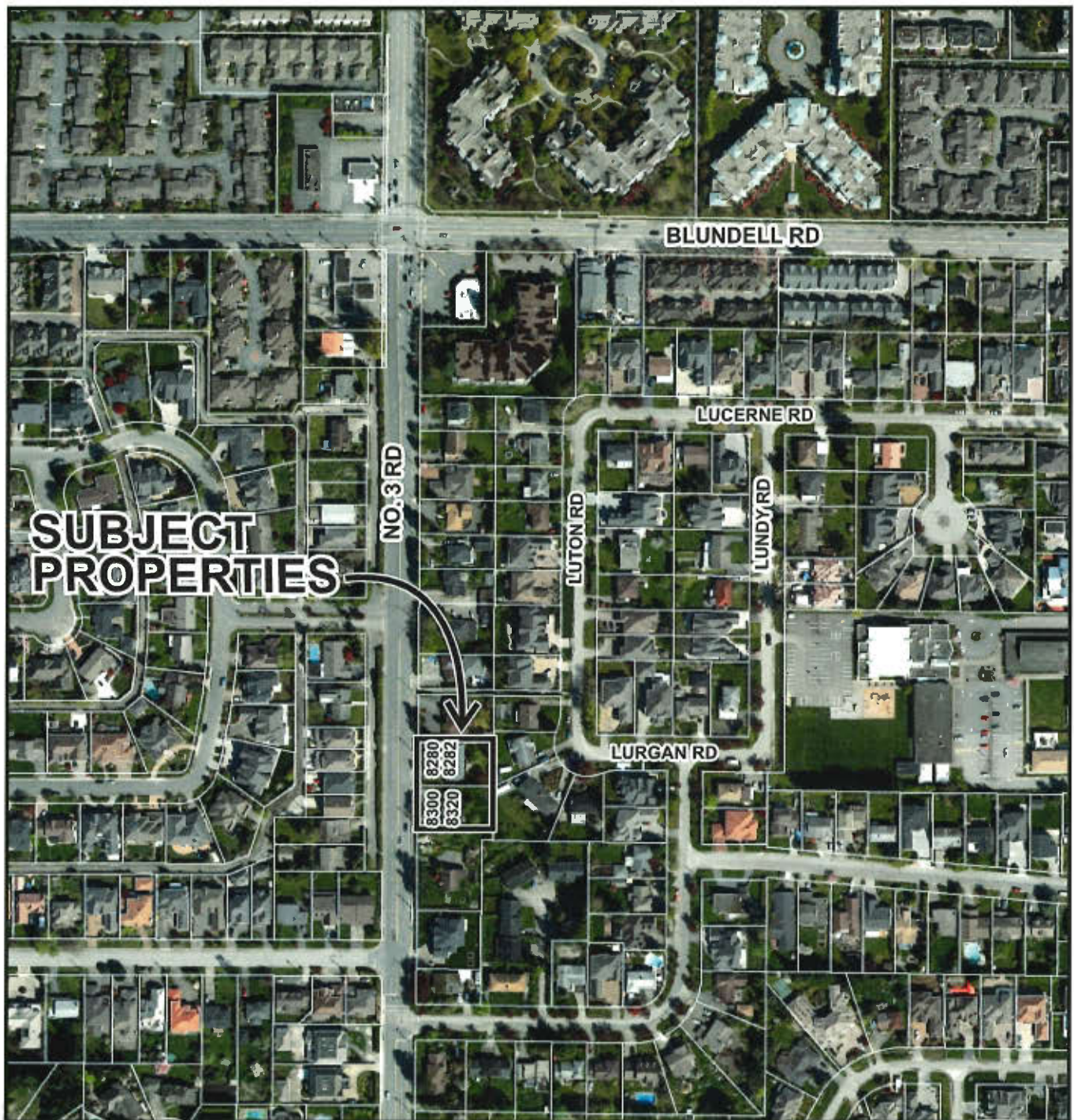
RZ 16-733565

Note: Dimensions are in METRES





City of  
Richmond



RZ 16-733565

Original Date: 07/06/16

Revision Date: 07/07/16

Note: Dimensions are in METRES

PLN - 117





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Revised:

Comments:



# 8280 / 8300 NO.3 ROAD RICHMOND

## 10 UNIT TOWNHOUSE DEVELOPMENT (RZ 16-733565)

PLN - 118

**City of Richmond**

**Development Application Data Sheet**  
Development Applications Division  
8911 No. 3 Road, Richmond, BC V6V 2C1

TABLE FILLED ON JANUARY 23, 2018

DP: \_\_\_\_\_

Address: 8280 & 8300 NO.3 ROAD

Applicant: Matthew Cheng Architect Inc. Owner: Chisdon Development Corp.

Planning Area(s): Broadmead

Floor Area: Gross: 1,814.39 m<sup>2</sup> Net: 1,282.66 m<sup>2</sup>

Sheet Number	Sheet Name
A0.0	COVER PAGE
A0.1	SITE PLAN
A0.2	CONCEPT FUTURE DEVELOPMENT
A0.3	CONTEXT PLAN & ELEVATIONS
A0.4	FIRE TRUCK ACCESS
A1.1	COMPLEX LEVEL 1
A1.2	COMPLEX LEVEL 2
A1.3	COMPLEX LEVEL 3
A1.4	AREA OVERLAY
A1.5	CONVERTIBLE UNIT
A2.1	BUILDING A ELEVATIONS
A2.2	BUILDING B & C ELEVATIONS
A3.0	SECTIONS

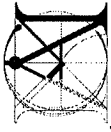


Site Area	Existing	Proposed	Variance
Land Area	2,140 m <sup>2</sup>	2,140 m <sup>2</sup>	TOWNHOUSE
OPP Designation	NRES	NRES	NRES
Zoning	RD1	RTL4	RTL4
Number of Units	2	10	10
Setback Requirements			
Floor Area Ratio	Max. 0.8 (1,284 m <sup>2</sup> )	0.8 (1,281.52 m <sup>2</sup> )	None permitted
Lot Coverage - Building	Max. 40% (856 m <sup>2</sup> )	35.90% (768.24 m <sup>2</sup> )	None
Lot Coverage - Non-porous Surface	Max. 65% (1,391 m <sup>2</sup> )	63.06% (1,349.46 m <sup>2</sup> )	None
Lot Coverage - Landscaping	Min. 25% (535 m <sup>2</sup> )	34.70% (742.79 m <sup>2</sup> )	None
Setback - Front Yard (m)	Min. 6 m	6.1 m	None
Setback - Side Yard (m) NORTH	Min. 3 m	3.13 m	None
Setback - Side Yard (m) SOUTH	Min. 3 m	8.02 m	None
Setback - Rear Yard (m)	Min. 6 m	6.1 m (4.5 m w/ Projection)	None
Height (m)	Max. 7.5 m	10.07 m	None
Building B (Storey)	7.15 / 7.26 m	7.15 / 7.26 m	None
Let Size (m) dimensions	50.14M X 42.60M	50.14M X 42.60M	None
Off-street Parking Spaces - Resident	Min. 20 / 2	21 / 2	None
Off-street Parking Spaces - Total	Min. 20 / 2	21 / 2	None
Off-street Parking Spaces - Visitor	Max. 10	8	None
Off-street Parking Spaces - Tandem	Not allowed	0	None
Off-street Parking Spaces - Small Car	Not allowed	0	None
Off-street Parking Spaces - Accessible	Not required	0	None
Off-street Parking Spaces - Class 1 / Class 2	Min. 13 / 2	17 / 3	None
Off-street Parking Spaces - Total	Min. 15	20	None
Amenity Spaces - Indoor	Not required	0	None
Amenity Spaces - Outdoor	Min. 60 m <sup>2</sup>	94.89 m <sup>2</sup>	None

Project Title  
8280 NO.3 ROAD  
RICHMOND

Sheet Title  
COVER PAGE

Drawn: RK  
Checked: MC  
Scale:  
Project Number: BRTH01  
Revision Date:  
Print Date: 20180228  
A0.0



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Revision

Comments

Project Title  
8280 NO.3 ROAD  
RICHMOND

Site Plan

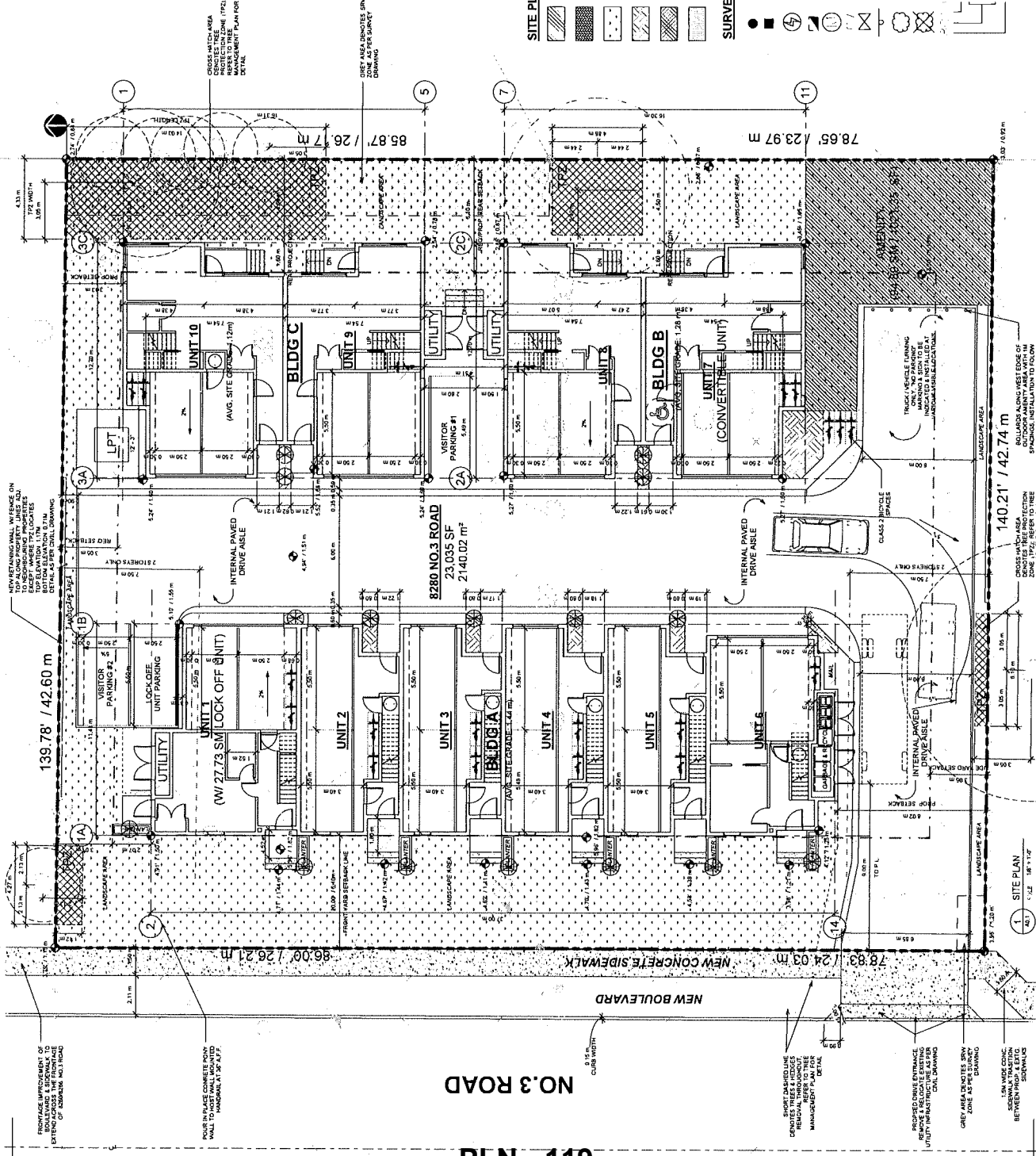
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Project Number: 108TH01  
Project Date: 2018/03/07  
Sheet No.: A0.1

### SITE PLAN HATCH LEGEND

- AMENITY AREA
- HAMMERHEAD / AMENITY HARD SURFACE AREA
- LANDSCAPE AREA
- SOIL BED
- TREE PROTECTION ZONE
- RIGHT OF WAY

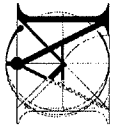
### SURVEY PLAN UNDERLAY LEGEND

- denotes standard iron post
  - denotes lead post
  - denotes hydrant post
  - denotes catch basin
  - denotes manhole
  - denotes gas valve
  - denotes sign post
  - denotes tree
  - denotes tree removal
- trip line radius (m)  
sewer ducts  
road ducts  
fire hydrant



NO.3 ROAD

PLN - 119



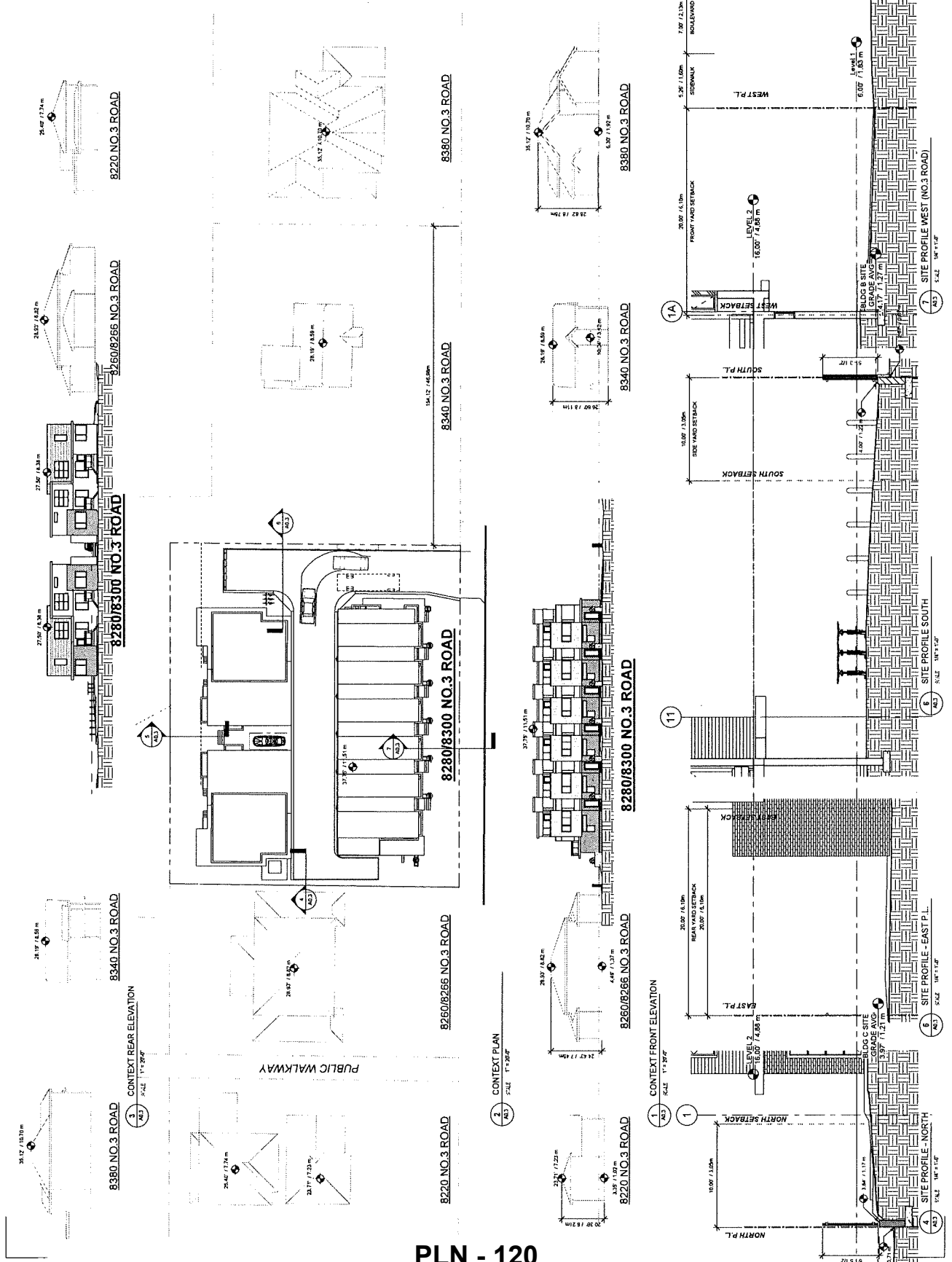
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TEL: (604) 771-5027 FAX: (604) 771-5904  
E-MAIL: MCHENG@MCHENGARCH.COM

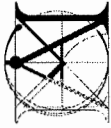
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Consultant







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PRIOR WRITTEN CONSENT

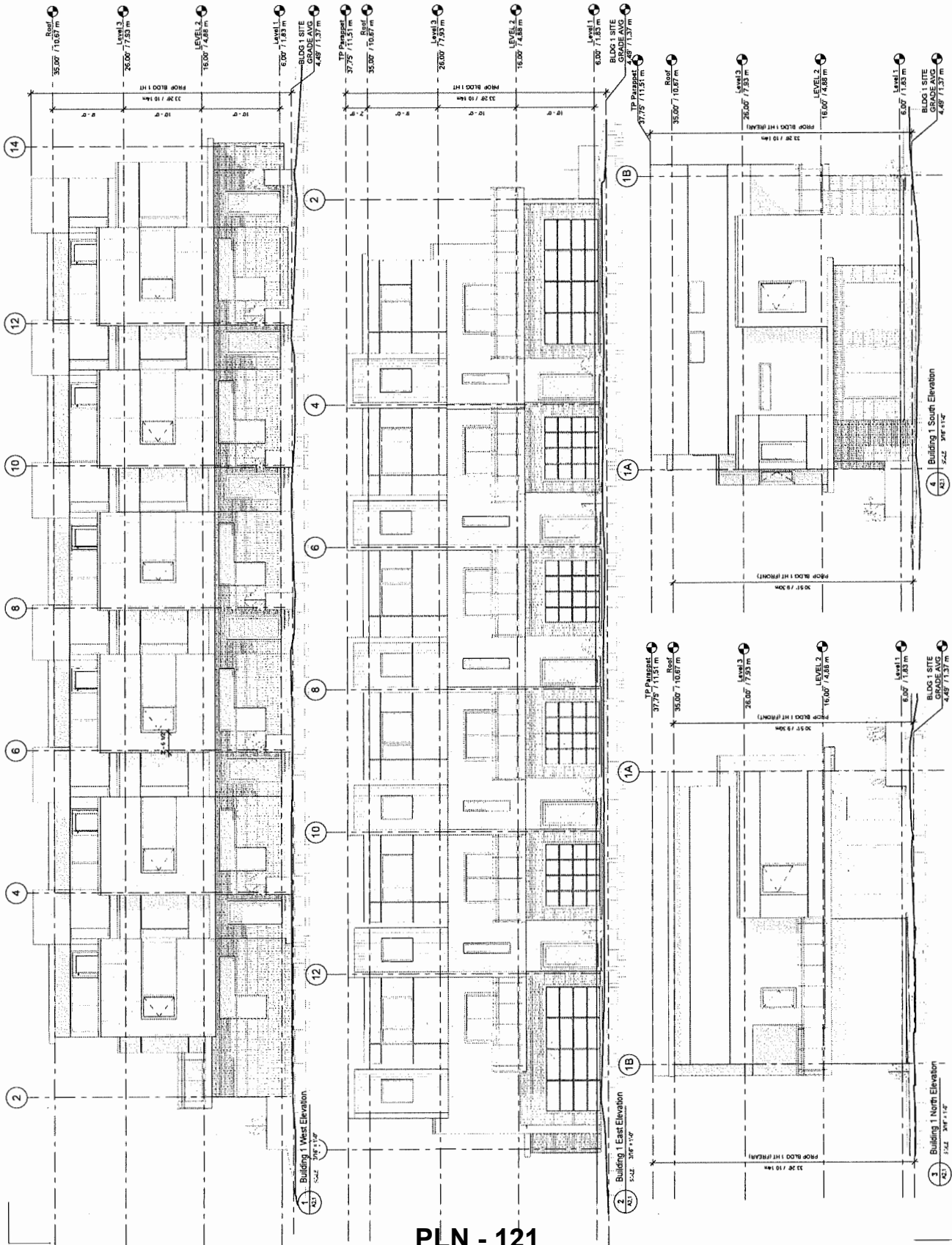
Revised:

Comments:

Project Title  
8280 NO.3 Road  
RICHMOND

Sheet Title  
BUILDING A  
ELEVATIONS

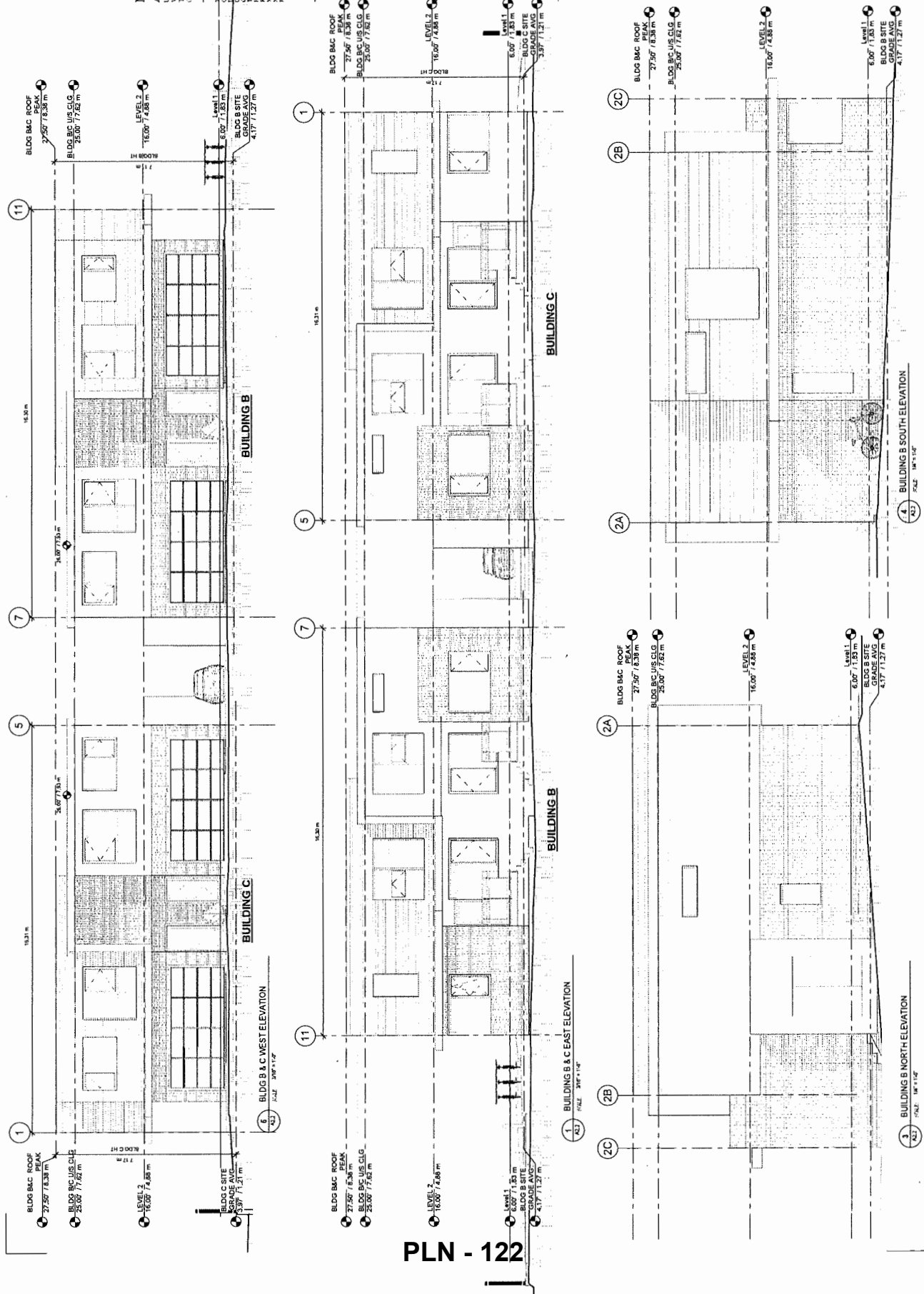
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Project Number	18RTH01
Revision Date	20180209
Drawn No.	A2.1





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Unit 302 • 670 EVANS AVENUE  
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**PLN - 122**



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Consultant:



① Building 1, Rear View



① Building 1, Front View



② BUILDING 2, 3 & 4, Rear View



① Building 1, Front View 2

Project Title  
8280 NO.3 Road  
RICHMOND

Sheet Title  
3D VIEWS

Drawn: RK	
Checked: MC	
Scale:	
Project Number: 16RTH01	Design:
Revision Date:	
Print Date: 20180228	Sheet No: A2.3

**PLN -124**






**RZ 16-733565**
**Attachment 3**

Address: 8280/8282 and 8300/8320 No. 3 Road

Applicant: Matthew Cheng Architect Inc.

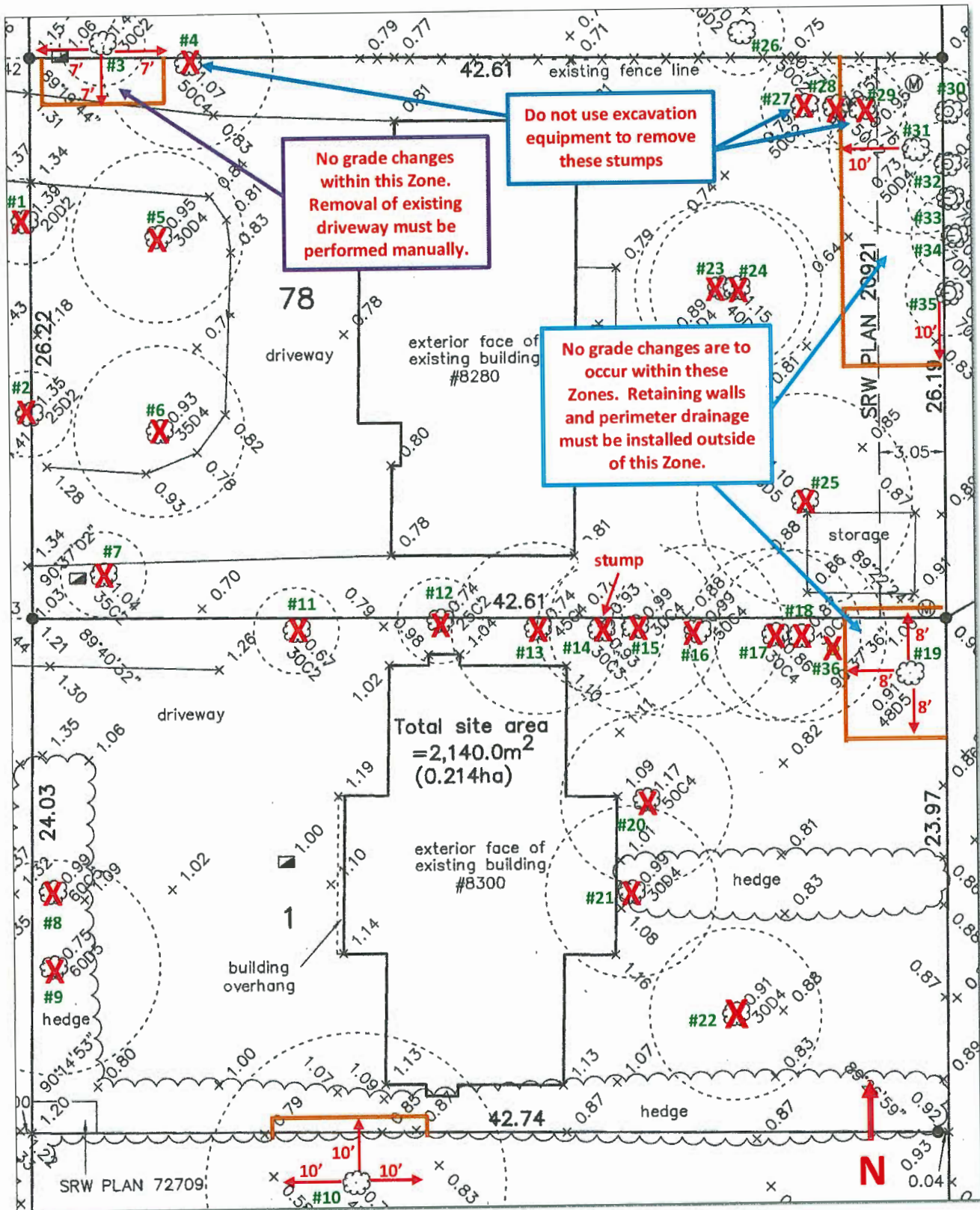
Planning Area(s): Broadmoor

	Existing	Proposed
<b>Owner:</b>	158571 BC Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	2,140 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Duplex	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Two-Unit Dwellings (RD1)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	4	10
<b>Other Designations:</b>	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	8.02 m	none
Setback – Rear Yard (m):	Min. 3.0 m	6.0 m Min. with 50% ground floor projection (at 4.5m)	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max. along No. 3 Road and 7.5 m (2 storeys) Max. along east property line	none
Lot Width:	Min. 50.0 m	50.25 m	none
Lot Depth:	Min. 35.0 m	42.67 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit + 1 (R) per secondary suite	2 (R) and 0.2 (V) + 1 (R) per secondary suite	none
Off-street Parking Spaces – Total:	21 (R) and 2 (V)	21 (R) and 2 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (20 x Max. 50% = 10)	8	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	0	none
Handicap Parking Spaces:	None when fewer than 3 visitor stalls are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.7 (Class 1) and 0.3 (Class 2) per unit	none
Off-street Parking Spaces – Total:	13 (Class 1) and 2 (Class 2)	17 (Class 1) and 3 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 10 units = 60 m <sup>2</sup>	94.89 m <sup>2</sup>	none

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



Preliminary Tree Retention &amp; Removal Plan – Scale 1:250



TREE #	SPECIES (Botanical name)	DBH (cm)	SPREAD (m) est.
1	Mountain Ash ( <i>Sorbus sp.</i> )	101 combined	1.25m
2	Mountain Ash ( <i>Sorbus sp.</i> )	167 combined	1.25m
3	Serbian Spruce ( <i>Picea omorika</i> )	32	1.25m
4	Cypress ( <i>Chamaecyparis sp.</i> )	77	3.75m
5	Birch ( <i>Betula sp.</i> )	30	3.75m
6	Birch ( <i>Betula sp.</i> )	41 combined	3.75m
7	Cedar ( <i>Thuja occ.</i> )	35 combined	1.25m
8	Douglas Fir ( <i>Pseudotsuga menziesii</i> )	60 per survey	4.25m
9	Maple ( <i>Acer sp.</i> )	60 per survey	4.25m
10	Apple ( <i>Malus sp.</i> )	48 per survey	6.25m
11	Cypress ( <i>Chamaecyparis sp.</i> )	28 combined	1.25m
12	Cedar ( <i>Thuja occ.</i> )	27 combined	1.25m
13	Cypress ( <i>Chamaecyparis sp.</i> )	47	3.75m
14	Stump	-	-
15	Hemlock ( <i>Tsuga sp.</i> )	28	3.25m
16	Cedar ( <i>Thuja sp.</i> )	41 combined	3.25m
17	Cedar ( <i>Thuja sp.</i> )	31	3.25m
18	Cedar ( <i>Thuja sp.</i> )	42 combined	3.25m
19	Catalpa ( <i>Catalpa sp.</i> )	41	3.25m
20	Cypress ( <i>Chamaecyparis sp.</i> )	61 combined	3.25m
21	Mountain Ash ( <i>Sorbus sp.</i> )	23 combined	3.25m
22	Birch ( <i>Betula sp.</i> )	30	3.25m
23	Mountain Ash ( <i>Sorbus sp.</i> )	62 combined	3.25m
24	Birch ( <i>Betula sp.</i> )	33 combined	3.25m
25	Plum ( <i>Prunus sp.</i> )	97 combined	3.75m
26	Plum ( <i>Prunus sp.</i> )	20	1.25m
27	Cedar ( <i>Thuja occ.</i> )	62 combined	1.25m
28	Cedar ( <i>Thuja occ.</i> )	51 combined	1.25m
29	Cedar	40	1.25m

TREE #	SPECIES (Botanical name)	DBH (cm)	SPREAD (m) est.
	( <i>Thuja occ.</i> )	combined	
30	Lombardy Poplar ( <i>Populus nigra</i> )	50 per survey	1.25m
31	Lombardy Poplar ( <i>Populus nigra</i> )	53	3.5m
32	Lombardy Poplar ( <i>Populus nigra</i> )	50 per survey	1.25m
33	Lombardy Poplar ( <i>Populus nigra</i> )	70 per survey	1.25m
34	Lombardy Poplar ( <i>Populus nigra</i> )	70 per survey	1.25m
35	Lombardy Poplar ( <i>Populus nigra</i> )	70 per survey	1.25m
36	Cypress ( <i>Chamaecyparis sp.</i> )	34 combined	1.25m

#### Suitable Replacement Tree Species

- Purple Fountain European Beech (*Fagus sylvatica* 'Purple Fountain')
- Japanese Tree Lilac 'Ivory Silk' (*Syringa reticulata* 'Ivory Silk')
- Japanese maple (*Acer palmatum sp.*)
- Persian Ironwood (*Parrotia persica*)
- Stewartia (*Stewartia pseudocamellia*)
- Ginkgo 'Princeton Sentry' (*Ginkgo biloba* 'Princeton Sentry')
- Dik's Weeping Cypress (*Chamaecyparis lawsoniana* 'Dik's Weeping')
- Serviceberry (*Amelanchier x grandiflora* 'Autumn Brilliance')
- Oriental Dogwood (*Cornus kousa*)
- Paperbark maple (*Acer griseum*)
- Threadleaf Cypress (*Chamaecyparis pisifera* 'Fillifera')
- Sentinel Columnar pine (*Pinus nigra* 'sentinel')

*Picea omorika* (Serbian spruce)



**Address:** 8280/8282 and 8300/8320 No. 3 Road

**File No.:** RZ 16-733565

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9856, the developer is required to complete the following:**

1. Consolidation of both lots into one development parcel (which will require the demolition of all existing dwellings).
2. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the entire area of the proposed entry driveway from No. 3 Road, the truck turnaround area proposed opposite to the entry driveway, and the internal north-south manoeuvring aisle, in favour of future residential (townhouse) developments to the north and south. Language should be included in the SRW document that the truck turnaround area can be removed from the SRW area and used as additional outdoor amenity space for the sole use of the subject development when the adjacent property to the south is redeveloped into townhouses and on-site truck turnaround is accommodated on the entry driveway and the internal drive aisle on the subject and adjacent developments to the south. Language should also be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
3. Registration of a cross-access easement agreement over the garbage/recycling/organic waste collection facility (design as per Development Permit for 8280/8282 and 8300/8320 No. 3 Road), in favour of the future residential (townhouse) development at 8260/8266 No. 3 Road, allowing access to/from the garbage/recycling/organic waste collection facility at the development site.
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
  - a) No final Building Permit inspection granting occupancy will be completed until one secondary suite is constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
  - b) One surface parking stall is assigned to the unit with a secondary suite, and that the parking stall will be for the sole use of the secondary suite of the unit.
  - c) The secondary suite cannot be stratified or otherwise held under separate title.
6. Discharge of restrictive covenants:
  - a) AD281208 from Title of 8280/8282 No. 3 Road.
  - b) AB169999 from Title of 8300/8320 No. 3 Road.
7. Registration of a legal agreement on Title, prohibiting the conversion of the tandem parking area into habitable space.
8. Registration of a legal agreement on Title, identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
9. 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 on site and 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.
10. City acceptance of the developer's offer to voluntarily contribute \$5,000.00 to the City's Tree Compensation Fund for the planting of ten replacement trees within the City. If additional replacement trees (over and beyond the 36 replacement trees as proposed at the rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on-site.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$25,000 in total) to ensure the replacement planting will be provided.

11. City acceptance of the developer's offer to voluntarily contribute \$2,600 to Parks Division's Tree Compensation Fund for the removal of two Mountain Ash trees located on the City's boulevard in front of the site.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

12. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$55,285.25) to the City's affordable housing fund.
13. City acceptance of the developer's offer to voluntarily contribute \$0.81 per buildable square foot (e.g. \$11,195.26) to the City's Public Art fund.
14. Contribution of \$10,000 in-lieu of on-site indoor amenity space.
15. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that all trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works

- Using the OCP Model, there is 1001 L/s of water available at a 20 psi residual at the No. 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

- At the Developers cost, the City is to:
  - Install one new water service connection, off of the existing 400 mm AC watermain on No. 3 Road. Meter will be placed on site (i.e. mechanical room).
  - Cut and cap at main, the two existing water service connections at the No. 3 Road frontage.

#### Storm Sewer Works

- At Developer's cost, the City is to:
  - Install a new storm service connection off of the existing box culvert along No. 3 Road complete with inspection chamber.
  - Cut, cap and remove the existing service connection and inspection chamber STIC59019.

#### Sanitary Sewer Works

- The Developer is required to:
  - Not start on-site building construction prior to completion of rear yard sanitary works.
- At Developer's cost, the City is to:
  - Install a new sanitary service connection off of the existing manhole SMH2399 at the northeast corner of the subject site. The manhole will serve as the inspection chamber.
  - Cut and cap the existing sanitary service leads along the east property line of the development site.

#### Frontage Improvements

- The Developer is required to:
  - Remove the existing sidewalk behind the curb and backfill the area to provide a minimum 1.5 m wide grass/treed boulevard (width of the boulevard is exclusive of the 0.15 m wide top of curb).
  - Construct a new 1.5 m wide concrete sidewalk behind the new boulevard and next to the property line. The new sidewalk is to transition to connect to the existing sidewalk north and south of the subject site.
  - The new sidewalk may have to be designed to go around trees that have been identified for retention. Consult Parks on the design of the new sidewalk to ensure that tree root systems are not compromised and natural irrigation can be maintained.
  - The frontage improvements identified under above are to be extended across the frontage of 8260/8266 No. 3 Road.
  - Road dedication would be required if the existing width between the curb and the property line is not sufficient to accommodate the required minimum frontage improvements noted above.
  - All existing driveways along the subject site's No. 3 Road frontage are to be closed permanently and replaced by a single driveway.
    - Remove the existing driveway crossings and replace with barrier curb/gutter, boulevard and sidewalk per standards described above. The applicant is responsible for the design and construction of curb/gutter, sidewalk and boulevard as part of the driveway closure works in addition to other required frontage improvements.
    - Design new driveway to City design standards (6.7 m driveway width at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard).
  - Coordinate with BC Hydro, Telus and other private communication service providers
    - To underground Hydro service lines.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.



### General Items

- The Developer is required to:
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
  - Provide, prior to soil densification and preload installation, a geotechnical assessment of preload and soil densification impacts on the existing utilities surrounding the development site and provide mitigation recommendations.
- 5. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

### **Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9856 (RZ 16-733565)  
8280/8282 and 8300/8320 No. 3 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 **"Low Density Townhouses (RTL4)"**.

P.I.D. 003-476-375

Lot 78 Section 21 Block 4 North Range 6 West New Westminster District Plan 20790

P.I.D. 004-962-451

Lot 1 Section 21 Block 4 North Range 6 West New Westminster District Plan 72708

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9856"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>E.I.</i>
APPROVED by Director or Solicitor <i>BK</i>

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee

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**To:** Planning Committee

**Date:** April 5, 2018

**From:** Barry Konkin  
Manager, Policy Planning

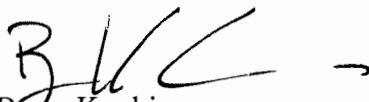
**File:** 08-4057-00/Vol-1

**Re:** Proposed City Response to Residential Strata Redevelopment

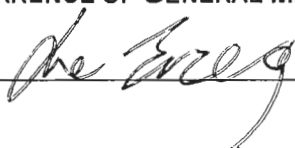

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### Staff Recommendation

1. That the staff report titled "Proposed City Response to Residential Strata Redevelopment" dated April 5, 2018, from the Manager, Policy Planning be received for information;
2. That staff be directed to only commence processing development applications for sites occupied by a pre-existing multiple-family residential strata building where there is a written record of the Supreme Court ruling confirming wind-up of the strata corporation, or where there is a written record of 100% support from all owners of a strata with fewer than 5 units, and, in either case, where information is provided related to the building's condition and confirmation has been provided on the developer's relocation assistance to any owner not in support of the strata wind-up.
3. That a letter be sent to the Premier of British Columbia, and the Minister of Municipal Affairs and Housing, with copies to all Richmond Members of the Legislative Assembly, and the Leader of the Third Party, and the Leader of the Official Opposition, requesting that the Province review the provisions of Bill 40 which enables wind-up of a strata corporation with less than unanimous support from strata owners.

  
Barry Konkin  
Manager, Policy Planning

BK:je  
Att. 3

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



## Staff Report

### Origin

In July 2016, the previous Provincial government approved Bill 40 of the *Strata Property Act*, which enabled strata corporations to “wind-up” and cancel a strata plan where 80% or more owners vote in favour of the wind-up. Prior to the amendment to the *Strata Property Act*, 100% agreement of owners or a court order was required in order to wind-up a strata corporation.

Since the changes to the Act were enacted by the Province and came into force, the wind-up of strata corporations has become an emerging issue in the City. Staff have received numerous inquiries from developers, strata corporations and real estate agents regarding potential redevelopment of existing strata townhouse and apartment developments. As the Province now enables a strata to wind-up with a vote of 80% of owners in favour, up to 20% of residents may be forced to sell their homes and relocate against their wishes.

As Richmond’s first strata corporation wind-up was recently approved by the Supreme Court of BC, and staff continue to receive inquiries related to the wind-up of other strata sites, time is of the essence in addressing this issue. A clear Council policy on this issue will assist staff and avoid undue pressure on strata owners due to a development application being submitted prior to resolution of the wind-up.

Staff wish to emphasize to Council that as strata wind-up is regulated by the Province through the *Strata Property Act*, and involves private property owners (strata owners) and potential purchasers or developers, there is no approval role for local government in the wind-up process. Provincial regulations rely on the BC Supreme Court to review the application and approve of the wind-up process.

This report responds to Council’s 2014-2018 Term Goal #3 A Well-Planned Community:

*Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.*

*3.1. Growth and development that reflects the OCP, and related policies and bylaws.*

### Analysis

#### Bill 40 Process for Termination (Winding Up) of Strata Corporations

Bill 40 allows a strata corporation to proceed to wind-up with a vote of at least 80% of all registered owners (not all owners present or those holding proxies) in favour of the wind-up resolution. Under Bill 40, the BC Supreme Court must also review the proposal, confirm that all required steps have been met, and confirm that no owners are unfairly treated. Unless a strata corporation has fewer than 5 units, Supreme Court review is required for all strata corporation wind-up applications even if there is a vote of 100% of owners in favour of the resolution.

We note for Council that a strata corporation with fewer than 5 units can apply to the Land Title Office to cancel the strata plan, with confirmation of a unanimous vote on the wind-up resolution. No BC Supreme Court order is required.

For strata corporations with 5 or more units and at least 80% of owners voting in support of the wind-up, Bill 40 requires the Supreme Court to consider:

- whether the application is in the best interests of the strata owners;
- the probability and extent of any significant unfairness to an owner or charge holder if the wind-up is confirmed or not confirmed; and
- the probability and extent of significant confusion or uncertainty in the affairs of the strata corporation, whether wind-up is confirmed or not.

Under Bill 40, following the BC Supreme Court review and court order approving of the proposed wind-up, owners have the right to file an appeal within 30 days of the Court order.

See Attachment 1 for the Province's overview of the process for cancellation of a strata plan and winding up of a strata corporation under Bill 40.

#### Precedents in the Metro Vancouver

There is significant interest across the Metro Vancouver region in winding up existing strata corporations for the purpose of redevelopment. Staff have reviewed how other municipalities respond to proposed strata wind-ups, and if there are requirements imposed for development applications. None of the municipalities have adopted Council policies for applications involving strata-wind-up, however, the City of Vancouver and the District of North Vancouver have developed processes for rezoning applications that involve strata wind-up.

See Attachment 2 for a table summarizing the processes other municipalities are following to address this issue.

#### Strata Redevelopment Pressure

The recent Provincial government changes to the *Strata Property Act* have resulted in increased interest in stratified multi-family residential sites for redevelopment.

#### Multi-Family Residential Strata Units in Richmond – Potential Magnitude of Redevelopment

Staff analysis shows that there are 259 multi-family strata sites in Richmond that were built in 1990 or earlier, with over 13,000 strata-titled dwelling units. These statistics demonstrate the potential magnitude of residential strata units that could be subject to redevelopment, particularly with the easier wind-up process enabled by the *Strata Properties Act*. Staff are of the opinion that buildings constructed after 1990 are less likely to be redeveloped at this time, given their age. Table 1 provides a breakdown of strata apartment buildings and townhouses sites, with corresponding number of units, built between 1970 and 1990:

**Table 1: Strata Units Built Prior to 1990**

Age of Building	Number of Buildings (Apartments) or Sites (Townhomes)	Number of Units
1970 and older	12	780
1971 to 1980	64	5,345
1981 to 1990	183	7,097
<b><i>Total</i></b>	<b>259</b>	<b>13,222</b>

The Metro Vancouver 2017 Housing Data Book estimates that there are 4,223 rented private condominiums (apartments and townhomes) in Richmond. In an analysis completed by staff, that number is potentially higher: based on Home Owner Grant applications in 2017 for strata units, approximately 7,533 strata units in Richmond did not claim the Home Owner Grant. These units are not owner-occupied and it is possible that these units may be rental units.

Approximately 1,175 of these strata units are listed as secured market rental housing by the Canadian Mortgage and Housing Corporation (CMHC), and as a result could also be subject to any City-adopted policies on market rental housing.

#### Implications of Strata Wind-up and Redevelopment

Strata wind-up and redevelopment of existing stratified multiple-family residential buildings has potential negative consequences: it displaces owners who do not support the wind-up and any tenants, reduces local affordable home ownership opportunities, and removes units from the secondary rental market.

##### *1. Displacement*

Under Bill 40, up to 20% of owners in a building may not agree to winding-up the strata and would be forced to sell their homes against their wishes. New or comparable housing in the area may be limited or unaffordable to owners.

##### *2. Loss of affordable home ownership or secondary rental market units*

Existing older strata buildings provide options for lower priced home ownership, and are a component of the secondary rental market. It is estimated that 15,500 Richmond households find housing in the secondary rental market. Redevelopment of older stratified multiple-family residential may reduce options for affordable home ownership and remove units from the secondary rental market housing in the city.

#### **Policy Recommendations**

Staff recommend that Council pass a policy resolution to address on-going pressures on existing older stratified multiple-residential buildings. A policy by Council resolution will enable staff to provide a quick response to any possible future legislation changes enacted by the Provincial government, as a bylaw amending the Official Community Plan would not be required. This

would allow staff to assess legislative changes, and present required amendments to the policy in a timely manner.

As staff cannot refuse the submission of a development application, it is recommended that processing of development applications for existing stratified multiple-family residential strata sites only be commenced when there is confirmation that the mandatory process has concluded. Where the stratified multiple-family residential strata site has more than 5 units, and as a result requires confirmation by the Supreme Court of BC, staff also recommend that such an application not be processed until 30 days following the Supreme Court order. By waiting 30 days, which is the appeal period permitted through the *Strata Property Act*, the City mitigates the risk that the court order would be overturned. It is extremely unlikely that an unsuccessful appellant in a strata wind-up matter at the provincial level would be heard by the Supreme Court of Canada, and as a result a court order from the BC Supreme Court can be considered a definitive action.

For a development application that involves an existing stratified multiple family residential site with fewer than 5 units, and as a result is not required to be confirmed by the Supreme Court of BC, Staff recommend that processing not be commenced until the City has received written confirmation of a favourable vote by 100% of all owners, and a copy of the certificate of Strata Corporation stating that the resolution required to be passed by under the *Strata Property Act* to cancel a strata plan has been passed.

The intent of the proposed policy is to prevent additional pressure being placed on owners as a result of a development application being submitted before the strata corporation completes wind-up.

#### Proposed Policy

The proposed policy requires that the following information be submitted prior to the processing of a rezoning or a Development Permit application for a multiple family residential strata site:

- i. For any strata corporation with 5 or more units, certified confirmation of the Supreme Court decision on the strata's application for wind-up (i.e. the court order).
- ii. For any strata corporation with 5 or more units, written confirmation that at least 80% of owners voted to wind-up the strata, including the total number of owners in support, not in support, or absent from the vote.
- iii. Meeting minutes from the General Meeting where the resolution to wind-up was approved and a letter describing the rationale for the wind-up, the general processes followed by the strata, and how the views of any dissenting owners were considered during that process.
- iv. A certificate of Strata Corporation (Form E of the *Strata Property Regulation*) stating that the resolution required to be passed under *the Strata Property Act* to cancel a strata plan has been passed.
- v. A statutory declaration by the applicant / new owner executed at least 30 days after the date of the court order confirming the resolution to cancel the strata plan, and



confirming that as of the date of the statutory declaration, there has been no appeal filed with the Supreme Court in relation to that court order.

- vi. A Building Condition Assessment Report or a Depreciation Report which justifies that the building(s) is in such an advanced state of disrepair that redevelopment is more practical than repair or maintenance. The report would include the life expectancy of the building, the state of repair, the cost of necessary repairs or major maintenance projects, and degree of compliance with all City bylaws, servicing standards and requirements.
- vii. A statement on how the developer has offered assistance to any owner opposed to the wind-up. This may include:
  - Assistance with finding alternative accommodation;
  - Offering free or discounted rent following completion of the sale but prior to demolition of the building;
  - Offering significant notice to vacate the unit for site redevelopment after completion of the sale; and/or
  - Offering the first opportunity to purchase new units.

As a note to Council, a statutory declaration is similar to an oath made in court, and any false declaration would be considered perjury under the Criminal Code of Canada. In addition to the declaration submitted by the applicant/new owner, staff will verify through the court registry whether any appeals were made during the 30 day period following issuance of the court order.

See Attachment 3 for a draft Bulletin outlining the proposed policy.

Should Council endorse the proposed Residential Strata Redevelopment Policy, staff will refer the policy to the members of the development community (e.g. Urban Development Institute) and the Condominium Homeowners' Association of British Columbia (an industry resource and advocacy group for strata home owners across the province) for their information.

In addition, as the process for strata redevelopment with less than 100% support of owners is under the Province's jurisdiction through the *Strata Properties Act*, Staff recommend that a letter be sent to the Premier of BC, the Leader of the Opposition and the Minister of Municipal Affairs and Housing, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, and the Leader of the Official Opposition, requesting that the Province review the provisions of Bill 40.

### **Financial Impact**

None.

### **Conclusion**

Since 2016, when the Province approved Bill 40 of the *Strata Property Act*, strata corporations have been able to wind-up with only 80% rather than 100% of owners voting in favour. Since the bill came into force, staff have received a number of redevelopment inquiries.

This report provides a summary of the strata wind-up process and recommends that staff be directed through a Council resolution to not consider redevelopment applications for sites occupied by existing stratified multiple-family residential buildings unless the criteria outlined in this report are met.

It is further recommended that the City forward a letter to to the Premier of British Columbia, and the Minister of Municipal Affairs and Housing, with copies to all Richmond Members of the Legislative Assembly, and the Leader of the Third Party, and the Leader of the Official Opposition, to request reconsideration of Bill 40 and the strata corporation wind-up procedures.



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Attachment 1: Provincial Overview of the Process to Terminate (Wind-Up) Strata Corporations

Attachment 2: Environmental Scan (Metro Vancouver) of Residential Strata Redevelopment  
Requirements

Attachment 3: Bulletin: Proposed City Response to Residential Strata Redevelopment



## Termination (Winding Up) of Strata Corporations

Strata corporations can now terminate (wind up and cancel the strata plan) with an 80% vote of all owners, instead of the previous unanimous voting requirement.

It is strongly recommended that a strata corporation considering termination seek independent professional and legal advice well in advance of a vote to wind up (terminate). There are many steps in the termination process and not all of these are referenced in strata legislation.

Bare land strata corporations ("strata subdivisions") wishing to terminate must also notify the applicable local government 90 days in advance. A bare land strata corporation considering termination may wish to transfer responsibility for bare land strata services (e.g. sewer, roads, water) to local government. *The applicable local government does not have to accept responsibility for any bare land strata services. Prior to a vote on termination, the strata should clarify how services will be provided.*

This page provides a basic overview of the strata termination process; it is not a substitute for legal advice.

Learn more on this page:

[Why Would a Strata Corporation Choose to Terminate?](#)

[From Unanimous to 80%](#)

[Overview of the Termination Process](#)

[Exploring Termination](#)

[Giving Notice of a General Meeting for a Termination Vote](#)

[Voters](#)

[Court Oversight](#)

[Submitting an Application to the Land Title Office](#)

[Bare Land Stratas - Additional Requirement](#)

### Why Would a Strata Corporation Choose to Terminate?

Under some circumstances, terminating a strata corporation may be the best choice for strata lot owners. As some older strata corporations reach the end of their life cycle, the cost of repair may not make economic sense or owners may not have the financial ability to pay for the necessary repairs. Sometimes the land can be sold for redevelopment; for example, a low-rise building could be redeveloped into a building with many more units.

Bare land stratas ("strata subdivisions") may want to terminate as well; this is known as cancelling the bare land strata plan. For example, a bare land strata corporation may want to convert to a fee simple (non-strata titled) subdivision or, in certain circumstances, become a single parcel with "tenants-in-common".

### From Unanimous to 80%

Effective July 28, 2016, strata owners are now able to terminate (wind up) their strata corporation with an 80% vote instead of the previous difficult-to-achieve unanimous voting requirement. Many other jurisdictions, including Alberta and Ontario, do not require a unanimous vote to terminate.

The 80% vote means the termination resolution **must have 80% approval of all the registered owners**. It is not a quorum vote. Unlike majority and 3/4 votes, it is not an 80% vote of those owners present, or holding proxies, at the meeting (learn more in [types of voting](#)). For strata corporations with fewer than 5 strata lots, the 80% voting threshold is effectively unanimous.

Given the significance of terminating a strata corporation, there is court oversight to protect any dissenting owners and registered charge holders (e.g. mortgage providers).

[These changes to the Strata Property Act](#) are based on the [BC Law Institute's recommendations](#). There was extensive public consultation and the changes are widely supported by the strata community.

### Overview of the Termination Process

Voluntary winding up from initial exploration to finalizing the sale (or liquidating) and owners moving out can take up to 18 months or even longer. This section provides a general overview of voluntary winding up but it does not list all the steps. Strata corporations are strongly advised to seek independent professional and [legal advice](#) from a knowledgeable strata lawyer as it is important to understand the full termination process and implications, well in advance of a vote to wind up a strata corporation. A lawyer can also advise on the pros and cons of voluntarily winding up with and without the services of a liquidator. (In addition to voluntary winding up, the *Strata Property Act* also continues to allow a court-ordered winding up, a rare occurrence).

Sometimes strata lot owners may be concerned about protecting their interests. The termination process has a number of safeguards built in including: advance notification to every owner; an 80% vote of approval from all owners (not a quorum vote from those present, or holding proxies, at a meeting); and court oversight. However, individual owners may also wish to consult a strata lawyer for independent advice.

Listed below are some other resources if termination is being considered:

- [Strata associations](#) have information about the new termination process and may offer consultation services for a fee.
- The [Civil Resolution Tribunal \(CRT\)](#) does not replace the court's role in the termination process. However the CRT can play a role to address certain unfair actions under sections 164 and 173 of the *Strata Property Act*. The CRT may make an order:
  - regarding an action or threatened action by the strata corporation, including the council, in relation to an owner or tenant
  - regarding a decision of the strata corporation, including the council, in relation to an owner or tenant

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- directed at the strata corporation, the council or a person who holds 50% or more of the votes, if the order is necessary to prevent or remedy a significantly unfair action, decision or exercise of voting rights.
- If there are concerns about professionals not acting in good faith, please check with their professional disciplinary bodies.
- Additional information on the termination process includes: CHOA's spring 2016 Journal Article "[How Simple is Liquidation of a Strata Corporation?](#)" and a [termination \(winding up\) infographic](#) by Clark Wilson LLP.

### Exploring Termination

Often a termination process starts when a developer approaches a strata corporation wishing to buy all the strata lots for redevelopment. Or a strata corporation may be interested in winding up and selling for redevelopment because of excessive repair and maintenance costs.

Open and transparent communication with owners is essential. Information meetings should be held with owners from the very beginning to discuss options and collectively learn more about termination (winding up) including disbursement of funds to owners (if selling to a developer), costs and fees.

Owners will also want to understand how funds from selling would be disbursed. Disbursement to owners will be affected by when the strata plan was filed: before August 1974, unit entitlement; August 1974 to 2000, interest upon destruction; after 2000, relative assessed values.

If the majority of owners are interested in termination, usually a resolution is adopted to enable the strata council to move the process forward and hire legal counsel. Given the costs of the legal review and governance implications, the strata council should only proceed once the owners have formally given direction. The strata corporation is strongly advised to obtain independent legal and professional advice.

The strata council may also hire a real estate broker to market the property or negotiate an offer from a developer. When hiring a broker, the strata corporation's legal counsel should closely review: the terms and conditions of the agency agreement; the commission rates; and whether any type of limited dual agency (i.e. representing both buyer and seller) is permitted.

There is no set procedure but once an eligible offer has been received, a resolution to terminate can be drafted. The winding up resolution should be drafted by the strata's legal counsel and will usually be a detailed multi-paged document. The termination resolution will authorize termination of the strata plan, authorize the strata corporation to apply to the Supreme Court for termination orders and a vesting order authorizing the cancellations of the strata plan and winding up of the strata corporation; approve expenditures (funding for the lawyer, liquidator, liquidator's legal representation, fees and commissions); and may also address miscellaneous matters like move out timelines or rent-free periods.

### Giving Notice of a General Meeting for a Termination Vote

A strata corporation is required to give at least two weeks' written notice of a general meeting. However if the agenda includes a resolution on termination, the strata must give at least four weeks' written notice. Four weeks actually means at least 32 days when also considering the notice requirements under the *Interpretation Act*. If the general meeting is called by petition, then eight weeks' written notice (at least 60 days when also considering the notice requirements under the *Interpretation Act*) is needed.

The notice of the general meeting to vote on termination must be given to all persons who are entitled to receive the meeting notice, regardless of whether a person previously waived the right to receive notification. Learn more about [notice requirements](#) and [preparing for a general meeting](#).

### Voters

**Approving a strata termination resolution requires an 80% vote of approval from all the strata owners.** It is not a quorum vote of those owners present or holding proxies at a meeting.

Given the importance of a termination resolution, all strata owners are eligible to vote on the resolution, regardless of any provisions in the bylaws making a strata owner ineligible to vote if the owner has unpaid special levies or unpaid strata fees.

In some situations a mortgagee (the person, organization or financial institution holding the mortgage) of a strata lot may vote at a general meeting on matters relating to insurance, maintenance, finance or other matters affecting the security for the mortgage. However, a mortgagee is not permitted to vote on a resolution to terminate a strata corporation.

### Court Oversight

After passing a resolution to terminate, a strata corporation with five or more strata lots must apply to the BC Supreme Court for an order confirming termination.

For small strata corporations with fewer than five lots, the requirement for an 80% vote to terminate is effectively unanimous. These stratas may choose whether to apply for a court order or not. On the one hand, obtaining a court order has a cost. On the other hand, having a court order means small strata corporations do not have to get unanimous written consent of the registered chargeholders.

The *Strata Property Act* provides guidance to the court in how to consider the best interests of the owners, including any significant unfairness to any dissenting minority owners or registered charge holders (e.g. mortgage provider) and ensures all parties have a standing in court.

### Submitting an Application to the Land Title Office

When the strata corporation is ready to submit an application to the Land Title Office to cancel a strata plan, the strata corporation in addition to other documents, must include the following:

If the strata has obtained a court order:

- a Certificate of Strata Corporation confirming:
  - the winding up (termination) resolution has passed, and
  - the strata corporation has no debts other than the debts held by holders of registered charges.
- a copy of the court order

If the strata has fewer than 5 strata lots (and does not obtain a court order):

- the written consent of all holders of registered charges

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- a Form E Certificate of Strata Corporation for Section 274 confirming:
  - the winding up (termination) resolution has passed, and
  - the strata corporation has no debts other than the debts held by persons who have consented in writing to the winding up of the strata corporation.

### **Bare Land Stratas Additional Requirement: Notification of Intent to Cancel**

In addition to the process outlined above, bare land strata corporations must also meet another requirement in order to terminate.

Bare land strata corporations ("strata subdivisions") wishing to terminate must notify the applicable local government 90 days in advance. A bare land strata corporation considering termination may wish to transfer responsibility for bare land strata services (e.g. sewer, roads, electricity) to local government.

*However, the applicable local government does not have to accept responsibility for any bare land strata services and this may prevent the bare land strata from terminating.*

#### **Bare Land Strata Subdivision Services**

Many bare land strata corporations have significant responsibilities for common property and limited common property such as roads, water, sewage, hydro and recreation facilities.

However, a bare land strata corporation's water and sewer services may or may not be provided by the local government and may or may not be constructed, installed and maintained to local government standards. Local government subdivision standards may also differ for things like building setbacks, road widths, road construction, road finishing, sidewalks, curbs and gutters. In Electoral Areas (parts of Regional Districts) roads are the responsibility of the Province and strata roads may or may not meet provincial standards.

- It is strongly recommended that a bare land strata corporation wishing to cancel a strata plan (terminate the strata) consult with the appropriate local government officials (including those in development and planning) *well in advance of submitting an application to cancel a bare land strata plan, e.g. six months.*
- It is very important that the bare land strata corporation and the appropriate local government have come to a shared agreement, with legal documentation, about who will be responsible for the bare land strata property's common property and assets and the associated repair and maintenance costs if the bare land strata terminates. This shared agreement should be reached *before* owners vote on a termination resolution.  
If a bare land strata corporation does not reach a shared agreement with the appropriate local government (or in some cases the Province) and terminates without having an approved subdivision plan, the owners could inadvertently become "tenants-in-common" on a single land parcel. Being "tenants-in-common" has significant legal implications including not being governed by strata legislation.

*A bare land strata corporations cannot unilaterally transfer their responsibilities for strata services to local government.*

#### **Form BL-A Notice of Intent to Wind Up a Strata Corporation and Cancel a Bare Land Strata Plan**

Before submitting an application to the registrar in Land Titles to cancel a bare land strata plan, the bare land strata corporation must provide notice of the cancellation to the appropriate local government 90 days in advance using "Form BL-A Notice of Intent to Wind Up a Strata Corporation and Cancel a Bare Land Strata Plan".

The notification requirement is a step to help ensure that the bare land strata corporation and the applicable local government (e.g. municipality or regional district or, in some situations, the Province) are aware of their respective termination responsibilities and have come to a mutual agreement.

Like other strata corporations contemplating termination, bare land strata corporations are strongly advised to retain independent legal counsel familiar with strata law and bare land strata corporations.

#### **References:**

Strata Property Act: Sections 43, 45, 54, 273.1, 274, 278.1, 279, 284

Bare Land Strata Plan Cancellation Regulation: Section 2.1

*The information on strata housing is provided for the user's convenience as a basic starting point; it is not a substitute for getting legal advice. Learn more about the site's purpose and limits. The content on this website is periodically reviewed and updated by the Province of British Columbia as per the date noted on each page: February 20, 2017.*

## **Professional and Legal Advice**

It is highly recommended stratas get independent professional and legal advice if considering termination.

- Options for Getting Legal Advice

Strata associations offer useful information for strata owners and strata council members.

- CHOA (Condominium Home Owners Association of BC)
- VISQA (Vancouver Island Strata Owners Association)
- CCI Vancouver Chapter (Canadian Condominium Institute)

## **Strata Legislation**

### Environmental Scan (Metro Vancouver) of Residential Strata Redevelopment Requirements

Municipality	Residential Strata Redevelopment Requirements
City of Vancouver	<ul style="list-style-type: none"> <li>• At the time of a rezoning application involving strata wind-up, proof is required that an application has been filed with the Supreme Court to cancel the strata plan and wind-up the strata corporation.</li> <li>• If the applicant is a developer who owns 80% or more of the strata lots at the time of making an application, the application may be accepted as long as the remaining owners authorize the applicant to submit an application on their behalf, in lieu of presenting proof of filing with the court.</li> <li>• Prior to a rezoning application being considered by Council at a public hearing, the City requires proof that the strata plan has been cancelled and that the strata corporation has been wound up. An updated title search showing that the property is no longer strata-titled is considered acceptable proof.</li> <li>• While a rezoning application may proceed while a strata wind-up is in process (subject the requirements noted above), the City will not grant final approval until the strata wind-up has been completed</li> </ul>
District of North Vancouver	<ul style="list-style-type: none"> <li>• At the time of a preliminary rezoning application, the District requires a letter from the strata president showing that at least 80% of owners supported the wind-up, and the meeting minutes showing the total number of owners in support of wind-up.</li> <li>• In order to accept a detailed rezoning application, the District requires confirmation that there is a single owner of the property or that wind-up has been approved by the court and the applicant has been granted signing authority.</li> <li>• Where there is a rental component, the developer is asked to provide a housing strategy for tenants, such as hiring a consultant to assist with relocation to comparable housing.</li> <li>• The District is currently reviewing two rezoning applications for strata redevelopment.</li> </ul>
Other Municipalities	<ul style="list-style-type: none"> <li>• The Cities of Burnaby Coquitlam and New Westminster have received inquiries related to the redevelopment of strata wind-up sites, and the City of Coquitlam has received a rezoning application for a strata wind-up site.</li> <li>• None of these cities have any additional requirements.</li> </ul>

**BULLETIN: City Response to Residential Strata Redevelopment**

The City will not commence processing of any rezoning or Development Permit application that involves an existing stratified multiple-family residential strata site, until the following has been submitted:

- i. For any strata corporation with 5 or more units, certified confirmation of the Supreme Court decision on the strata's application for wind-up (i.e. the court order).
- ii. For any strata corporation with 5 or more units, written confirmation that at least 80% of owners voted to wind-up the strata, including the total number of owners in support, not in support, or absent from the vote.
- iii. Meeting minutes from the General Meeting where the resolution to wind-up was approved and a letter describing the rationale for the wind-up, the general processes followed by the strata, and how the views of any dissenting owners were considered during that process.
- iv. A certificate of Strata Corporation (Form E of the *Strata Property Regulation*) stating that the resolution required to be passed under *the Strata Property Act* to cancel a strata plan has been passed.
- v. A statutory declaration by the applicant / new owner executed at least 30 days after the date of the court order confirming the resolution to cancel the strata plan, and confirming that as of the date of the statutory declaration, there has been no appeal filed with the Supreme Court in relation to that court order.
- vi. A Building Condition Assessment Report or a Depreciation Report which justifies that the building(s) is in such an advanced state of disrepair that redevelopment is more practical than repair or maintenance. The report would include the life expectancy of the building, the state of repair, the cost of necessary repairs or major maintenance projects, and degree of compliance with all City bylaws, servicing standards and requirements.
- vii. A statement on how the developer has offered assistance to any owner opposed to the wind-up. This may include:
  - Assistance with finding alternative accommodation;
  - Offering free or discounted rent following completion of the sale but prior to demolition of the building;
  - Offering significant notice to vacate the unit for site redevelopment after completion of the sale; and/or
  - Offering the first opportunity to purchase new units.