

Planning Committee

Anderson Room, City Hall 6911 No. 3 Road Tuesday, June 18, 2019 4:00 p.m.

Pg. # ITEM

MINUTES

PLN-6

Motion to adopt the minutes of the meeting of the Planning Committee held on June 4, 2019.

NEXT COMMITTEE MEETING DATE

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

COMMUNITY SERVICES DIVISION

1. DRAFT CULTURAL HARMONY PLAN 2019–2029

(File Ref. No. 07-3300-01) (REDMS No. 6192246 v. 7)

PLN-12

See Page PLN-12 for full report

Designated Speaker: Kim Somerville

STAFF RECOMMENDATION

(1) That the Draft Cultural Harmony Plan 2019–2029, as outlined in the staff report titled "Draft Cultural Harmony Plan 2019–2029", dated May 23, 2019, for the purpose of seeking public feedback on the Draft Plan be approved; and

(2) That staff report back with the final Cultural Harmony Plan, including a summary of public feedback.

PLANNING AND DEVELOPMENT DIVISION

2. APPLICATION BY FOUGERE ARCHITECTURE INC. TO AMEND SCHEDULE 2.14 OF OFFICIAL COMMUNITY BYLAW 9000 (HAMILTON AREA PLAN), CREATE THE "TOWN HOUSING - HAMILTON (ZT86)" ZONE, AND REZONE THE SITE AT 23400, 23440, 23460 AND 23500 GATES AVENUE AND A PORTION OF GATES AVENUE FROM "SINGLE DETACHED (RS1/F)" TO "TOWN HOUSING (ZT86) – HAMILTON" AND "SCHOOL & INSTITUTIONAL USE (SI)"

(File Ref. No. 12-8060-20-009932/010011; RZ 17-766714) (REDMS No. 6195595 v. 2)

PLN-60

See Page **PLN-60** for full report

Designated Speakers: Wayne Craig and Mark McMullen

STAFF RECOMMENDATION

- (1) That Official Community Plan Amendment Bylaw 10011, to amend Schedule 2.14 of Official Community Plan Bylaw 9000 (Hamilton Area Plan) to amend the "Circulation Map" and the "Parks, Public Realm and Open Space Map" for the area between Gates Avenue and Gilley Road, be introduced and given First Reading;
- (2) That Bylaw 10011, having been considered in conjunction with:
 - (a) the City's Financial Plan and Capital Program; and
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;
 - is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;
- (3) That Bylaw 10011, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9932 to create the "Town Housing (ZT86) - Hamilton" zone, and to rezone 23400, 23440, 23460 and 23500 Gates Avenue and a portion of Gates Avenue from "Single Detached (RS1/F)" to "Town Housing (ZT86) – Hamilton" and "School & Institutional Use (SI)", be introduced and given first reading.

3. APPLICATION BY PAKLAND DEVELOPMENTS LTD. FOR REZONING AT 7571 BRIDGE STREET FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)" ZONE

(File Ref. No. 12-8060-20-009939; RZ 18-802621) (REDMS No. 5953724)

PLN-129

See Page PLN-129 for full report

Designated Speakers: Wayne Craig and Nathaniel Andrews

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9939, for the rezoning of the western portion of 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) — South McLennan (City Centre)" zone, be introduced and given First Reading.

4. APPLICATION BY SNC LAVALIN INC. FOR REZONING OF PORTIONS OF 12700 AND 12800 RICE MILL ROAD, 12280 AND 12300 NO. 5 ROAD FROM AGRICULTURAL (AG1) AND LIGHT INDUSTRIAL (IL) TO A SITE SPECIFIC ZONE

(File Ref. No. 12-8060-20-009940; RZ 18-824565) (REDMS No. 5977294 v. 11)

PLN-153

See Page **PLN-153** for full report

Designated Speakers: Wayne Craig and David Brownlee

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

(1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)"; and

(2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.

5. APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 9020 GLENALLAN GATE, 9460, 9480 & 9500 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-010047; RZ 18-829032) (REDMS No. 6162813)

PLN-219

See Page PLN-219 for full report

Designated Speakers: Wayne Craig Steven De Sousa

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10047, for the rezoning of 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, in order to permit the development of 13 townhouse units with vehicle access from Garden City Road, be introduced and given first reading.

6. APPLICATION BY 1116559 B.C. LTD. FOR REZONING AT 9340 GENERAL CURRIE ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT45) - GILBERT ROAD, ACHESON - BENNETT SUB-AREA, ST. ALBANS SUB-AREA, SOUTH MCLENNAN (CITY CENTRE)

(File Ref. No. 12-8060-20-010048; RZ 17-790958) (REDMS No. 6160197)

PLN-254

See Page PLN-254 for full report

Designated Speakers: Wayne Craig and Minhee Park

Planning Committee Agenda – Tuesday, July 1	18.	2019	J
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STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10048, for the rezoning of 9340 General Currie Road from "Single Detached (RS1/F)" to "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)", to allow the development of five (5) townhouse units, be introduced and given first reading.

7. MANAGER'S REPORT

ADJOURNMENT



Minutes

Planning Committee

Date:

Tuesday, June 4, 2019

Place:

Anderson Room

Richmond City Hall

Present:

Councillor Linda McPhail, Chair

Councillor Bill McNulty Councillor Carol Day Councillor Alexa Loo Councillor Harold Steves

Also Present:

Councillor Michael Wolfe

Call to Order:

6205052

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 May 22, 2019, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 18, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **AFFORDABLE HOUSING STRATEGY (2017–2027) – 2018 UPDATE**

(File Ref. No. 01-0095-20-5006) (REDMS No. 6090737 v. 4; 6189949)

An updated paragraph in the staff report with the revised date of 2007, related to the period of securing affordable housing units, was distributed (attached to and forming part of these minutes as Schedule 1).

Discussion ensued with regard to (i) developing affordable housing near schools with low enrollment, (ii) classification of housing considered to be affordable, and (iii) impact of single-family home demolition on the supply of affordable housing.

In reply to queries from Committee, staff noted that there are many factors in public school enrollment rates. Staff added that the City uses Canada Mortgage and Housing Corporation (CMHC) definitions to classify affordable housing and that staff can provide further clarification on the types of housing that would be considered as affordable.

It was moved and seconded

That the Affordable Housing Strategy (2017–2027) – 2018 Update be distributed to key stakeholders and posted on the City website.

CARRIED

2. BUILDING OUR SOCIAL FUTURE - A SOCIAL DEVELOPMENT STRATEGY FOR RICHMOND (2013–2022): PROGRESS REPORT FOR 2017 AND 2018

(File Ref. No. 07-3375-01) (REDMS No. 5805953 v. 16)

It was moved and seconded

That the Building Our Social Future – A Social Development Strategy for Richmond (2013–2022): Progress Report for 2017 and 2018 be distributed to key stakeholders and posted on the City website.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 7391 MOFFATT ROAD FROM THE "MEDIUM DENSITY LOW RISE APARTMENTS (RAM1)" ZONE TO THE "HIGH DENSITY TOWNHOUSES (RTH1)" ZONE

(File Ref. No. 12-8060-20-009894; RZ 17-777664) (REDMS No. 6162857; 5881819)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that the proposed development is consistent with the City Centre Area Plan and that access to the site will be through an existing driveway to be shared with the adjacent development to the south. He added that the applicant was encouraged to discuss the proposed access with the neighbouring property's residents and that should the application proceed, there will be opportunities for public input during the Public Hearing and Development Permit process.

Discussion ensued with regard to (i) the buildable density of the site, (ii) the disclosure of information in a property's title to prospective buyers by agents and lawyers during the sales process, and (iii) the proposed tree retention on-site.

In reply to queries from Committee, staff noted that (i) the statutory right-of-way (SRW) was registered on the property's title and that the conveyancing professionals would be obliged to disclose that information to prospective buyers, (ii) cash-in-lieu contributions for affordable housing are dependent on the proposed land use, and (iii) should the application proceed, there will be an opportunity to examine overlook concerns in the Development Permit process.

Andrew Chan, Strata Manager for 7411 Moffatt Road, expressed concern with regard to the proposed shared driveway and added that current residents of 7411 Moffatt road were unaware of the SRW registered on-title. Furthermore, he noted that a review of each title in the strata would be labour intensive and costly and encouraged that residents of 7411 Moffatt Road be granted input in the development and maintenance of the proposed shared driveway.

In reply to queries from Committee, Wayne Craig, Director, Development, noted that staff will be facilitating a meeting between the applicant and the strata council of 7411 Moffatt Road to discuss aspects of the application including the proposed shared driveway. He added that an update on these discussions will be provided to Council prior to the Public Hearing.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9894, for the rezoning of 7391 Moffatt Road from the "Medium Density Low Rise Apartments (RAM1)" zone to the "High Density Townhouses (RTH1)" zone, be introduced and given First Reading.

CARRIED

Discussion ensued with regard to the disclosure of property information to prospective buyers and as a result, the following **motion** was introduced:

It was moved and seconded

That a letter be sent to guiding groups of property management companies, stratas, notaries, lawyers, real estate professionals and other appropriate professional bodies to inform them of the on-going issue of buyers reporting a lack of property information and request that measures be taken to improve disclosure of property information to prospective buyers.

CARRIED

4. APPLICATION BY RAMAN KOONER FOR REZONING AT 10200/10220 RAILWAY AVENUE FROM THE "TWO-UNIT DWELLINGS (RD1)" ZONE TO THE "COACH HOUSES (RCH1)" ZONE

(File Ref. No. 12-8060-20-010035; RZ 17-784927) (REDMS No. 5997730; 6182914)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that three coach house lots are proposed and that each coach house will have one bedroom and include a den on the ground floor. He added that the proposed development is consistent with the City's Arterial Road policy.

It was moved and seconded

- (1) That the following recommendation be forwarded to a Public Hearing:
 - (a) That Single-Family Lot Size Policy 5420 for the area generally bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road, in a portion of Section 36 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5420 (Attachment 5); and
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, for the rezoning of 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, be introduced and given First Reading.

CARRIED

5. FARMING FIRST: PROPOSED UPDATE TO RICHMOND'S 2003 AGRICULTURAL VIABILITY STRATEGY (AVS)

(File Ref. No. 08-4050-10) (REDMS No. 6061053 v. 5; 919127)

Staff reviewed the proposed update to the City's Agricultural Viability Strategy, noting that (i) additional updates will be provided upon completion of consultation process, (ii) staff will be exploring incentives to encourage farming including land matching initiatives and opportunities to obtain grants, and (iii) the City will be consulting with farmers and other stakeholders such as Kwantlen Polytechnic University on developing policies.

Discussion ensued with regard to (i) developing access to agricultural backlands, (ii) encouraging the farming of a variety of crops including vegetables, and (iii) supporting direct marketing of farm produce.

In reply to queries from Committee regarding direct marketing of farm produce, Barry Konkin, Manager, Policy Planning, noted that signage and kiosk licensing regulations for farm operators can be reviewed.

It was moved and seconded

That staff be directed to conduct public consultation regarding the update to the Agricultural Viability Strategy, and report back to Planning Committee.

CARRIED

6. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (5:02 p.m.)*.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, June 4, 2019.

Councillor Linda McPhail Chair Evangel Biason Legislative Services Coordinator

Schedule 1 to the Minutes of the Planning Committee meeting of Richmond City Council held on Tuesday, June 4, 2019.

Affordable Housing Strategy (2017-2028) - 2018 Update

Correction to Page PLN 12 of the Cover Report

On page PLN 12, the report incorrectly states that the City has secured more than 2,000 new affordable housing units since 2017. The correct date is 2007.

The revised paragraph is as follows:

Since 2007, the City has used a range of tools, including policies, City funding, land contributions and partnerships, to secure more than 2,000 new affordable housing units comprised of:

- 799 Low-End Market Rental units:
- 37 ARTS units, affordable housing units for artists in Richmond;
- 726 market rental units;
- 535 non-market housing units;
- 304 secondary suites secured through rezoning; and
- 25 entry level home ownership units.



Report to Committee

To: Planning Committee

Date: May 23, 2019

From:

Kim Somerville

File: 07-3300-01/2019-Vol

01-3300-01

Manager, Community Social Development

Re:

Draft Cultural Harmony Plan 2019–2029

Staff Recommendations

1. That the Draft Cultural Harmony Plan 2019–2029, as outlined in the staff report titled "Draft Cultural Harmony Plan 2019–2029", dated May 23, 2019, for the purpose of seeking public feedback on the Draft Plan be approved; and

2. That staff report back with the final Cultural Harmony Plan, including a summary of public feedback.

Kim Somerville

Manager, Community Social Development

(604-247-4671)

Att. 1

REPORT CONCURRENCE							
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER					
Arts, Culture & Heritage Parks Services Recreation Services Corporate Communications and Marketin Human Resources Intergovernmental Relations and Protoco Fire & Rescue Emergency Programs		Even.					
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO					

Staff Report

Origin

On December 5, 2016, City Council approved the development of the Cultural Harmony Plan as a response to Richmond's changing demographics and its implications for the city's social cohesion. The Cultural Harmony Plan is intended to further enhance and build on the City's social inclusion practices as they relate to cross-cultural awareness, newcomer integration, and intercultural understanding; it is also intended to support the implementation of recommended actions identified in the Council-adopted Social Development Strategy 2013–2022.

The development of the Plan is divided into three phases:

- Phase One: Research Cultural Harmony Best Practices;
- Phase Two: Analyze the City's Existing Service Levels and Programs; and
- Phase Three: Recommended actions for a Cultural Harmony Plan.

The purpose of this report is to present the Draft Cultural Harmony Plan 2019–2029 and to request that the recommended approach and proposed actions be approved for the purpose of seeking public feedback.

This report supports the following actions defined in the Social Development Strategy 2013–2022:

Action 16 - Improve the City's cultural competence through monitoring the intercultural sensitivity and inclusiveness of corporate policies and practices.

Action 17 - Improve employment opportunities for immigrants with foreign training and credentials.

Action 19 - Create opportunities to showcase Richmond's cultural diversity and facilitate intercultural dialogue.

Analysis

On January 15, 2018, a set of Guiding Principles was adopted by Council to inform the strategic directions and actions of the Draft Cultural Harmony Plan. The Plan's recommended actions strive to enhance existing and future City practices in facilitating and fostering cultural harmony among Richmond's diverse population, which includes long-time residents, immigrants, newcomers, and Indigenous peoples.

Guiding Principles

- 1. Ensure City policies and practices intentionally promote excellence in equity, respect and intercultural harmony.
- 2. Align with and complement existing City strategies, plans, processes and practices that seek to address cultural harmony.

- 3. Provide measurable outcomes related to how the City's diverse communities interact with each other and the City.
- 4. Facilitate ongoing community engagement as a means to implementing the recommended actions of the Cultural Harmony Plan and ensure that there are opportunities for feedback.
- 5. Develop actions that support the Richmond Intercultural Advisory Committee's intercultural vision "for Richmond to be the most welcoming, inclusive and harmonious community in Canada".
- 6. Develop actions that promote and facilitate cultural inclusion and that are realistic and achievable in the context of available resources, are resilient over time and are flexible enough to be revised.

Alignment with Other City Strategies

Guided by the Official Community Plan and the Social Development Strategy, the City is committed to building on its cultural diversity and promoting an inclusive community. The Draft Cultural Harmony Plan 2019–2029 is a commitment by the City to work with its Community Partners, key stakeholders and citizens to facilitate intercultural understanding among Richmond's diverse communities, reduce barriers faced by different segments of the city's population, and develop programs and services that are inclusive and relevant so that all Richmond residents can participate in various aspects of community life (Attachment 1).

Demographic Trends

Richmond has experienced a significant change in its population over the past three decades. Immigration has been a key driver of population growth in the city. It is now one of the most diverse cities in Canada and holds the distinction of having the largest proportion (60.2 per cent) of residents born outside Canada of any municipality in the country.

Based on Statistics Canada's Census data, the key demographic trends in Richmond include the following:

- There were over 150 different ethnic origins and 100 languages spoken in Richmond in 2016. The most commonly reported ethnic origin was Chinese with 54 per cent of the population.
- In 2016, over three-quarters (76.3 per cent) of Richmond's population identified as visible minority. Richmond has the highest proportion of visible minorities of any municipality in BC and the second highest (after Markham, Ontario) in Canada.
- The proportion of Richmond residents whose mother tongue was English has been declining since 2001 from 44.4 per cent to 33.1 per cent in 2016. The 2016 Census indicates that 44.8 per cent of Richmond residents indicated Chinese as their mother tongue, 33.1 per cent indicated English, 3.9 per cent indicated Tagalog and 2.7 per cent indicated Punjabi.

- In 2016, half (50.6 per cent) of Richmond's recent immigrants had a bachelor's degree or higher, compared to 43.2 per cent of total immigrants and 35.5 per cent of Canadian-born residents.
- Despite the higher level of education attained by recent immigrants in Richmond, almost 10 per cent of recent immigrants were unemployed in 2015, which is higher than Richmond's total immigrant (6 per cent) and Canadian-born (5.6 per cent) labour force.

Steering Committee and Key Stakeholders

A Steering Committee, consisting of City staff from Community Social Development, Community Services Administration, Recreation Services, Richmond Fire and Rescue, and Community Safety and Human Resources, was formed to provide input into the development of the Draft Cultural Harmony Plan. In addition, key stakeholders comprised of representatives from the following organizations were also consulted:

- Richmond Intercultural Advisory Committee;
- Community Associations and Societies;
- Richmond Public Library;
- Avia Employment Services;
- Richmond Family Place;
- Richmond Multicultural Community Services;
- Connections Community Services Society;
- Multicultural Helping House Society;
- Richmond Chinese Community Society;
- Steveston Buddhist Temple;
- Highway to Heaven Association;
- RCMP:
- Richmond School District No. 38;
- Vancouver Coastal Health;
- Chimo Community Services;
- Member of an Indigenous Community; and
- Community member organizer of Richmond Black History Month.

These key stakeholders will be further consulted during the public engagement process of the Draft Cultural Harmony Plan.

Project Process

The Draft Cultural Harmony Plan 2019–2029 was developed based on:

- Analysis of statistics related to demographic information in Richmond;
- Research regarding best practices and promising approaches for enhancing cultural harmony; and

• Stakeholder engagement comprised of meetings with the Steering Committee and Richmond Intercultural Advisory Committee, and interviews with key stakeholders.

The next step in this process is to seek public feedback on the Draft Cultural Harmony Plan.

Engagement and Research Themes

Based on input from the Steering Committee and key stakeholders, statistical research, and a review of best practices, the following common themes emerged in developing the Draft Plan:

- Enhancing Intercultural Interaction Many stakeholders mentioned the importance of facilitating interaction between people of different ethnocultural, racial, religious and other backgrounds. The Plan introduces several actions to encourage positive interaction and direct engagement between diverse communities, including supporting community-based dialogues that facilitate positive intercultural exchange and understanding.
- Reducing Barriers to Participation Targeted approaches that address the unique challenges experienced by immigrants and refugees are often utilized by other municipalities to reduce barriers to participation. These include addressing barriers such as cultural and language differences, as well as economic barriers due to the lack of recognition of foreign training and experience. Many stakeholders emphasized the need for programs and services to be reflective of the needs and priorities of Richmond's diverse population in order for all residents to participate in various aspects of community life.
- Promoting Awareness and Education Many stakeholders have identified the need to
 promote the benefits of an inclusive community that is welcoming of people from all
 backgrounds, ethnicities and cultures. Celebrating the ethnic and cultural diversity of its
 citizens, providing cultural competency training to its staff and volunteers, and
 developing an awareness campaign about the positive benefits of diversity to the
 community were suggested as effective tools toward achieving this end.
- Pursuing Partnership and Collaborative Approaches Many stakeholders have
 identified the need for strong partnerships and continued collaborative actions to foster
 cultural harmony among Richmond's residents. Joint planning and networking with
 community service organizations are needed in order to share information and identify
 gaps in program and service delivery.

Draft Cultural Harmony Plan

The Draft Cultural Harmony Plan 2019–2029 is an action-oriented framework intended to guide City and stakeholder involvement in initiatives fostering cultural harmony in Richmond over the next ten years. The Strategy synthesizes information on best practices, local trends and ideas from other municipalities and local stakeholders to identify a set of specific initiatives that seek to foster and enhance cultural harmony among Richmond's diverse population. To guide the collaborative work of all stakeholders, the Plan defines the following vision statement:

That residents of Richmond recognize and respect the presence of diverse groups in the community, acknowledge and celebrate differences, and value and enable each and every group's continued contribution and participation in all aspects of community life.

To assist stakeholders in achieving this vision, the Plan emphasizes five strategic directions:

- 1. Intercultural connections:
- 2. Collaboration and partnerships;
- 3. Targeted training and professional development;
- 4. Communication and community engagement; and
- 5. Programs and services.

Under the strategic directions, 27 recommended actions are defined and will be implemented between 2019 and 2029. A portion of these actions are highlighted as ongoing, short term (0–3 years), medium term (4–6 years) or long term (7–10 years). While all 27 actions are important to fostering cultural harmony among Richmond residents, the following actions have been identified as high priority because of the immediate impact they will have in promoting increased intercultural understanding and respect among Richmond residents:

- Celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events;
- Support community-based dialogues that facilitate positive intercultural exchange and understanding;
- Pursue opportunities to participate in joint planning and networking with community service organizations and key stakeholders;
- Develop and implement a diversity and inclusion training program for City and Community Partner staff and volunteers; and
- Develop and implement programs and services that promote positive social and intercultural connections within and among diverse cultural, ethnic, and religious populations.

For a comprehensive list of the 27 recommended actions, see Attachment 1.

Public Engagement Process

Staff propose conducting various public engagement activities in Fall 2019, including a survey on Let's Talk Richmond, public open houses and meetings with specific organizations to seek feedback on the draft strategic framework. The input received through these activities will be used to inform the Final Cultural Harmony Plan. The proposed engagement activities are listed in Table 1.

Table 1: Proposed Public Engagement Activities

Activity	Timing	Stakeholders	Location	Format
Eight Stakeholder Meetings	September 4–30, 2019	Key stakeholders, including organizations from the non-profit and private sectors	City Hall and/or other City facilities	Small focus groups with key stakeholders
Let's Talk Richmond website	September 3–30, 2019	People who live, work, and/or participate in the community in Richmond	Online	LetsTalkRichmond.ca
Three Open House Meetings	September 7–27, 2019; Dates and times are being finalized	General Public	Brighouse Library; South Arm Community Centre; and Cambie Community Centre	Open house format with poster boards and comment cards. Staff will be present to answer any questions.

Following the engagement activities, staff will compile the data received from stakeholders and refine the Draft Cultural Harmony Plan. The Final Cultural Harmony Plan 2019–2029, including results of the public engagement process, will be presented to City Council in Fall 2019.

Financial Impact

None.

Conclusion

The Cultural Harmony Plan 2019–2029 is intended to guide the City in addressing cultural harmony priorities, and clearly map out objectives, strategic directions and recommended actions which will act as the framework for implementation. The successful implementation of the Cultural Harmony Plan 2019–2029 will require the commitment of the City's partners, stakeholders and citizens in order to realize the Plan's vision of "recognizing and respecting the presence of diverse groups in the community, acknowledging and celebrating differences, and valuing and enabling each and every group's continued contribution and participation in all aspects of community life."

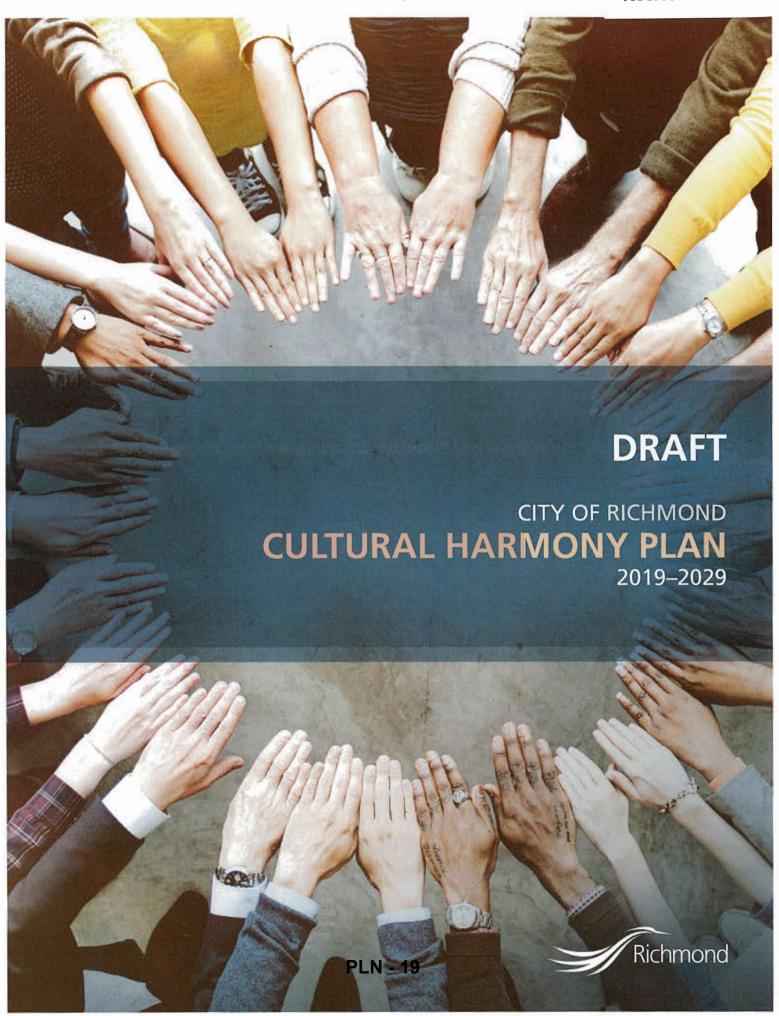
Dorothy Jo

Inclusion Coordinator

Dorothy Chua Jo

(604-276-4391)

Att. 1: Draft Cultural Harmony Plan 2019-2029



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1.0 EXECUTIVE SUMMARY

The City of Richmond, in collaboration with its key stakeholders and Community Partners¹, has developed the *Cultural Harmony Plan 2019–2029* for Richmond. The purpose of this ten-year plan is to identify innovative and collaborative approaches to strengthen intercultural connections among Richmond residents, provide City programs and services that address the needs of the city's diverse population, and remove barriers to participation for Richmond residents, particularly newcomers and immigrants. This Plan demonstrates the City's leadership in building on its social inclusion practices as they relate to policy development, program and service delivery, community engagement and customer service. It also signifies the City's role in responding to the evolving needs of Richmond's increasingly diverse population, which includes long-time residents, immigrants, newcomers, and Indigenous peoples.

Richmond is one of the most diverse cities in Canada with over 60 per cent of its population born outside the country, the highest proportion of any municipality nationwide. The diversity of Richmond's population presents both opportunities and challenges for the community. Richmond's diversity contributes significantly to community vibrancy and enrichment, however it also presents some challenges in terms of communication, intercultural understanding and potential marginalization of segments of the population.

The City of Richmond has a strong tradition of addressing social issues in its planning practices and service delivery. The City's Community Services Division works collaboratively with key stakeholders and Community Partners in developing programs and services to address the needs of vulnerable populations, facilitating intercultural understanding and supporting community capacity. Building on the priorities and actions identified in the Council-adopted Social Development Strategy 2013–2022, the Cultural Harmony Plan defines a new vision statement, five strategic directions and a set of recommended actions that support cultural harmony in Richmond. The vision for the Cultural Harmony Plan 2019–2029 is:

"That Richmond residents recognize and respect the presence of diverse groups in the community, acknowledge and celebrate differences, and value and enable each and every group's continued contribution and participation in all aspects of community life."

To achieve this vision, the Plan provides five strategic directions:

- 1. Intercultural Connections;
- 2. Collaboration and Partnerships;
- 3. Targeted Training and Professional Development;
- 4. Communication and Community Engagement; and
- 5. Programs and Services.

¹ Community Partners are Community Associations and Societies with which the City operates community facilities.

The *Cultural Harmony Plan 2019–2029* is a commitment by the City of Richmond to work with its Community Partners, key stakeholders and citizens to facilitate intercultural understanding among Richmond's diverse communities, reduce barriers faced by different segments of the city's population, and develop programs and services that are inclusive and relevant so that Richmond residents can participate in all aspects of community life.





2.0 INTRODUCTION

The Cultural Harmony Plan 2019–2029 is an action-oriented framework intended to guide City and stakeholder involvement in cultural harmony initiatives over the next ten years. Cultural harmony is defined in the plan as the result of achieving "unity in diversity" based on shared values and a common identity. It is achieved when we respect and value diversity, foster and promote a welcoming and inclusive community, and ensure equitable outcomes for all regardless of race, culture, ethnicity and length of time in Canada.

The Draft Plan was developed based on:

- Analysis of statistics related to demographic information in Richmond;
- Research regarding best practices and promising approaches for enhancing cultural harmony; and
- Stakeholder engagement including meetings with the Steering Committee, City of Richmond Intercultural Advisory Committee and consultations with key stakeholders.

Richmond is one of the most culturally and ethnically diverse cities in Canada. The 2016 Census reported that there were over 150 ethnic origins and over 100 languages spoken in Richmond with six out of ten residents born outside of Canada. Visible minorities account for more than three-quarters of the total population, the highest proportion of any municipality in British Columbia and the second highest in Canada. Richmond's changing demographics have implications for the city's social cohesion as its diverse communities may have differing expectations and experiences in relation to civic and community life. In 2016, City Council approved the development of the Cultural Harmony Plan to further enhance and build on the City's social inclusion practices as they relate to policy development, program and service delivery, community engagement and customer service.

The development of the Cultural Harmony Plan is intended to support the implementation of recommended actions identified in the Council-adopted *Social Development Strategy 2013–2022*. The Social Development Strategy guides the City's community social development work and envisions Richmond as an inclusive, engaged and caring community, one that values and builds on its diversity and treats its citizens with fairness and respect.

2.1 The Need for a Cultural Harmony Plan

The Cultural Harmony Plan aims to inform the City's response, within its authority, to fostering and enhancing cultural harmony among Richmond's diverse population through a vision, strategic directions and a comprehensive list of actions. As Richmond's population continues to evolve and the overall proportion of immigrant residents increases, it is important that the City's social fabric be maintained and enhanced. For Richmond to be a culturally harmonious community, it is essential that the unique characteristics, interests and needs of various segments of the population are recognized and addressed. City policies, programs and practices must therefore reflect the needs and priorities of Richmond's diverse communities so that all residents can participate in various aspects of community life.

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Fostering cultural harmony among Richmond's residents requires the commitment and collaboration of many stakeholders, including all levels of government, Community Partners, community service organizations and the private sector. The City cannot do it alone. The ongoing involvement of all stakeholders is essential to enhancing cultural harmony among Richmond's residents.

2.2 Steering Committee

A Steering Committee was formed to provide input into the development of the Cultural Harmony Plan. In addition to the Steering Committee, key stakeholders were also consulted. The Steering Committee and key stakeholders comprised of representatives from the following organizations:

- City of Richmond
- City of Richmond Intercultural Advisory Committee
- Community Associations and Societies
- Richmond Public Library
- Avia Employment Services
- Richmond Family Place
- Richmond Multicultural Community Services
- Connections Community Services Society
- Multicultural Helping House Society
- Richmond Chinese Community Society
- Steveston Buddhist Temple
- Highway to Heaven Association
- **RCMP**
- Richmond School District
- Vancouver Coastal Health
- Chimo Community Services
- Member of an Indigenous Community
- Community member organizer of Richmond Black History Month

2.3 Guiding Principles

The following principles, developed in partnership with the Steering Committee, provided a decision-making framework for the development of the Cultural Harmony Plan. It is expected that these principles will continue to provide a framework to guide the Plan's implementation:

- Ensure City policies and practices intentionally promote excellence in equity, respect and intercultural harmony;
- Align with and complement existing City strategies, plans, processes and practices that seek to address cultural harmony;
- Provide measurable outcomes related to how the City's diverse communities interact with each other and the City;

- Facilitate ongoing community engagement as a means to implementing the recommended actions of the Cultural Harmony Plan and ensure that there are opportunities for feedback;
- Develop actions that support the Richmond Intercultural Advisory Committee's intercultural vision "for Richmond to be the most welcoming, inclusive and harmonious community in Canada"; and
- Develop actions that promote and facilitate cultural inclusion and that are realistic and achievable in the context of available resources, are resilient over time and are flexible enough to be revised.

2.4 Alignment with Other City Strategies

The City of Richmond has undertaken the development of several plans and strategies that include actions related to the cultural harmony of Richmond residents and the community as a whole. Examples of plans and strategies that provide relevant context and support the Cultural Harmony Plan are outlined below.

Richmond 2041 Official Community Plan

The City of Richmond's Official Community Plan cites the City's commitment to social equity and inclusion, engaging our citizens, and building on social assets and community capacity through the following actions:

- Facilitate the establishment of an equitable and inclusive community, whereby City plans, policies, services and practices respect the diverse needs of all segments of the population;
- Encourage and facilitate the active engagement of all segments of the Richmond population in community affairs; and
- Develop and nurture strong, sustainable and collaborative relationships with senior governments and community service organizations.

Richmond Social Development Strategy 2013–2022

The Social Development Strategy cites the City's commitment to build on Richmond's cultural diversity through the following actions:

- Facilitate the development and coordination of intercultural events and community-based dialogues that provide opportunities for intercultural interaction and awareness;
- Encourage collaborative approaches to ensure that Richmond remains a welcoming and integrated community;
- Establish targeted measures to prevent and respond to incidents of racism in Richmond;
- Establish clear guidelines for providing translation and interpretation services to conduct City business;
- Devise and implement a comprehensive cultural diversity training program for City and Community Partner staff;
- Recognize and reduce barriers faced by new immigrants in accessing City services; and
- Explore opportunities to develop a pilot "apprenticeship" type program targeted at recent immigrants.

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Richmond Community Wellness Strategy 2018–2023

The City is committed to prioritizing community wellness in Richmond through the Wellness Strategy. The Strategy identifies innovative and collaborative approaches to impact wellness outcomes for Richmond residents and promote the benefits of active community engagement and healthy lifestyles for all residents. The Strategy strives to be inclusive, equitable and respectful, and celebrate diversity. Through this Strategy, the City commits to:

- Enhance physical and social connectedness within and among neighbourhoods and communities; and
- Enhance equitable access to amenities, services and programs within and among neighbourhoods.

Richmond Volunteer Management Strategy 2018-2021

The City and its partners rely heavily on volunteers to support the delivery of many events, services, and programs to the community. The City recognizes the important contributions volunteers make in generating community connectedness and vibrancy. The Strategy focuses on supporting volunteers by prioritizing capacity building and providing meaningful opportunities for volunteers to contribute and connect to their community. Volunteerism is a vital starting point for newcomers to gain experience, connections, and social networks in mainstream society.

Richmond Intercultural Advisory Committee Intercultural Strategic Plan 2017–2022

The Intercultural Strategic Plan was developed by the City of Richmond's Intercultural Advisory Committee (RIAC), a Council-appointed committee, to pursue its mandate of enhancing intercultural harmony and strengthening intercultural cooperation in Richmond. To achieve RIAC's intercultural vision "for Richmond to be the most welcoming, inclusive and harmonious community in Canada," the Intercultural Strategic Plan has identified the following four strategic directions:

- Address language, information and cultural barriers;
- Address the perception and reality of racism;
- Explore potential areas of alignment between RIAC intercultural vision and governmental and stakeholder systems; and
- Support the development and integration of Richmond's immigrants.

The City of Richmond has always been proactive in developing and implementing actions related to fostering cultural harmony among its residents. The Cultural Harmony Plan builds on the actions identified in these plans and strategies, and offers new actions to foster and enhance cultural harmony among Richmond's diverse population.

3.0 BACKGROUND

3.1 Stakeholder Roles

Fostering cultural harmony requires collective action from many stakeholders as well as dedicated and sustained funding from the provincial and federal governments. Various governmental and non-governmental parties have a role in strengthening intercultural connections and fostering an inclusive community among Richmond's residents. This section identifies a number of key stakeholders and their roles in building a culturally harmonious society.

Government of Canada

The Government of Canada is responsible for social areas such as heritage, immigration and Indigenous matters. It provides funding for projects and social programs, including funding that is accessible to municipalities, community agencies and other groups. Local Immigration Partnerships (LIPs) are one mechanism through which Immigration, Refugees and Citizenship Canada supports the development of community-based partnerships and locally-driven strategic planning processes in building welcoming and inclusive communities.

The federal government has recognized the diversity of Canadians in regards to race, ethnic origin, colour and religion through the adoption of the 1971 Multiculturalism Policy of Canada and the 1988 Canadian Multiculturalism Act. These policies sought to enhance the multicultural heritage of all Canadians while working to address race relations and eliminate systemic inequalities.

The Multiculturalism Program is one means by which the federal government implements the Canadian Multiculturalism Act and advances its priorities in the area of multiculturalism. Its objectives are to:

- Build an integrated and socially cohesive society;
- Improve the responsiveness of institutions to the needs of a diverse population; and
- Actively engage in discussions on multiculturalism and diversity at the international level.

The Program also collaborates with provinces and territories on mutual priorities through the Federal-Provincial-Territorial Officials Responsible for Multiculturalism Issues (FPTORMI) network.

Province of British Columbia

The provincial government is responsible for health, education and social services. It pursues its mandate through the provision of direct services and through Health Authorities or Crown agencies, as well as contractual arrangements and grant funding with service providers.

In 1993, the Province of British Columbia passed the Multiculturalism Act to recognize the diversity of British Columbians in regards to race, ethnicity, cultural heritage, religion, ancestry and place of origin. The Act sought to promote racial

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harmony, cross-cultural understanding and respect, and to foster a society in which there are no barriers to full participation of all British Columbians in the economic, social, cultural and political life of the province.

The Multiculturalism Branch falls under the Ministry of Tourism, Arts and Culture and is responsible for advancing and strengthening multiculturalism in the province. The Multicultural Advisory Council was established to provide advice to the Minister on issues related to multiculturalism and anti-racism. The BC Multiculturalism Grants program helps organizations work to improve crosscultural and intercultural interaction, and reduce systemic and institutional barriers for under-represented and racialized groups. Other initiatives include the Organizing Against Racism and Hate Program, BC Hate Crimes Team, and Multicultural and Anti-Racism Awards. The WelcomeBC website is where new residents to British Columbia can find information, tools and resources on getting settled, finding employment, and contributing and participating in their community. The BC Newcomer's Guide is also available in different languages.

Local Government

Local governments are generally responsible for areas directly related to local communities, such as the management of policing and firefighting services, roads and transportation, municipal zoning and economic development, library and educational facilities, and parks, recreations and culture. They also play a role in promoting the health and well-being of their residents.

On March 25, 1991, Richmond City Council adopted a Multiculturalism Policy that states that the City:

- Values both cultural diversity and a multicultural community as a source of enrichment and strength;
- Supports the right of all persons to freedom from cultural/racial discrimination:
- Supports the right of all persons to equal opportunity and participation in community affairs;
- Is committed to ensuring that City bylaws, policies and programs, service delivery and employment practices address these principles;
- Is committed to implementing this policy and directs City staff, boards, commissions and committees to meet these principles in carrying out their duties; and
- Encourages all community groups to adopt similar policies for their organizations.

The following are some of the roles the City plays in promoting cultural harmony:

- Advocate: The City works with community organizations to advocate to senior levels of government for funding and programs that improve intercultural awareness and understanding, reduce barriers and create a more inclusive society;
- **Planner:** The City monitors local data and best practice research regarding cultural harmony to update its policies and implement actions that build on its social inclusion practices;

- Communicator: The City educates and promotes the benefits of an inclusive community that is welcoming of people from all cultures, ethnicities and places of origin;
- Facilitator: The City strengthens the capacity of community organizations representing the interests of diverse communities by facilitating collaboration; and
- Partner: The City partners with senior levels of government and community groups to address the needs and concerns of its citizens.

Community Partners

The City partners with Community Associations and Societies (Community Partners) to provide recreation, sport, and arts, culture and heritage opportunities to all Richmond residents. The City provides the facilities and core staffing, and the Associations and Societies plan and fund most programs and events through their respective facilities. The City's Community Partners help foster cultural harmony by strengthening community connections through programs, services and events that are reflective of the needs of Richmond's diverse population, foster a sense of belonging, and promote intercultural connections among the city's residents.

Community Service Organizations

Community service organizations are non-profit social service agencies that provide valuable social services to immigrants and refugees in Richmond. They are well positioned to identify needs and barriers, participate in joint planning and advocate on issues affecting newcomer communities in Richmond. These organizations deliver culturally and linguistically appropriate services, which include:

- English language learning;
- Information on housing and education;
- Referrals to government programs and services;
- Career mentoring;
- Labour market and employment;
- Networking;
- Support groups;
- Income Tax clinics; and
- Community events.

In addition to these important services, community service organizations continue to advocate on behalf of newcomer communities for additional resources.

Ethno-cultural and Faith-based Community Groups

Ethno-cultural and faith-based organizations play an important role in helping immigrants and refugees settle and integrate into Canadian society. These organizations often serve as first points of contact for many new arrivals and help diversify and strengthen their social networks. Some of the ethno-cultural and faith-based community groups also provide settlement services, such as information on jobs and housing, English language training and networking

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opportunities. It is important to recognize the role ethno-cultural and faith-based organizations can play in immigrants' economic and social integration, and participation in community life particularly through activities that focus on building bridges with the broader community.

Richmond School District No. 38

Schools are important partners in strengthening intercultural connections as they serve families from all socio-economic and ethno-cultural backgrounds. The Settlement Workers in Schools (SWIS) program helps new immigrants and refugees get settled and connected with services and resources in the community. SWIS workers provide information workshops on the school system, English Language Learners (ELL) support, housing and accommodation, transportation, and health, financial and legal services. They also provide settlement counselling and referrals to community resources.

Business Community

The private sector has an important role to play in integrating immigrants and refugees into Canadian society. Many members of the business community are both employers and Richmond residents. Their decisions and actions have a direct impact on employment levels, income and overall quality of life in the community. Businesses can offer mentoring opportunities and assist with sponsorship of programs and events to foster the full participation of all Richmond residents in the social, cultural, economic and political life of the city.



3.2 Richmond's Population

Richmond has experienced a significant change in its population over the last three decades. It is now one of the most diverse cities in Canada and holds the distinction of having the largest proportion (60.2%) of residents born outside Canada of any municipality in the country. This section identifies current and emerging trends based on an analysis of available data and statistics from various data sources².

Richmond's current population is estimated at 227,406³. Immigration has been a key driver of population growth in the city. Richmond received the fourth-largest number of recent immigrants between 2011 and 2016, trailing Vancouver, Surrey and Burnaby. Since 2001, there has been a 34 per cent increase in Richmond's immigrant population. Figure 1 highlights the population and immigration trends for Richmond and Metro Vancouver from 2001 to 2016.

Figure 1: Population and Immigration Trends for Richmond and Metro Vancouver (2001–2016)

MILE		Richmond		Metro Vancouver			
Year	Total Population	Immigrant Population	% of Immigrants ⁴	Total Population	Immigrant Population	% of Immigrants ⁵	
2016	198,309	118,305	60.2%	2,463,431	989,540	40.8%	
2011	190,473	112,875	59.6%	2,313,328	913,310	40.0%	
2006	174,461	99,660	57.1%	2,116,581	831,265	39.6%	
2001	164,345	88,300	53.7%	1,986,965	738,550	37.5%	



² Data sources include Statistics Canada, 2001, 2006, 2011 and 2016 Census, 2011 National Household Survey, and NewToBC Immigrant Demographics Richmond, BC 2018 report.

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³ City of Richmond projections (with Urban Futures Inc.) as of January 2019.

The percentages in this column are based on a population figure that does not include people living in collective dwellings. A collective dwelling is defined by Statistics Canada as "a dwelling of a commercial, institutional or communal nature... included are lodging or rooming houses, hotels, motels, tourist establishments, nursing homes, hospitals, staff residences, military bases, work camps, jails, group homes, and so on."

⁵ ibid.

City of Richmond

Between January 1, 2011 and May 10, 2016, there were 15,245 immigrants who arrived in Richmond from countries all over the world. China remains the top country of origin for recent immigrants with close to 59 per cent, while the Philippines have replaced Hong Kong as the second country, with 14 per cent of the recent immigrant population. For comparison's sake, immigrants refer to those who were born outside Canada and have been a landed immigrant or permanent resident; recent immigrants refer to those who arrived in Canada within the past five years. Figure 2 highlights the countries of origin for recent immigrants to Richmond and Metro Vancouver.

Figure 2: Top Places of Birth for Richmond and Metro Vancouver (2016)

Richmond						Metro	Vancouver		
Total Immig	Total Immigrants		Percentage Recent Immigrants		Percentage	Recent Immigrants		Percentage	
China	42,755	36.1%	China	8,940	58.6%	China	35,895	25.2%	
Hong Kong	23,185	19.6%	Philippines	2,135	14.0%	India	21,380	15.0%	
Philippines	12,985	11.0%	India	565	3.7%	Philippines	20,205	14.2%	
Taiwan	7,525	6.4%	Hong Kong	485	3.2%	Iran	8,315	5.8%	
India	5,080	4.3%	Taiwan	470	3.1%	Korea, South	6,640	4.7%	
United Kingdom	2,760	2.3%	Pakistan	270	1.8%	United States	4,065	2.9%	
United States	1,480	1.3%	Japan	190	1.2%	United Kingdom	3,855	2.7%	
Japan	1,340	1.1%	United States	185	1.2%	Taiwan	2,325	1.6%	
Vietnam	1,050	0.9%	Korea, South	170	1.1%	Mexico	2,295	1.6%	
Pakistan	1,035	0.9%	Russian Federation	150	1.0%	Iraq	1,850	1.3%	
Other Places	19,110	16.2%	Other Places	1,685	11.1%	Other places	35,705	25.1%	
Immigrant Population	118,305	100.0%	Recent Immigrant Population	15,245	100.0%	Recent Immigrant Population	142,530	100.0%	

Ethnicity

There were over 150 different ethnic origins⁶ and 100 languages spoken in Richmond in 2016. The most commonly reported ethnic origin was Chinese with 54 per cent of the population. This proportion has grown from 34 per cent in 1996, 45 per cent in 2006 and 54 per cent in 2016. The ten most common ethnic origins are highlighted below in Figure 3.

Figure 3: Top Ethnic Origins for Richmond and Metro Vancouver (2016)

Rie	chmond	Metro Va	ncouver
Chinese	107,080	Chinese	499,175
English	18,015	English	470,340
Filipino	15,480	Scottish	341,075
Canadian	13,540	Canadian	331,205
Scottish	12,990	Irish	275,355
East Indian	12,335	East Indian	243,135
Irish	9,960	German	222,025
German	8,525	French	147,715
French	5,445	Filipino	133,925
Japanese	4,925	Ukrainian	94,400
Total Population	196,660	Total Population	2,426,235



Statistics Canada defines ethnic origin as the "ethnic or cultural origins of the person's ancestors." A person's ancestors are usually more distant than grandparents. A person can have more than one ethnic origin.

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In 2016, over three-quarters (76.3%) of Richmond's population identifed as a visible minority⁷. Richmond has the highest proportion of visible minorities of any municipality in British Columbia and the second highest (after Markham, Ontario) in Canada. The predominant visible minority group in Richmond was Chinese, at 53 per cent of the total population. Figure 4 highlights the ten most common visible minority groups in Richmond.

Figure 4: Top Visible Minority Groups for Richmond and Metro Vancouver (2016)

Richmon	nd	Metro Van	couver
Chinese	104,185	Chinese	474,655
South Asian	14,360	South Asian	291,005
Filipino	13,575	Filipino	123,170
Japanese	3,940	Korean	52,980
Southeast Asian	1,955	West Asian	46,010
Latin American	1,585	Southeast Asian	44,905
Arab	1,485	Latin American	34,805
Korean	1,290	Japanese	30,110
Black	1,270	Black	29,830
West Asian	1,230	Arab	16,430
Total visible minority population	150,015	Total visible minority population	1,185,680
Total population	196,660	Total population	2,426,235

Aboriginal Population

In Richmond, a total of 1,600 people reported Aboriginal identity in the 2016 Census, which accounted for 0.8 per cent of the total population. Of this total, 58 per cent identified as First Nations, 38 per cent as Metis and 2 per cent as Inuit. Compared to Metro Vancouver, a total of 61,455 people reported Aboriginal identity, which accounted for 2.5 per cent of the total population; 58 per cent identified as First Nations, 38 per cent Metis and less than 1 per cent as Inuit.

A visible minority is defined by Statistics Canada as "persons, other than Aboriginal persons, who are non-Caucasian in race or non-white in colour."

Language

In 2016, close to three-quarters of Richmond's recent immigrants spoke another language other than English or French most often at home. In contrast, two-thirds of Richmond's total immigrant population spoke neither English nor French most often at home. While Cantonese is still the top Chinese language spoken at home in general, Mandarin has been steadily catching up with 44.3 per cent of recent immigrants speaking it at home compared to 10.4 per cent who speak Cantonese. The top five non-official home languages spoken in Richmond and Metro Vancouver are highlighted in Figure 5.

Figure 5: Top Non-Official Home Languages Spoken for Richmond and Metro Vancouver (2016)

Richmond						Metro Vancouver			
Total Immigrants		Percentage Recent Immigrants Percentage		Recent Immigrants		Percentage			
Cantonese	30,860	26.1%	Mandarin	6,760	44.3%	Mandarin	26,905	18.9%	
Mandarin	26,655	22.5%	Cantonese	1,585	10.4%	Punjabi	12,940	9.1%	
Tagalog	3,755	3.2%	Tagalog	845	5.5%	Tagalog	7,790	5.5%	
Punjabi	2,240	1.9%	Arabic	300	2.0%	Persian	7,055	4.9%	
Russian	1,315	1.1%	Russian	240	1.6%	Cantonese	6,095	4.3%	
Other Non-Official Languages	9,795	8.3%	Other Non-Official Languages	1,520	10.0%	Other Non-Official Languages	27,785	19.4%	
Total Immigrants	118,305	100%	Recent Immigrants	15,245	100%	Recent Immigrants	142,535	100%	

Source: NewToBC Immigrant Demographics Richmond, BC 2018.



In Richmond, the proportion of residents whose mother tongue⁸ was English has been declining since 2001 from 44.4 per cent to 33.1 per cent in 2016. The 2016 Census indicates that 43.7 per cent of Richmond residents indicated either Mandarin or Cantonese as their mother tongue, 33.1 per cent indicated English, 3.9 per cent indicated Tagalog and 2.7 per cent indicated Punjabi. Figure 6 highlights the trends by percentage of population with English as their mother tongue for Richmond and Metro Vancouver.

Figure 6: Language Trends with English Only as a Mother Tongue for Richmond and Vancouver (2016)

Year	Richmond	Metro Vancouver	
real	Percentage	Percentage	
2016	33.1%	54.0%	
2011	36.6%	56.0%	
2006	38.6%	56.7%	
2001	44.4%	60.2%	

In 2016, more than half of Richmond's immigrants spoke either English or French most often at work. Almost a third (30.4%) of recent immigrants and 18.5 per cent of total immigrants spoke neither English nor French at work, compared to 28.7 per cent of recent immigrants and 17 per cent of total immigrants in 2011. Chinese (Cantonese and Mandarin combined) was the non-official language most often spoken at work by both recent immigrants and total immigrants (see Figure 7).

Figure 7: Top Non-Official Languages Spoken Most Often at Work in Richmond (2016)

	Metro Vancouv	/er			
Total Immigra	nts	Recent Immigra	Recent Immigrants		
Cantonese	9.0%	Mandarin	22.1%	Mandarin	6.9%
Mandarin	8.2%	Cantonese	5.4%	Punjabi	4.5%
Punjabi	0.3%	Japanese	0.6%	Cantonese	2.4%
Non-Official Languages	18.5%	Non-Official Languages	30.4%	Non-Official Languages	17.8%

Mother tongue is defined by Statistics Canada as "the first language learned at home in childhood and still understood by the person at the time the data was collected."

Education

In 2016, half (50.6%) of Richmond's recent immigrants had a bachelor's degree or higher, compared to 43.2 per cent of total immigrants and 35.5 per cent of Canadian-born residents (see Figure 8). These figures are similar to Metro Vancouver, with 53.2 per cent of recent immigrants and 41.7 per cent of total immigrants having a bachelor's degree or higher, compared to 33.6 per cent of their Canadian born counterparts.

Figure 8: Highest Level of Education for Recent Immigrants, Total Immigrants and Canadian Born in Richmond (2016)

	Richmond				er	
	Canadian Born	Total Immigrants	Recent Immigrants	Canadian Born	Total Immigrants	Recent Immigrants
University Certificate, diploma or degree at bachelor level or above	35.5%	43.2%	50.6%	33.6%	41.7%	53.2%
College, CEGEP or other non-university certificate or diploma	21.3%	15.0%	13.0%	22.4%	15.7%	11.2%
Apprenticeship or trades certificate or diploma	7.0%	3.6%	2.2%	8.3%	5.0%	3.4%
Secondary (high) school diploma or equivalency certificate	27.4%	24.2%	19.8%	25.8%	22.8%	17.4%



Labour Market Participation

Despite the higher level of education attained by recent immigrants in Richmond, almost 10 per cent of recent immigrants were unemployed in 2015, which is higher than Richmond's total immigrant (6%) and Canadian-born (5.6%) labour force. Figure 9 shows the employment and unemployment rates for the population aged 15 years and over.

Figure 9: Labour Market Participation Rates in Richmond (2015)

	Richmond				Metro Vancouver	
	Canadian Born	Total Immigrants	Recent Immigrants	Canadian Born	Total Immigrants	Recent Immigrants
Population aged 15 years and over	55,530	113,915	12,970	1,112,275	952,340	122,620
In the labour force	35,565	67,160	7,390	769,910	585,610	80,025
Participation rate	64.1%	59.0%	57.0%	69.2%	61.5%	65.3%
Employment rate	60.4%	55.4%	51.3%	65.3%	57.8%	59.2%
Unemployment rate	5.6%	6.0%	9.9%	5.7%	5.9%	9.3%



⁹ Statistics Canada defines unemployed persons as those who "were available for work and were either on temporary layoff, had looked for work in the past four weeks or had a job to start within the next four weeks."

More significantly, the median income of Richmond's recent immigrant population was \$15,834, notably less than the median income of \$23,102 for the immigrant population and \$25,842 for the total population. In 2015, 40.7 per cent of Richmond's recent immigrant population were in the low-income bracket, compared with 26.1 per cent of the total immigrant population and 22.4 per cent of the total population (see Figure 10).

Figure 10: Total Income for Richmond and Metro Vancouver (2015)

	Richmond				Metro Vancouver	
	Total Population	Total Immigrants	Recent Immigrants	Total Population	Total Immigrants	Recent Immigrants
Population aged 15 years and over	169,445	113,915	12,970	2,064,585	952,340	122,620
Average income	\$38,039	\$34,720	\$22,487	\$46,821	\$40,437	\$28,845
Median income	\$25,842	\$23,102	\$15,834	\$32,612	\$27,642	\$19,625
Prevalence of low income in 2015 ¹⁰	22.4%	26.1%	40.7%	16.5%	20.5%	33.5%

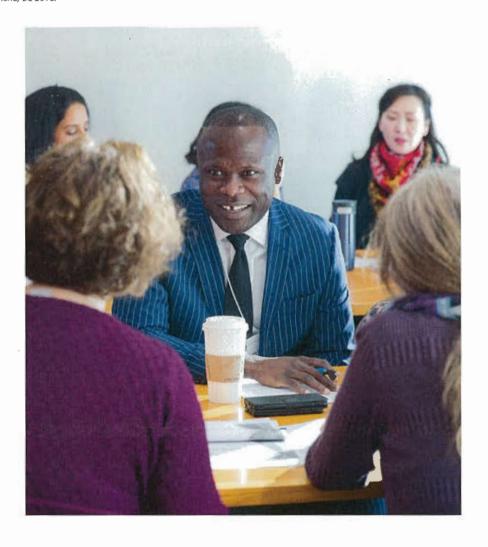


¹⁰ Based on the Low-income measure, after tax (LIM-AT).

When compared with those who worked full-time for a full year, Richmond's recent immigrant population also earned 27.7 per cent less than the total immigrant population and 37.5 per cent less than Richmond's total population. Figure 11 shows the employment income of individuals aged 15 years and over.

Figure 11: Employment Income for Richmond and Metro Vancouver (2015)

	Richmond				Metro Vancouver	
	Total Population	Total Immigrants	Recent Immigrants	Total Population	Total Immigrants	Recent Immigrants
Population aged 15 years and over	169,445	113,915	12,970	2,064,585	952,340	122,620
Population who worked full year, full time in 2015	46,015	29,285	2,015	637,390	258,940	25,630
Average income	\$61,759	\$57,616	\$43,975	\$67,916	\$61,567	\$53,737
Median income	\$51,059	\$47,420	\$37,128	\$54,955	\$49,407	\$41,559



4.0 NEEDS ANALYSIS

The diversity of Richmond's population presents plenty of opportunities for community vibrancy and enrichment, however, it also presents some challenges, particularly in terms of communication, cross-cultural understanding, integration and the potential marginalization of some segments of the population. Richmond already has a strong network of dedicated social service agencies, community organizations, advocates and government partners that are committed to fostering and promoting intercultural harmony in the community. A key aspect of the Cultural Harmony Plan is to build on the City's social inclusion practices as well as the existing strengths and capacities of its partners and key stakeholders. The following needs analysis helps to identify strengths, gaps and opportunities based on an analysis of available data and qualitative information provided by local stakeholders.

Community Capacity-Building

Strengths: Richmond's strength lies in the strong network of dedicated social service agencies and community organizations that help settle and integrate newcomers into the community and work towards cultural harmony. The City collaborates with various organizations through joint planning tables to share information and identify gaps in service delivery. In addition, the City has been providing the annual City Grant Program to build community and organizational capacity to provide programs for residents and promote partnerships with other funders and organizations.

Gaps: Despite the many strong collaborative partnerships in Richmond, gaps still exist. Many community organizations are facing significant challenges, such as limited funding and competition for contracts and short-term project grants. Most social service agencies do not have the resources to introduce programs that meet locally identified needs or plan for the long-term integration of immigrants because most of their funding is tied to the delivery of specific services.

Opportunities: While municipalities have the authority to plan for social issues, they have limited responsibility and funding for the delivery of social services. An opportunity in this area would be for the City to work with senior levels of government to advocate for long-term funding opportunities to community organizations that represent the interests of diverse communities.

Public Education and Awareness

A welcoming population is the foundation of culturally harmonious communities. The attitudes of residents towards immigrants have a strong impact on immigrants' sense of belonging and reported satisfaction with life in Canada.

Strengths: The City has a full-time Inclusion Coordinator who is responsible for developing culturally-appropriate strategies and initiatives that promote cross-cultural awareness and community inclusion. The City also holds an annual Diversity Symposium which provides cultural competency training opportunities to City, Community Partner, non-profit and social service agency

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staff, and volunteers so they can better understand how to work with the diverse communities in Richmond, and deliver programs and services that are welcoming and inclusive of everyone.

Gaps: It is important to foster residents' positive attitudes toward cultural diversity and the presence of newcomers in the community because positive attitudes are closely related to other indicators such as social engagement and lack of discrimination in the workplace. There is a need to make residents more aware of the social and economic contributions of newcomers to the community, as well as the barriers faced by newcomers, in terms of language and culture, among others. Newcomers also need support in adjusting to the social norms of the host community and accessing information that would enhance their participation in the social, cultural, economic and political life of the community.

Opportunities: There is an opportunity for the City to promote the benefits of an inclusive community that is welcoming of people from all backgrounds, ethnicities, and cultures. There are also other opportunities to enhance awareness and education, such as promoting the value of immigration to the public, informing residents about the diversity existing within the community, teaching residents how to communicate with limited English speakers, and how to interact with diverse groups. In addition, the City can work with its key stakeholders and the media to highlight the contributions of immigrants to Richmond. The private sector can also be made aware of the benefits of cross-cultural sensitivity training for their businesses.

An Interculturalism Model

Over the past decade, there has been a shift from multiculturalism towards interculturalism. Multiculturalism recognizes the diversity of all citizens in regards to race, ethnicity, culture, religion, ancestry and place of origin. Interculturalism builds on the principles of multiculturalism by not only recognizing diversity but also focusing on the mutual exchange of ideas and cultural norms between and among diverse populations. The emphasis is on building relationships with people across all cultures and breaking down barriers in the community.

Strengths: The City has a Council-appointed advisory body, the Richmond Intercultural Advisory Committee, acts as a resource to City Council regarding intercultural issues in Richmond and provides an intercultural lens on City strategies and initiatives. In addition, the City in partnership with its Community Partners, community service organizations and key stakeholders, organize events that bring people of all backgrounds together through festivals and programs, such as Doors Open and Richmond World Festival. Richmond's various community service organizations also do a significant amount of work in celebrating diversity and promoting intercultural understanding through their many programs and services.

Gaps: There is still some work to be done in linking immigrants with mainstream organizations and institutions. There is a need for programs and activities that encourage positive interaction between cultural, religious and ethnic communities, and especially between newcomers and long-time residents.

Opportunities: Many programs and services already exist in the community that bring people of all backgrounds together. However, there is an opportunity to incorporate intercultural elements into programs that allow participants to get to know each other and create something new together. These activities can help facilitate relationship building and increase intercultural understanding. Training on interculturalism can be offered to City and Community Partner staff and volunteers so they are equipped to deliver programs and services that facilitate intercultural relationship building. An intercultural lens can be applied by the City, with the help of the Richmond Intercultural Advisory Committee, in the development and implementation of policies, programs and practices. The City can also encourage community service organizations to incorporate intercultural elements into their programs and events through the City Grant Program.

Reduce Barriers to Participation

A culturally harmonious society is characterized by active participation and broad equality of opportunities among all Richmond's residents. Immigrants who face language, cultural, religious and ethnic barriers are less likely to participate fully in the social, economic, cultural and political life of society.

Strengths: In partnerships with Community Associations and Societies, the City strives to provide programs and events that reflect the needs of Richmond's diverse population so residents can participate in community life. The City also translates some documents into other languages so residents can access information that affects their lives. Richmond's immigrant-serving agencies provide a variety of support services for immigrants and refugees to help them get settled, find careers and make new connections through support groups, English classes and employment programs.

Gaps: One of the main challenges faced by skilled immigrants in Richmond is finding jobs that are equivalent to their training and experience. Despite a higher level of education and considerable job experience attained by recent immigrants, data shows that they lag behind Richmond's total immigrant and Canadian-born labour force in terms of employment rates and total income (see Figures 9 and 10 on pages 16 and 17). Newcomers are turned down due to lack of Canadian experience or accredited Canadian academic credentials. In addition, the 2016 Census shows that 11 per cent of Richmond's population neither speaks English nor French. A key challenge is to find ways to engage with this population so they can participate in the socio-economic life of the city.

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Opportunities: Volunteer and internship opportunities are often crucial starting points for newcomers to gain meaningful experience, connections and social networks in the community. In order to improve employment opportunities for immigrants with foreign training and credentials, internship programs targeted at recent immigrants can be explored by the City and its key stakeholders, including the business sector. Developing translation and interpretation guidelines, and using different communication methods and tools, to engage with multilingual communities are ways to reduce the barriers to participation for some segments of Richmond's population. There is an opportunity for the City to work with immigrant-serving organizations to identify barriers immigrants face that hinder them from participating in programs and services at City facilities.



5.0 BEST PRACTICES REVIEW

To inform the development of the Cultural Harmony Plan, the City undertook a review of best practices from other municipalities in Canada. Ten similarly diverse municipalities were chosen based on the following criteria:

- Cities of similar size as Richmond, considering growth potential for the next 10 years;
- Cities with a significant newcomer and immigrant population as a percentage of the total population;
- Cities with comparable socioeconomic characteristics to Richmond; and
- Cities that have a track record for proactively addressing cultural harmony issues and a demonstrated commitment to cultural harmony practices.

The ten municipalities chosen for a review of best practices include:

- 1. Brampton, Ontario;
- 2. Burnaby, British Columbia;
- 3. Calgary, Alberta;
- 4. Coquitlam, British Columbia;
- 5. Edmonton, Alberta;
- 6. Hamilton, Ontario;
- 7. Mississauga, Ontario;
- 8. Surrey, British Columbia;
- 9. Vancouver, British Columbia; and
- 10. Winnipeg, Manitoba.

Evaluation criteria were developed to assess the best practices in terms of accountability, community engagement, customer service, partnerships, staff capacity building and training, programming and volunteer practices. The intent was to identify opportunities for enhancing cultural harmony in Richmond while recognizing that any practice or initiative must be appropriate and feasible to the local context.

The ten comparator cities each have initiatives that are unique to their community and location. Many municipalities have practices similar to those already in place in Richmond. Common practices include the use of Google Translator which offers multiple languages for City-produced web content and City dashboards that provide updates on cultural harmony-related projects. A few cities offer newcomer services at their facilities and many host an annual Newcomer Day. Workforce training in diversity is also common among the municipalities reviewed.

This section focuses on the key learnings from the best practices review that helped inform the development of the strategic directions and recommended actions in the Draft Cultural Harmony Plan.

Reducing Barriers to Economic Opportunities, Services and Programs

Targeted approaches that address the unique challenges experienced by immigrants and refugees are often utilized by the municipalities reviewed. These include addressing barriers such as cultural and language differences, and the lack of recognition of foreign training and experience, among others. Some municipalities have partnered with institutions and organizations in the community to increase employment opportunities for diverse groups and to break down biases and barriers within their respective organizations.

For example, the City of Vancouver, in partnership with the Immigration Employment Council of British Columbia and service providers such as ISSofBC, MOSAIC, and SUCCESS, offers a mentorship program for new immigrant professionals. By providing an opportunity for City staff to share their knowledge, expertise, and professional networks with the newly arrived immigrant professionals, the City helps to build a more culturally competent staff team to better serve diverse communities. The City of Surrey has partnered with immigrant-serving agencies to offer settlement services at their facilities, covering topics such as employment, schools, health care and other newcomer orientation services. Surrey's Settlement Services in Recreation Centres program is available to newcomers in a number of different languages.

A review of best practices suggests that using a variety of communication methods to reach different target audiences helps enhance understanding and participation. Some municipalities, like Mississauga for instance, use Google Translator to translate all City-produced content in multiple languages and the 311 phone service to provide direct access to non-emergency municipal government information in more than 150 languages. Other municipalities, such as Burnaby and Coquitlam, maintain a volunteer language bank of City employees who speak languages other than English. When available, these staff members provide interpretation services for residents seeking information on City services.

Many municipalities provide settlement-related resources that are available to newcomers in their respective communities. Some municipalities, including Richmond, publish a Newcomers Guide that lists various settlement-related information, such as service providers and language classes. Other municipalities, such as Calgary and Hamilton, have a City webpage that provides newcomer settlement information. The City of Coquitlam hosts an annual Welcome to Coquitlam event so newcomers can learn about City programs and services. Different City departments are on hand to talk about a broad range of topics, including recycling and garbage services, and parks and recreation activities. Community agencies offering essential services for new residents are also at the event to provide information that would help new arrivals adjust to the community. The City of Winnipeg's annual Newcomer Family Fair is designed to welcome new arrivals to the city and connect them with services.

Enhancing Intercultural Interaction

Many municipalities recognize the importance of facilitating intercultural understanding and interaction between people of different ethno-cultural, racial, religious and other backgrounds. The goal is to encourage positive interaction and direct engagement between diverse communities in order to help break down misconceptions about each other.

One of the priority actions identified in the City of Calgary's Cultural Plan for Calgary is building interactions and exchange between ethno-cultural communities, Indigenous communities and Calgary's cultural organizations to develop new programming, funding and exchange opportunities. The City of Vancouver has implemented the Dialogues Projects to increase understanding and strengthen relations between Indigenous and immigrant/non-Indigenous communities. Key initiatives include Dialogue Circles, community research, cultural exchange visits, youth and elders program, and legacy projects. The City of Hamilton's Public Engagement Charter directs the City to create opportunities for residents from different backgrounds to work together through the use of appropriate engagement methods and tools.

Promoting Awareness and Education

Awareness and education are some of the major themes identified in addressing cultural harmony. Celebrating the ethnic and cultural diversity of its citizens through official celebrations and observances is one way municipalities promote awareness and education. The City of Burnaby Storytelling Project is a public awareness campaign that sought to inform and educate Burnaby residents about the value that immigrants and refugees bring to the community. The project trained 22 storytellers who shared their experiences at community events throughout the city and brought awareness to the issues experienced by immigrants and refugees in Burnaby.

Many municipalities offer diversity awareness training to their staff. For example, the City of Edmonton offers mandatory diversity training to all staff and the City of Calgary has committed resources to staff training in order to support and enable effective communication with Calgary's diverse communities. The City of Hamilton delivers a system-wide Anti-Racism training program and the City of Surrey provides training for front-line staff on settlement services.

The Burnaby Inter-Faith Network, comprised of the City of Burnaby, and local faith and community leaders, organizes a series of events that build knowledge and understanding of Burnaby's diverse faith communities. It envisions Burnaby to be a place where people of different faiths respect each other and live together in harmony.

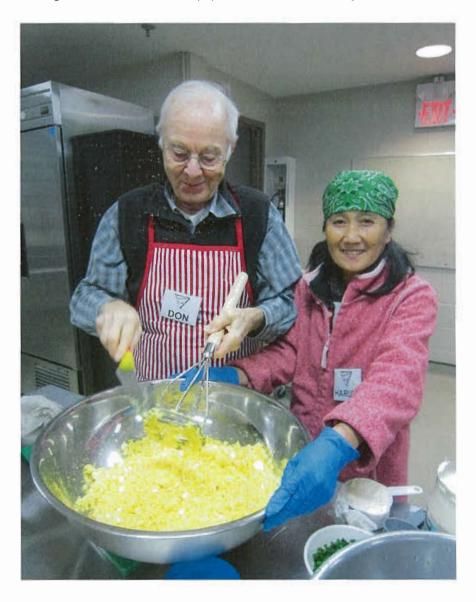
Pursuing Partnership and Collaborative Approaches

Many municipalities have identified the need for strong partnerships and continued collaborative actions to foster cultural harmony. Often work happens outside of the organization with communities, grassroots organizations, non-profits and other stakeholders. Many municipalities, including Richmond,

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participate in Local Immigration Partnerships which support the integration of immigrants and refugees in their respective communities. Some municipalities, such as Burnaby, Vancouver, Calgary and Edmonton, are members of the Canadian Coalition of Municipalities Against Racism and Discrimination. This network brings together municipalities to undertake initiatives that improve their policies against racism, discrimination, exclusion and intolerance.

The City of Brampton has partnered with faith communities to respond to emergencies through the Lighthouse Project. Brampton recognizes that faith-based organizations are already serving vulnerable populations and their sites can be used as meeting points for people needing guidance and support during emergencies. This is an example of an innovative project that taps into an already existing network to serve diverse populations in the community.



6.0 STRATEGIC FRAMEWORK

The *Draft Cultural Harmony Plan 2019–2029* sets out five strategic directions and 27 recommended actions to be completed over a ten-year period. The recommended actions build upon ongoing initiatives and work that has been accomplished to date, consider current and emerging needs, and seek to foster collaboration and cooperation among stakeholders.

6.1 Definition, Vision, and Guiding Principles

Definition of Cultural Harmony

Cultural Harmony is the result of achieving "unity in diversity" based on shared values and a common identity. It is achieved when we respect and value diversity, foster and promote a welcoming and inclusive community, and ensure equitable outcomes for all regardless of race, culture, ethnicity, and length of time in Canada.

The vision for the Cultural Harmony Plan 2019-2029 is:

"That residents of Richmond recognize and respect the presence of diverse groups in the community, acknowledge and celebrate differences, and value and enable each and every group's continued contribution and participation in all aspects of community life."

The *Draft Cultural Harmony Plan 2019–2029* includes five strategic directions that have been identified from and are supported by data and best practice research. The five strategic directions are:

- 1. Intercultural connections;
- 2. Collaboration and partnerships;
- Targeted training and professional development;
- 4. Communication and community engagement; and
- 5. Programs and services.

6.2 Actions for Implementation

The 27 recommended actions have been developed to foster cultural harmony in Richmond. Many of the actions build on the priorities identified in the Social Development Strategy. Each strategic direction includes items for action that are intended to meet the objectives and intended outcomes of each strategic direction. Each action includes an associated timeline for completion, which is characterized as short term (0–3 years), medium term (4–6 years), long term (7–10 years), or ongoing. It is important to acknowledge that while the strategic framework covers a ten-year period, some actions may require adaptation to respond to community needs or opportunities as they arise.

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Strategic Direction 1: Intercultural Connections

Showcasing Richmond's diversity allows residents to have a better understanding and respect for different cultures. Cultural celebrations can be learning opportunities for the host community and allow them to become engaged with the lives of newcomers. These celebrations can also be a way of bringing newcomers into direct engagement with local residents.

One of the ways to foster harmonious relations between cultures is through mutual exchanges that do not seek to eliminate differences but instead facilitate meaningful contact between diverse communities. The City believes that fostering cultural harmony needs to go beyond recognizing and celebrating diversity; it is equally important to encourage opportunities for Richmond residents of diverse backgrounds to interact with and learn from each other. This can lead to increased intercultural understanding and respect, and also increases a sense of inclusion and shared identity for both immigrants and long-term residents.

	Recommended Actions	Timeline
1.	Continue to recognize and celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events.	Ongoing
2.	Support and pursue opportunities for community-based dialogues that facilitate positive intercultural exchange and understanding.	Short term
3.	Review the calls to action from the Truth and Reconciliation Commission's (TRC) report and explore opportunities for Richmond to respond.	Short term
4.	Identify and recognize community champions who improve awareness, acceptance and positive relations among people of different cultural and ethnic backgrounds, and between long-time residents and recent immigrants.	Medium term
5.	Incorporate criteria into the City Grant program that supports programs and events that facilitate intercultural interaction and promote intercultural understanding.	Medium term

Strategic Direction 2:Collaboration and Partnerships

Richmond has a strong network of Community Partners, community service organizations, and ethno-cultural and faith-based community groups that deliver various services in the community. The City has established collaborative partnerships with many of these organizations to identify and meet the needs of Richmond's diverse population. The City values working together to share information, identify gaps in services, and respond to challenges and opportunities in the community.

The City recognizes that an essential part of fostering a culturally harmonious society is building the capacity of Richmond's community service organizations and ethno-cultural community groups. Central to the process of capacity building is access to resources that allows these organizations and groups to serve the unique needs of the diverse communities in Richmond.

	Recommended Actions	Timeline
1.	Continue to work with Richmond Intercultural Advisory Committee (RIAC) members to implement the RIAC Intercultural Strategic Plan and Work Program.	Ongoing
2.	Continue to support the capacity building of community service organizations that serve the needs of Richmond's diverse population.	Ongoing
3.	Pursue opportunities to participate in joint planning and networking with community service organizations in order to share information and identify gaps in program and service delivery.	Short term
4.	Participate in community initiatives that seek to develop mechanisms for responsive action against incidents of racism.	Short term
5.	Pursue programs and funding opportunities provided by senior levels of government regarding cultural harmony initiatives.	Short term
6.	Explore participation in networks that work towards building inclusive societies.	Medium term

Strategic Direction 3:Targeted Training and Professional Development

Building a culturally harmonious society requires being responsive to the needs and challenges of Richmond's residents. A workforce that understands the diverse populations they serve is essential towards achieving this goal. Equipping staff and volunteers with the knowledge and skills they need to be culturally competent, to understand the value and dimensions of diversity that exist in society, and to develop ideas for fostering inclusion in City facilities will contribute to the development of a culturally harmonious society.

A culturally harmonious society recognizes diversity and places value on that recognition and participation. The understanding and appreciation of the knowledge, skills and experience that newcomers bring into the labour market allow them to obtain employment that is commensurate to their education and work experience and fully contribute to society and economy.

	Recommended Actions	Timeline
1.	Continue to learn and share best practices in diversity and inclusion with staff and volunteers from the City, Community Partners and community service organizations, through the City of Richmond Diversity Symposium and other training opportunities.	Ongoing
2.	Develop and implement a diversity and inclusion training program for City and Community Partner staff and volunteers to better serve Richmond's diverse population.	Short term
3.	Work with immigrant-serving agencies to identify and reduce barriers faced by immigrants in accessing volunteer and employment opportunities with the City of Richmond.	Short term
4.	Explore and implement mentorship and internship opportunities targeted to recent immigrants within the City.	Medium term
5.	Recruit and retain City and Community Partner staff and volunteers that reflect Richmond's diversity.	Long term

Strategic Direction 4:

Communication and Community Engagement

With 60 per cent of Richmond residents born outside of Canada, the City recognizes that responding to the needs and interests of newcomers is an increasingly important part of its mandate. Removing barriers to participation and access to information are important in fostering a culturally harmonious community.

Citizen engagement is a crucial part of the process of promoting a culturally harmonious society because it allows Richmond residents to have a say on issues of public concern. Community engagement strategies that takes into account the unique characteristics, interests and needs of various segments of the population make residents feel valued and respected. City-related information that takes into account the communication skills and channels of different cultural communities allow residents, regardless of cultural backgrounds and language ability, to access key information and provide input on issues affecting them and the community at large.

	Recommended Actions	Timeline
1.	Review and pursue viable options of providing City-related information for newcomers, immigrants and refugees that would assist them in accessing services in the community (i.e. City website).	Ongoing
2.	Develop City-wide translation and interpretation guidelines to expand the engagement of multilingual communities.	Short term
3.	Explore and implement the use of different communication methods, such as multilingual translation services on the City website and interpretive tools for frontline customer service staff, to engage different cultural segments of the population.	Short term
4.	Explore the creation of a corporate community engagement policy with input from under-represented and hard-to-reach communities.	Long term
5.	Promote and increase awareness of the benefits of an inclusive community that is welcoming of people from all backgrounds, ethnicity and cultures.	Long term

Strategic Direction 5:

Programs and Services

The City believes that a culturally harmonious society is a welcoming and inclusive society. It is characterized by a widely shared social experience and the active participation of its residents. Promoting cultural competence at the staff level through training and professional development contributes to cultural competence at the level of program design and implementation.

City programs and services that reflect the needs and priorities of Richmond's diverse population facilitate a sense of belonging and well-being. Offering culturally sensitive activities and services is one way of reducing barriers and promoting social interaction within Richmond's diverse communities.

	Recommended Actions	Timeline
1.	Undertake a comprehensive review of City and Community Partner programs and services from a diversity and inclusion perspective, identifying gaps and improvements.	Ongoing
2.	Review and update the New Canadian Tour program to reflect the needs of the newcomer communities in Richmond.	Short term
3.	Develop and implement City and Community Partner programs and services that promote positive social and intercultural connections within and among diverse cultural, ethnic and religious populations.	Short term
4.	Strengthen relationships with various cultural and ethnic communities in order to integrate their arts, cultural and heritage practices into the City's programs and events.	Short term
5.	Work with immigrant serving agencies and Community Partners to reduce barriers for new immigrants to participate in programs and services at City facilities.	Short term
6.	Consult and seek opportunities for collaboration with the diverse cultural, ethnic and faith organizations in Richmond to gain a better understanding of the needs of Richmond's population and ensure there are a variety of services available in the community.	Medium term

7.0 MONITORING AND EVALUATION

The key actions and outcomes are outlined in Table 1 below and are intended to guide the ongoing monitoring and evaluation of the *Cultural Harmony Plan 2019–2029*. The key outcomes will be used to monitor the effectiveness of the Plan as a whole, as well as the impact of specific projects and programs.

Table 1: City of Richmond Cultural Harmony Plan 2019–2029 Monitoring and Evaluation Framework

Strategic Direction	Actions	Key Outcomes
Intercultural Connections	 Continue to recognize and celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events. Support and pursue opportunities for community-based dialogues that facilitate positive intercultural exchange and understanding. Review the calls to action from the Truth and Reconciliation Commission's (TRC) report and explore opportunities for Richmond to respond. Identify and recognize community champions who improve awareness, acceptance and positive relations among people of different cultural and ethnic backgrounds, and between long-time residents and recent immigrants. Incorporate criteria into the City Grant program that supports programs and events that facilitate intercultural interaction and promote intercultural understanding. 	 Increased awareness and understanding about Richmond's diverse communities. Increased opportunities for residents to interact and build relationships with each other. Greater recognition of community champions for the work that they do. Increased awareness of the history of Indigenous peoples, including the history and legacy of the residential school system.
Collaboration and Partnerships	 Continue to work with Richmond Intercultural Advisory Committee (RIAC) members to implement the RIAC Intercultural Strategic Plan and Work Program. Continue to support the capacity building of community service organizations that serve the needs of Richmond's diverse population. Pursue opportunities to participate in joint planning and networking with community service organizations in order to share information and identify gaps in program and service delivery. Participate in community initiatives that seek to develop mechanisms for responsive action against incidents of racism. Pursue programs and funding opportunities provided by senior levels of government regarding cultural harmony initiatives. Explore participation in networks that work towards building inclusive societies. 	 Increased opportunities for collaboration and information sharing among the City, community service organizations and key stakeholders. Increased City involvement in initiatives that address racism and discrimination. Increased community capacity to deliver programs that meet local needs.

Strategic Direction	Actions	Key Outcomes
Targeted Training and Professional Development	 Continue to learn and share best practices in diversity and inclusion with staff and volunteers from the City, Community Partners and community service organizations, through the City of Richmond Diversity Symposium and other training opportunities. Develop and implement a diversity and inclusion training program for City and Community Partner staff and volunteers to better serve Richmond's diverse population. Work with immigrant-serving agencies to identify and reduce barriers faced by immigrants in accessing volunteer and employment opportunities with the City of Richmond. Explore and implement mentorship and internship opportunities targeted to recent immigrants within the City. Recruit and retain City and Community Partner staff and volunteers that reflect Richmond's diversity. 	 Increased awareness about the challenges and barriers faced by diverse communities in Richmond. Increased opportunities for City and Community Partner staff and volunteers to gain knowledge and skills to respond to the needs of Richmond's diverse population. Improved volunteer and employment opportunities for immigrants.
Communication and Community Engagement	 Review and pursue viable options of providing City-related information for newcomers, immigrants and refugees that would assist them in accessing services in the community (i.e. City website). Develop City-wide translation and interpretation guidelines to expand the engagement of multilingual communities. Explore and implement the use of different communication methods, such as multilingual translation services on the City website and interpretive tools for frontline customer service staff, to engage different cultural segments of the population. Explore the creation of a corporate community engagement policy with input from underrepresented and hard-to-reach communities. Promote and increase awareness of the benefits of an inclusive community that is welcoming of people from all backgrounds, ethnicity and cultures. 	 Increased access for Richmond residents to key City information. Increased opportunities for immigrants to participate in various aspects of community life. Increased opportunities to promote awareness of the social and economic contributions of immigrants to the community.

Strategic Direction	Actions	Key Outcomes
Programs and Services	 Undertake a comprehensive review of City and Community Partner programs and services from a diversity and inclusion perspective, identifying gaps and improvements. Review and update the New Canadian Tour program to reflect the needs of the newcomer communities in Richmond. Develop and implement City and Community Partner programs and services that promote positive social and intercultural connections within and among diverse cultural, ethnic and religious populations. Strengthen relationships with various cultural and ethnic communities in order to integrate their arts, cultural and heritage practices into the City's programs and events. Work with immigrant serving agencies and Community Partners to reduce barriers for new immigrants to participate in programs and services at City facilities. Consult and seek opportunities for collaboration with the diverse cultural, ethnic and faith organizations in Richmond to gain a better understanding of the needs of Richmond's population and ensure there are a variety of services available in the community. 	 Enhanced representation of Richmond's diverse communities in programs and events. Increased opportunities for residents to participate in various aspects of community life. City demonstrates an increased responsiveness to the needs of a diverse population.

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8.0 NEXT STEPS

Moving forward, the City will work with community stakeholders to undertake the recommended actions outlined within the *Cultural Harmony Plan 2019–2029*. An immediate priority is developing and implementing a diversity and inclusion training program for City and Community Partner staff and volunteers. Other short-term actions include promoting the Plan and its actions with senior levels of governments and other stakeholders. The City will monitor the progress of the *Cultural Harmony Plan 2019–2029* and report out to City Council and the community on a biennial basis.

9.0 CONCLUSION

As Richmond's population continues to become increasingly diverse, it is important that the city's social fabric be maintained and enhanced with the full and valued participation of all its residents. Richmond's multicultural communities have so much to offer in terms of community vibrancy and enrichment. The challenge, and opportunity, is to meet the evolving needs of Richmond's diverse population.

The Cultural Harmony Plan 2019–2029 demonstrates the City of Richmond's leadership in building on its social inclusion practices as they relate to policy development, program and service delivery, community engagement and customer service. It is intended to provide long-term direction to the City in addressing cultural harmony priorities, and clearly map out objectives, strategic directions and recommended actions which will act as the framework for implementation. The Cultural Harmony Plan 2019–2029 identifies what needs to be accomplished over the next ten years to realize the Plan's vision of "recognizing and respecting the presence of diverse groups in the community, acknowledging and celebrating differences, and valuing and enabling each and every group's continued contribution and participation in all aspects of community life."

The successful implementation of the *Cultural Harmony Plan 2019–2029* will require the commitment of City, Community Partners, stakeholders and citizens. The City cannot do it alone. The City will continue to build partnerships and work collaboratively with key stakeholders and other levels of government. This Plan sets the stage for guiding future efforts by the City towards meeting the needs of Richmond's diverse population and ensuring the active participation of all residents in various aspects of community life.



Report to Committee

To: Planning Committee

May 30, 2019 Date:

From: Wayne Craig

Re:

File:

RZ 17-766714

Director, Development

Application by Fougere Architecture Inc. to Amend Schedule 2.14 of Official

Community Bylaw 9000 (Hamilton Area Plan), Create the "Town Housing -Hamilton (ZT86)" Zone, and Rezone the Site at 23400, 23440, 23460 and 23500 Gates Avenue and a Portion of Gates Avenue from "Single Detached (RS1/F)" to

"Town Housing (ZT86) - Hamilton" and "School & Institutional Use (SI)"

Staff Recommendations

1. That Official Community Plan Amendment Bylaw 10011, to amend Schedule 2.14 of Official Community Plan Bylaw 9000 (Hamilton Area Plan) to amend the "Circulation Map" and the "Parks, Public Realm and Open Space Map" for the area between Gates Avenue and Gilley Road, be introduced and given First Reading.

- 2. That Bylaw 10011, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans.

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act.

- 3. That Bylaw 10011, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9932 to create the "Town Housing" (ZT86) - Hamilton" zone, and to rezone 23400, 23440, 23460 and 23500 Gates Avenue and a portion of Gates Avenue from "Single Detached (RS1/F)" to "Town Housing (ZT86) -Hamilton" and "School & Institutional Use (SI)", be introduced and given first reading.

Wayne Craig

Director, Development

WC:mm Att. 8

REPORT CONCURRENCE			
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER	
Real Estate Services Parks Services Engineering Policy Planning Transportation		Je Evreg	

Staff Report

Origin

Fougere Architecture Inc. has applied to the City of Richmond to create the new "Town Housing - Hamilton (ZT86)" zone, and to rezone a 8,248 m² (2.04 acre) site including 23400, 23440, 23460 and 23500 and a portion of Gates Avenue from "Single Detached (RS1/F)" to "Town Housing - Hamilton (ZT86)" and "School & Institutional Use (SI)". The proposed rezoning would permit the development of 60 three-storey townhouse units with a floor area of 7,047 m² (75,853 ft²) on a 7,327.6 m² (1.81 acre) development lot and a proposed 920.6 m² (0.23 acre) City park lot.

In addition to Zoning Amendment Bylaw 9932, Official Community Plan (OCP) Amendment Bylaw 10011 proposes to amend the Hamilton Area Plan "Circulation Map" and the "Parks, Public Realm and Open Space Map" in the area between Gates Avenue and Gilley Road to make changes to the "Strollways" and "Shared Streets", and designate the proposed City park lot as a "Conservation Area". Details on the proposed changes to the OCP are provided in the OCP/Hamilton Area Plan subsection of this report.

Findings of Fact

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

Subject Site Existing Housing Profile

The applicant has indicated there are currently three single family dwellings and a non-conforming duplex located on the existing four lots. Four of the five dwelling units are currently rented and one is vacant. The applicant provided information confirming that the tenants are aware of the development plans for the existing properties. None of the buildings contain secondary suites.

Surrounding Development

- To the North: Gates Avenue and single family properties zoned "Single Detached (RS1/F)" and designated "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" within the Hamilton Area Plan.
- To the South: Single family properties zoned "Single Detached (RS1/F)" and designated "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" within the Hamilton Area Plan.
- To the East: Ministry of Transportation road allowance that includes a large grassed area with blackberries and several small trees, a pathway, a highway sound barrier and Highway 91A.
- To the West: Single family properties zoned "Single Detached (RS1/F)" and designated "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" within the Hamilton Area Plan.

Related Policies & Studies

Official Community Plan/Hamilton Area Plan

The proposed development is consistent the Official Community Plan (OCP) "NRES – Neighbourhood Residential" land-use designation.

The OCP also designates the southern portion of the site as being subject to an "Environmentally Sensitive Area" (ESA) Development Permit Area (discussed below under the ESA subsection).

The proposed development is consistent with the "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" designation within the Hamilton Area Plan (Area Plan) which permits construction of stacked townhouses with one level of parking and up to three habitable floors above (Attachment 3).

Hamilton Area Plan Strollways and Shared Street Network

The Hamilton Area Plan include includes of "Strollways" (urban pedestrian pathways) and "Shared Streets" (small-scale pedestrian-oriented streets) that are designed to provide a finer grain network of pedestrian and vehicle routes than provided by the larger public roads in the area. The Strollways and Shared Streets are to be incrementally constructed with developments with public access secured through registration of Statutory Right of Ways (SRWs) at the time of rezoning.

The exact locations of these routes are to be determined during the review of the rezoning application and there are sufficient changes to these routes to warrant an OCP amendment with the current proposal. To facilitate the proposed development and improve the pedestrian connectivity in the block between Gates Avenue and Gilley Road, OCP Amendment Bylaw 10011 would amend the "Circulation Map" and the "Parks, Public Realm and Open Space Map" as shown on Attachment 3. In particularly, Bylaw 10011 would:

- Change the "Shared Street" running along the west side of the development site to a pedestrian "Strollway" and shift it approximately 18 m (60 ft.) it to the west.
- Change the "Shared Street" to the west of the development site to a pedestrian "Strollway" which would continue along the southern side of the development.

The subject development will secure a minimum of a 3.0 m (9.8 ft.) wide SRW for these Strollways with future adjacent developments providing a further 3.0 m (9.8 ft.) wide SRW for total ultimate Strollway SRW width of 6.0 m (19.6 ft.) with total pathway widths of 2.0 m (6.6 ft.) to 2.5 m (8.2 ft.) depending on tree preservation and landscaping being accommodated within Strollway corridors. While Strollways are primarily intended for pedestrians, they will also allow for low-speed cycling and scooter use.

The above amendments support the phased development of the block bounded by Gates Avenue, Smith Crescent and Gilley Road in a logical manner that supports pedestrian connectivity throughout the area.

Hamilton Area Plan Parks, Public Realm and Open Space Network

Bylaw 10011 also proposes to designate the proposed City park lot with the ESA habitat enhancement and compensations areas (described below) as a "Conservation Area" within the "Parks, Public Realm and Open Space Map".

Environmentally Sensitive Area

The OCP designates 966.2 m² (10,400 ft²) of the south-east corner of the subject site as an ESA Development Permit Area. As part of the Development Permit Area guidelines, the City requires that a developer engage a Qualified Environmental Professional (QEP) to undertake an assessment to ground truth the generalized ESA mapping and classifications in the OCP. In the QEP assessment for the project, the QEP and surveyor have confirmed that there is actually 887 m² (9,543 ft²) of on-site ESA located within the larger mapped ESA area in the southeast corner of the site (Attachment 5). The QEP has assessed the value of the vegetation within the ESA and along with information from the arborist as discussed in the Tree Retention section of the report and summarized below.

Key finding of the QEP include:

- Himalayan blackberry dominates all other vegetation, with native plants essentially being absent in the designated ESA.
- There is little to no natural large woody debris which would provide, if present, important habitat, for small mammals and amphibians.
- Of the 11 trees identified by the project arborist located within the existing mapped ESA, nine trees in poor condition are recommended to be removed. One tree in good condition and one tree in poor condition near the eastern edge of the site are proposed to be preserved as recommended by the project arborist.

On this basis of this work and discussions with City staff, the QEP proposes a re-shaped ESA enhancement and compensation area of 905.7 m² (9,749 ft²) along the eastern side of the site. This ESA area will be included within the proposed 920. 6 m² (0.23 acre) City park as shown on Attachment 5.

Key elements of the proposed ESA enhancement landscape plans and QEP reports (collectively called the Stage 1 QEP report) include:

- The proposed ESA compensation and enhancement area will provide improved habitat value compared to the existing mapped ESA and contribute to the City's Ecological Network.
- Rehabilitation of the area by clearing all plants and shrubs which are dominated by Himalayan blackberry.
- There will be preservation of a total of the 17 existing trees that include 15 Spruce trees, a two Mountain Ash and an Oak. Of these trees, 15 trees in good condition are located outside of the existing mapped ESA and within the proposed new ESA compensation area located to the north in the proposed park. The remaining two trees to be preserved include the above-noted trees within the existing mapped ESA.

- Planting of a further native 17 deciduous trees, 16 coniferous trees and native 797 shrubs / ground covers/ grasses.
- Placement of large woody debris (from removal of the trees within the development site) to create additional habitat.

There will also be the requirement for a three year monitoring and maintenance plan after the habitat enhancement and compensation work is completed as recommended by the QEP.

The proposed ESA compensation and enhancement plan has been accepted on the above basis and given that:

- The area is larger in than the existing surveyed 887m² (9,543 ft²) ESA area.
- It creates a multi-structured, species-rich link that will provide year-round foraging opportunities for a wide variety of bird species, small mammals and amphibians.
- Allows for enhanced long-term stewardship of the area with City ownership as a park.
- There is an opportunity for the extension of this enhanced ESA corridor onto adjacent ESA area on the property to the south at such time that it may be developed for townhouses.

A final ESA landscape plan and a Stage 2 QEP Report and are to be prepared and included within the Servicing Agreement to the satisfaction of the Director, Parks Services and the Director of Development. The Stage 2 QEP Report will include the detailed monitoring and maintenance plan, reference to the final landscape plans, and will be included within the Servicing Agreement submission to the satisfaction of the City prior to Final adoption of Zoning Amendment Bylaw 9932 and issuance of a Development Permit for the project.

Proposed Park

As discussed above, the applicant has agreed to transfer a 920. 6 m² (0.23 acre) lot for a City park, and which includes the proposed 905.7 m² (9,749 ft²) ESA enhancement and compensation areas and the East-West Strollway running along the southern edge of the site. While this provision of park land is not a requirement under the Area Plan or OCP, the applicant and City staff agreed that the ESA could be well managed by the City and would augment the seminatural adjacent area within the Highway 91A road allowance which collectively form part of the City's Ecological Network. There will be no Development Cost Charge (DCC) credits available to the developer for the transfer of the park lot or its improvement.

Contribution for Off-Site Habitat Enhancement

The applicant has also agreed to make a contribution of \$61,000 to the City to undertake a Capital Project for habitat enhancement on City lands forming part of the Ecological Network within the Hamilton Area. Potential sites include the Queen Canal Corridor and Hamilton Highway Park on the east side of Highway 91A.

Closure of a Portion of Gates Avenue

The development also includes the proposed closure of a portion of Gates Avenue to be included within the development site and the City park lot. This is consistent with the Area Plan that

provides for future construction of a Strollway on the middle of the eastern portion of Gates Avenue (Attachment 3).

The applicant is required to enter into a purchase and sale agreement with the City for the purchase of $150.5 \, \text{m}^2 \, (1,620 \, \text{ft}^2)$ of the $188 \, \text{m}^2 \, (2,032 \, \text{ft}^2)$ Gates Avenue road allowance to be closed, with the remaining $30.3 \, \text{m}^2 \, (326 \, \text{ft}^2)$ area of closed road allowance being included within the proposed City park. The primary business terms of the purchase and sales agreement, and road closure bylaw will be brought forward to Council in a separate report from the Senior Manager, Real Estate Services.

At such time that redevelopment of the properties on the north side of Gates Avenue occurs, such development would include closure of the northern portion of Gates Avenue with the remaining centre portion of the Gates Avenue road allowance being converted into a Strollway.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 with a Flood Construction Level (FCL) of 3.5 m applicable to this site. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. Given that the existing grade in the area ranges from 1.0 m to 1.3 m geodectic, the City's 3.5 m geodectic FCL requires that only garages and staircase foyers occupy the ground floor of townhouses, with no other habitable space being permitted below 3.5 m geodectic.

Acoustical Report for Highway Noise

There is a sound barrier and large grassed area located within the Highway 91A road allowance adjacent to the proposed development. Nevertheless, the applicant will be required to register a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from Highway 91A to the proposed dwelling units with acoustical and mechanical reports being provided to the City prior to Development Permit issuance that ensure that the development meets the CMHC guidelines for interior noise levels and the ASHRAE 55-2004 standard for "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

Public Consultation

A rezoning sign has been installed on the subject property. In response to the placement of the rezoning sign on the property, staff have received an inquiry from one property owner about the proposed height of the townhouses, his satellite dish reception and City policies regarding future townhouse development in the surrounding area, including his property.

As requested by City staff, the applicant has consulted with residents living on the properties fronting Gates Avenue to determine if there are concerns regarding the proposed vehicle access to the development and road works on Gates Avenue. This consultation included door-to-door visits by the applicant who provided a brief description and several plans of the proposed 60-unit townhouse development. In this regard, residents of homes on each of these lots, including those

on the development site, signed the applicant's consultation form stating they were aware of and supported the proposed development (Attachment 4).

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

The table below clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment is not located within or adjacent to the Agricultural Land Reserve.
Richmond School Board	No referral necessary, as the proposed amendment does not change the land-use or density in the OCP and the application includes less than 295 units.
The Board of Metro Vancouver	No referral necessary, as the proposed amendment is consistent with the City-wide OCP previously referred to Metro Vancouver.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as First Nations' interests are not affected by this amendment.
TransLink	No referral necessary; no major transportation changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as port facilities are not affected by the amendment.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment is consistent not affected by YVR's Airport Height Zoning and City's OCP Aircraft Noise Policy.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment is consistent with the City-wide OCP previously referred to Metro Vancouver.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary as the applicant consulted with the residents of neighboring properties on Gates Ave. and the community will be consulted through Public Hearing notices that would be sent property owners and occupiers of lots within 50m of the subject site.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment does not affect other agencies. Note, that the associated Zoning Amendment Bylaw 9932 was referred to the Ministry of Transportation and Infrastructure which provided preliminary approval to the bylaw.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10011, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple family housing units). This application only involves 60 multiple family housing units.

Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (MOTI) has provided preliminary approval of Zoning Amendment Bylaw 9932 as the site is located within 800 metres of Highway 99. MOTI final approval of Bylaw 9932 and of the proposed subdivision will be required prior Council consideration of Final adoption of the bylaw.

Analysis

Built Form and Architectural Character

The proposed development includes 60 townhouse units with an overall density of 0.962 FAR with a range of unit types as envisioned under the Hamilton Area Plan (Attachment 6). The proposed development includes a variety of unit types within the six buildings as follows:

- Four buildings include a total of 48 stacked townhouse units with garages occupying the ground floor.
- The 48 stacked units include 16 two-bedroom units located on the second floor of the buildings interspersed with 32 three-bedroom units with living space on the second and third floors of the buildings.
- There are two buildings with a total of 12 three-storey standard townhouse units with their garages occupying most of the ground floor and living space on the second and third floors that face onto the north-south Strollway.

The built form is characterized by:

- Modern-style buildings designed and shaped to provide architectural variation while providing a cohesive overall development character.
- Typical building heights of three (3) storeys for the two buildings with standard units along the west side of the site, with the remaining four stacked-unit buildings having three storeys and roof decks with stairway rooms/penthouses.

- Access is provided from Gates Avenue through the main north-south driveway and two
 driveways running east from the main driveway.
- Two "The proposed building setback to Gates Avenue is 4.0 m (13.1 ft.) and will be larger to the future Strollway to be constructed on the eastern portion of Gates Avenue when development occurs to the north.
- Strollways" along the south and west sides of the site are provided as set out the proposed amendment to the Hamilton Area Plan with these Strollways providing additional public pedestrian access to future developments to the west and south and the surrounding public streets. The Strollway along the west side of the development site is included within a 3.0 m (9.8 ft.) wide SRW. The Strollway along the south side of the site is included within a 3.5 m (11.5 ft.) wide SRW to allow for additional landscaping being accommodated within the Strollway corridor and for tree preservation on the adjacent lot to the south.
- The proposed project has minimum 4.5 m (14.8 ft.) setbacks to the Strollway SRWs along the west and south sides of the site. When these SRW widths are taken into account, the buildings will have a total 7.5 m (24.6 ft.) setback to the west property line and setbacks from 6.0 m (19.7 ft.) to 8.0 m (26.2 ft.) to the south property line.
- The east side yard setback to the proposed City park will be 2.2 m (7.2 ft.).
- There will be a central mews of 10.5 m (34.5 ft.) in width that includes the common outdoor amenity area with outdoor seating and play equipment located between the two central stacked townhouse buildings.
- The 12 standard three-storey units include side-by-side double garages, 32 stacked units have tandem double garages, eight (8) stacked units have single car garages and four (4) stacked units have a single car garage and an additional outdoor parking space.

Transportation and Site Access

Vehicle and Pedestrian Access

The vehicle and the main pedestrian access for the proposed development is to be provided by the project driveway leading from a new cul-de-sac on Gates as shown on the plans in Attachments 6 and 8. To the east of the cul-de-sac, the current paved road surface will be maintained in the interim to provide access to the existing three residential lots on the north side of Gates Avenue. At such time these lots are redeveloped for stacked townhouses, this eastern section of Gates Avenue will be converted to a Strollway that connects to the existing north-south pathway within the Highway 91A road allowance to the east.

There will also be a north-south Strollway within a 3.0 m (9.8 ft.) wide SRW to be registered on Title of the development site that will provide public pedestrian access along the western side of the site and that ultimately will provide a connection between Gates Avenue and Gilley Road when the properties to the south are developed. There also will be an east-west "Strollway" along the southern edge of the site within a 3.5 m (11.5 ft.) wide SRW to be registered on Title that will ultimately provide a connection between the existing north-south pathway within the Highway 91A road allowance and Smith Crescent. These SRWs provide for public pedestrian

access as part of the Strollway network within the Hamilton Area Plan, will be widened when townhouse developments are constructed to the west and south, and will be maintained by the subject developments.

Parking

There will be a total of 108 resident and 11 visitor parking spaces within the proposed development. The proposed number of parking spaces is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The applicant will be required to provide TDM measures to widen the existing asphalt walkway within the Highway 91A road allowance to a min. 3.0 m (9.8 ft.) width along the eastern side of the site north to the Highway 91A pedestrian overpass and install pedestrian lighting along this pathway.

The proposed new ZT86 zone includes a site-specific provision to allow two-thirds (67%) of the parking spaces for the 48 units, with two spaces each, to be in a tandem arrangement. Given that the entire ground floor of the units are under the 3.5 m Flood Construction Level and average site elevation of approximately 1.0 m geodectic in the area, the City has permitted in excess of 50% tandem parking spaces within several developments in the Hamilton area.

Furthermore, tandem spaces allow for a more compact footprint for the proposed 1.0 FAR stacked townhouse form without the need for an additional building footprint for wider townhouse units or more surface parking spaces. As a rezoning consideration, there will be registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.

As noted above, the residents on Gates Avenue were consulted and supported the proposed development plans which indicated that two-thirds of the parking spaces are proposed to be in a tandem arrangement.

Based on the size of the development, no on-site designated loading space is required under Zoning Bylaw 8500 with loading being permitted within the on-site driveways.

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 43 bylaw-sized trees on the subject property, and 10 trees on neighbouring properties to the south and west. (Attachment 7).

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

- 17 trees located within the proposed park / ESA area will be retained due to their good condition and being located within a large contiguous park / ESA area that supports tree preservation.
- The applicant intends to remove 26 on-site trees, of which:

- o 19 trees are in poor condition due to their tree structure and leaning angle, and thus are required to be removed.
- O Six trees are in good condition and one tree is in moderate condition, but need to removed due to the nature of the peat soils in the area and required filling of the site. These soil conditions require that the development site be filled to prevent driveways, services and yard areas from settling with the proposed or any other configuration of the townhouse buildings on the site.
- 10 trees located on adjacent neighbouring properties, with six trees located on the property to the south which are to be maintained. Four trees are identified for removal on the property to the west, of which one is dead, two are in poor condition and leaning, one is very old with poor structure. The applicant will be requesting acceptance from the property owner for issuance of a tree removal permit and the planting of eight replacement trees.

Trees Retention on Park

The 17 trees proposed to be retained are located within the proposed City park and will be augmented with additional ESA enhancement planting (discussed within the ESA section below). These trees include 14 Spruce trees, with two Mountain Ash trees and an English Oak. A Tree Survival Security of \$90,000.00 for these 17 trees will be provided and retained by the City for a period of three years after occupancy of the project.

Tree Replacement

In compensation for the 26 trees proposed to be removed, the OCP 2:1 replacement ratio would require a total of 52 replacement trees within the final Development Permit landscape plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057. The preliminary landscape plans provided for rezoning include 96 trees.

Accessible Adaptable Units

The applicant will construct 10 of the standard three-storey units as "Convertible Housing" with construction specifications to be provided within the project's Development Permit plans based on the guidelines within the City's OCP and the applicant's plans (see Attachment 6).

Affordable Housing Strategy

The applicant will voluntarily contribute \$659,502.00 to the City's affordable housing fund as provided in the City's Affordable Housing Strategy.

Hamilton Area Plan Amenity Contribution

This Hamilton Area Plan requires amenity contributions of \$70.50 per square meter (\$6.55 per square foot) for townhouse developments. Based on the proposed development design, the developer will provide approximately \$508,178.00 to be contributed to the City's Hamilton Area Plan Amenity Reserve Fund (the final amount to be based on the Development Permit plans).

Leadership in Energy and Environmental Design (LEED) and Townhouse Energy Efficiency

As a Development Permit application (DP 18-829228) for the project was received prior to the City's adoption of the Energy Step Code on July 16, 2018, the subject project is not subject to the BC Energy Step Code. In order to continue to be grandfathered from the BC Energy Step Code Level 3, the applicant must also submit a Building Permit application prior to December 31, 2019.

Therefore, in accordance with the Hamilton Area Plan, the development is required to be confirmed to be LEED Silver equivalent prior to consideration of the Development Permit by the

The applicant will also register 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.

Public Art Contribution

As a rezoning consideration, the applicant will be making a voluntarily contribution of approximately \$67,500.00 (final amount to be confirmed with the Development Permit plans) to the City's Public Art Fund.

Amenity Space

The applicant has opted not to construct an indoor amenity space and has voluntarily agreed to make a \$215,797.00 contribution in-lieu of on-site indoor amenity space as provided under the OCP Development Permit Area Guidelines. This cash in-lieu contribution is supported due to the development's close proximity of approximately 200 m to the Hamilton Community Centre and other proposed amenities (e.g. further community recreation space and a library) being funded by the Hamilton Area Plan amenity contributions being provided by this and other developments in the area.

Frontage and Servicing Improvements

The applicant will be required to enter into a Servicing Agreement that includes the design and construction of the following works:

Frontage Improvements

- Along the eastern portion of the Gates Avenue frontage, there will be a 2.0 m (6.6 ft.) wide concrete sidewalk, 1.5 m (4.9 ft.) wide treed and grassed boulevard with street lighting, and pavement widening to provide a min. 6.0 m (19.6 ft.) wide driving surface and tie to the existing northern edge of the roadway.
- At the western end of the site's frontage, construction of a cul-de-sac, with a 2.0 m (6.6 ft.) wide concrete sidewalk, new curb/gutter and a minimum 7.5 m (24.6 ft.) wide driving surface.
- East of the cul-de-sac, construction of a new 2.0 m (6.6 ft.) wide concrete sidewalk and sufficient road widening to maintain two-way traffic to the eastern end of Gates Avenue.

Repaving and widening of the existing pedestrian pathway to 3.0m (9.8 ft.) within the
Highway 91A road allowance adjacent to the site and extending to the Highway 91A
pedestrian overpass, and providing lighting will be required as a TDM measure
(discussed above). The Ministry of Transportation and Infrastructure has confirmed that it
would accept an application from the City to do the work itself under the Servicing
Agreement with the developer.

Servicing Works

- Installation of approximately 178 m (584 ft.) of sanitary sewer main from the proposed cul-de-sac on Gates Avenue to the intersection of Willett Avenue and Smith Crescent. Should development proceed prior to the completion of the City Capital Project for the VLA Park sanitary pump station, or should this Capital Project not proceed, the developer will be required to construct the sanitary pump station.
- Installation of approximately 80 m (262 ft.) of 600mm storm sewer along Gates Avenue from the proposed cul-de-sac to Smith Crescent.
- Removal and replacement of approximately 85 m (279 ft.) of the existing 150mm watermain at Gates Avenue with a 300mm diameter main (complete with fire hydrants as per City standards) from the intersection of Gates Avenue and Smith Crescent to the proposed cul-de-sac on Gates Avenue.
- Placement of the existing private utility overhead lines (e.g. BC Hydro, Telus and Shaw) underground from Smith Crescent to the eastern side of the development site.

Development Permit Review

At the forthcoming Development Permit stage, design elements to be further addressed include:

- Adding further small-scale articulation and architectural detailing to the townhouse buildings, particularly those facing onto the public realm.
- Consideration of a broader colour and material palette for the buildings.
- Adding way-finding signage and bollard lighting to the Strollways.
- Providing additional landscaping and outdoor amenity details and specifications.

Financial Impact or Economic Impact

The rezoning application results in an Operational Budget Impact (OBI) of \$5,000 for off-site City infrastructure (such as roadworks, waterworks, storm s ewers, sanitary sewers, street lights and street trees).

To facilitate the proposed development, the applicant proposes to purchase a portion of the Gates Avenue road allowance for inclusion in the applicants' development site and proposed City park lot. The total approximate area of City lands proposed to be sold and included in the development site is 150.5 m² (1,620 ft²). As identified in the attached Rezoning Considerations (Attachment 8), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council.

Conclusion

The proposed 60-unit townhouse development is the first stacked townhouse rezoning application to be considered under the Hamilton Area Plan, offering a mixture of standard three-bedroom units, and stacked two- and three-bedroom units.

The development will provide the first legs of the public Strollway network within the block bounded by Gates Avenue, Smith Crescent and Gilley Road.

This development will also provide a 920.6 m² (0.23 acre) park to the City comprised of existing enhanced ESA area and ESA compensation, contributing to the City's Ecological Network.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9932 and OCP Bylaw 9000, Amendment Bylaw 10011 be introduced and given first reading.

Mark McMullen

Senior Coordinator - Major Projects

(604-276-4173)

MM:rg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Hamilton Area Plan Maps

Attachment 4: Neighbourhood Consultation Form

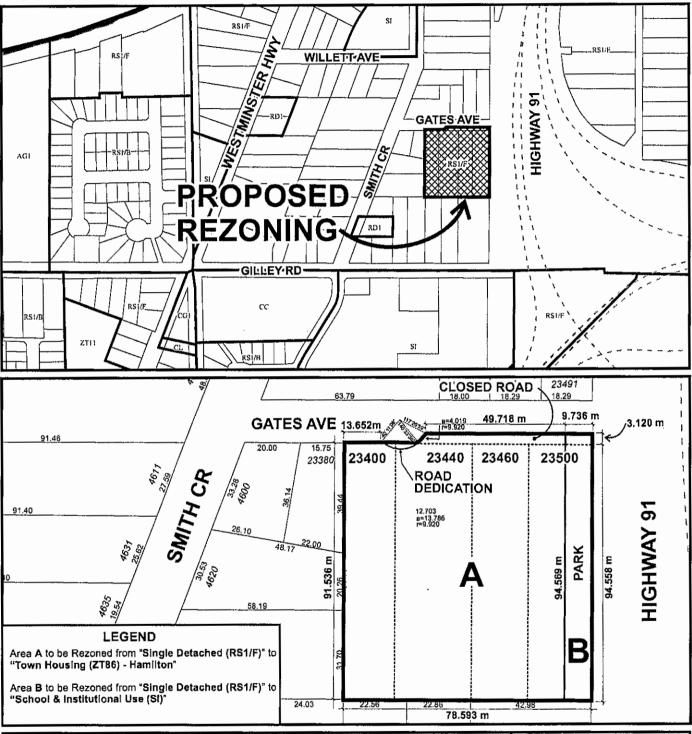
Attachment 5: Excerpts from QEP Report on the Environmentally Sensitive Area

Attachment 6: Conceptual Development Plans

Attachment 7: Tree Preservation Plan

Attachment 8: Rezoning Considerations







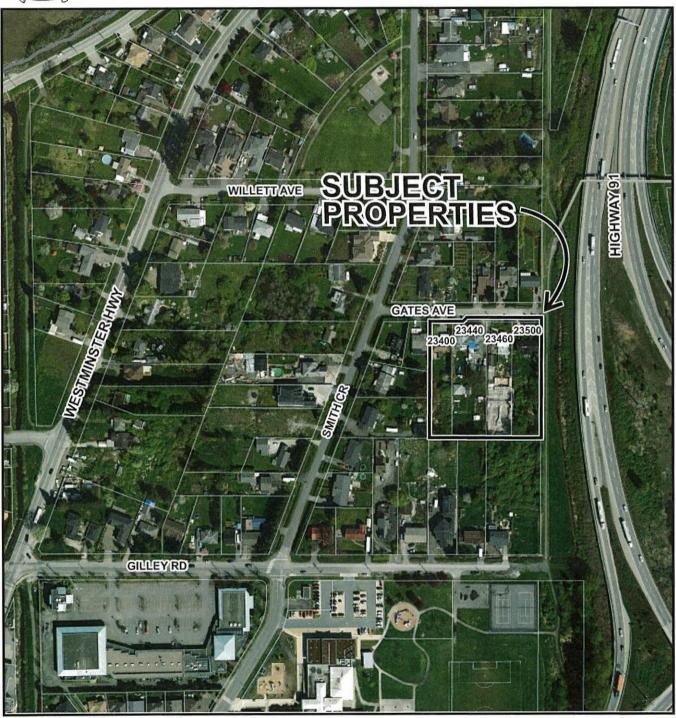
RZ 17-766714

Original Date: 04/06/17

Revision Date: 05/24/19

Note: Dimensions are in METRES







RZ 17-766714

Original Date: 04/06/17

Revision Date: 05/24/19

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

RZ 17-766714 Attachment 2

Address: 23400, 23440, 23460 & 23500 Gates Avenue, and a Portion of Gates Avenue

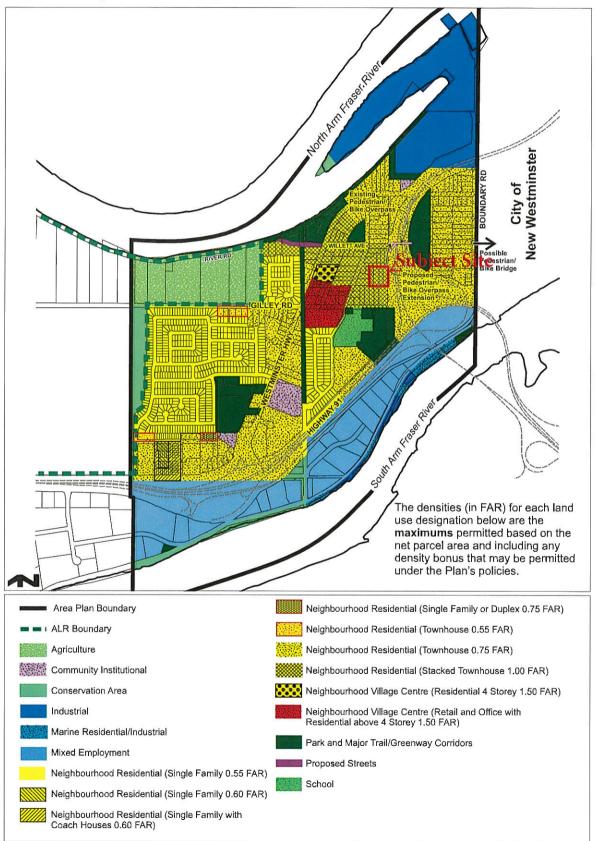
Applicant: Fougere Architecture Inc.

Planning Area(s): Hamilton Area Plan

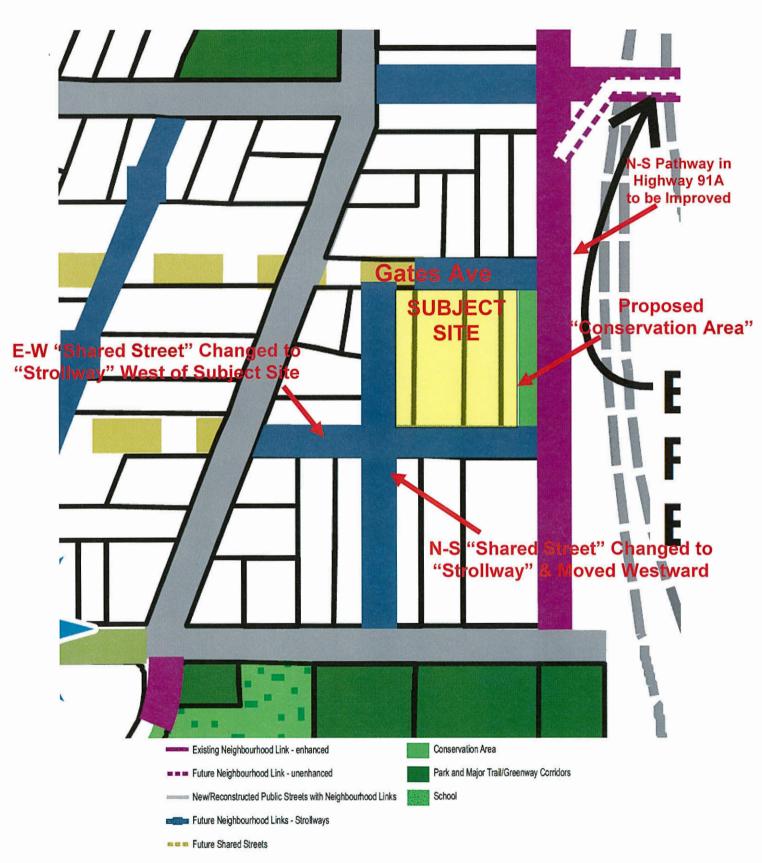
	Existing	Proposed
Owner:	1116515 BC LTD	1116515 BC LTD
Site Size (m²):	8,248.2 m ²	7,327.6 m ² development lot 920.6 m ² conservation area
Land Uses:	Single Family Dwellings and a Non-Conforming Duplex	Townhouses
OCP Designation:	NRES – Neighbourhood Residential	NRES – Neighbourhood Residential
Area Plan Designation:	Neighbourhood Residential (Stacked Townhouse 1.0 FAR)	Neighbourhood Residential (Stacked Townhouse 1.0 FAR)
Zoning:	"Single Detached (RS1/F)"	"Town Housing (ZT86) – Hamilton" and "School & Institutional Use (SI)"
Number of Units:	5 units	60 units
Other Designations:	ESA	ESA

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.962	none permitted
Lot Coverage (% of lot area):	Building: Max. 45%	Building: Max. 44.2%	none
Lot Size:	Min. 7,000 m ²	7,328 m²	none
Lot Dimensions (m):	Min. Width: 75.0 m Min. Depth: 85.0 m	Width: 78.6 m Depth: 91.5 m	none
Setbacks (m):	Front: Min. 4.0 m Rear: Min. 6.0 m East Side: Min. 2.0 m West Side: Min. 7.5 m	Front: Min. 4.0 m Rear: Min. 6.2 m East Side: Min. 2.2 m West Side: Min. 7.5 m	none
Height (m):	Max. 12 m	10.5 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	111 (R) and 8 (V)	111 (R) and 8 (V)	none
Tandem Parking Spaces:	67% of spaces as provided in the ZT86 zone	67% of spaces as provided in the ZT86 zone	none
Amenity Space – Indoor:	100 m ² or Cash-In-Lieu	Cash-In-Lieu Contribution	none
Amenity Space - Outdoor:	Min. 360 m ²	542 m ²	none

Land Use Map Bylaw 9260 2017/06/12



Proposed Changes to Hamilton Area Plan "Circulation" and "Parks, Public Realm and Open Space" Maps



TOWNHOUSE DEVELOPMENT HAMILTON HOUSE

23400, 23440, 23460 & 23500 GATES AVENUE, RICHMOND

2018 829228 000 00 DP (In Circulation)

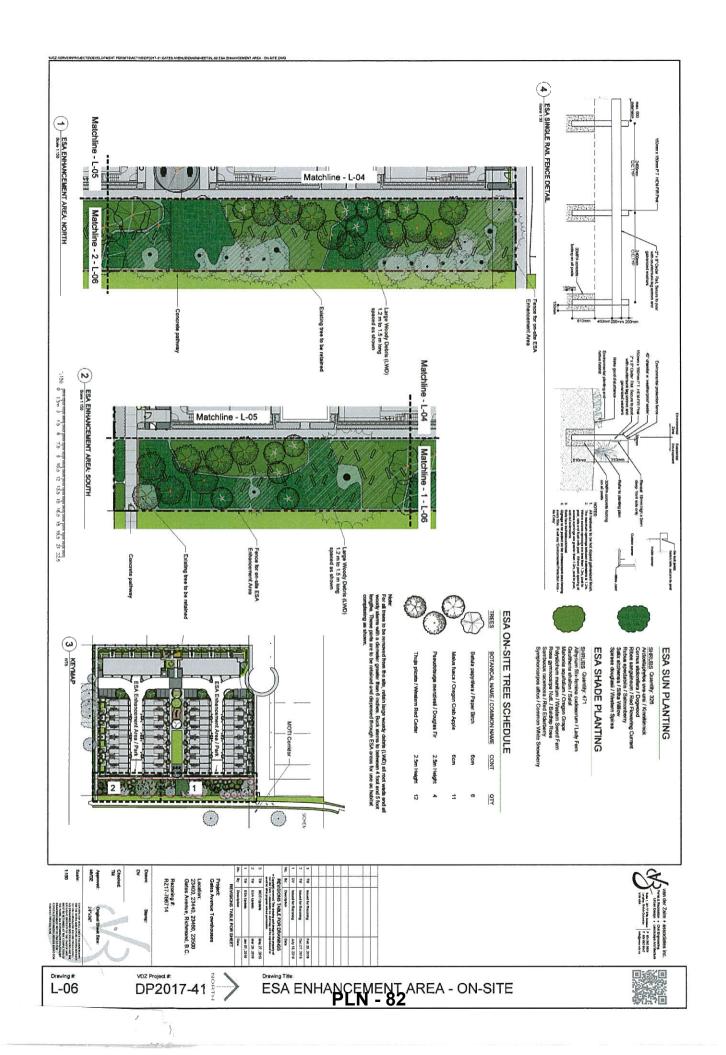
FOUGERE ARCHITECTURE INC has applied to the City of Richmond for permission to develop 23400, 23440, 23460 & 23500 Gates Ave in order to construct sixty (60) townhouse units in three and four storey buildings.

2017 766714 000 00 RZ (In Circulation)

FOUGERE ARCHITECTURE INC has applied to the City of Richmond for permission to rezone 23400, 23440, 23460 & 23500 Gates Ave from "Single Family Dwelling (RS1/F)" to a site-specific zone in order to develop a 60-unit townhouse project within three-storey buildings.

We, the undersigned owners and residents of the following properties hereby support the above mentioned development and acknowledge having received the attached development information package dated December 04, 2018.

1) 4500 Smith Crescent:
TIM MUSTURT F.M.
2) 4600 Smith Crescent:
Auna Widnay Wolfe College
3) 23380 Gates Avenue:
Richard Desal /
4) 23400 Gates Avenue:
G'AL DATH
5) 23440 Gates Avenue:
wayne Long Officer
6) 23460 Gates Avenue:
LIS LETOURNEMU CLEFORME
7) 23500 Gates Avenue:
MORGAN STEEL MISTER
8) 23451 Gates Avenue:
Coshy Ficoson Cather Free
9) 23471 Gates Avenue:
VaraSteeres Jana Alle
10) 23491 Gates Avenue:
Britany / Received postage
Dec/1/2018



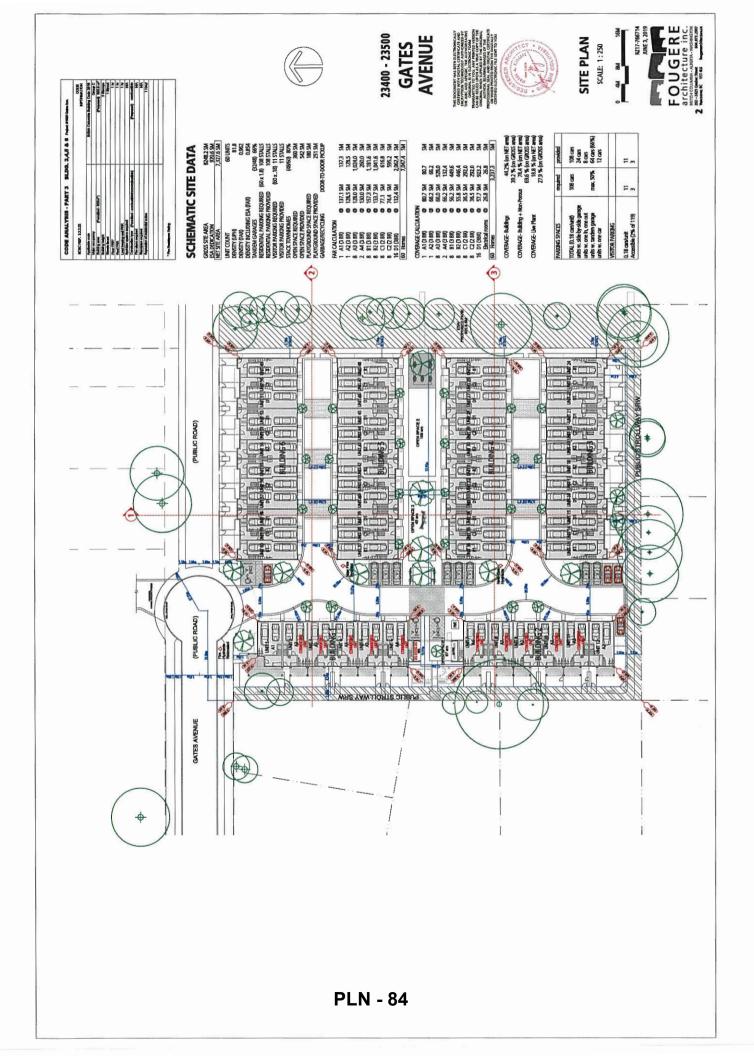












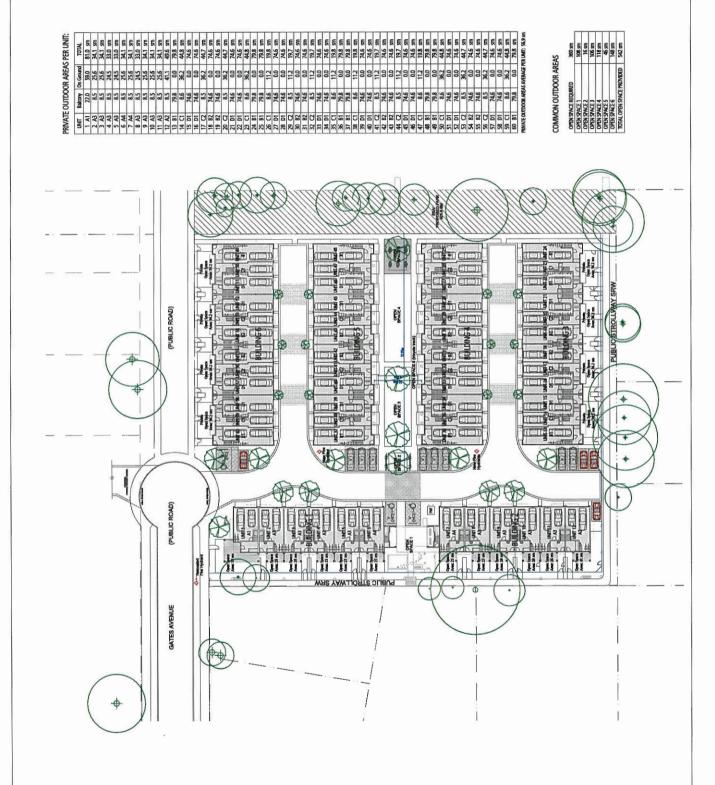


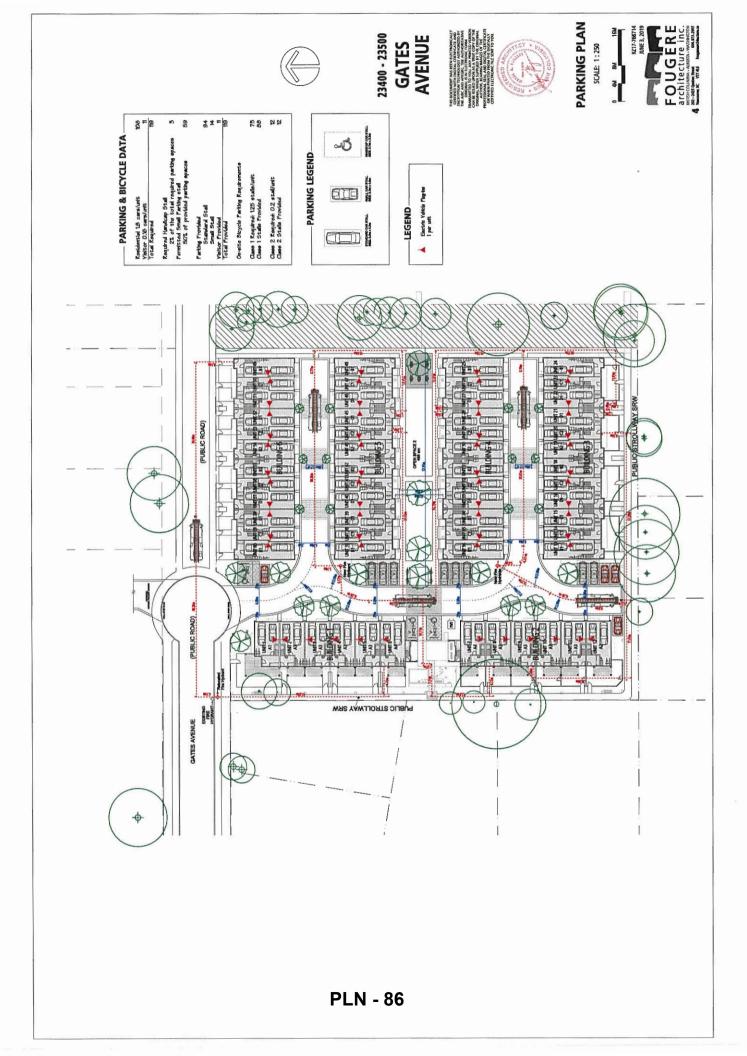
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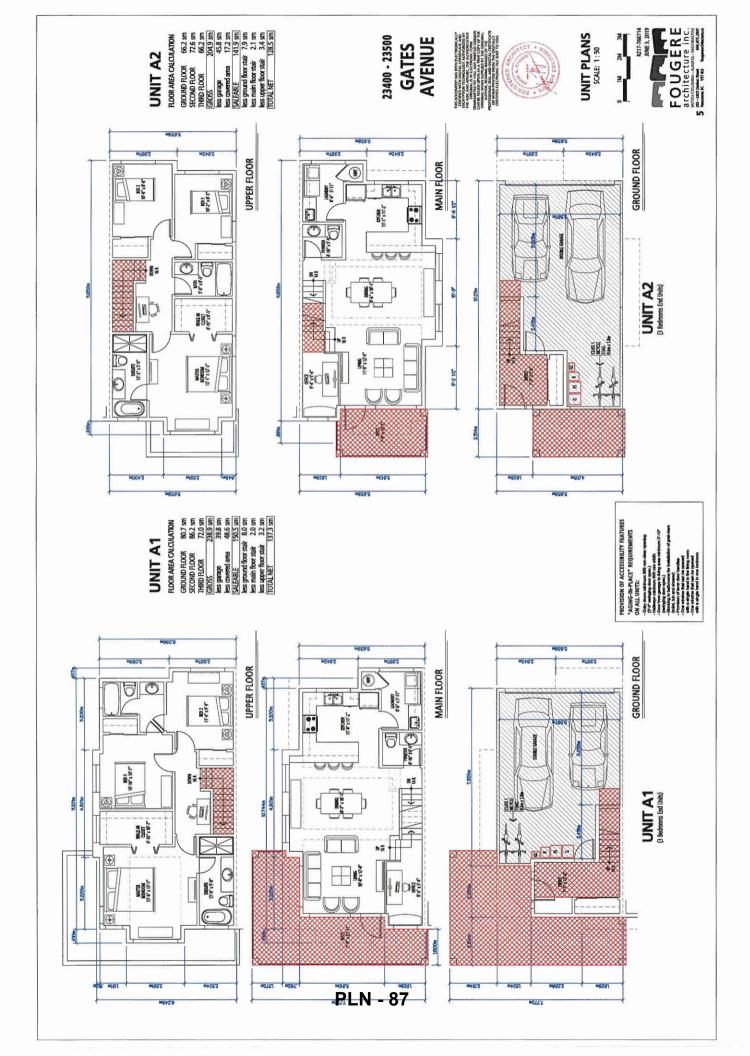


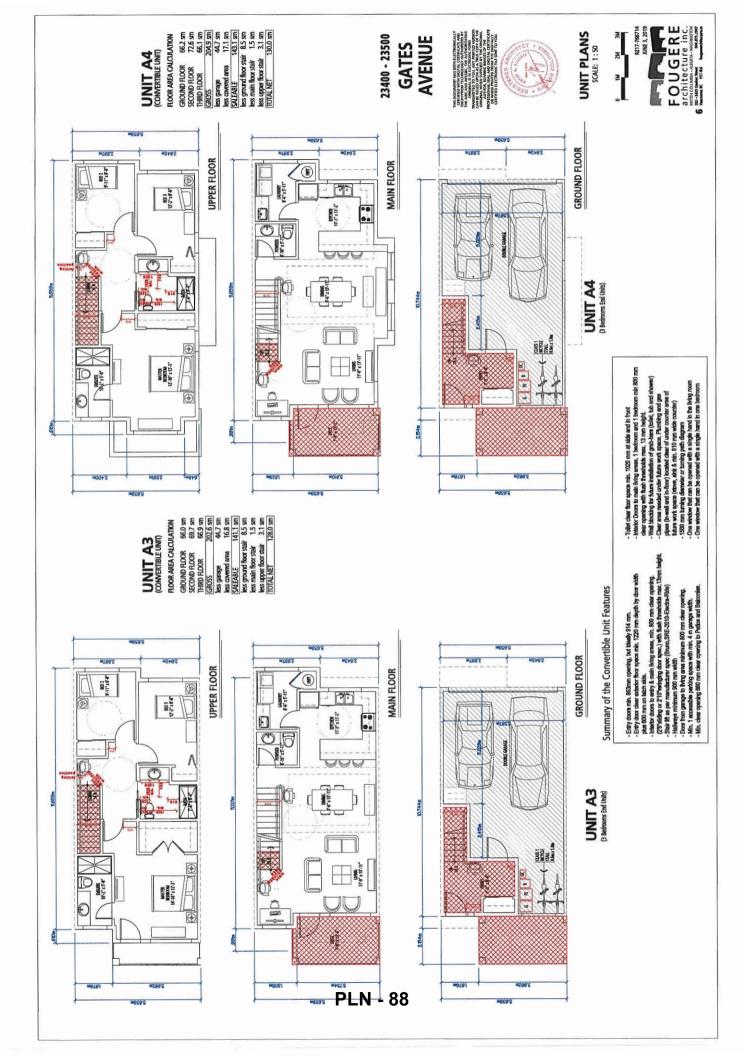










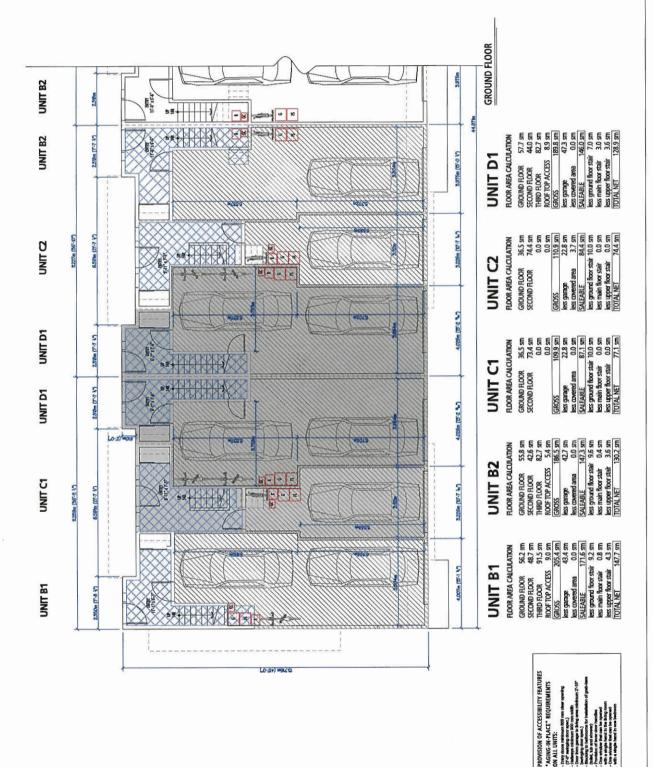


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23400 - 23500

FOUGERE architecture inc.

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REVISED

UNIT PLANS

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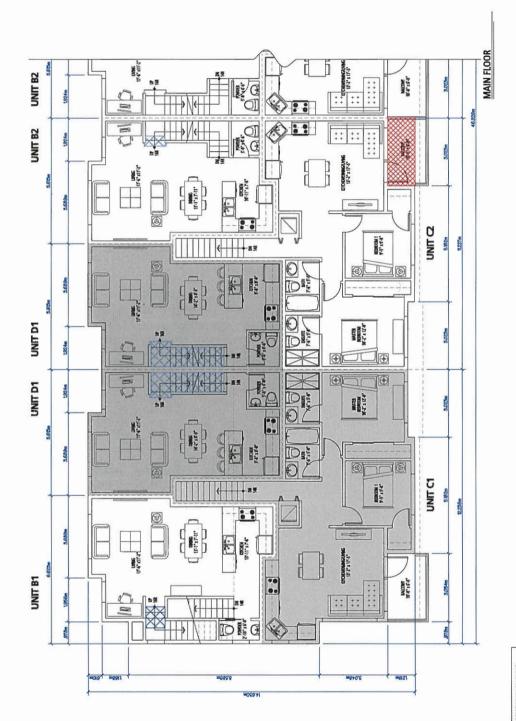
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FOUGERE



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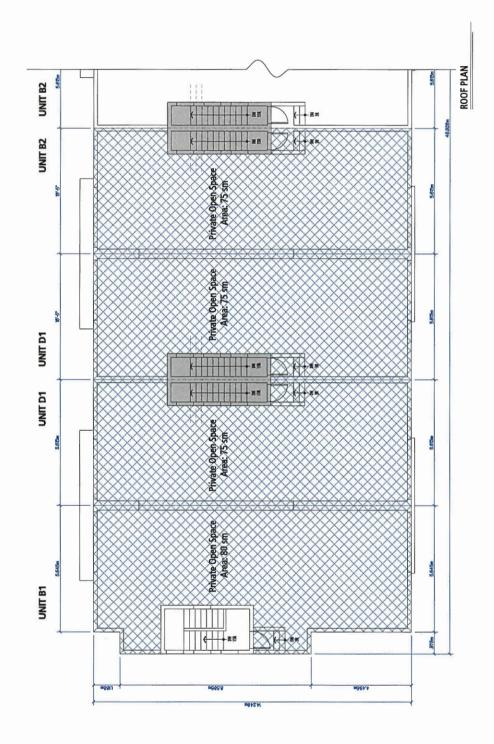
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ON ALL UNITS:

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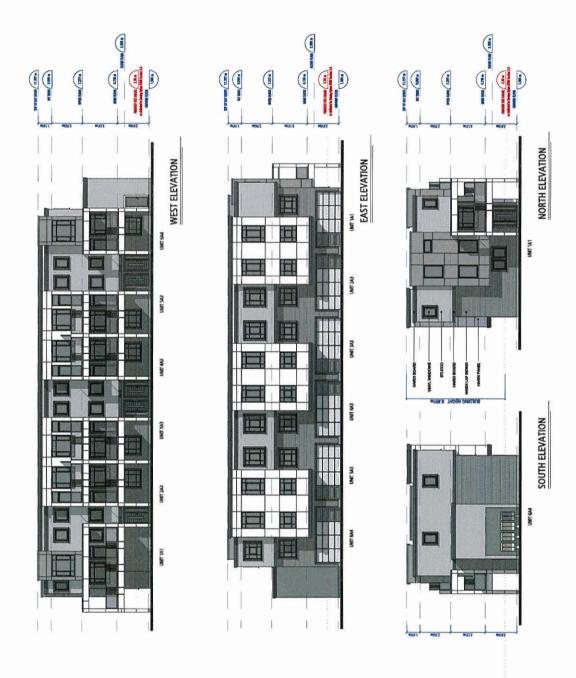
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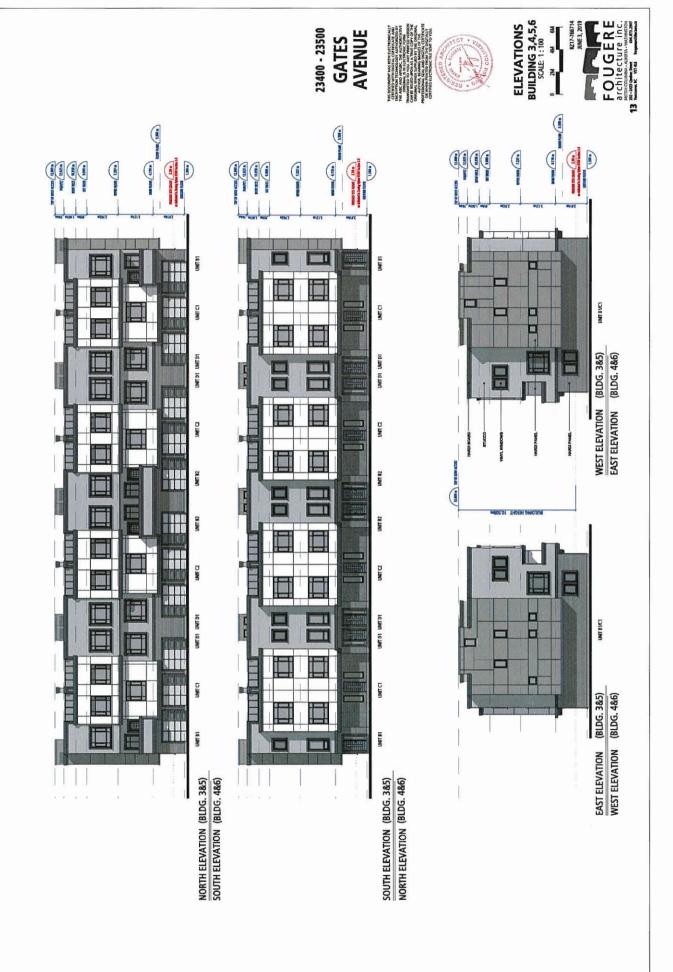
















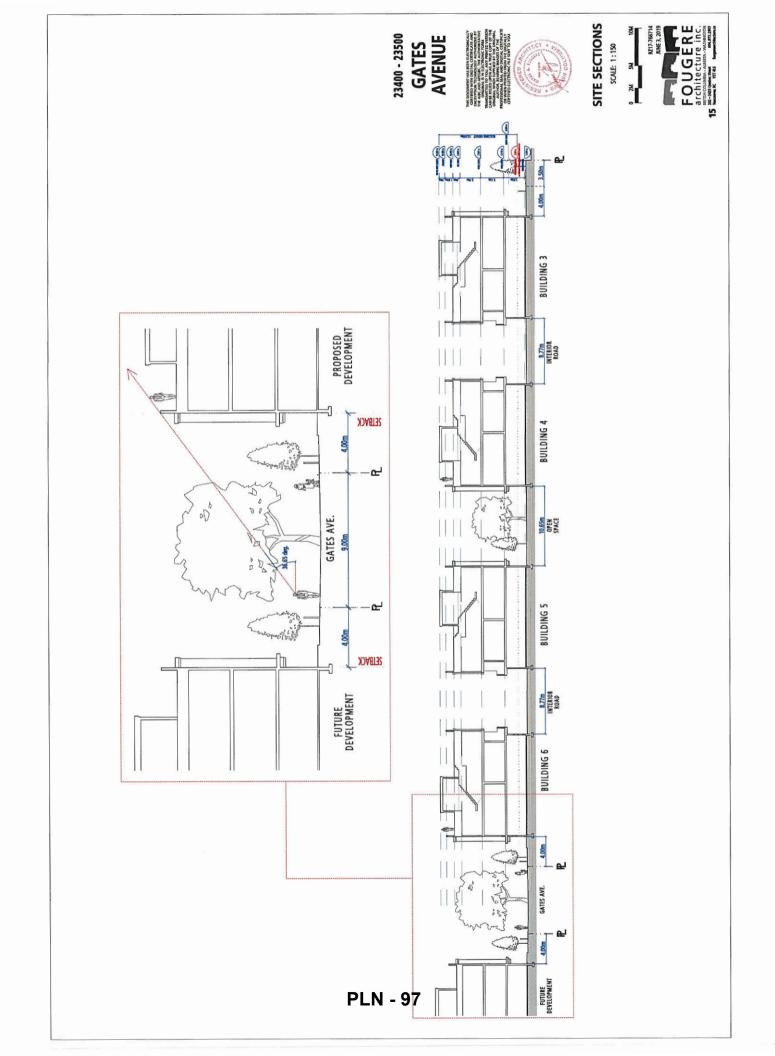






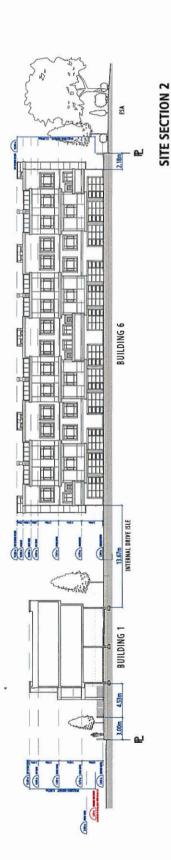


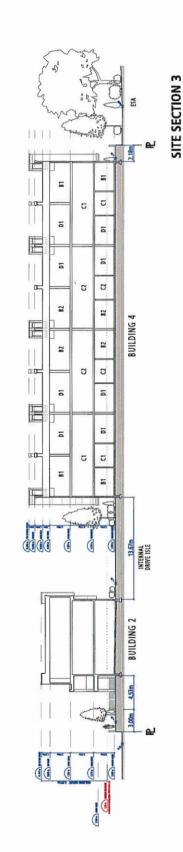
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PLN - 98















VIEW FROM SOUTH





VIEW FROM NORTH WEST



PLN-99



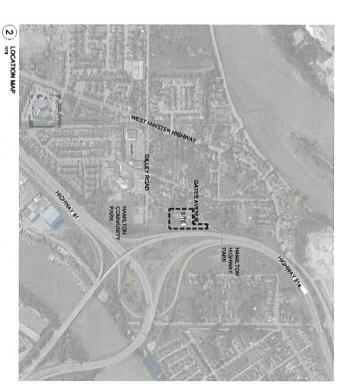
Contact Information
van der Zalm + associates Inc.
Froject Landscape Acoffecture

Other Key Contacts:

Sheet List Table

202-2425 Quebac Sirvel Vancouver, B.C. VST 4L6 604-873-2807 Fougere Architecture Inc. Project Suiting Architecture

Legal Address and Description:



Sheet Number	Sheet Title
L-01	COVER PAGE
L-02	OVERALL SITE PLAN
L-03	AMENITY AREA
L-04	SITE PLAN NORTH
L-05	SITE PLAN SOUTH
L-06	ESA ENHANCEMENT AREA - ON-SITE
L-07	POSSIBLE ESA COMPENSATION AREA - OFF-SITE
L-08	GREEN SPACE RATIO
LS-01	SECTIONS
LD-01	DETAILS
LD-02	DETAILS
CD-03	DETAILS



Drawing #: L-01

1 SITE PLAN

DP2017-41

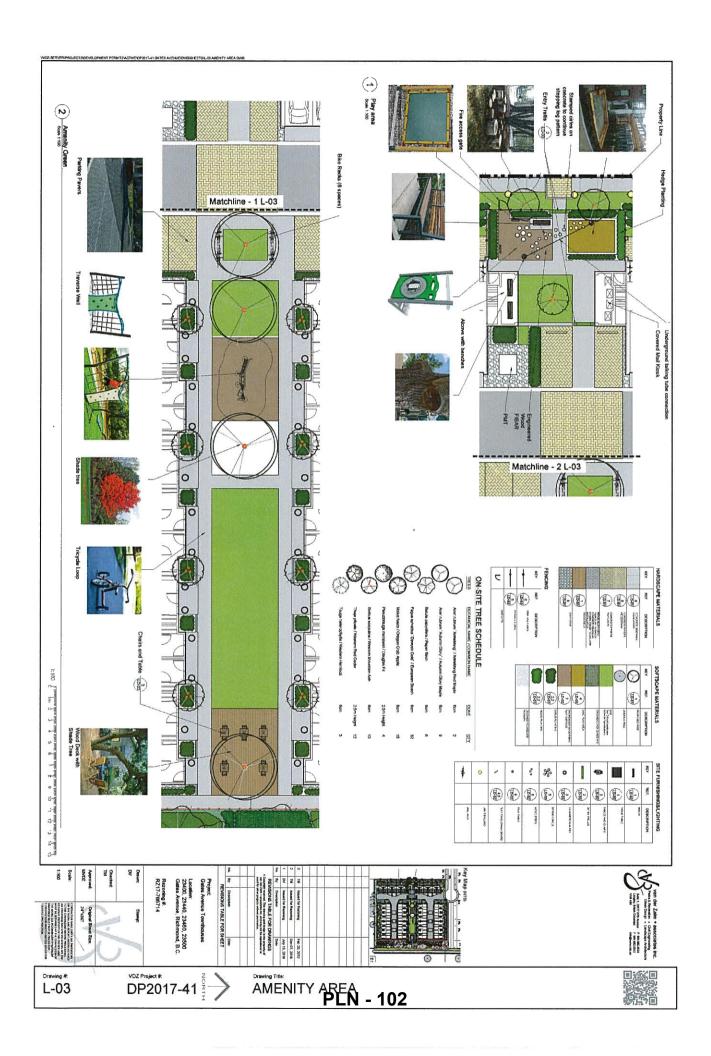
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GATES AVENUE

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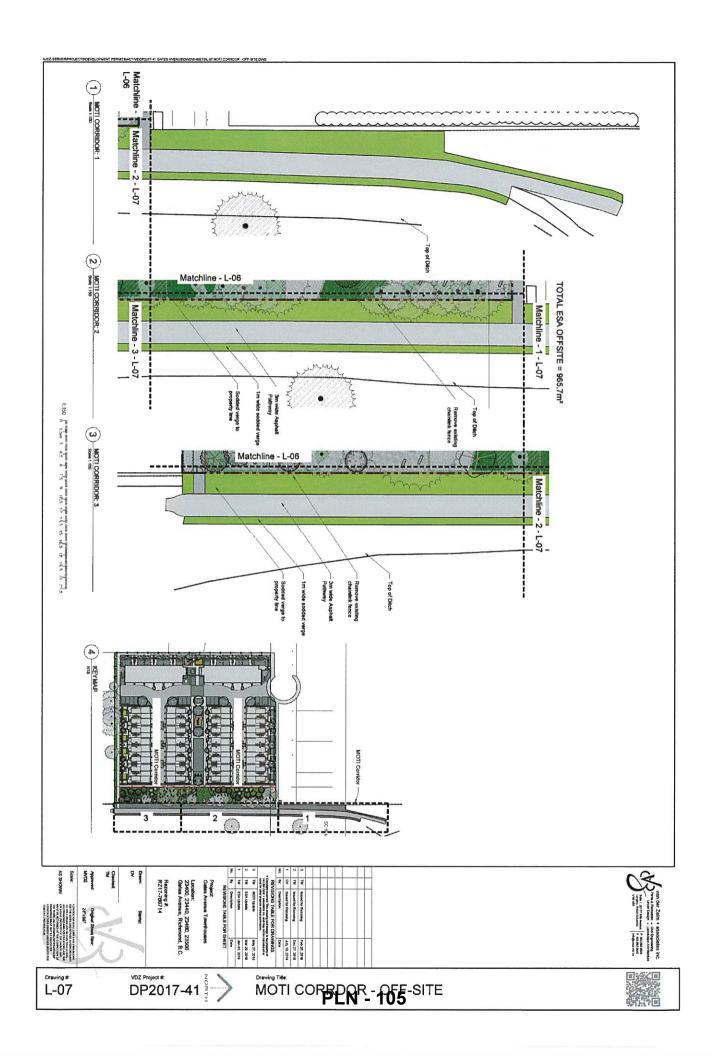


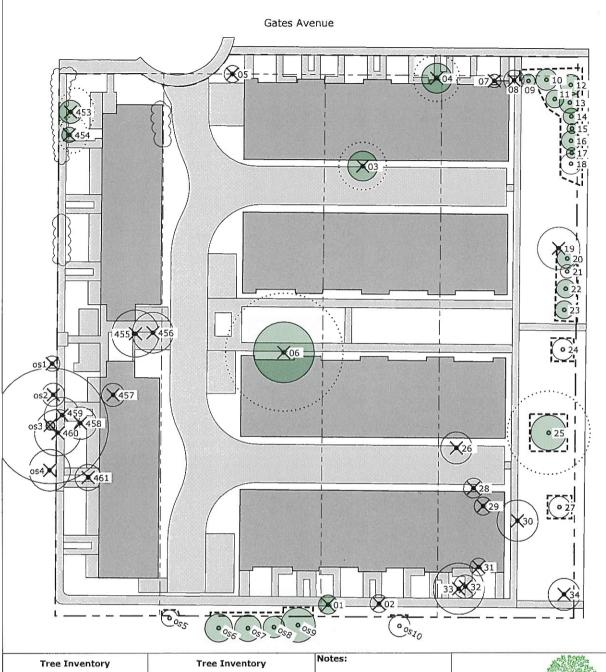












	Tree Inven	tory			Tree Invento	ory		Notes.	A STATE OF THE STA
Tag	Species	DBH (cm)	TPZ (m)		Species	DBH (cm)		- Trees shaded in green have good retention suitability	
01	Douglas Fir	27	1.62	28	Mountain Ash	27	1.62		WOODRIDGE TREE
02	Mountain Ash	25	1.50	29	Birch	30	1.80	1	CONSULTING ARBORISTS LTD
03	Bay Tree	30	1.80	30	Birch	60	3.60]	THE STATE OF THE S
04	Cypress	42	2.52	31	Birch	28	1.68		1 (14) 1 (14)
05	Apple	24	1.44	32	Birch	26	1.56		A VIVE
06	Oak	85	5.10	33	Birch	25	1.50		
07	Spruce	20	1.20	34	Birch	30	1.80		Tree Plan for Development at
80	Spruce	29	1.74	453	Japanese Maple	30	1.80		23400, 23440, 23460 and 23500
09	Spruce	20	1.20	454	Vine Maple	20	1.20		Gates Avenue
10	Spruce	30	1.80	455	Cherry Tree	61	3.66		Richmond, BC
11	Spruce	25	1.50	456	Cherry Tree	53	3.18		Ricilliolia, BC
12	Spruce	29	1.74	457	Weeping Willow	30	1.80		
13	Spruce	30	1.80	458	Lombardy Poplar	42	2.52		
14	Spruce	23	1.38	459	Lombardy Poplar	46	2.76		Date: February 14, 2019
15	Spruce	15	0.90	460	Lombardy Poplar	60	3.60		
16	Spruce	27	1.62	461	Lombardy Poplar	34	2.04		Legend
17	Spruce	16	0.96	os1	Lombardy Poplar	20	1.20		
18	Spruce	30	1.80	os2	Lombardy Poplar	30	1.80		∆ : dripline :
19	Cherry	60	3.60	os3	Lombardy Poplar	~150	9.00		△ dripline
20	Spruce	28	1.68	os4	Lombardy Poplar	54	3.24		N .
21	Spruce	20	1.20	os5	Red Alder	23	1.38		x = remove tree
22	Spruce	26	1.56	os6	Red Maple	39	2.34]	C
23	Spruce	25	1.50	os7	Red Maple	37	2.22		tree barrier
24	Mountain Ash	30	1.80	os8	Red Maple	30	1.80]	
25	English Oak	49	2.94	os9	Red Maple	48	2.88	7	
26	Birch	30	1.80		Mountain Ash	30	1.80	7	1m 1:400 10m
27	Mountain Ash	23	1.38	000		PI	N -	106	1.400





Rezoning Considerations

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

Address: 23400, 23440, 23460 & 23500 Gates Ave. and a Portion of Gates Ave. File No.: RZ 17-766714

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9932, the developer is required to complete the following:

- 1. Final Adoption of OCP Amendment Bylaw 10011.
- 2. Provincial Ministry of Transportation & Infrastructure Approval.
- 3. Consolidation of all the lots and a 188.8 m² closed portion of Gates Ave. (which will require the demolition of the existing dwellings) and subdivision of this area into Lot A for the development site, road dedication of 20 m², and transfer of a 920.6 m² lot to the City for park and conservation purposes as shown on Appendix 1. There will be no Development Cost Charge (DCC) credits available to the developer for the transfer of the park lot or its improvement.
- 4. Council approval of Road Closure Bylaw 10045 for the 188.8 m² of the Gates Ave. road allowance as shown in Appendix 1. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the 158.5 m² portion of this land to be included within the development site, which is to be based on the business terms approved by Council (this does not include the 30.3 m² area of closed road to be included within the proposed park). The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- 5. Submission of a Tree Survival Security to the City in the amount of \$90,000 to be held for a term of three (3) years for the 17 trees that are to be retained within the proposed park (labelled with tag nos. 9 to 18 and 20 to 25 and 27) in the arborist report from Woodbridge Tree Consulting Arborists Ltd. dated February 14, 2019).
- 6. Submission of an on-site landscape plan for the subject project site that includes at least 52 replacement trees based on a ratio of at least 2:1 to compensate for the 26 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will be required to provide \$500 to the City's Tree Compensation Fund for each and any number of trees short of the required 52 replacement trees included within the Development Permit landscape plans.
- 7. 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.
- 8. 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.
- 9. East-West "Strollway" SRW: The granting of a 3.5 m wide statutory right-of-way on the subject property for a 1.5 m wide public pedestrian pathway, landscaping, way-finding signage identified as "Strollway" on Appendix 2 with the developer and owner being responsible for liability, construction and maintenance to provide an additional east-west pedestrian connection to the "Shared Street" in the Servicing Agreement (SA) in accordance with City specifications and standards.
- 10. North-South "Strollway" SRW: The granting of a 3.0 m wide statutory right-of-way on the subject property for a 2.0 m wide pedestrian pathway, landscaping, way-finding signage identified as "Strollway" on Appendix 2 with the developer and owner being responsible for liability, construction and maintenance, with the design to be included in the Servicing Agreement (SA) in accordance with City specifications and standards.
- 11. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from Highway 91A to the proposed dwelling units with reports being provided prior to Development Permit issuance. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 12. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
- 13. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 14. City acceptance of the developer's offer to voluntarily contribute \$0.87 per buildable square foot (e.g. \$67,500.00) to the City's Public Art Fund.
- 15. City acceptance of the developer's offer to voluntarily contribute (\$70.50 per square metre) of the total residential floor area (e.g. \$508,178.00) to the City's Hamilton Area Plan Amenity Reserve Fund (with the amount to be confirmed on the floor area within the Development Permit plans).
- 16. Contribution of \$215,797.00 in-lieu of on-site indoor amenity space (2019 Rates: 19 units x \$1,769/unit plus 20 units x \$3,538 plus 21 units x \$5,306/unit in City Bulletin DEVAPPS-12.
- 17. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$659,502.00) to the City's Affordable Housing Fund.
- 18. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 19. Repaying and widening the existing asphalt walkway to a min. 3.0m width and install pedestrian lighting with the Highway 91A road allowance as described in Appendices 3 and 5. The Ministry of Transportation and Infrastructure has confirmed that they would accept an application from the City for the work. The work will be performed by the developer under a Servicing Agreement and will be an agent to the City's permit granted by MOTI, or a cash-in-lieu contribution will be provided by the developer to allow the City to complete the work.
- 20. Enter into a Servicing Agreement* for the design and construction of the following works included within Appendices 2, 3,4 and 5. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement.
- 21. As a Development Permit application (DP 18-829228) for the project was received prior to the City's adoption of the Energy Step Code on July 16, 2018, the subject project is not subject to the BC Energy Step Code. In order to continue to be grandfathered from the BC Energy Step Code Level 3, the applicant must submit a Building Permit prior to December 31, 2019. Therefore, in accordance with the Hamilton Area Plan, the development is required to be confirmed to be LEED Silver equivalent prior to consideration of the Development Permit by the Development Permit Panel and consideration of approval of Bylaw 9932 by Council.
- 22. 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 because this Rezoning application and the associated Development Permit (DP 18-829228) application were received prior to July 16, 2018. In order to continue to be grandfathered from the BC Energy Step Code Level 3, the applicant must submit a Building Permit prior to December 31, 2019.
- 23. The developer is required to address the vegetation loss within the existing 887m² of on-site ESA with equivalent compensation and enhancement with the proposed 905.7 m² ESA area within the 920.6 m² park being transferred to the City. The planting of trees and shrubs/groundcover plants and other works will, at a minimum, include those provided in the landscape plans within Appendix 5. This ESA compensation and enhancement area has been accepted on the basis of it being larger in than the existing 887m² of on-site ESA included in reports prepared by Barsanti Environmental Services Inc. dated January 24, 2018, March 26, 2019 and May 27, 2019 under Project No. 17.0013 (collectively called the Stage 1 QEP Report). Based on the Stage 1 QEP Report and landscape plans provided at the rezoning stage, a Stage 2 QEP Report and final landscape plans will be completed with final planting specifications and the placement of large woody debris for habitat purposes. The Stage 2 QEP Report will include the detailed monitoring plan and reference to the final landscape plans, and will be included within the Servicing Agreement submission to the satisfaction of the City prior adoption of Zoning Amendment Bylaw 9932 and issuance of a Development Permit for the project.

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Initial:	

- 24. Voluntary contribution of \$61,000 to go towards a City Capital Works project for habitat enhancement work within other environmentally sensitive City lands within the Hamilton Area.
- 25. Ensure to the satisfaction of the City that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement.

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

1. Complete acoustical and mechanical engineering reports with recommendations prepared by appropriate registered professionals, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

- 2. 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.
- 3. Accessible Adaptable Units: The Development Permit plans are to identify 10 of the units as "Convertible Housing" with construction specifications to be provided based on the guidelines within the City's OCP and the applicant's plans prepared by Fougere Architecture Inc. dated February 20, 2019.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management
 Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
 proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
 Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. 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,

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ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

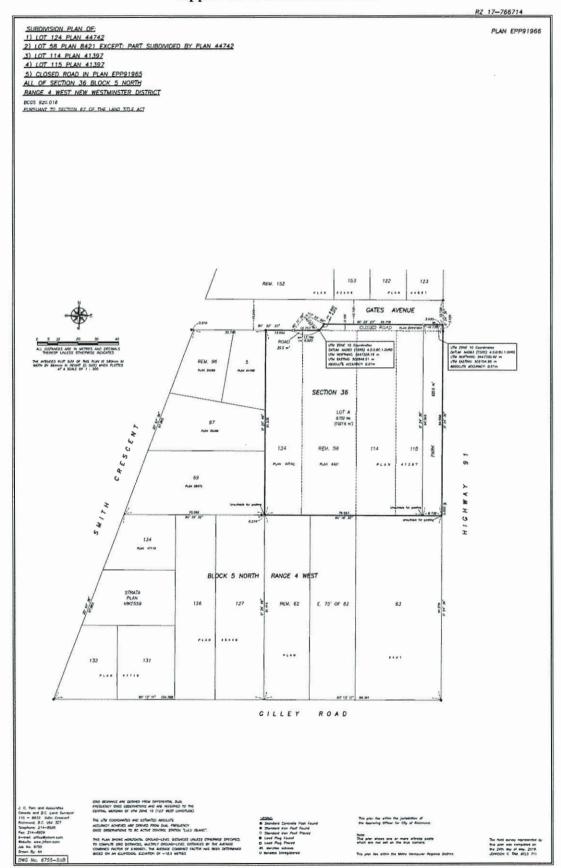
• Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual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

Signed	Date	

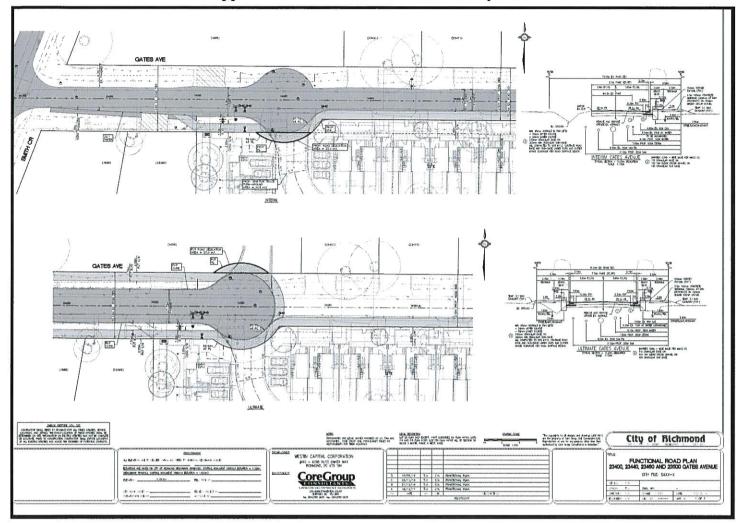
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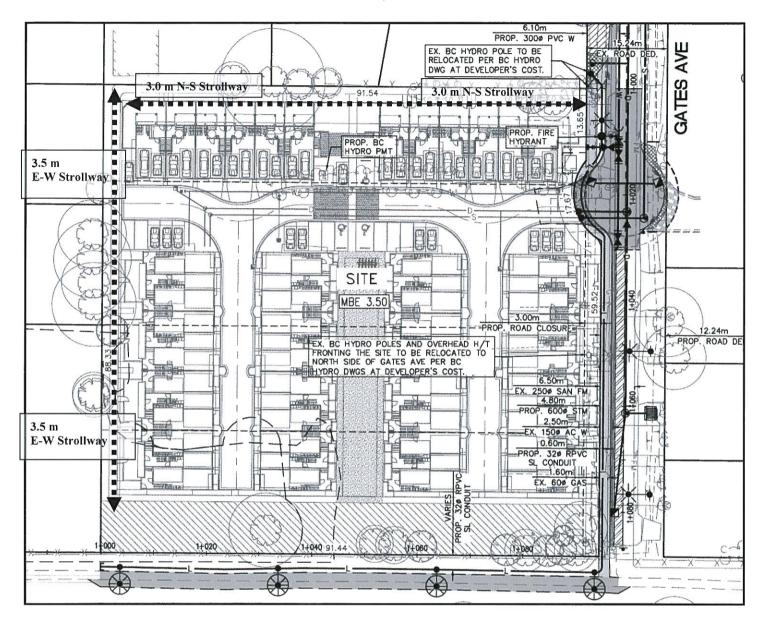
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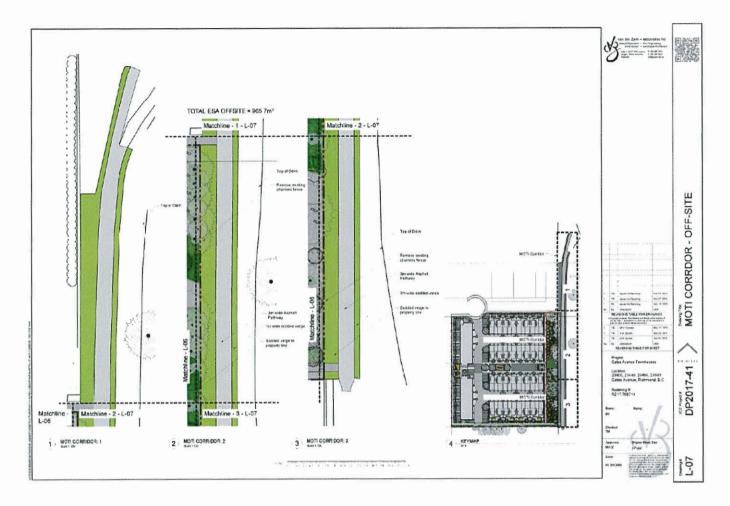
Appendix 1: Subdivision Plan



Appendix 2: Functional Road Plan & Key Plan







Appendix 3: Servicing Works

The following works must be included with the Servicing Agreement:

1. Engineering Works

The developer is responsible for the design and construction of the servicing works described in Appendix 4.

2. Transportation Works

The developer is responsible for the design and construction of the works shown in Appendix 2 and as follows:

- a. Gates Ave:
 - i. From the west property line to western limit of the proposed cul-de-sac, widen on the southern half of the street to accommodate the following cross-section (from south to north):
 - 2m wide concrete sidewalk
 - 1.5m wide treed/grassed boulevard with street lighting
 - 0.15m wide concrete curb/gutter
 - Pavement widening to provide a min. 6.0m wide driving surface and tie to the existing northern edge of the roadway.
 - ii. Within the cul-de-sac, construct a 2m wide concrete sidewalk, new curb/gutter and road widening to provide a minimum 7.5m wide driving surface.
 - iii. East of the cul-de-sac to the east property line of the site and connect to the north/south pathway, construct a new 2.0m wide concrete sidewalk at the new property line, followed by a new curb/gutter and road widening to maintain two-way traffic.
- **b.** TDM Measures: Along the entire east property line of the site extending northward to the Highway 91A pedestrian overpass, widen the existing asphalt walkway to min. 3.0m wide with pedestrian lighting.

Note: additional roadwork would be necessary outside the development frontage to the west in order to provide a proper transition of the above-noted cross-section to existing road.

3. Parks Works

The developer is responsible for the design and construction of the following to the satisfaction of the City:

- a. The ESA and parks/conservation area works as described and generally shown in Appendix 5.
- b. The E-W and N-S Strollways as generally shown in Appendix 5 and coordinated with the forthcoming Development Permit and Servicing Agreement landscape plans to satisfaction of the Director, Parks Services.
- c. The park work being subject to a monitoring and maintenance period of 3 years commencing upon substantial completion.

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Appendix 4: Engineering Servicing Works

RZ 17-766714 – 23400, 23440, 23460 & 23500 Gates Avenue - Engineering Servicing Requirements:

Scope: FOUGERE ARCHITECTURE INC has applied to the City of Richmond for permission to develop 23400, 23440, 23460 & 23500 Gates Ave in order to construct sixty (60) townhouse units in three and four storey buildings.

Willett Sanitary Pump Station and Forcemain Information:

The City is planning to build a sanitary pump station and sections of associated forcemain and gravity main at the eastern side of the Hamilton VLA Park as part of the City's Capital Project. Should development proceed prior to the completion of this Capital Project, or should the Capital Project not proceed, the Developer will be required to construct the sanitary pump station, the gravity main and the new forcemain from the pump station to the existing forcemain at the intersection of Gates Avenue and Smith Crescent prior to building occupancy being permitted.

Water Works:

Using the OCP Model, there is 106 L/s of water available at a 20 psi residual at the Gates Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.

At the developers cost, the Developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO)
 fire flow calculations to confirm the development has adequate fire flow for onsite fire
 protection. Calculations must be signed and sealed by a Professional Engineer and
 submitted for Engineering's review prior to the first servicing agreement submission. Based
 on initial calculations, there may be additional water main upgrades required both along
 and beyond the road frontages.
- At building permit stage, submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- Remove and replace the existing 150mm watermain at Gates Avenue to 300mm diameter (complete with fire hydrants that are spaced as per City standards) with an approximate length of 85 meters from the intersection of Gates Avenue and Smith Crescent to the eastern edge of the proposed cul-de-sac. Tie-in to the east shall be to the existing AC watermain to retain service for the single-family homes north of the development.
- Install a new water service connection at the eastern end of the new watermain, complete
 with water meter and meter chamber in a right-of-way. The location and size of the right of
 way shall be finalized through the servicing agreement process.
- Obtain the required fire flow (220L/s) by installing a 300mm watermain, with an approximate length of 217 meters, along Smith Crescent. Tie in shall be to the new 300mm diameter watermain at Gates Avenue and to the existing 300mm diameter watermain at Gilley Road.

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 Connect the existing service connections along the east and west sides of Smith Crescent to the proposed 300mm diameter along Smith Crescent.

At the developers cost, the City is to:

- · Complete all proposed watermain tie-ins.
- Cut and cap at main all existing water service connections.

Storm Sewer Works:

At the developers cost, the Developer is required to:

- Install a 600mm storm sewer just south of the Gates Ave centerline from the eastern edge
 of the proposed cul-de-sac to the ultimate drainage alignment on the eastern side of Smith
 Crescent, approximately 80m. A manhole will be required at the high point at the east end
 of the new 600mm diameter storm sewer. Tie-in at the western end of the pipe shall be via
 a manhole connecting to the southern ditches along the east side of Smith Crescent through
 a headwall.
- Retain the existing ditch along the north side of Gates Avenue fronting 23451, 23471 and 23491 Gates Avenue to maintain existing service. Flows from the existing ditch shall be conveyed to the to the proposed 600mm storm sewer along the south side of Gates Avenue as follows:
 - Convey flows from the ditch via a headwall that is connected to a 600mm storm sewer complete with a manhole at the downstream end which will be generally located at the north side of the proposed cul-de-sac.
 - Connect the downstream manhole to the manhole at the high point of the proposed storm sewer at the south side of Gates Ave via a 600mm diameter storm pipe.
- Coordinate with engineering staff prior to first SA design submission to determine the
 optimum alignments of proposed underground utilities.

At the Developers cost, the City is to:

- Cut and cap at main all existing storm service connections in the proposed site.
- Remove all existing inspection chambers and storm service leads and dispose offsite.
- Connect the new 600mm storm sewer to any existing service connections at the north and south sides of Gates Avenue.
- Complete all proposed storm sewer tie-ins.

Sanitary Sewer Works:

At the Developers cost, the Developer is required to:

- Install sanitary sewers with an approximate length of 178 meters (complete with manholes
 that are spaced as per City standards) from the eastern edge of the proposed cul-de-sac to
 the proposed manhole at the intersection of Willett Avenue and Smith Crescent. If the
 required sanitary main south of the pump station to the manhole at Willett Avenue is not
 completed the Developer is required to construct this section of sanitary main to connect
 the development to the proposed pump station.
- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$17,368.43 cashin-lieu contribution towards the Hamilton Area Sanitary Pump Station.

At the Developers cost, the City is to:

 Complete the tie-in of the proposed sanitary main to the manhole that will be constructed by the City in conjunction with the sanitary pump station.

Frontage Improvements:

At the Developers cost, the Developer is required to:

- Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- Provide street lighting along Gates Avenue frontage.
- Put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) from the west side of Smith Cr. to the eastern edge of 23500 Gates Avenue, this will require support poles and reverse dip connections to maintain the existing overhead service connections to 23380, 23451, 23471 and 23491 Gate Avenue and to cross Smith Crescent. The developer is required to coordinate with the private utility companies regarding the undergrounding works.
- Coordinate with private utility companies when relocating/modifying any of the existing power poles and/or guy wires.
- To determine if above ground structures are required now or in the future and coordinate their on-site locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- To provide rights-of-ways to accommodate equipment and future under-grounding of the overhead lines.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT Approximately 4mW X 5m (deep) Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT Approximately 3.5mW X 3.5m (deep) Confirm SRW dimensions with BC Hydro
 - Street light kiosk Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet Approximately 1.8mW X 2.2m (deep)
 - Shaw cable kiosk Approximately 1mW X 1m (deep) show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet Approximately 1.1mW X 1m (deep) show possible location in functional plan. Confirm SRW dimensions with Telus

- If required, coordinate with property owners and address the impact of the potential road raising and road widening to the existing single family properties along the north side of Gates Avenue. The developer shall coordinate with the owner(s) of the affected properties the extent of works required in private properties. The developer shall get written consent or permission to work in private property from the owner(s) of the affected lots. Coordination works shall be at the developer's cost and may include but not be limited to the following:
- Provide arborist assessment of the existing trees (e.g., City and privately owned) along the north side of Gates Avenue that may be impacted by the potential road raising and road widening.
- Host community meetings and provide written notices to the individual property owners.
- Provide design/drawings showing the required works inside each property affected by the road raising and widening that may include but not limited to the following:
 - Removal and reinstatement of existing driveways that may require construction of a retaining wall on each side of the reinstated driveways on private property.
 - Landscaping repairs and / or replacement.
- Community notices and design drawings shall be reviewed and approved by staff prior to sending to the affected properties.
- Provide to the City copies of design drawings for each lot (affected by the road raising and widening) signed by the lot owner indicating their acceptance to complete the proposed works. Sign off by the owners of the affected properties is required prior to Servicing Agreement design approval.

General Items:

At the developers cost, the Developer is required to:

- Provide, within the first SA submission, a geotechnical assessment of preload and soil
 preparation impacts on the existing utilities (e.g., AC watermain at Gates Avenue, etc.)
 fronting or within the development site and provide mitigation recommendations.
- Enter into, if required, additional legal agreements, as determined via the subject
 development's Servicing Agreement(s) and/or Development Permit(s), and/or Building
 Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site
 investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning,
 anchoring, shoring, piling, pre-loading, ground densification or other activities that may
 result in settlement, displacement, subsidence, damage or nuisance to City and private
 utility infrastructure.

Initial: _____

Appendix 5: Park Works



Date prepared:

Attention: Firm Name: Address/Fax: 30-May-19 Jeanette Elmore

VDZ + A Consulting Inc. 6911 No. 3 Road, Richmond

British Columbia, V6Y 2C1

VDZ File Number: DP Application Number:

Project Name: Prepared by: Checked by:

DP2017-41 RZ17-766714

Gates Avenue Townhouses

Travis Martin David Jerke

Re: Cost Estimate for Bonding - Off-site Park

Dear Ms. Elmore,

Please find attached a cost estimate for bonding of the Off-site Park (pertaining to the easet ESA area) as part of the rezoning application RZ17-766714. Key Components of this estimate include:

> SOFTSCAPE IRRIGATION

FENCES

\$22,434.60

\$5,800.00

\$13,065.00

OVERALL TOTAL: \$42,824.60

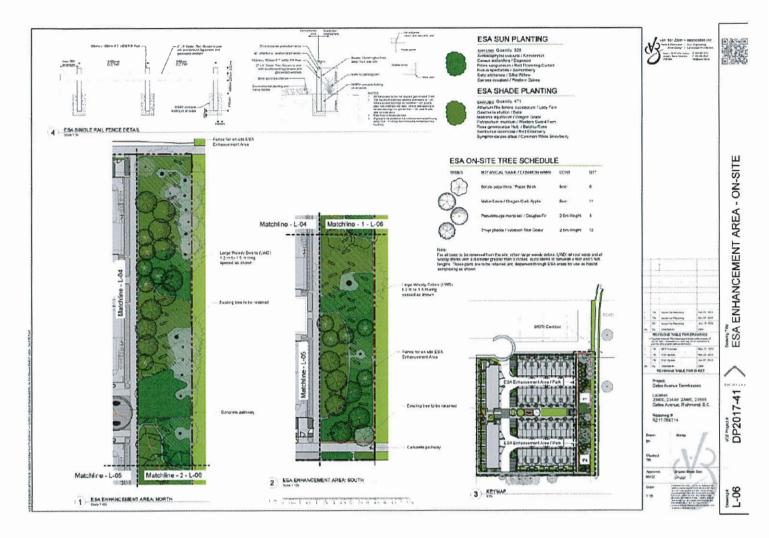
This estimate is for bonding only. This estimate has been prepared for Londscape works only, and does not include civil works, architectural elements, large-scale earthworks and fill, electrical or mechnical works etc. The cost estimate is not to be used for construction cast budgeting purposes or any other use other than for bonding at the development permit stage.

Signature:

Date:

30-May-19

Initial: ____





Richmond Zoning Bylaw 8500 Amendment Bylaw 9932 (RZ 17-766714) 23400, 23440, 23460 and 28600 Gates Ave. and a Closed Portion of Gates Ave.

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by inserting the following into the table contained in Section 5.15.1(c) regarding Affordable Housing density bonusing provisions after the line for ZT70:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building	
"ZT86	\$8.50"	

2. Richmond Zoning Bylaw 8500 is further amended by inserting the following into Section 17 - Site Specific Residential (Town Houses) Zones, in numerical order:

"17.86 Town Housing (ZT86) - Hamilton

17.86.1 Purpose

This zone provides for a mixed-use **development** consisting of stacked **town housing** and ground-oriented **town housing** with a maximum **floor area ratio** of 0.40 that may be increased to 1.0 with a **density bonus** that would be used for rezoning applications in order to help achieve the City's affordable housing and **community amenity space** objectives.

17.86.2 Permitted Uses

17.86.3 Secondary Uses

child care

boarding and lodging

housing, town

home business

17.86.4 Permitted Density

- 1. The maximum floor area ratio is 0.40 with a maximum additional 0.10 floor area ratio permitted provided that it is entirely used to accommodate amenity space.
- 2. Notwithstanding Section 17.86.4.1, the reference to "0.40" is increased to a higher density of "1.0", if at the time Council adopts a zoning amendment bylaw to include the owner's lot in the ZT86 zone, the owner:

- a) pays \$70.50 per square meter of total residential floor area into the Hamilton Area Plan community amenity capital reserve; and
- b) pays into the affordable housing reserve the sum specified in Section 5.15 of this bylaw.

17.86.5 Maximum Lot Coverage

1. The maximum lot coverage is 45% for buildings.

17.86.6 Yards & Setbacks

- 1. The minimum **setbacks** are:
 - a) 4.0 m from the front lot line;
 - b) 2.0 m from the east lot line;
 - c) 7.5 m from the west lot line; and
 - d) 6.0 m from the rear lot line.

17.86.7 Maximum Heights

- 1. The maximum height for principal buildings is 12.0 m.
- 2. The maximum height for accessory buildings and accessory structures is 6.0 m.

17.86.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum lot width is 75.0 m and minimum lot depth is 85.0 m.
- 2. The minimum lot area is $7,000 \text{ m}^2$.

17.86.9 Landscaping And Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

17.86.10 On-Site Parking And Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0 with the exception that up to 67% of the **parking spaces** may be in a **tandem arrangement**.

1.86.11.1 Other Regulations

- 1. A minimum of 75% of the **dwelling units** shall be in a stacked arrangement wherein a portion of one **dwelling unit** is located directly above another **dwelling unit** within a **building**.
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

CITY OF RICHMOND

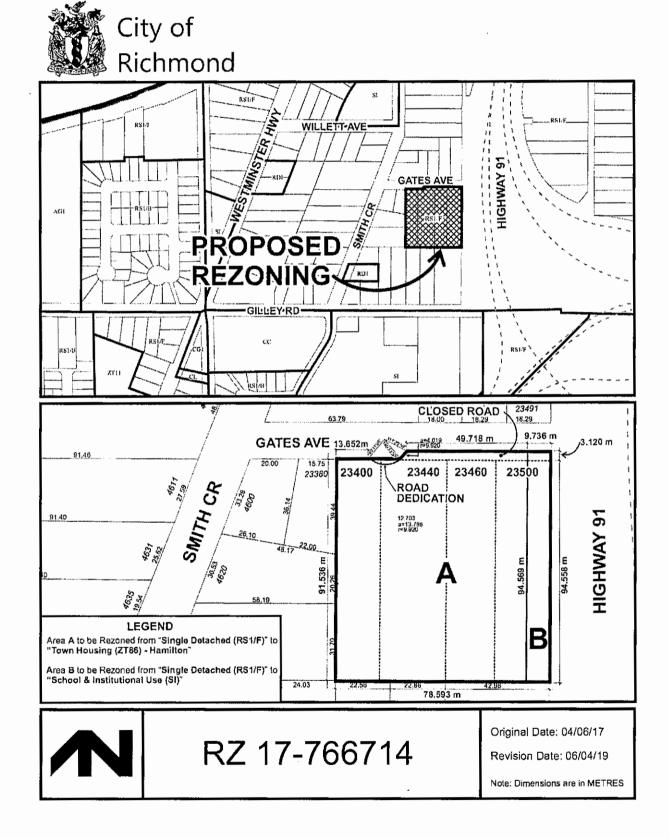
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "Town Housing (ZT86) – Hamilton" and "School & Institutional Use (SI)":

The area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9932"

4. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9932".

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL	
ADOPTED	
MAYOR	CORPORATE OFFICER

"Schedule A attached to and forming part of Bylaw No. 9932"





Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10011 (RZ 17-766714) 23400, 23440, 23460 and 23500 Gates Avenue and a portion of Gates Avenue

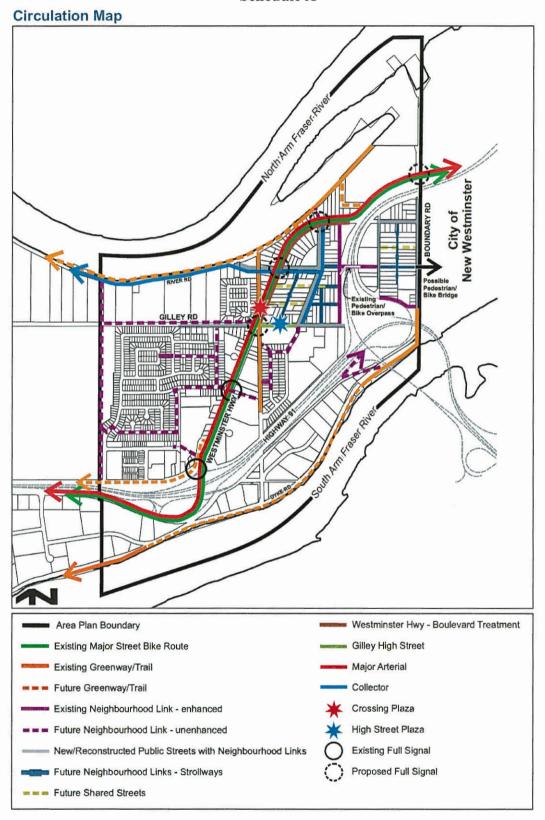
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1. Richmond Official Community Plan Bylaw 9000, Schedule 2.14 (Hamilton Area Plan) is amended by:
 - a) deleting the Circulation Map on page 12-5 in its entirety and replacing it with the new map in Schedule A attached to and forming part of this bylaw; and
 - b) deleting the Parks, Public Realm and Open Space Map on page 13-10 in its entirety and replacing it with the new map in Schedule B attached to and forming part of this bylaw.
- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10011".

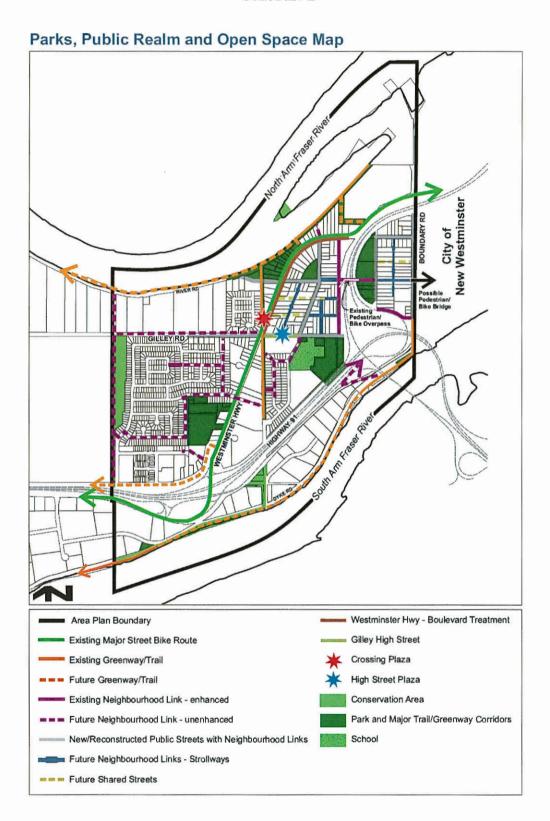
FIRST READING	CITY	MOND
PUBLIC HEARING	——————————————————————————————————————	OVED
SECOND READING	APPRO by Mai	nager
THIRD READING	or sol	lcitor
ADOPTED		
MAYOR	CORPORATE OFFICER	

Bylaw 10011 Page 2

Schedule A



Schedule B





Report to Committee

Planning and Development Division

To:

Planning Committee

Date:

May 30, 2019

From:

Wayne Craig

File:

RZ 18-802621

Director, Development

Re:

Application by Pakland Developments Ltd. for Rezoning at 7571 Bridge Street

from the "Single Detached (RS1/F)" Zone to the "Single Detached (ZS14) - South

McLennan (City Centre)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9939, for the rezoning of the western portion of 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, be introduced and given First Reading.

Wayne Craig

Director, Development

(604-247/462*5*)

WC:na

REPORT CONCURRENCE			
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing	☑	he Erreg	

Staff Report

Origin

Pakland Developments Ltd. has applied to the City of Richmond for permission to rezone the western portion of the property at 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, to permit a subdivision to create two single-family lots fronting an extension to Armstrong Street and one single-family lot fronting Bridge Street. A location map and aerial photo is provided in Attachment 1. A survey of the subject property and proposed lot configuration is provided in Attachment 2.

This application and two other rezoning applications to the north (7531 and 7551 Bridge Street RZ 10-539727), which have been approved, and to the northwest (7580 Ash Street RZ 16-732500), which has received third reading, are connected to each other by means of a Servicing Agreement and road allocation along Armstrong Street. The required road works associated with all applications identified will facilitate the continuation of Armstrong Street south, with the ultimate goal for the connection of Armstrong Street from Braeden Avenue (to the north) to Keefer Avenue (to the south) as indicated in the McLennan South Area Plan.

Findings of Fact

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

Subject Site Existing Housing Profile

A single-family dwelling is currently under construction on the eastern portion of the subject site and will remain, as it complies with current zoning requirements. A site survey showing the single-family dwelling under construction, road dedication and future property lines is included in Attachment 2.

Surrounding Development

Development immediately surrounding the site is as follows:

To the North: Property zoned "Single Detached (RS1/F)" and "Single Detached (ZS14) -

South McLennan (City Centre)" with an approved rezoning and subdivision

application to create five single-family lots (RZ 10-539727 and

SD 10-539728). The lots are currently vacant; however, Building Permits for 7531 and 7551 Bridge Street are under review by the Building Approvals Department. Current ownership of these properties is the same as the subject

property.

To the South: A single-family dwelling on a lot zoned "Single Detached (RS1/F)" fronting

Bridge Street.

To the East: Across Bridge Street, single-family dwellings on lots zoned "Single Detached

(RS1/F)".

To the West:

Single-family dwellings on lots zoned "Single Detached (RS1/F)" fronting Ash Street. A rezoning and subdivision application is currently under review for two lots, 7600 Ash Street and 7620 Ash Street, to create five lots; with two fronting Ash Street and three fronting the new extension of Armstrong Street (RZ 19-853820 and SD 19-853833). A staff report on the proposed rezoning and subdivision will be forwarded to Planning Committee for consideration at a later date.

Related Policies & Studies

Official Community Plan/City Centre Area - McLennan South Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject property is "Neighbourhood Residential". The City Centre Area – McLennan South Sub-Area Plan land use designation for the subject property is "Residential, Historic Single Family" (Attachment 4). The Plan identifies minimum lot sizes along Bridge Street (minimum 18 m (59 ft.) frontage and 828.0 m² (8,913 ft²) area) and along Armstrong Street (minimum 11.3 m (37 ft.) frontage and 320.0 m² (3,444 ft²) area). The proposed rezoning and subdivision would comply with these designations and lot configuration requirements.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The applicant has contacted the adjacent property owner to make them aware of the application and to determine if they were interested in rezoning at this time. The applicant has advised staff in writing that the property owner is aware of the proposed rezoning and has no specific objections to the rezoning application as proposed (Attachment 5).

Should the Planning Committee endorse this application and Council grant first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9939 (the "Rezoning Bylaw"), the Rezoning 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

Proposed Rezoning and Subdivision Plan

The applicant is proposing to rezone the western portion of the subject site with the intention of subdividing 7571 Bridge Street to create two single-family lots, and a remainder lot that would be consolidated with a portion of 7588 Armstrong Street to create a third lot. A 9.0 m wide road dedication for the extension of Armstrong Street is also proposed. The proposed subdivision plan is provided in Attachment 6. In order to subdivide, a rezoning of the western portion of the site to "Single Detached (ZS14) – South McLennan (City Centre)" is required. The proposed rezoning and subdivision is consistent with lot pattern to the north abutting the site.

The applicant has provided a signed and sealed plan from a registered BC Land Surveyor confirming the existing buildings and structures currently under construction on proposed Lot 1 meet the lot size, setback, coverage, and density requirements of the existing "Single Detached (RS1/F)" zoning upon subdivision.

If the subject rezoning is approved, the proposed subdivision would consolidate a portion of the adjacent northern lot (7588 Armstrong Street) as referenced in Attachment 6. The proposed lot along Bridge Street will be approximately 19 m (62 ft.) wide and 877 m² (9,440 ft²) in area and the proposed lots along Armstrong Street will be approximately 11.5 m (38 ft.) wide and 432 m² (4,650 ft²) in area. 7531 and 7551 Bridge Street were previously rezoned and subdivided (RZ 10-539727 and SD 10-539728) in a manner similar to this application.

Transportation and Site Access

Vehicle access to the eastern lot and existing building at 7571 Bridge Street (Proposed Lot 1) is to be from Bridge Street. Vehicle access to the western portion of the site is to be from the extension of Armstrong Street. Prior to subdivision approval for 7571 Bridge Street, the Servicing Agreement SA 11-559046 associated with the adjacent development to the North is to be revised to reflect the additional works that are required to service the proposed development. A legal agreement is to be registered on Title to ensure construction of all road works required as part of this servicing agreement.

The length of the Armstrong Street extension creates a road which is greater than 90 m without a secondary emergency access. Prior to subdivision approval, the applicant will be required to register a restrictive covenant on Title to ensure the proposed new dwellings fronting Armstrong Street (Proposed Lots 2, 3 and 4) will have a fire sprinkling system installed. A Statutory Right-of-Way (SRW) over the driveway of the proposed Lot 4 to allow vehicles to turn around at the dead-end, including a swept-path analysis showing access is functional will also need to be provided prior to subdivision approval. This supersedes the need for an SRW at 7588 Armstrong Street as part of the application at 7531 and 7551 Bridge Street (RZ 10-539727) and therefore, prior to subdivision approval, discharge of Plan #EPP82028 should be completed. The Fire Department has reviewed the proposal and has no other concerns.

Tree Retention and Replacement

May 30, 2019

A Certified Arborist's Report (the "Report") was submitted by the applicant, 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 17 bylaw-sized trees on the subject site and nine trees located off-site at 7551 Bridge Street, 7600 and 7620 Ash Street, and on City-owned property.

City Tree Preservation staff have reviewed the Report, conducted on-site visual tree assessment, and provide the following comments:

- Four Cypress trees (tag# 44, 45, 47 and 48) located in the southwest corner of the site are in fair condition and were considered for retention. City staff and the applicant discussed measures to retain these trees, including changes to the proposed subdivision plan and modifications to the proposed building design. However, these trees are recommended for removal due to the impact of peat excavation required for the proposed building foundation, which would encroach into the critical root zone of the trees, affect site drainage, and alter the hydrology of the soil. These impacts would lead to decline of the trees' health and put the trees at risk of failure. As a result, these trees should be removed and replaced with specimen trees as per Richmond Tree Protection Bylaw No. 8057.
- Eight Birch and Cypress trees on-site (tag# 37, 38, 39, 40, 41, 42, 43, and 46) are in poor condition and suffering from Bronze Birch Borer infestation are recommended to be removed and replaced.
- Five on-site trees located within the Armstrong Street road dedication area (tag#49, 52, 53, 54, and 55) are to be removed. Compensation for the removal of these five trees is not required as Armstrong Street is identified in the Sub-Area Plan.
- Three off-site trees (tag# 17(475), 18 (474), 19(473)) at 7551 Bridge Street are to be retained and protected, as secured through the previous rezoning application for 7531 and 7551 Bridge Street (RZ 10-539727).
- One tree located on City property (tag# 20) and one bush (tag#21) at 7591 Bridge Street are to be retained and protected.
- Four off-site trees (tag# 50, 51, 56(E), and 57(D)) at 7600 and 7620 Ash Street are located within the future Armstrong Street road dedication. These trees will be reviewed through the rezoning application for 7600 and 7620 Ash Street (RZ 19-853820).

Tree Protection

Five trees (tag # 17(475), 18 (474), 19(473), 20, and 21) located off-site are to be retained and protected. Additionally, four trees (tag# 50, 51, 56(E), and 57(D)) will not be impacted by this rezoning application and are to be retained pending the rezoning application at 7600 and 7620 Ash Street. The applicant has provided a Tree Management Plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). Tree protection fencing is required to be installed in accordance with the City's Tree Protection Information Bulletin TREE-03.

To ensure protection of the retained trees, prior to final adoption of the Rezoning Bylaw, the applicant is required to submit to the City:

- A contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones; and
- A Tree Survival Security of \$5,000 to ensure that one tree (tag#20) on City Boulevard is protected. The survival security will not be released until an acceptable post-construction impact assessment report is received and a landscape inspection has been passed after construction is completed.
- Note: The three off-site protected trees (tag# 17(475), 18 (474), 19(473)) at 7551 Bridge Street have securities already in place as per the rezoning conditions from RZ 10-539727.

Tree Replacement

The applicant wishes to remove 17 on-site trees (tag# 37-49, and 52-55). Five of these trees are located in the required road dedication for Armstrong Street, so compensation is not required. For the remaining 12 trees, the 2:1 replacement ratio would require a total of 24 replacement trees. The applicant has agreed to plant and maintain four replacement trees on each of Proposed Lots 1, 3, and 4, for a total of 12 replacement trees. Three replacement trees on Proposed Lot 2 were secured through the rezoning of 7531 and 7551 Bridge Street, and therefore do not count toward the required replacement trees for the subject rezoning application.

The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Richmond Tree Protection Bylaw No. 8057.

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

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$6,000 to the City's Tree Compensation Fund in lieu of the 12 remaining trees that cannot be accommodated on the subject site after redevelopment.

To ensure that 12 replacement trees are planted on-site at development stage, the applicant is required to submit a Landscaping Security in the amount of \$6,000 (\$500/tree) prior to final adoption of the Rezoning Bylaw. The Security 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.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications received after 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 \$4.00/ft² 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 newly constructed dwelling on the eastern portion of 7571 Bridge Street does not contain a secondary suite. The applicant will provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$4.00/ft² of total buildable area (i.e. \$16,332.00). The cash-in-lieu contribution must be submitted prior to final adoption of the Rezoning Bylaw.

On the western portion of 7571 Bridge Street, the applicant proposes to provide a legal secondary suite within each new single-family dwelling. The applicant proposes that each suite will at minimum be a one-bedroom suite of approximately 408 ft² or 37.9 m². To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the Rezoning Bylaw.

Site Servicing and Frontage Improvements

Prior to final adoption of the Rezoning Bylaw, the developer is required to provide a 9.0 m wide road dedication along the entire west property line of the subject property representing half of the width for the extension of Armstrong Street.

At the subdivision stage, the developer is required to enter into an amendment to the existing Servicing Agreement (SA 11-559046) for the design and construction of engineering infrastructure and frontage improvements, as described in Attachment 8.

Also at subdivision stage, the developer is required to pay Property Taxes, Development Cost Charges, School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the design and construction of engineering infrastructure and frontage improvements as described in Attachment 8.

Financial Impact

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

Conclusion

The purpose of this rezoning application is to rezone the western portion of the property at 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, to permit a subdivision to create two single-family lots fronting an extension to Armstrong Street and one single-family lot fronting Bridge Street.

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

The list of rezoning considerations is included in Attachment 8, 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 9939 be introduced and given first reading.

Jor:

Nathan Andrews Planning Technician (604-276-4911)

NA/JR:blg

Attachment 1: Location Map and Aerial Photo

Attachment 2: Site Survey

Attachment 3: Development Application Data Sheet

Attachment 4: City Centre Area - McLennan South Sub-Area Plan Land Use Map

Attachment 5: Letter to the owner of 7591 Bridge Street

Attachment 6: Proposed Subdivision Plan Attachment 7: Tree Management Plan

Attachment 8: Rezoning Considerations









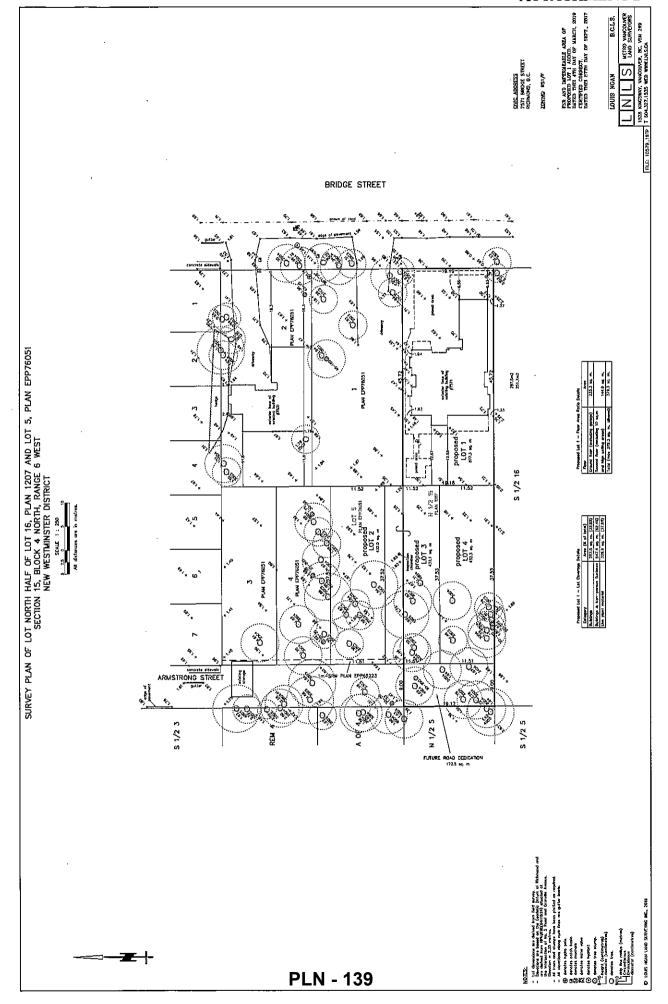


RZ 18-802621

Original Date: 02/13/18

Revision Date: 04/15/19

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

RZ 18-802621 Attachment 3

Address: 7571 Bridge Street

Applicant: Pakland Developments Ltd

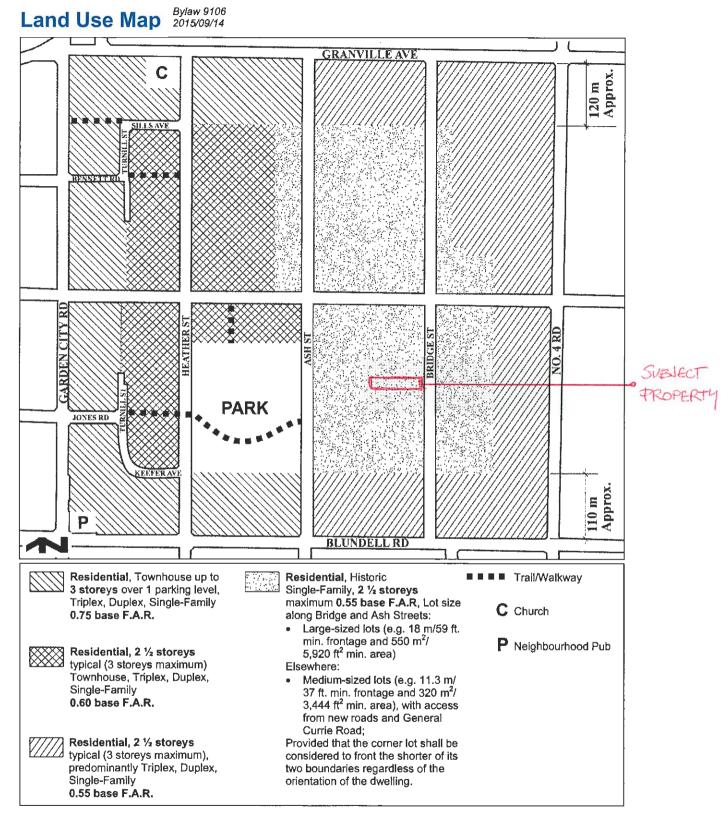
Planning Area(s): City Centre – McLennan South

	Existing	Proposed	
Owner:	0898146 BC Ltd	To be determined	
Site Size:	1,774 m² (19,095 ft²)	East Portion: 877.3 m ² (9,443 ft ²) Approx. West Lots: 432 m ² (4,650 ft ²) Road Dedication: 172.5 m ² (1,857 ft ²)	
Land Uses:	Single-family residential	No change	
OCP Designation:	Neighbourhood Residential	No change	
Area Plan Designation:	Residential, Historic Single-Family	No change	
Zoning:	Single Detached (RS1/F)	East Portion: Single Detached (RS1/F) West Portion: Single Detached (ZS14) – South McLennan (City Centre)	

On West Portion of 7571 Bridge Street	Bylaw Requirement Single Detached (ZS14) – South McLennan (City Centre)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for 464.5 m ² of lot area + 0.3 for area in excess of 464.5 m ²	Max. 0.55 for 464.5 m ² of lot area + 0.3 for area in excess of 464.5 m ²	None Permitted
Buildable Floor Area:*	Max. 237.6 m ² (2,558 ft ²)	Max. 237.6m ² (2,558 ft ²)	None Permitted
Lot Coverage Building: Non-Porous: Landscaping:	Max. 45% Max. 70% Min. 25%	Max. 45% Max. 70% Min. 25%	None
Lot Size:	Min. 320.0 m²	Approx. for each new lot: 432 m ²	None
Lot Dimensions:	Min. Width: 11.3 m Min. Depth: 24.0 m	Width: 11.5 m Depth: 37.5 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None
Height:	Max. 9.0 m	Max. 9.0 m	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.



Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

SUB: To inform you about the Proposed Rezoning of 7571 Bridge Street RZ 18-802621

We the owner/applicant of 7571 Bridge Street has applied to City of Richmond under the above Rezoning file Number for the Rezoning and Subdivision of our property located at 7571 Bridge Street in order to subdivide our back portion of Land to be combined with 7531 & 7551 Bridge Street back portion of land to create 5 new single family lots under ZS14 Zoning with each lot will be approximately 37.5 feet wide and 120 feet deep facing the new extension of Armstrong Street at the West Property Line. Once the Armstrong Street is dedicated build, it will end at your North PL and that will give you an opportunity to subdivide your property to create Two New Single family Lot facing, one facing Bridge Street and the other facing Armstrong Street.

As part of our development, we will be removing most of the trees located at our property and that includes the cypress tree that is leaning at the North Property line over your property.

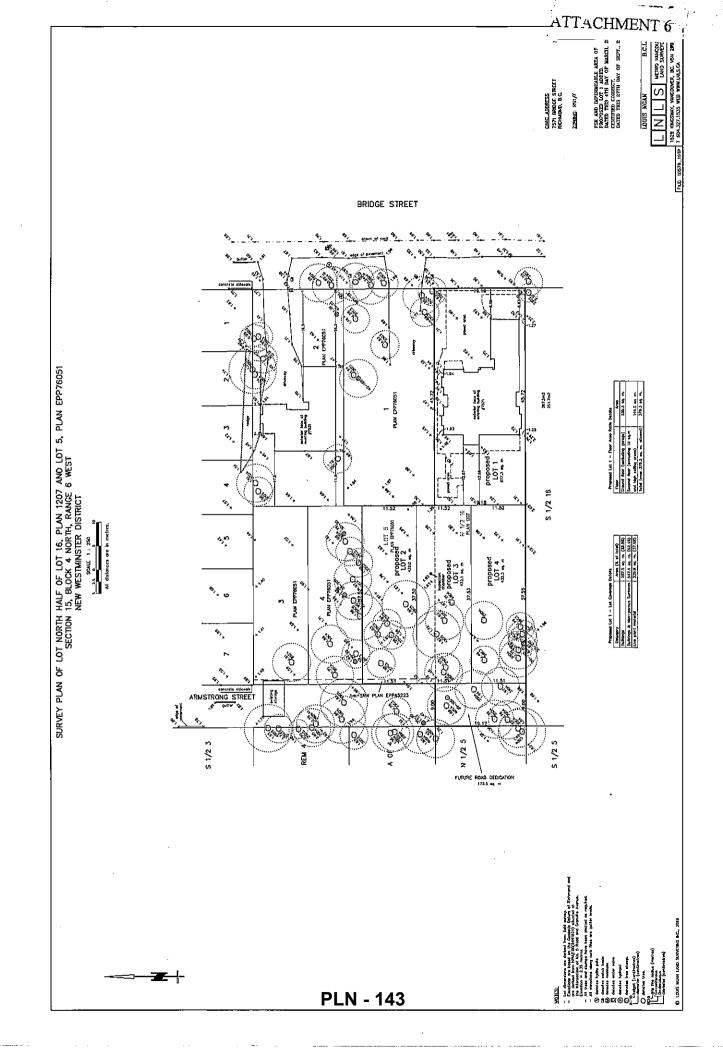
If you have any question or concern about this proposed development, you can contact City of Richmond at 604-276-4000 and ask for the planner Nathan Andrews and his direct line is 604-247-4911.

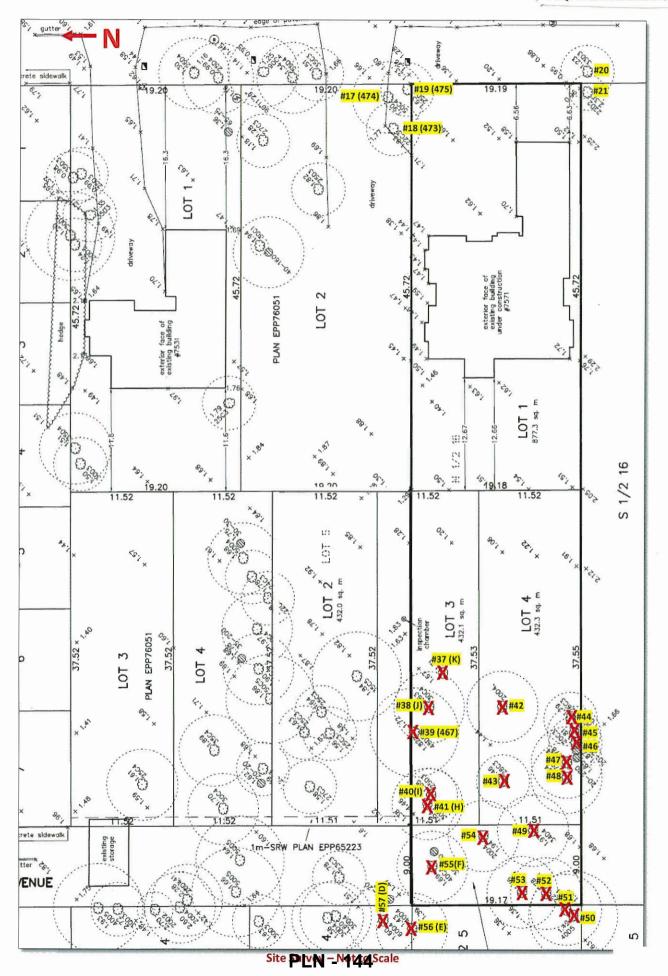
You can also contact us for any questions or concern at 604-786-8960 (Khalid Hasan).

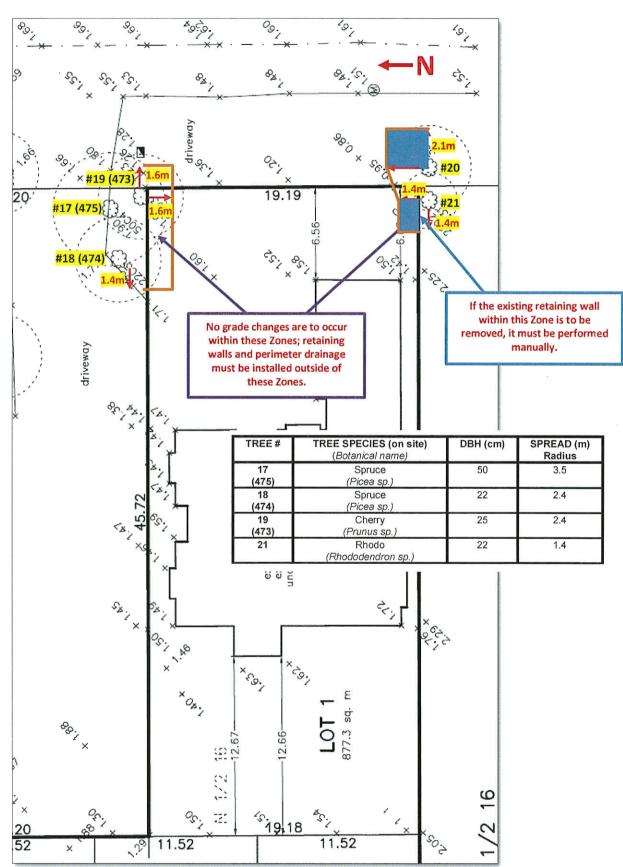
Thanks.

Acknowledgement by the owner of 7591 Bridge Street

604-329-2619 Clifford Oleksiew







7571 Bridge St. Preliminary Front Yard Tree Retention & Removal Plan - Scale 1:250



Rezoning Considerations

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

Address: 7571 Bridge Street File No.: RZ 18-802621

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9939, the developer is required to complete the following:

- 1. Road dedication along the entire west property line measuring 9.0 m wide and 172.5 m² in area for the extension of Armstrong Street.
- 2. Submission of a Landscape Security of \$6,000 (\$500/tree) to ensure that a minimum of 12 replacement trees are planted and maintained on the proposed development site with the following minimum sizes:

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

The security will not be released until a landscaping inspection is passed by City staff. The City may retain a portion of the security for a one-year maintenance period.

- 3. The City's acceptance of the applicants' voluntary contribution in the amount of \$6,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the remaining 12 required replacement trees on-site (\$500 per tree).
- 4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 5. Submission of a Tree Survival Security to the City in the amount of \$5,000 for the one tree on City property to be retained. The survival security will not be released until an acceptable post-construction impact assessment report is received and a landscape inspection has been passed after construction is completed. The City may retain a portion of the security for a one-year monitoring period.
- 6. 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.
- 7. Registration of a flood indemnity covenant on Title.
- 8. Registration of a legal agreement on Title ensuring that prior to Subdivision approval, the road works associated with the amended Servicing Agreement (SA 11-559046) for both the subject property and the adjacent development to the north (7531 and 7551 Bridge Street) are completed.
- 9. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on the proposed western lots with a minimum of one-bedroom secondary suites on each lot and be a minimum of 408 ft² or 37.9 m². Moreover, the inclusion of the suites will be to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 10. The City's acceptance of the applicant's voluntary contribution of \$4.00 per buildable square foot of the single-family developments (i.e. \$16,332.00) to the City's Affordable Housing Reserve Fund.

Prior to Subdivision* Approval, the developer is required to complete the following:

1. Registration of a legal agreement on Title to ensure the proposed dwellings on Armstrong Street have a fire sprinkling system installed (the length of the Armstrong Street extension creates a road which is greater than 90 m without a secondary emergency access).

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minician.	

- 2. Payment of the current year's property taxes, Development Cost Charges, School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the design and construction of engineering infrastructure and frontage improvements.
- 3. Granting of a statutory right-of-way (PROP) over the driveway of the proposed Lot 4 to allow vehicles to turn around at the dead-end, including a swept-path analysis showing access is functional.
- 4. Discharge of statutory right-of-way (PROP) EPP82028 over the driveway of the current 7588 Armstrong Street.
- 5. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements, including (but not limited to) the following:

Note: The proposed development is adjacent to another proposed development at 7531 Bridge Street and 7551 Bridge Street (RZ10-539727 and SA11-559046). The security bond for the servicing agreement works is in place and the design is approved in principle. The proposed development (7571 Bridge Street) is to be serviced via the same servicing agreement. As a condition for 7571 Bridge Street development's rezoning application approval, SA11-559046 is to be revised to reflect the additional works that are required to service the proposed development. The security bond shall also be amended to be based on the revised Servicing Agreement which reflects the increased scope of work. This document specifies the additions and amendments that are required to be made to the existing SA11-559046.

Water Works:

• Using the OCP Model, there is 251.0 L/s and 243.0 L/s of water available at a 20 psi residual at the Bridge St frontage and Armstrong St frontage, respectively. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

The Developer is required to:

- Submit a Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- Install approximately 20m of new 200mm PVC watermain along the lot's Armstrong Street frontage, up to the south property line of 7571 Bridge St, in addition to the approximately 40m of proposed watermain shown in the approved SA11-559046 drawings. Complete with a new fire hydrant and blow-off located at the south property line.
- Install a new 25mm water service connection off of the new watermain on Armstrong Street complete with meter and meter box for each of the two future lots.
- Retain the existing 25mm water service connection at the Bridge Street frontage.

At Developer's cost, the City is to:

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

Storm Sewer Works:

The Developer is required to:

- Install approximately 20m of new 600mm storm sewer along the lot's Armstrong Street frontage, up to the south property line of 7571 Bridge Street, in addition to the approximately 72m of proposed storm sewer shown in the approved SA11-559046 drawings. Complete with a new manhole at the south property line.
- Install a new storm service connection for each of the two subdivided lots for 7571 Bridge Street that are fronting Armstrong Street. The newly installed manhole may serve as the inspection chamber provided hydraulic requirements are met.
- Retain the existing storm service connection at the Bridge Street frontage.

At Developer's cost, the City is to:

• Perform all tie-ins for proposed works to existing City infrastructure.

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Sanitary Sewer Works:

The Developer is required to:

- Install approximately 20m of new sanitary sewer along the lot's Armstrong Street frontage, up to the south property line of 7571 Bridge Street, in addition to the approximately 73m of proposed sanitary sewer shown in the approved SA11-559046 drawings. Complete with a new manhole at the south property line.
- Install a new sanitary service connection for each of the two subdivided lots for 7571 Bridge Street that are fronting Armstrong Street; complete with inspection chamber.
- Retain the existing sanitary service connection at the Bridge Street frontage.

At Developer's cost, the City is to:

• Perform all tie-ins for proposed works to existing City infrastructure.

Frontage Improvements:

The Developer is required to:

- Coordinate with BC Hydro, Telus and other private communication service providers:
 - o To underground Hydro service lines.
 - o When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - o To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- Provide Type 1 decorative luminaire poles with Zed 10G-100W-HPS lights along the development's new Armstrong Street frontage.
- Complete the following frontage improvements to Bridge Street as per Transportation's requirements:
 - o Pair driveways to optimize on-street parking spaces in the future, if possible.
 - o The road cross-section and other offsite works should be designed to match those in SAI1-559046.
 - o The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the south of the subject site with appropriate tapers.
- Complete the following frontage improvements to Armstrong Street as per Transportation's requirements:
 - Detween RZ18-802621 and RZ10-539727, the applicant's proposal creates a total of five new lots on Armstrong Street. This will require revisions to the previously approved road works in SA11-59046, as the conditions on Armstrong Street have changed significantly:
 - The additional lots will generate increased traffic volume on Armstrong Street
 - Armstrong Street is being extended further south, while still being a dead-end
 - Armstrong Street cannot be fully opened until the surrounding lots provide lane dedications, and the timing of any other subdivision of these lots is uncertain.
 - Along the western portion of 7571 Bridge Street and along the frontage of 7582, 7586, and 7588 Armstrong Street, provide a functional road design for the interim half-road condition, including:
 - A local half-road with a pavement width of 6.0m, complete with temporary curb and gutter.
 - A 1.5 m wide concrete sidewalk next to the new property line.
 - A grass boulevard over the remaining width between the sidewalk and the east curb of Armstrong Street.
 - Temporary driveway letdowns for each lot; locate driveways to optimize on-street parking spaces in the future, if possible.
 - A statutory right-of-way (PROP) over the driveway of the proposed Lot 4 to allow vehicles to turn around at the dead-end, including a swept-path analysis showing access is functional (this supersedes the need for a SRW at 7588 Armstrong Street)
 - All above ground third party utilities (e.g. hydro/telephone kiosks) must not be placed within
 any frontage works area including sidewalk and boulevard. A Statutory Right-of-Way (SRW)
 within the subject site is to be secured for the placement of this equipment.

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- Along the frontages of 7582, 7586, and 7588 Armstrong Street and the western portion of 7571 Bridge Street, provide a functional road design for the ultimate condition, as shown in drawing 5599046-11-05.
- o Interim and ultimate road designs must be reviewed and approved by Fire Response and Environmental Services staff.
- Occupancy for the proposed Lots 3 and 4 should not be granted until all access-related road works on Armstrong Street are complete.
- o Unless otherwise specified, all road works should be designed as per bylaw, TAC Standards and the City's Engineering Design Specifications.
- O The scope of work for the interim road works will be confirmed once a functional road plan is submitted. A cost estimate for the ultimate roadworks across the entire west PL of the site including the modified works to the north is required to be submitted to Engineering for review and approval. Engineering is to determine how the amount of funds for the future roadworks and how the funds are to be collected, held and the timing for implementing and releasing the contribution.

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, dewatering, 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 additional land dedication as required by Transportation's rezoning considerations.

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

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

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
 - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
 - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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•	Migratory Birds Convention Act, which contain prohibit of Municipal permits does not give an individual author that where significant trees or vegetation exists on site,	t all times with the conditions of the Provincial Wildlife Act and Federal tions on the removal or disturbance of both birds and their nests. Issuancity to contravene these legislations. The City of Richmond recommends the services of a Qualified Environmental Professional (QEP) be secured
	to perform a survey and ensure that development activit	ies are in compliance with all relevant legislation.
Sig	gned	Date

PLN - 150



Richmond Zoning Bylaw 8500 Amendment Bylaw 9939 (RZ 18-802621) 7571 Bridge Street

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

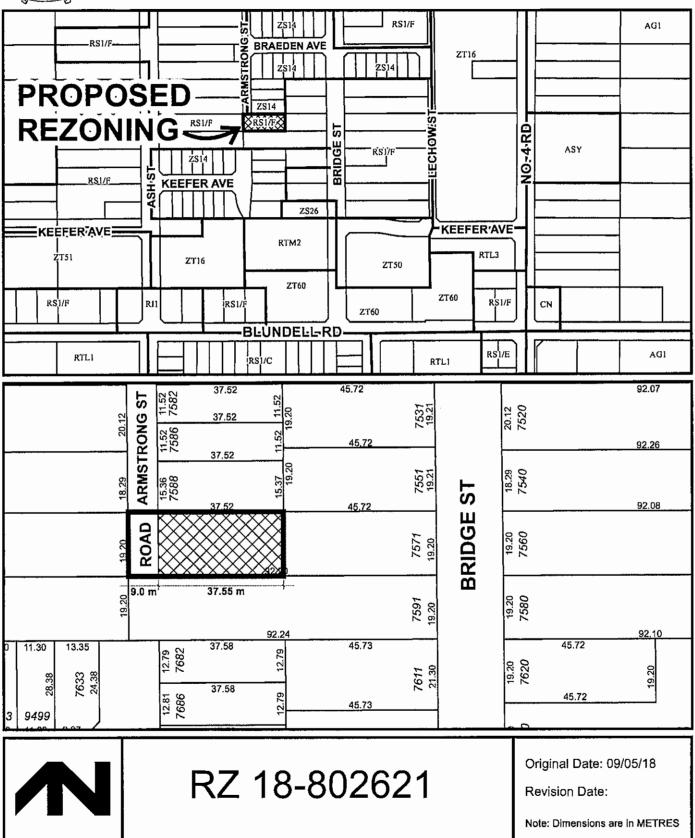
 The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)"

The area shown as cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 9939.

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9939".

FIRST READING	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	APPROVED by
SECOND READING	APPROVED by Director
THIRD READING	or Solicitor
OTHER CONDITIONS SATISFIED	
ADOPTED	
	· ·
·	
MAYOR	CORPORATE OFFICER







Report to Committee

To:

Re:

Planning Committee

Date:

June 3, 2019

From:

Wayne Craig

File:

RZ 18-824565

Director, Development

Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800

Rice Mill Road, 12280 and 12300 No. 5 Road from Agricultural (AG1) and Light

Industrial (IL) to a Site Specific Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.

Wayne Craig

Director, Development

Att. 8

	REPORT CONCURRE	ENCE
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER
Engineering Sustainability	r v	_ pe Eneg

Staff Report

Origin

SNC Lavalin Inc., on behalf of BC Ferry Services Inc. (BC Ferries), has applied to the City of Richmond for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agricultural (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) located in the Shellmont Planning Area between No. 5 Road and Highway 99 (Attachment 1). The site will be consolidated into one parcel bisected by the existing CN Rail line which runs through the property.

The redevelopment project is intended to replace ageing infrastructure, improve the efficiency of the operation, implement flood protection measures for the site, and generally ensure that the facility meets the long-term demands of the BC Ferries fleet. This application represents the first two phases of a longer term planned upgrade of the BC Ferries Fleet Maintenance site.

BC Ferries was transformed from a Provincial Crown Corporation into an independent commercial operation in April, 2003. As a result of this transformation, BC Ferries is required to seek municipal approvals which previously it was not obligated to do. The nature and extent of the proposed redevelopment have necessitated the request for rezoning of a portion of the site to bring the land use designations into line with the use of the site.

Findings of Fact

BC Ferries Fleet Maintenance Unit (FMU) site is generally located south of Rice Mill Road between No. 5 Road and the Highway 99 right of way and is centered around the Deas Basin where the ferry vessels moor while being repaired and serviced. Some outdoor storage occurs on lands immediately to the west of the basin and there is an existing small office building and staff parking lot at the northeast corner of the site, but the majority of the land side active fleet maintenance operations occur east of the basin and south of the CN Rail corridor which bisects the site. That area contains more than 20 larger buildings and numerous smaller structures that support BC Ferries on-going maintenance operations providing parts storage, mechanical workshops, paint shops, fabrication areas, office space and staff amenities, etc. The site is a secured facility with 24 hour security provided in accordance with Federal regulations.

The foreshore area of the site and the vegetated forest stands in the northwest corner of the site north of the CN Rail corridor are designated in the City's Official Community Plan (OCP) as Environmentally Sensitive Areas (ESA). Riparian Management Areas (RMA) have been designated along the south side of Rice Mill Road and along the MOTI slough just east of the site. (Attachment 2, Plan # q).

Surrounding Development

Surrounding Development is as follows:

To the North: An 8.26 ha (20.41 acre) Agriculture (AG1) zoned vacant parcel at 12751 Rice

Mill Road owned by the City and the 1.67 ha (4.13 acre) model airplane park at 12851 Rice Mill Road. The airplane park is also zoned Agriculture (AG1). The watercourse along the south side of Rice Mill Road is designated as a

Riparian Management Area (RMA).

To the East: A Ministry of Transportation and Infrastructure (MOTI) right-of-way

containing the access road to the BC Ferries site, Highway 99 and the beginning of the George Massey Tunnel. A drainage watercourse that runs along Highway 99 just east of the BC Ferries site is designated as a 15 m

Riparian Management Area (RMA).

To the South: The Fraser River. The foreshore area of the Fraser River is designated as an

Environmentally Sensitive Area.

To the West: Five "Agricultural (AG1)" and two "Light Industrial (IL)" zoned parcels lie

between BC Ferries property and No. 5 Rd. Only the south-west portion of BC Ferries' property abuts No. 5 Rd. The five agricultural parcels range in area between 1,335 m² (0.33 ac) and 6,677 m² (1.65 ac). All of these

agricultural lots are outside of the Agricultural Land Reserve. The two light industrial parcels are 1,780 m² and 2,266 m² (0.44 ac and 0.56 ac) in area

respectively.

A CN Rail right-of-way bisects the site curving around, and just north of, the Deas Basin.

Development Information

The proposed rezoning will apply to only the portion of the BC Ferries owned lands south of the CN Rail corridor (i.e. the Deas Basin and lands on both sides of the basin as shown in Attachment 1). BC Ferries lands north of the CN Rail corridor will retain their current zoning. The rationale for the partial rezoning is primarily to focus on the active area of the site.

This redevelopment project involves a two phased redevelopment of the FMU facility spread over a period of approximately five years (2019-2024). The scope of work generally includes:

- Demolition of a number of existing buildings;
- Site preparation and services;
- Construction of new consolidated industrial buildings;
- Raising portions of the site by approximately 0.55+/- m to adjust for anticipated climate change induced sea level rise;
- Supplying and installing a new basin crane with up to 50 ton capacity:
- Constructing marine foundations and a loading pier for the basin crane;
- Upgrading of utility connections (e.g. water, sanitary, etc.);
- Providing compensation and enhancement for Environmentally Sensitive Area (ESA) and Riparian Management Area (RMA) impacts; and
- Building an advanced section of the dike network planned for the facility.

The two phases of redevelopment will result in the construction of approximately 15,502.0 m² (166,862 ft²) of new building construction and the retention of approximately 6,209.5 m² (66,838.5 ft²) of existing buildings. Each development phase will be coordinated with increases in the site grades intended to mitigate flood risk.

Although the majority of the works will occur in the south-east area of the site south of the CN Rail line, some utility upgrades will also occur along Rice Mill Road and through portions of the lands north of the CN Rail to accommodate pipe upgrades. An overview of the utility works is provided in the "Analysis" section of this report.

Conceptual Development Plans are provided in Attachment 2 and a Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 4.

In addition to the conceptual plan set submission, SNC Lavalin has undertaken and submitted a number of technical studies (listing provided in Attachment 6) in support of its Rezoning application. Each of these submissions have been reviewed by staff and comments on key aspects from the documents are included in the "Related Policies & Studies" and "Analysis" sections below.

Related Policies & Studies

Official Community Plan

BC Ferries FMU site is designated for "Industrial" land use in the Official Community Plan (OCP).

BC Ferries current and proposed future use of the FMU site is principally industrial use oriented to marine vessel repair and maintenance. The proposed uses are compliant with the OCP's "Industrial" designation.

Portions of the site are also designated as Environmentally Sensitive Areas (ESA). This is discussed further in the following section.

Environmentally Sensitive Areas and Riparian Management Areas

Portions of the site along the waterfront and in the northwest corner of the site north of the CN Rail right-of-way are designated in the City's Official Community Plan (OCP) as Environmentally Sensitive Areas (ESA). The area paralleling the southern edge of Rice Mill Road is designated as a 5 m wide Riparian Management Area (RMA). As required by the City's OCP, SNC Lavalin, on behalf of BC Ferries, has submitted a separate Development Permit application (DP 18-824566) to address potential impacts to the ESA and RMA designated areas as a result of the proposed development. A description of the proposed ESA impacts and compensation/enhancement is provided in the "Analysis" section of this report. The proposed compensation plan will create a net gain of over 2:1 in functional habitat, improving poor to low quality habitat within the industrial site.

BC Ferries Agriculturally Zoned Parcels

As noted earlier, portions of the BC Ferries properties are zoned "Agricultural (AG1)", however, none of the properties involved are within the BC Agricultural Land Reserve. The Agricultural zoning is a remnant from when the area was farmed prior to the Massey Tunnel construction. The zoning was not updated when BC Ferries acquired the site as they were originally a Provincial Crown operation and not subject to Municipal land use jurisdiction. Under the current application only those portions of the agriculturally zoned lands south of the CN Rail corridor are proposed to be rezoned.

Floodplain Management Implementation Strategy

The operational portions of the BC Ferries site will lie outside the City's diking system. Under the City's Flood Plain Designation and Protection Bylaw No. 8204 developments outside the dike system would typically be required to meet the Flood Construction Level (FCL) of 4.35 m GSC. The proponent is seeking a site-specific exemption on the basis of an engineer prepared flood protection plan which would see portions of the site raised in coordination with the site's redevelopment and the establishment of Statutory Right-of-Ways for current and future dike construction across portions of the BC Ferries site. BC Ferries Floodplain Management response and the City Engineering staff's analysis are discussed in more detail in the "Analysis" section of this report.

Fisheries and Oceans Canada (DFO)

As the proposed redevelopment will involve in-water works to accommodate a tower crane, stormwater outfall replacement and pier installation, a review was undertaken by the Federal Department of Fisheries and Oceans (DFO). On the basis of their assessment, DFO has issued a letter of advice to BC Ferries (Attachment 7) with a series of recommended measures such as working within instream timing windows, use of an Environmental Monitor, installation of silt curtains, pile installation via vibratory hammer instead of impact pile driving, etc. Subject to BC Ferries implementing these measures, DFO concluded that the project would not result in serious harm to fish or prohibited effects on listed aquatic species at risk. Authorization under the Fisheries Act or a permit under the Species at Risk Act would therefore not be required.

NAV Canada

NAV Canada reviewed the proposed works and subsequently issued a letter to BC Ferries (dated October 25, 2018) advising that "they have no objection to the project as submitted".

Transport Canada

Transport Canada has reviewed the proposed development plans and determined that "the work is not likely to substantially interfere with navigation". On the basis of their review and subject to adherence to five terms and conditions relating to the quality of construction, lighting, removal of piles and prohibitions to obstruction of navigation aids/navigation, Transport Canada has issued their permission to proceed.

BC Ministry of Transportation and Infrastructure (MOTI) Review

Correspondence from the Ministry of Transportation and Infrastructure (MOTI) was received on February 11, 2019 advising that the Ministry has no objection to the proposed rezoning.

BC Ministry of Environment Review

A site profile and a remediation plan were submitted to the Ministry of Environment & Climate Change Strategy by BC Ferries and SNC Lavalin. Their submission noted that all contamination at, and migrating from, the site has been delineated and outlined a remediation plan that would be coordinated with the site's redevelopment.

The Ministry has issued a release letter (dated October 29, 2018) indicating that the site profile was satisfactory and that they have accepted the proposed remediation plan. The Ministry's letter states that "pursuant to the Local Government Act (section 557(2)(e)), that the City of Richmond may approve the zoning and development permit application under this section because the Director has received and accepted a notice of independent remediation with respect to the site". The Ministry's release applies to the entire BC Ferries site, not just to the area to be rezoned.

Analysis

Transportation and Site Access

A Traffic Impact Study (TIS – report dated December 6, 2018) was prepared and submitted by SNC Lavalin. The intent of the report was to:

- Determine the current level of traffic to the site and whether the site's traffic can be accommodated in surrounding roads with future growth;
- Review the parking requirements;
- Review site accessibility by alternate modes;
- Establish improvements needed to accommodate traffic as required.

The report notes that during peak season the facility employs a workforce of approximately 200 staff consisting of 140 BC Ferries employees and 60 contractor employees with the peak season running from early September to early May. The site typically operates with two shifts during that period and only one shift during non-peak season. The report also indicates that BC Ferries does not anticipate any increase in the number of workers at the site after it has been redeveloped.

The TIS conclusions are that the site's operation and associated traffic can be accommodated with no additional off-site upgrades required. Rice Mill Road was found to be adequate for pedestrian and cyclist travel. The development will provide on-site showers, change rooms and bike parking/lockers to encourage more bicycle commuting as recommended in the TIS.

The development will provide approximately 257 parking spaces, including 5 accessible spaces, 7 medium and 4 large loading bays, 42 Class 1 and 42 Class 2 bicycle spaces. Each of these provisions meet, or exceed, the current Zoning Bylaw No. 8500 requirements.

Transportation staff advise that the findings and recommendations provided by the TIS are supportable and that no new signal, intersection or road upgrades are required as a result of the proposed development.

Access to the site is, and will continue to be, provided through permit with the Ministry of Transportation and Infrastructure (MOTI) through an access permit (MOTI 2016-04984) issued November 21, 2016 providing for the installation, operation maintenance access via the roadway along the east side of the site that connects to Rice Mill Road.

Submission of a construction parking and traffic management plan to the Transportation Division is required prior to the issuance of a Building Permit (this requirement is included in the Rezoning Considerations in Attachment 8).

Engineering Review - Utilities and Site Servicing

The proposed redevelopment will require the consolidation of all the properties and the installation or upgrading of various services and utilities to service the site. Retained buildings are being reviewed through Building Approvals for BC Building Code equivalencies with some internal upgrading measures being made through separate building permit applications as necessary. A requirement for consolidation of the lots prior to Rezoning adoption is included in the Rezoning Considerations (Attachment 8).

The site's overall redevelopment will require a separate Servicing Agreement in order to provide the necessary works and services needed to support the development as proposed. A summary of site servicing requirements, as determined by Engineering, includes the following:

- Upgrading of approximately 680 m of watermain along Rice Mill Road;
- Installation of fire hydrants along Rice Mill Road per City spacing requirements;
- Establishing a right of way for a new water meter;
- Fill and abandon the storm sewer culverts at the entrance on Rice Mill Road;
- Upgrading the sanitary sewer works within the City right-of-way at No. 5 Road;
- Entering into a license agreement for the encroachment of the privately owned sanitary forcemain into the City road right-of-way;
- Undergrounding of overhead service lines (hydro, Telus, other); and
- Provision of approximately 1,010 m of dike and dike right-of-way through the development site with the physical dike construction to occur, through legal agreements, in three segments each with different timing and criteria:
 - i) Segment 1, located roughly in the east half of the site, will be constructed by the proponent to elevation 4.7 m in the future when needed for flood protection. The timing of constructing this segment will be determined by the City;
 - ii) Segment 2, located roughly in the centre of the site, will be constructed by the proponent to an interim elevation of 4.0 m through this development's Servicing Agreement, then raised in the future by the proponent to elevation 4.7 m when needed

- for flood protection. The timing of raising this segment from 4.0 m to 4.7 m will be determined by the City;
- iii) Segment 3, located roughly on the west half of the site, will be constructed by the proponent to elevation 4.7 m through this development's servicing agreement.
- iv) In the future, Segments 1, 2, and 3 will be raised to elevation 5.5 m (separately from this development). The rights-of-ways secured through this development will provide adequate space for the future 5.5 m dike.

The Rezoning Considerations (Attachment 8) include a requirement for registration of a statutory right-of-way covering the entire dike alignment prior to Bylaw adoption. This SRW shall begin at the NE corner of the bay and shall connect to the existing dike at the southern extent of Rice Mill Road, as shown on Appendix (1) attached to the Servicing Agreement requirements in Attachment 8. The width of this SRW, will be determined through the servicing agreement and shall be sufficient to fit a standard City dike with erosion protection.

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 82 bylaw-sized trees that will be impacted on the subject site. No street trees or trees on neighbouring properties will be impacted by the proposed redevelopment.

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

- 22 trees impacted by sanitary line (tag# 443-459, 462-466)
- 59 trees impacted by new dike (tag# 1-56, 898,899 and 900)
- 1 tree conflicts with on-site functions (tag# 600)
- A total of 82 trees impacted by the development and noted to be removed.
- Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.
- The applicant proposes to plant 70 replacement trees. 94 trees cash-in-lieu (\$47,000). The Tree Management Plan provided in Attachment 3 shows the locations of the trees proposed for removal.

Engineering staff note that the proposed sanitary line will be a private system which cannot be located within Rice Mill Road. The proponent worked with staff to propose an alternative alignment along an internal gravel pathway and thereby minimize the tree impacts to the extent possible.

Tree Replacement

The applicant wishes to remove 82 on-site trees. The 2:1 replacement ratio would require a total of 164 replacement trees. The applicant has agreed to plant 70 trees on site. The required

replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
24	6 cm	3.5 m .
46	8 cm	4 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$47,000 to the City's Tree Compensation Fund in lieu of the remaining 94 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

No trees on neighbouring properties will be impacted by the proposed development however protective fencing will be required along portions of the foreshore area. 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 3, Plans # w-x: "Tree Management Plan Drawings"). 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 postconstruction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection
 fencing around all trees to be retained. Tree protection fencing must be installed to City
 standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to
 any works being conducted on-site, and remain in place until construction and landscaping
 on-site is completed.

Environmental Review

Environmentally Sensitive Area (ESA) Detailed Assessment

Three ESAs have been designated on site (Attachment 2, Plan #q: "City of Richmond Environmentally Sensitive Areas and Riparian Management Areas"):

- 6.80 ha (16.8 ac) located north of the CN rail line, classified as "Upland Forest" and "Old Fields and Shrublands";
- 3.38 ha (8.35 ac) located within the 30 m (98.4 ft.) above high water mark of the Fraser River, classified as "Shoreline"; and
- 3.34 (8.25 ac) ha located 30 m (98.4 ft.) below high water mark of the Fraser River, classified as "Intertidal";

The ESA north of the CN rail line is designated as a "site", as opposed to a "hub", in the Ecological Network Management Plan in recognition of the ecological services that this area provides.

Proposed Impacts to ESA

Within the area north of the CN Rail, impacts to the "Upland Forest" and "Old Fields and Shrublands" ESA will result from the installation of a new sanitary sewer line. The area of impact is estimated as 1,134 m² (12,206 ft²) by SNC Lavalin based on a working width of 4 m (to accommodate a 1.2 m wide trench).

Within the main BC Ferries work site, impacts to the "Shoreline" and "Intertidal" ESA are estimated as 1,514 m² (16,297 ft²) by SNC Lavalin as follows:

- 1,252 m² (13,476 ft²) within the Shoreline ESA for the buildings, roads and diking which impact permeable or vegetated areas within the site. Redevelopment of Shoreline ESA areas that are already impacted by buildings or roads are not considered to impact the ESA;
- 10 m² (107.6 ft²) within the Intertidal ESA; and
- 252 m² (2,713 ft²) within the Intertidal ESA to permit construction of the new access pier, trestle and tower crane.

(Attachment 2, Plan #r: "Area in ESA SH-5 and IT-5 Impacted by the Proposed Development").

Total impacts to all ESA areas is estimated to be 2,648 m² (28,503 ft²). Detailed information from the biophysical inventory and wildlife survey assessments will be provided through the Development Permit review (DP 18-824566).

Tree Inventory within the ESA

The arborist report submitted by Diamond Head Consulting identified 22 trees proposed to be removed within the ESA due to conflicts with the proposed sanitary alignment (tag# 443-459, 462-466).

18 Bylaw-sized trees were inventoried within the areas of Shoreline and Intertidal ESA. Of these only one tree is proposed to be removed within the Shoreline ESA (Tree tag # 600) as it would interfere with the clear working area of the future crane operations.

Tree replacements for the 23 trees removed from the ESA are proposed to be replaced through 45 new tree installations within the proposed compensation area north of the CN Rail line and an additional 25 new trees along the shoreline ESA adjacent to the Fraser River resulting in a better than 2 for 1 replacement. The tree removals and replacements are included in Attachment 3 (Plans # w-x: "Tree Management Plan Drawings").

Mitigation Measures

To minimize impacts to the ESA, the new sanitary sewer line is proposed to be aligned within a gravel pathway and cleared area on the site. Fencing will be installed to limit access outside of the working width, and the disturbed ground will be re-seeded with native grasses and wildflowers post-development.

Proposed Compensation and Landscape Restoration

Total ESA disturbance across the site is calculated at 2,648 m² (28,503 ft²) with total compensation of 6,251 m² (67,285 ft²) resulting in a net gain of 2.36:1 (Attachment 2, Plan # v, "Habitat Balance Sheet").

The proposed compensation plan will result in a net-gain of functional habitat within the ESA with no net loss of total ESA designated on site. The establishment of native shrubs and herbaceous vegetation throughout the enhancement areas, with pockets of trees to provide canopy, will create moderate to high quality habitat, restore ecological function and promote biodiversity within the ESA. Preliminary plans are provided in Attachment 2. Detailed plans will be included in the Development Permit review (DP 18-824566).

Monitoring and Maintenance

To ensure that the proposed enhancements have the best chance of survival and that invasive species are controlled, monitoring, maintenance and annual reporting by a Qualified Environmental Professional (QEP) will occur for 5 years following installation of the landscape restoration plan. Reports will be provided to the City.

Securities acceptable to the Director of Development will be sought through the Development Permit review to ensure the landscape restoration including plants, soil, irrigation and the five year monitoring program; tree installations within the ESA; installation of tree and ESA protection fencing. Registration of legal agreements to ensure protection and retention of ESA on private land will also be required through the Development Permit review.

Riparian Management Areas

There are two Riparian Management Areas (RMAs) designated at the perimeter of the site, consisting of a 5 m RMA associated with a watercourse along the south side of Rice Mill Road and a 15 m RMA associated with the slough located to the east of the site. The two watercourses do not connect, but an RMA designated watercourse on the north side of Rice Mill Road does connect to the slough to the east.

5 m RMA

The 5 m (16.4 ft.) RMA is associated with a drainage watercourse that is daylighted for approximately 550 m (1,805 ft.) and connects to the City's drainage system to the west. The south bank is vegetated with grasses, Himalayan blackberry, black cottonwood and small shrubs such as red-osier dogwood. The north bank adjacent Rice Mill Road is grass on gravel, which is regularly mowed by the City. No fish were present within the RMA.

Impacts to the RMA will result from excavation of a 1.2 m trench for a new water line, which will be restricted to the impervious/disturbed area of the RMA. Total disturbance is calculated as 695 m² (7,481 ft²). The exact alignment of the waterline will be subject to review by Engineering through the required Servicing Agreement.

Proposed Compensation and RMA Restoration

In addition to hydroseeding the area that will be disturbed during installation of the water main, restoration is proposed in the form of removal of two undersized and dormant 300 mm diameter corrugated steel culverts. Habitat value and ecological function will be improved within the 5 m RMA when the 54 m² that is currently occupied with redundant culverts is converted to a vegetated, open watercourse. After the culverts are removed, the ditch geometry will be restored

covering areas of 30 m² and 24 m². The watercourse will be hydroseeded to promote ground cover within the watercourse.

Mitigation Measures

Prior to any works being taken in this area, a site-specific Erosion and Sediment Control Plan must be submitted to the City and approved by the Environmental Manager. City of Richmond Environment Department staff will conduct a site visit to inspect the installed mitigation measures, prior to giving leave to commence with construction.

Works are to be completed in accordance with the City of Richmond's Riparian Management Areas Bulletin INFO-23, the approved Construction Environmental Management Plan, and the site-specific Erosion and Sediment Control Plan. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best Practices for Instream Works. Disturbed areas will be re-vegetated with a native riparian seed mix in accordance with the Riparian Area Regulation Re-vegetation Guidelines.

The mitigation measures have been added to the Servicing Agreement requirements attached to the Rezoning Considerations (Attachment 8- "Sustainability").

15 m RMA

The 15 m (49.2 ft.) RMA is associated with an off-site watercourse that drains south through a pump station to the Fraser River. No impacts are anticipated to the 15 m RMA as a result of the proposed BC Ferries development.

Flood Construction Elevation

Under the City's Flood Plain Designation and Protection Bylaw No. 8204 the required flood construction elevation for developments outside the City's dikes is 4.35 m GSC. Due to the operational necessity of needing to keep their infrastructure closer to the average water level, BC Ferries propose to build the two phases of development associated with this application so that their building slab elevations are at 3.85 m GSC. Land grades associated with each phase will be raised from the current elevations of approximately 3.2 m GSC to support these slab heights. BC Ferries long term flood strategy is to raise the site grades as necessary to correspond to sea level rise and as future buildings are replaced.

The City's Engineering Department has indicated that the City will permit the minimum Flood Construction Level for the site to be 3.85 m with the understanding that the owner and applicant accept all risks associated with flooding due to construction outside of the City's dike. The owner will be solely responsible for flood protection on their site. The owner/applicant will also be responsible for confirming that the proposed strategy addresses any provincial flood protection requirements with the provincial Inspector of Dikes, prior to rezoning adoption.

The Rezoning Considerations (Attachment 8) include a requirement for registration of a legal agreement establishing a minimum Flood Construction Elevation of 3.85 m GSC for all new buildings constructed after May 1, 2019. The Considerations also include a requirement for the owner/applicant to submit written confirmation from the provincial Inspector of Dikes, acceptable to the City's Director of Engineering, that the proposed strategy to incrementally raise

the subject site and structures in the future, as needed for flood protection, is acceptable to the Provincial Dike Authority. The confirmation from the Provincial Inspector of Dikes is required prior to Rezoning adoption.

Built Form and Architectural Character

BC Ferries new facilities will be constructed in two phases with the first phase including a machine shop, weld shop, life safety appliance shop, covered storage, a tower crane and supporting access pier. The second phase will include an outfitting trades building with two covered storage areas.

The industrial buildings will be one, two or three storey structures varying in height with the machine shop being the tallest at approximately 22.2 m (73 ft. measured from top of slab) and the outfitting trades building being approximately 13.7 m (45 ft. measured from top of slab).

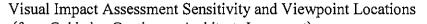
The building exteriors are anticipated to consist of prefinished insulated metal panels painted "regal white" with curtain wall glazing and spandrel glass panels. Panelized translucent skylights will be incorporated into the machine shop building. Each building will include identification signage.

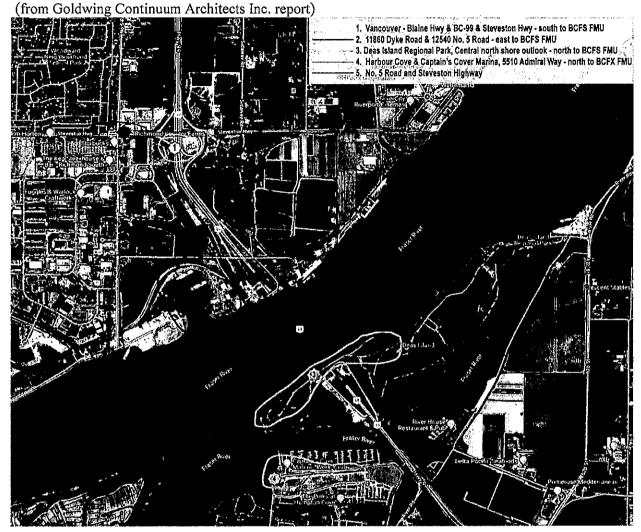
An 11.5m (38 ft.) wide steel and concrete pier with supporting pile structures will extend more than 70 m (230 ft.) into the Deas basin. A new sheet pile wall will be installed where the pier meets the land. The tower crane will be located at the end of the pier within the Deas Basin. The preliminary design accommodates a maximum crane height of 84 m (276 ft.) with a reach of approximately 96 m (315 ft.). The actual crane design which will be refined as the project moves forward. The crane will be of steel construction.

Visual Impact Assessment

A visual impact assessment report prepared by Goldwing Continuum Architects Inc (dated August 9, 2018) was reviewed and supported by Environment Sustainability staff. The purpose of the assessment was to determine the overall visual impact of the development, specifically the proposed tower crane, from nearby viewpoints. The impacts were assessed from five strategic visual sensitivity areas (circled areas on the diagram) and five viewpoint areas as listed below and numbered on the diagram.

- 1. BC Highway 99 and Transit Stop west side of Highway 99 south of Steveston Highway
- 2. Intersection of No 5 Road at 11860 Dyke Road, Richmond
- 3. Deas Island Regional Park Pedestrian Pathway along south bank of the Fraser River
- 4. Harbour Cove & Captain's Cove Marina 5510 Admiral Way, Delta
- 5. No. 5 Road and Steveston Highway, Richmond





The assessment concludes that the visual impact is considered low to medium for the Deas Island Regional Park (location 3) and the No. 5 Road and Steveston Highway (location 5) locations with the upper portion of the tower crane expected to be visible. The visual impact for all three remaining locations (locations 1, 2 and 4) is considered low with existing landscape vegetation and the new facilities helping to mitigate the overall visual impact.

The assessment notes that the visual impact of the proposed tower crane will vary depending upon factors such as the viewing distance, number and type of viewers and duration and angle of view of the crane. But notes that existing communication and hydro transmission towers in the area will have a greater impact than the crane.

Existing Legal Encumbrances

Several legal encumbrances exist on Title that will need to be addressed as part of the proposed development. The encumbrances are as follows:

- An earlier dike right-of-way was established over portions of the BC Ferries site in 1981 (RD144951 with reference to plan NWD 59814). The right-of-way does not entirely align with the dike alignment proposed for the current development and will need to be discharged after the new right-of-way has been registered on title. The Rezoning Considerations (Attachment 8) include a requirement for the discharge of RD144951 after the replacement dike right-of-way has been registered on title.
- A statutory right-of-way in favour of BC Hydro runs across portions of the BC Ferries site to accommodate an array of high voltage power lines. The location of the right-of-way carries restrictions over the type and height of vegetation that can be planted within the area controlled by the agreement. Compensation areas have been located to avoid conflicts with BC Hydro's right-of-way.
- A statutory right-of-way in favour of the Greater Vancouver Water District (GVWD aka Metro Vancouver) crosses through BC Ferries' site protecting a main water line leading to Delta. The applicant has been working in coordination with the GVWD and the City regarding the proposed dike alignment and intersections with the GVWD's water main. The Servicing Agreement requirements in the Rezoning Considerations (Attachment 8) include a requirement for BC Ferries to submit to the City confirmation of the GVWD's acceptance of the encroachment of the proposed dike and associated improvements into the GVWD water line right-of-way. The confirmation will be required as part of the Servicing Agreement.

Fire Prevention

Preliminary reviews of fire hydrant locations, access route widths, capacity of internal roadways to support fire vehicles and truck turning radii were undertaken by the Fire Department. A Construction Fire Safety plan submitted by the proponent has been reviewed and accepted by the Fire Department. BC Ferries have indicated that they do not plan to store fuel for the ferries at the Terminal.

Garbage and Recycling

A preliminary Waste Management Overlay Plan (WMOP) has been prepared and submitted by the applicant (plan dated December 12, 2018) indicating that sufficient waste collection and sorting facilities can be accommodated at the site. The plan provides for sorting of 11 different types of waste materials including compost, paper, glass, plastics, wood, metals, hazardous waste and asbestos. Sorting stations are located in several areas of the site associated with work areas where the different waste materials would be generated. Each location provides appropriate loading space for garbage/recycling collection. City Garbage and Recycling staff have reviewed and signed off on the proposed WMOP plan.

Public Art

Based on buildable floor area for the new construction of approximately 15,502 m² (166,862 ft²) industrial floor area, the recommended public art contribution based on Administrative Guidelines of \$0.24/SF (2018 rate) is approximately \$40,047.00. BC Ferries has agreed to make the contribution all at once. The Rezoning Considerations (Attachment 8) includes the requirement for the contribution the Richmond's Public Art Reserve prior to Bylaw adoption.

Site Specific Zoning

Because of the nature of the uses on the site and the foreshore topography considerations, a new site specific zone, "BC Ferries Fleet Maintenance and Moorage (ZI14)", was prepared for this development application.

The proposed site specific zone includes a range of permitted uses tailored to the site's ongoing operations as well as some broad industrial uses. The uses have been reviewed by BC Ferries. The zone also accommodates the calculation of building heights measured from top of slab rather than average finished grade as is typical within Zoning Bylaw No. 8500 and it provides for building heights in excess of the Zoning Bylaw's current 12 m (39.37 ft.) height standard in the industrial zoning schedules (see discussion under "Building Height Measurement" for more details). Finally it accommodates the installation of a single tower crane of up to 84 m GSC in height which is essential to BC Ferries future operations.

Building Height Measurement:

Under the City's Zoning Bylaw No. 8500, building height is typically measured from the average grade of the site not from the building slab elevations. BC Ferries site, however, includes the Deas basin, an area of submerged fee simple lands which would skew the calculation of the average site grade creating a flood construction elevation (FCL) that would be below the site's existing grade level.

The second building height consideration is that BC Ferries is proposing to place their building slabs at 3.85 GSC and raise grades over time as buildings are replaced.

Given these considerations, the site-specific zoning for the subject site accommodates the measurement of building heights from the slab elevation rather than the average grade of the site. The site specific zoning also restricts the maximum building height to the lesser of 22.2 m as measured from top of slab or a maximum building height of 26.6 GSC (approximately 4.35 GSC + 22.2 m). This allows BC Ferries to raise to the grades for future buildings up to City's current FCL of 4.35 m GSC (the City's current minimum FCL for sites outside the dike system) while at the same time restricting the maximum building height to 22.2 m.

Sustainability Features

Both design and operational measures are being incorporated into the development to address efficiency and sustainability. A list of the proposed sustainability features proposed for the site is provided in Attachment 5.

Development Permit Review

The proposed development will undergo a separate design review via Development Permit application (DP 18-824566). Specific issues to be addressed through the review will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- Verify setbacks, building heights and overall compliance with the Site Specific zoning;
- A review of the proposed exterior materials and colours;
- A review of vehicle parking spaces to ensure compliance with the parking requirements in the Zoning bylaw No. 8500;
- Review detailed landscaping species selections, sizes and quantities;
- Confirm habitat compensation requirements for ESA/RMA are addressed;
- Establish legal agreements to ensure appropriate monitoring and survival;
- Confirm plans reflect minimum flood construction elevations; and
- Confirm building setbacks from the dike right-of-ways.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, and dikes. The anticipated operating budget impact for the ongoing maintenance of these assets is estimated to be \$254,000; this will be considered as part of the 2020 Operating budget.

Conclusion

SNC Lavalin's application on behalf of BC Ferries for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agricultural (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) has undergone an extensive technical review addressing issues such as new dike alignment and construction, environmental impact mitigation and compensation, utility servicing, visual impact assessment and archaeological reviews. A custom site specific zoning schedule has been prepared to address the particulars of the site and the proposed uses anticipated.

On the basis of its technical review, staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.

David Brownlee

Dail But

Planner 2

DCB:rg

Attachment 1: Location Map and Area to be Rezoned

Attachment 2: Conceptual Development Plans

Attachment 3: Tree Management Plan

Attachment 4: Development Application Data Sheet

Attachment 5: Proposed Sustainability Features

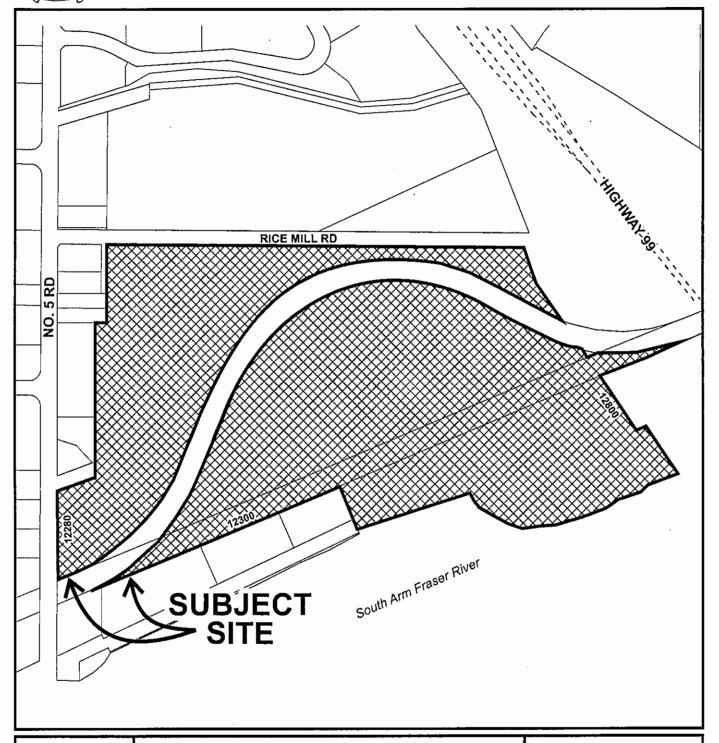
Attachment 6: Technical Studies Submitted

Attachment 7: DFO Letter of Advice

Attachment 8: Rezoning Considerations



City of Richmond





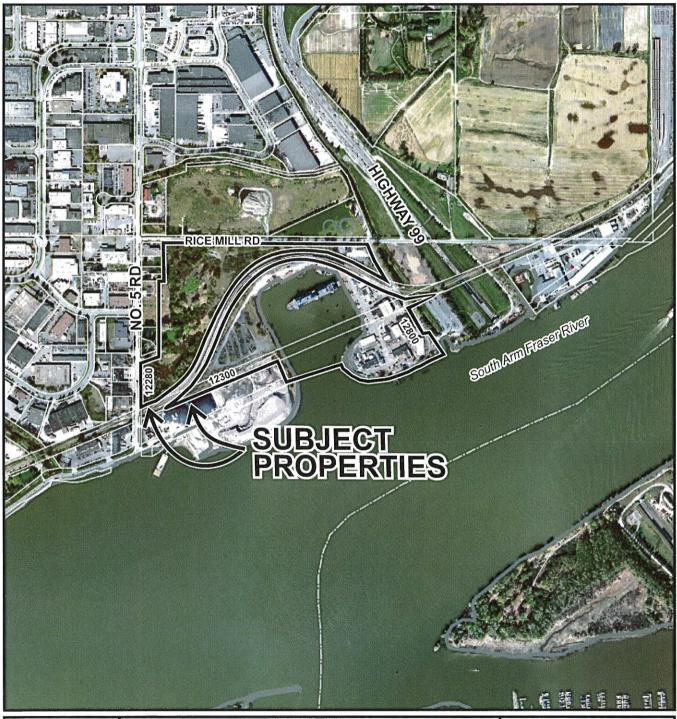
RZ 18-824565

Original Date: 04/23/19

Revision Date:

Note: Dimensions are in METRES







RZ 18-824565

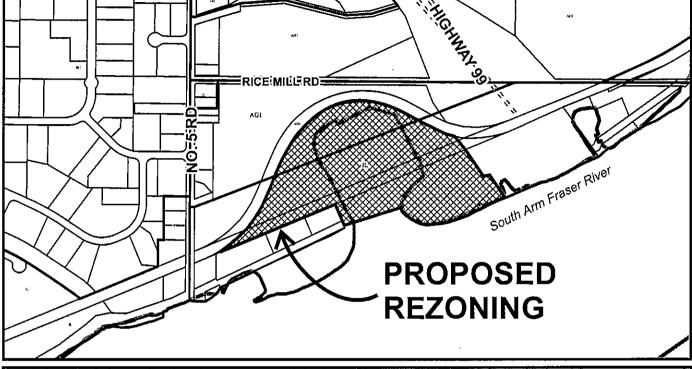
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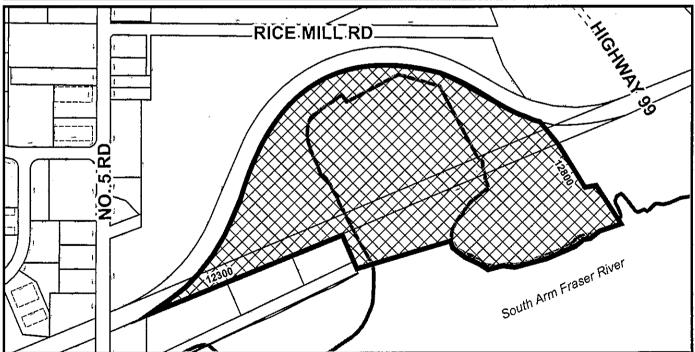
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City of Richmond







RZ 18-824565

Original Date: 06/20/18

Revision Date: 09/28/18

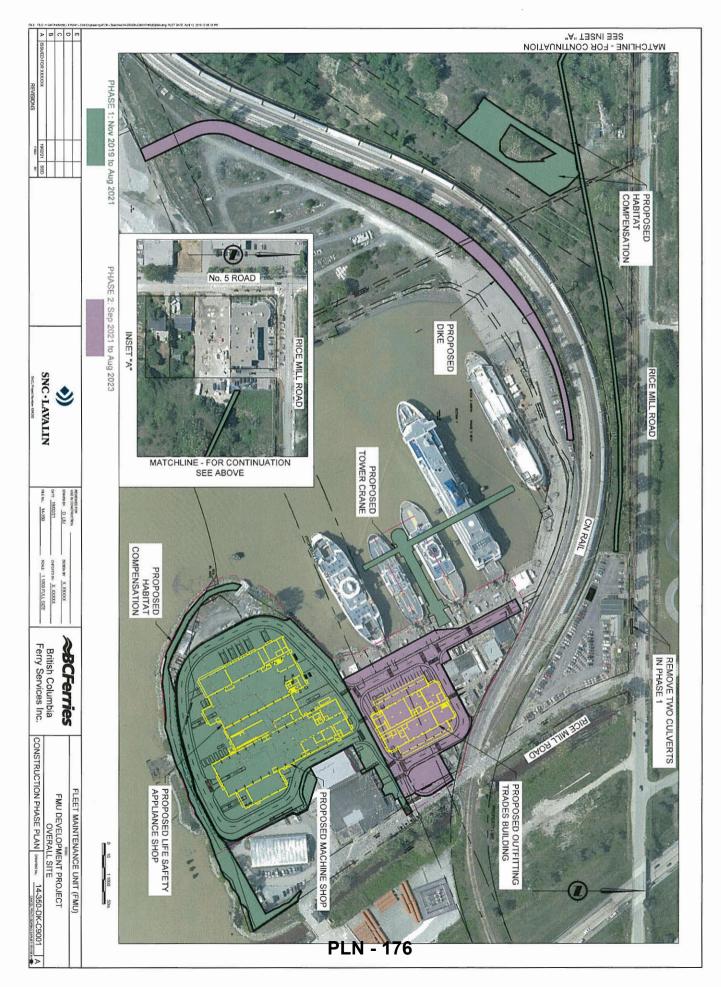
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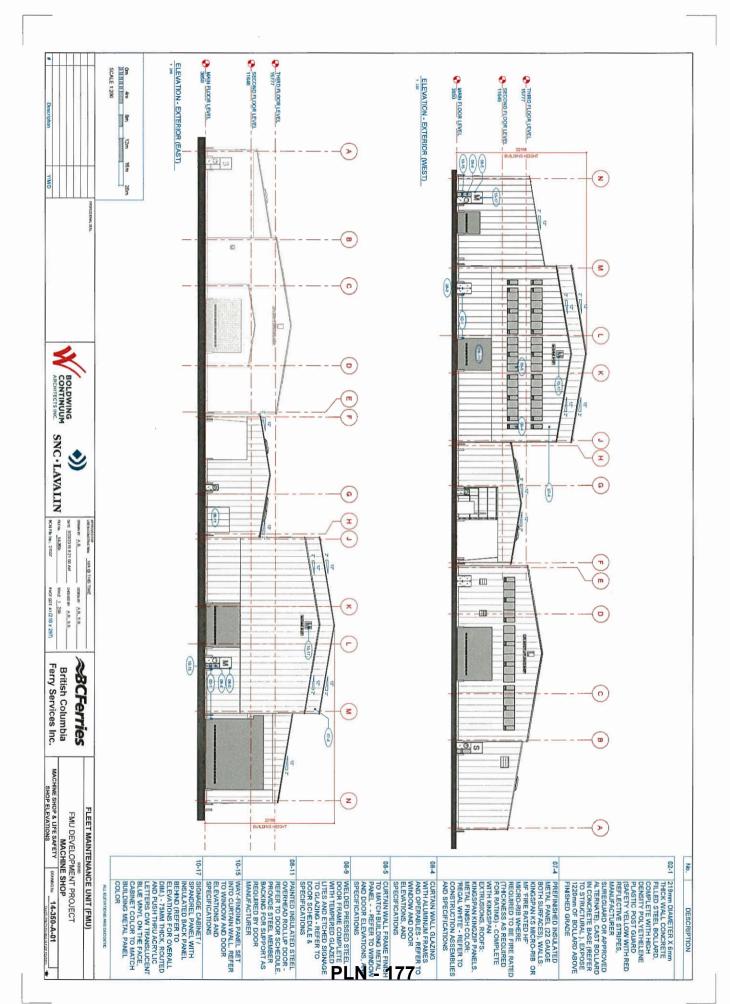
Conceptual Development Plans - Index

	Document:	Plan No.
1	Site Plan	а
2	Construction Phasing Plan	b
3	Building Elevation drawings	c-f
4	Basin Crane drawings	g-i
5	Grading Plan	j
6	Parking Plan	k-o
7	Waste Management Overlay Drawing	р
8	Environmentally Sensitive Areas and Riparian Management Areas	q
9	AREA in ESA SH-5 and IT-5 Impacted by the Proposed Development	r
10	Landscape Plan drawings	s-u
11	Habitat Balance Sheet	V

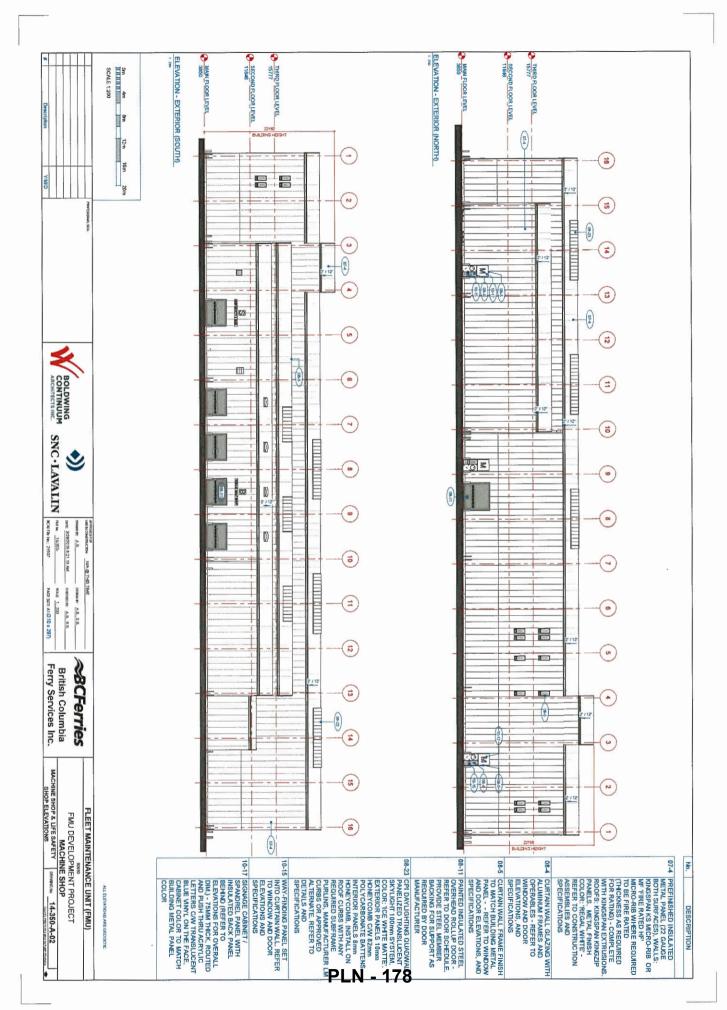
> B C D M PLAN BCP37618 RENCE PLAN 1 (a) 12800 RICE MILL ROAD, RICHMOND, BC (b) 12280 NO. 5 ROAD / 12700 RICE MILL ROAD, RICHMOND, BC (c) 12300 NO.5 ROAD, RICHMOND, BC ONE: AGRICULTURAL (AG1) AND LIGHT INDUSTRIAL (IL) LOT 7 SECTIONS 7 AND 8 BLOCK 3 NORTH RANGE ! NEW WESTMINISTER DISTRICT PLAN 27577 PLAN 49223 PLAN 23654 PARCEL "B" SECTION 7 BLOCK 3 NORTH RANGE 5 NEW WESTMINSTER DISTRICT PLAN 25346 5 1/2 4 N 1/2 4 \$ 1/2 3 PLAN 56280 SITE AREA(m*)
MAX FAR ALLOWABLE FLOOR AREA RATIO: SITE AREA: 245,085,5 m2 MAXIMUM ALLOWABLE HEIGHT: FRONT YARD (EAST PL) 3.0 m SIDE YARD 0.0 m REAR YARD 0.0 m SETBACKS: HEIGHT PROPOSED - CRANE 84.0 m HEIGHT PROPOSED - BUILDING MAX., MEASURED FROM SLAB) 22.188 m 245,065.5 1.0 0.1 9 245065.5 SNC · LAVALIN MACHINE SHOP BUILDING
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1153.0
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1153.0
SUB-TOTAL 6541.0 THE SWIETY BUILDING EXISTING FLOOR AREA RETAINED (m?): CUTPTTING BUILDING JUB-TOTAL FLOOR AREA PROPOSED -NEW CONSTRUCTION MAIN FLOOR COWERED STORAGE SECOND FLOOR 11 PLAN 66280 776.0 630.0 FEE No. 14-350 900000 DRAWN BY A. AFANASEVA BLOCK 3 NORTH LOT COVERAGE SITE AREA (m*) SITE COVERAGE TOTAL FLOOR AREA NEW CONSTRUCTION +
RETAINED PMO OFFICE GUARDHOUSE LUNCHROCIMLOCKER BUILDING SIGN SHOP BUILDING ELECTRICAL / PAINT SHOP BUILDING SUB-TOTAL-EXISTING FLOOR AREA RETAINED TRANSFORMER BUILDING BUILDING PARCEL "B" PLAN 25346 SECTION 7 RANCE 5 WEST SCALE 1:1250 FULL SIZE (A1) DESIGN BY A AFANASEVA CHECKED BY S.S.DEFFAK/F, VASI.CHEO. 14.3% 7.1% 21711.5 6209.5 NEW BUILDING CONSTRUCTION
OUTFITTING BUILDING
MACHINE SHOP BUILDING
LIFE SAFETY BUILDING *∞*BCFerries British Columbia Ferry Services Inc. TOTAL SITE COVERAGE - NON-POROUS SURFACE TOTAL SITE COVERAGE BUILDINGS NEW BUILDING CONSTRUCTI GENERAL ARRANGEMENT DAMPING THE COURSE PROPERTY LINES TO LONG THE LINES TO CLASS 1
CLASS 1 BICYCLE PARKING
CLASS 2 BICYCLE PARKING BICYCLE PARKING: CLASS 1 & CLASS 2 BICYCLE SPACES PARKING: VEHICLE PARKING MEDIUM LOADING SPACES VEHICLE PARKING REQUIRED
ACCESSIBLE PARKING REQUIRED FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT OVERALL SITE PARKING, LOADING, BICYCLE SPACE: \$ 218 / 5 ACCESSIBLE 257 / 5 ACCESSIBLE 5 MEDIUM / 4 LARGE 7 MEDIUM / 4 LARGE 41 RACKS / 41 LOCKERS 41 RACKS / 41 LOCKERS 1 SPACE PER 100 SM FLOOR AREA +21,711,5100 217,11 216,00 +216,00 5,00 0.27 SPACES PER 100 SM FLOOR AREA GREATER THAN 100 SM =0.27 *((20584.5 • 100)/100) = 41.59 42 1 SPACE FOR 1880 SM + 1 SPACE FOR EACH ADDITIONAL 5000 SM = 1 SPACE + {(21711.5-1860)/5000} E 5200 0 10 1:1250 60m 51818 Way **PLN - 175**

Dan # 2





Plante



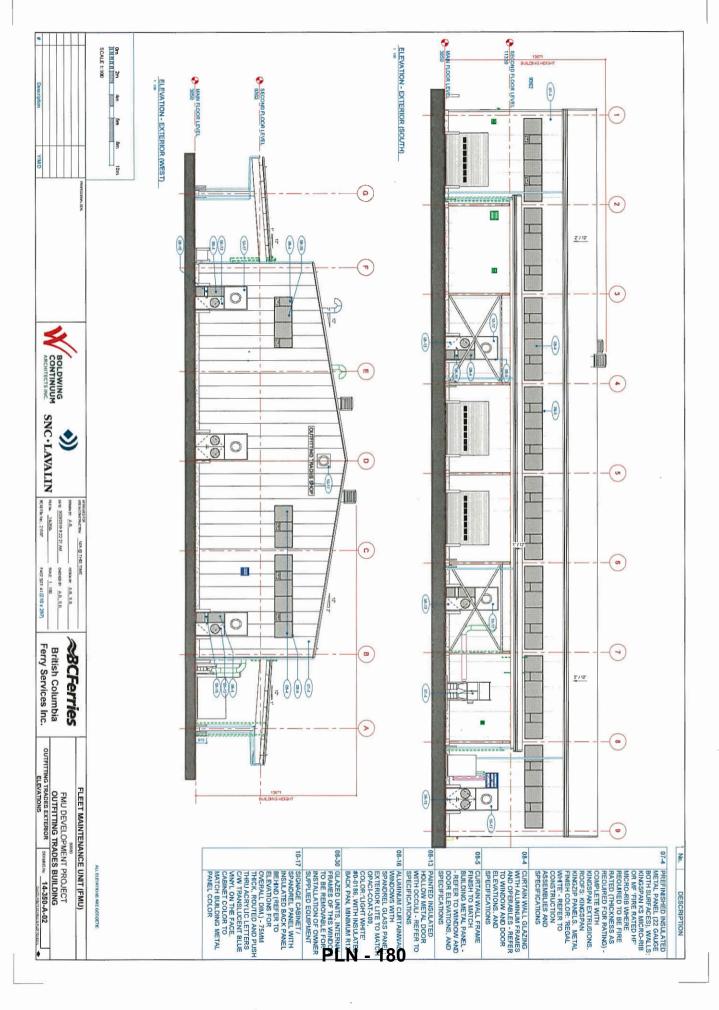
Plan#d

SECON9362 XOR LEVEL MAIN FLOOR LEVE Om 2m **SCALE 1:100** 3850 ELEVATIONS - EXTERIOR (EAST) 9362 SECOND FLOOR LEVEL ELEVATION - EXTERIOR (NORTH) 110 9 3 9 B 00 (I)-8 7 1 BOLDWING ONT INJUM SNC·LAVALIN ON BARBARA LINE SNC LAVALIN ON BARBARA LINE STORE DESCRIPTION BARBARA LINE STORE DESCRIPTION BARBARA LINE STORE DESCRIPTION BARBARA LINE STORE DE 27/12 0 6 Ш Ш • (8: ja TING TRADES SHOP 0 0.0 0 5 H DATE 3/29/2019 8 22 11 AM DEMINEY A.B. DENCONSTRUCTION WA @ THIS TIME year. m (81-18) PAGE SIZE AT (210 x 297) DECEMBER AS S.B. 7/17 DESOURT AR SR / O. 0 9.3 **≈**BCFerries (w British Columbia Ferry Services Inc. 19.17 (F) (F) FMU DEVELOPMENT PROJECT
OUTFITING TRADES BUILDING
OUTFITING TRADES EXTEROR

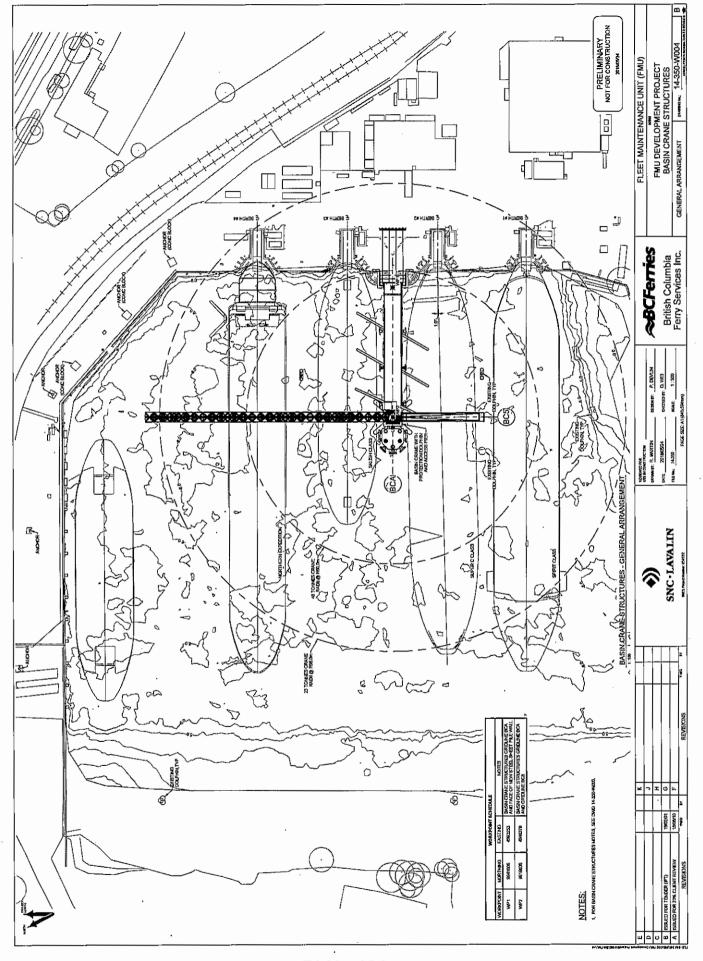
LEVATIONS

MARGINE TRADES AND MA FLEET MAINTENANCE UNIT (FMU) 08-16 ALUMINUM CURTAINWALL
WINDOWS WITH
SPAUDEL GLASS PANEL:
EXTERIOR LITE TO
MATCH OPAGLICOAT-300.
COLOR-TUGHT WHITE:
#0-0168 WITH NISULATED
BACK PAN, MINIMUM R12 OS-5 CURTAN WALL FARMEL BUILDING METAL PANEL - REFER TO WINDOW AND DOOR ELEWATIONS, AND 02-4 2135mm LONG, 100mm
DIAMETER X 6mm THCK
WALL, CONCRETE FILLED
STIEL BOLLARD,
COMPLETE WITH HIGH
DENSITY POLYETHELENE
PLASTIC POST GUARD
(SAFETY YELLOW WITH
RED REFLECTIVE 8 07-4 A PREFINISHED INSULATED METAL PANEL (22 GAUGE BOTH SURFACES).
WALLS: KINASPAN KS MICHO-RIB OF METAL FINE FIRE RATED HF MICHO-RIB OF MICHOES AS REQUIRED FOR RATING) - COMPLETE WITH KINASPAN KIN BEHNO (REFER TO LEVATIONS FOR OVERALL DM.). 751M THICK, ROUTED AND PUSH THEU ACRYLIC LETTERS CW TRANSLUCENT BLUE WINYL ON THE FACE. CABINET COLOR TO MATCH BULDING METAL PANEL COLOR STRIPES,
MANUFACTURER
SUREGUARD OR
APPROVED ALTERNATE),
CAST BOLLAD IN
CONCRETE BASE
(MINIMUM OF BOLLARD
ABOVE FINISHED GRADE SIGNAGE CABINET / SPANDREL PANEL WITH INSULATED BACK PANEL DESCRIPTION

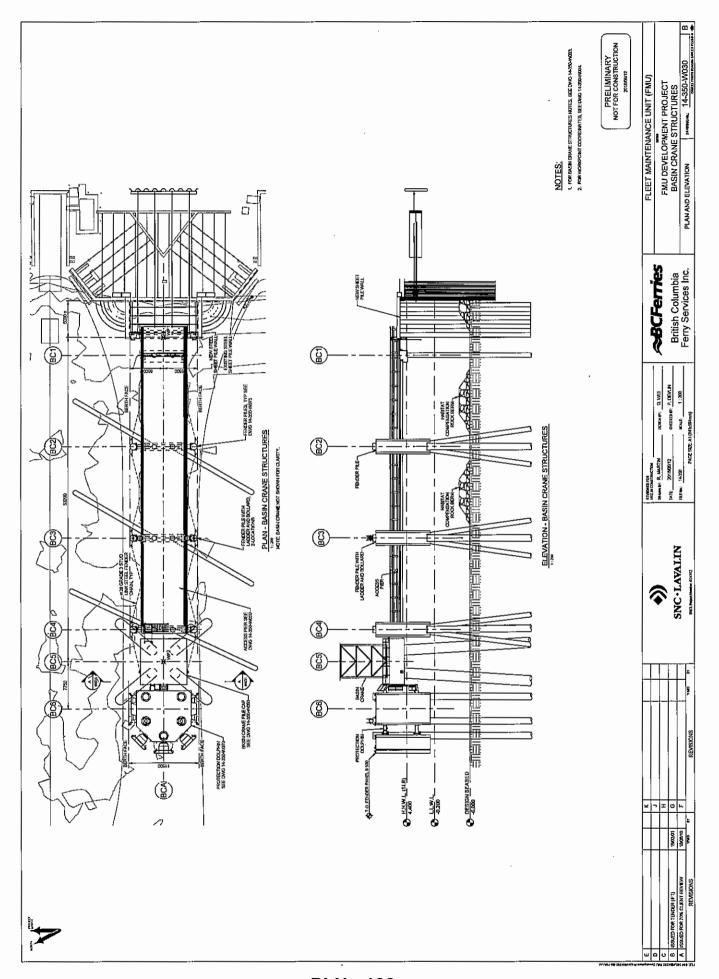
Plan & C

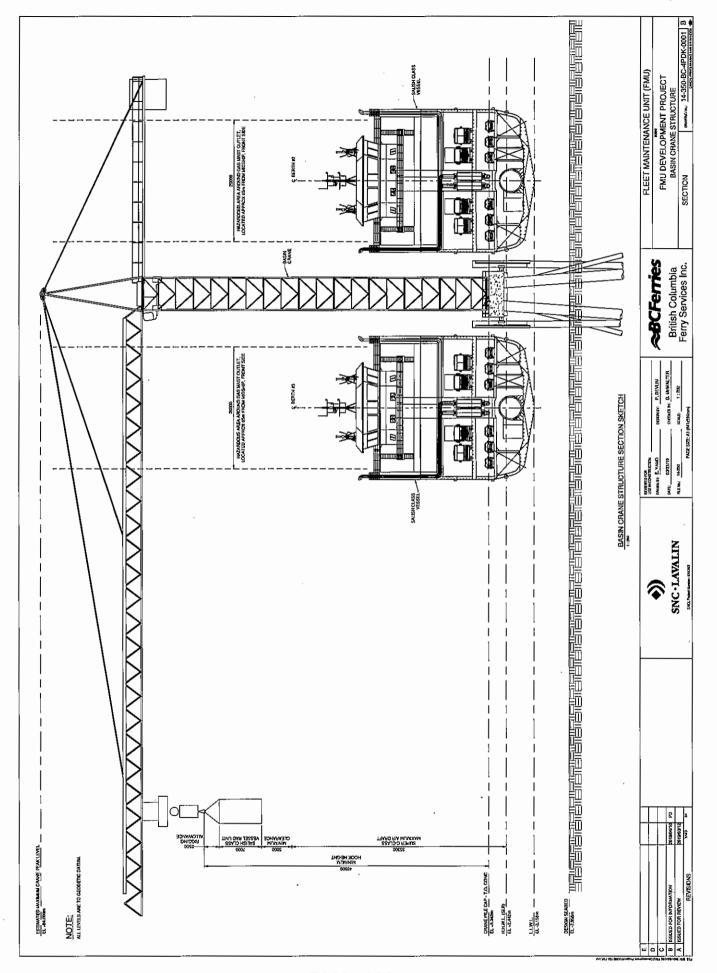


Plantf

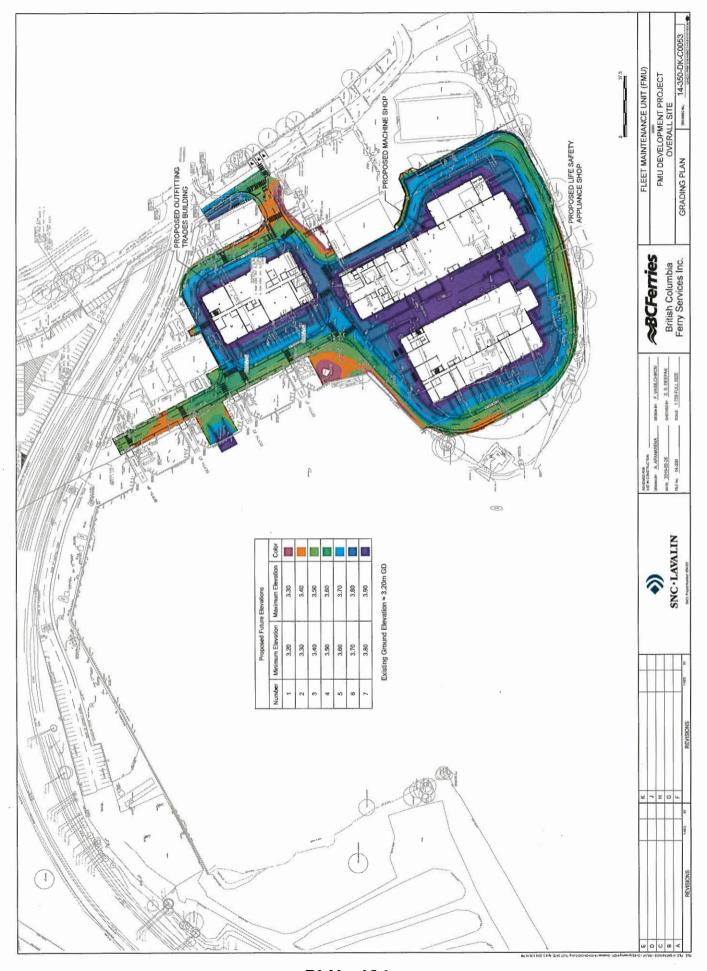


PLN - 181

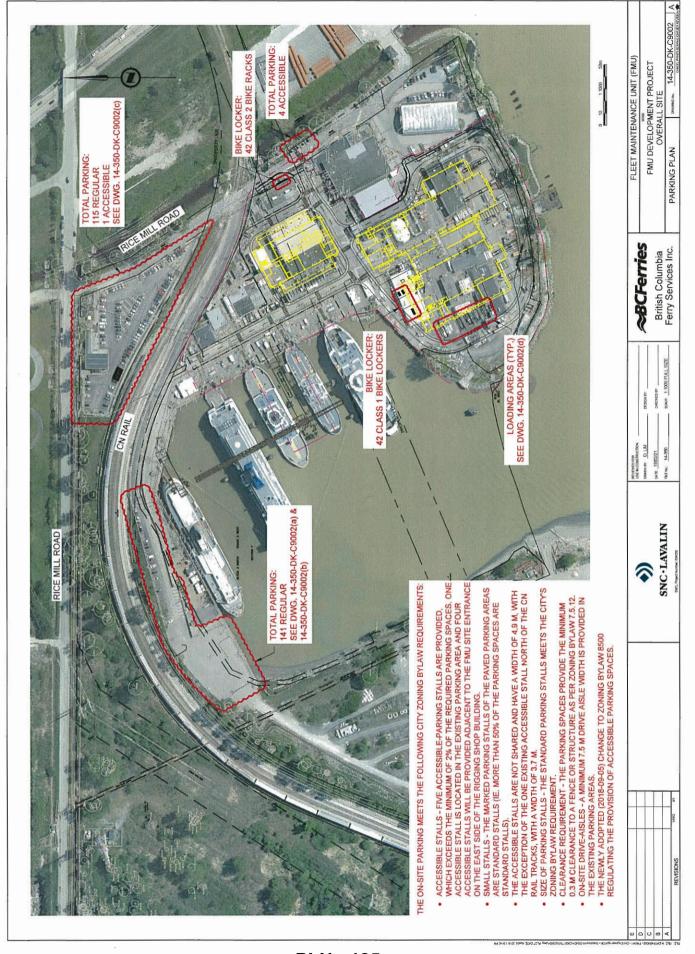


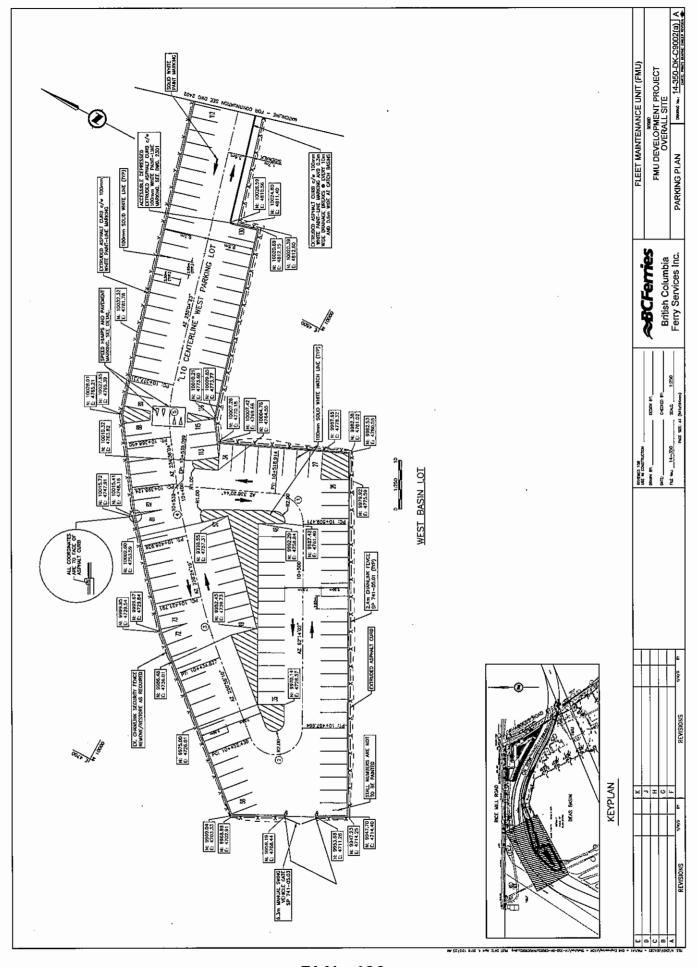


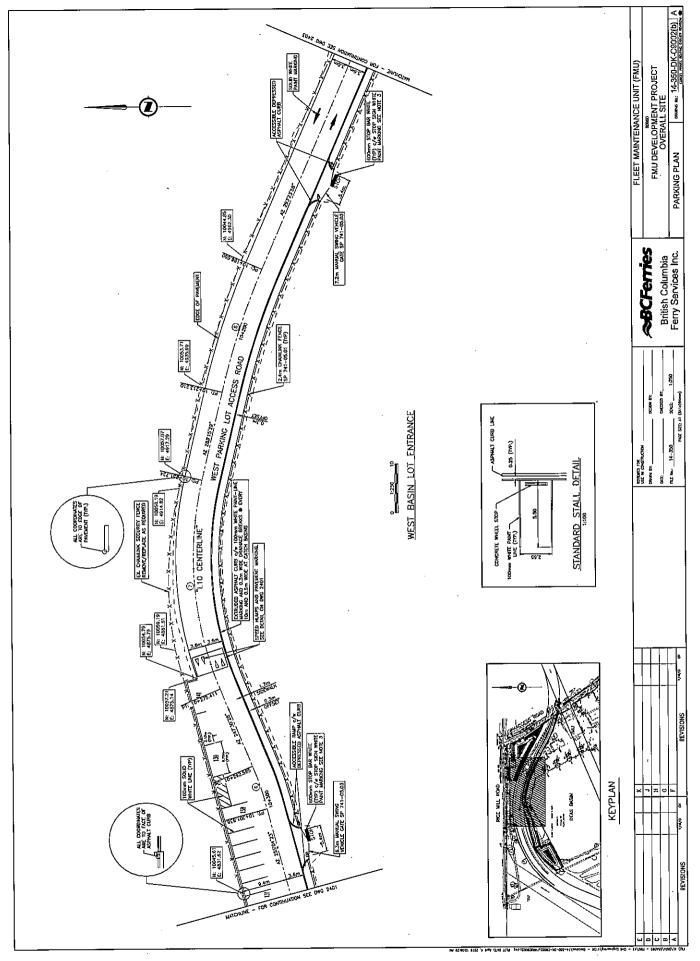
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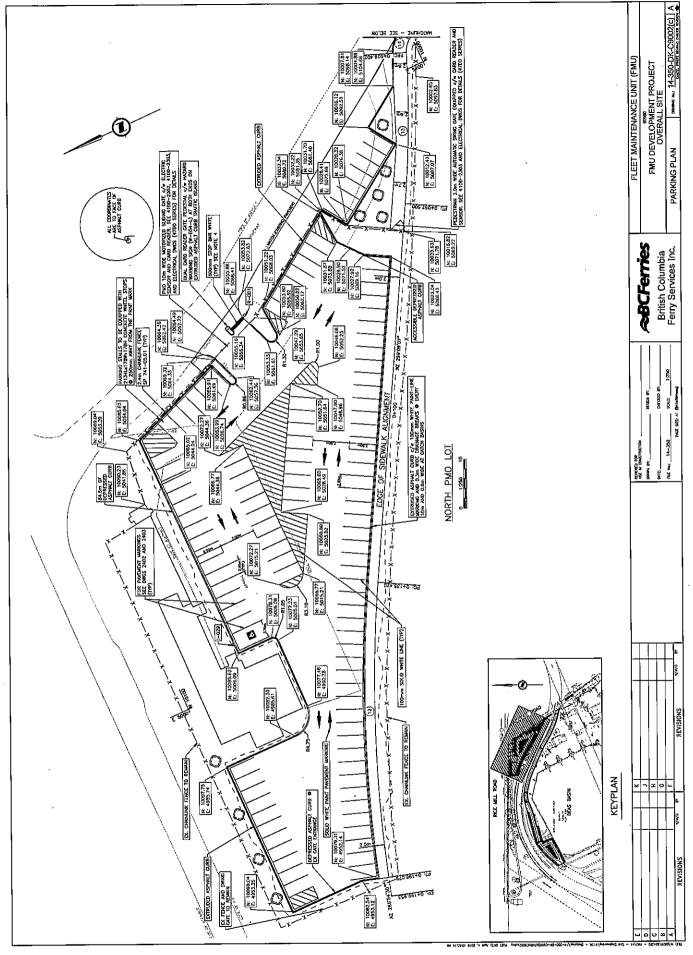
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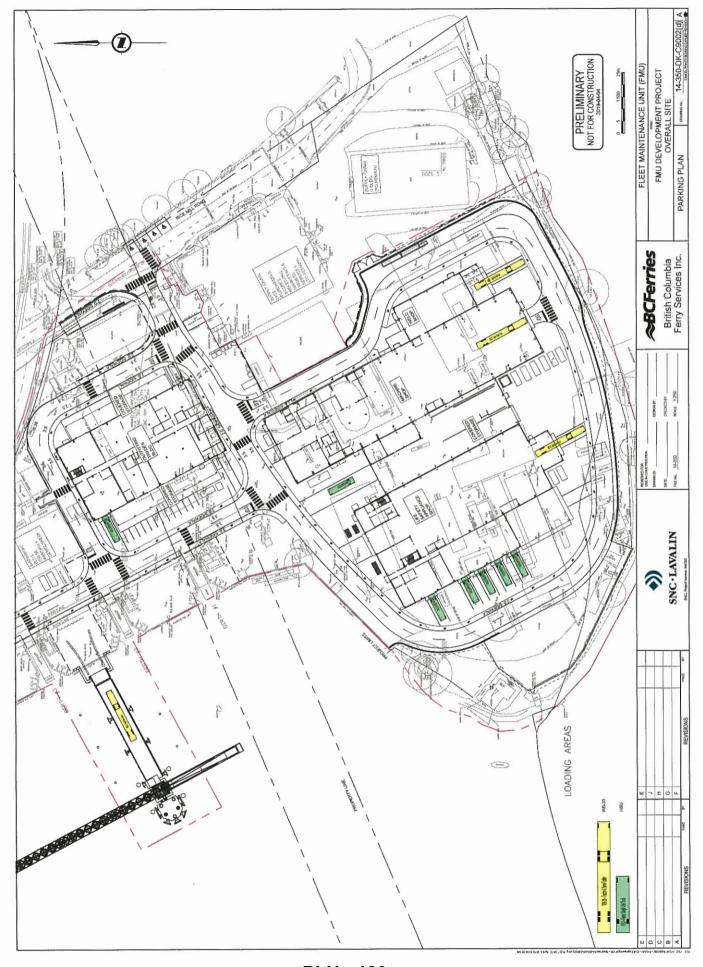




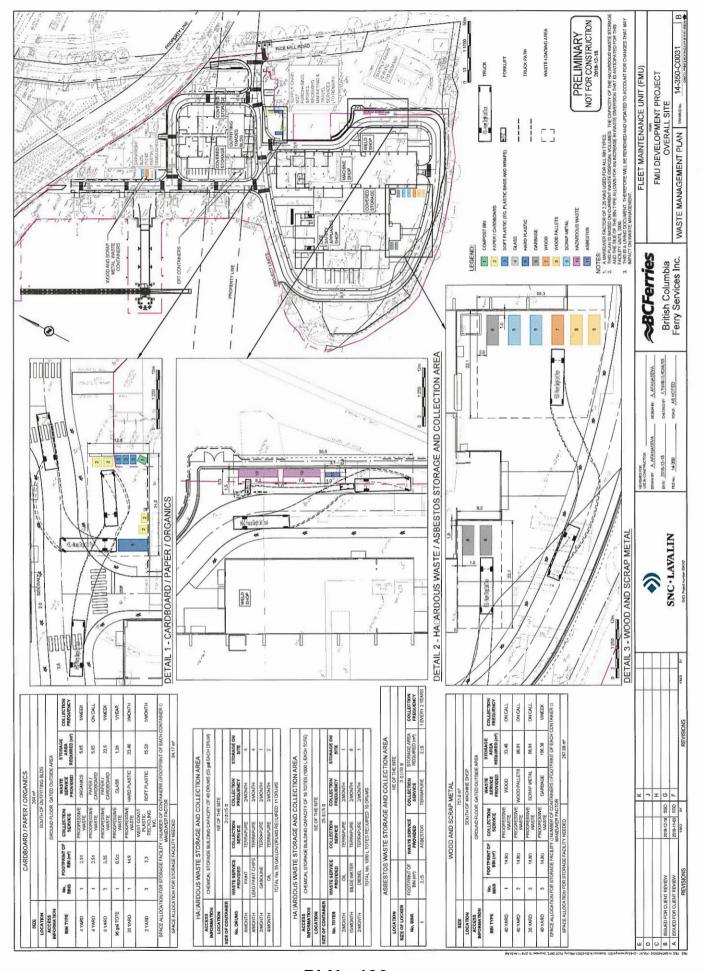
PLN - 187



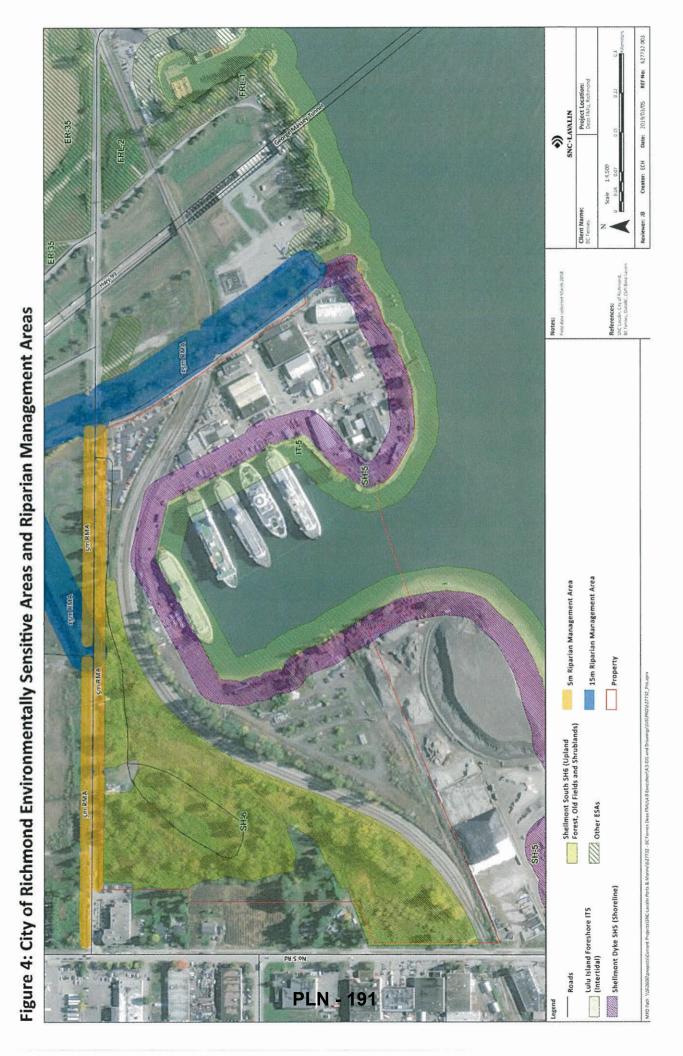
PLN - 188



PLN - 189



12 lan # a



Plant C

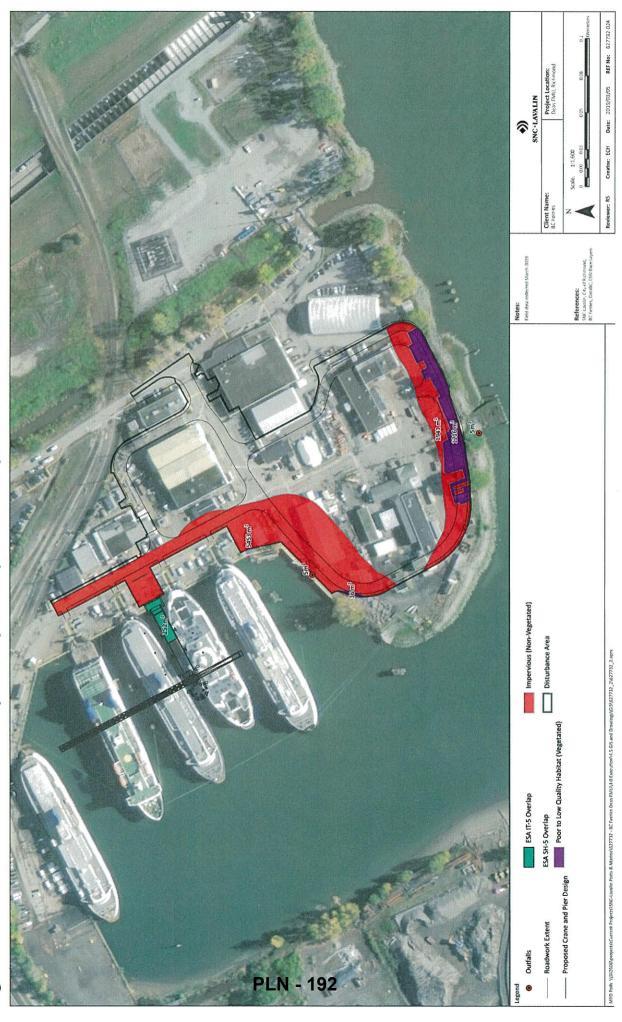
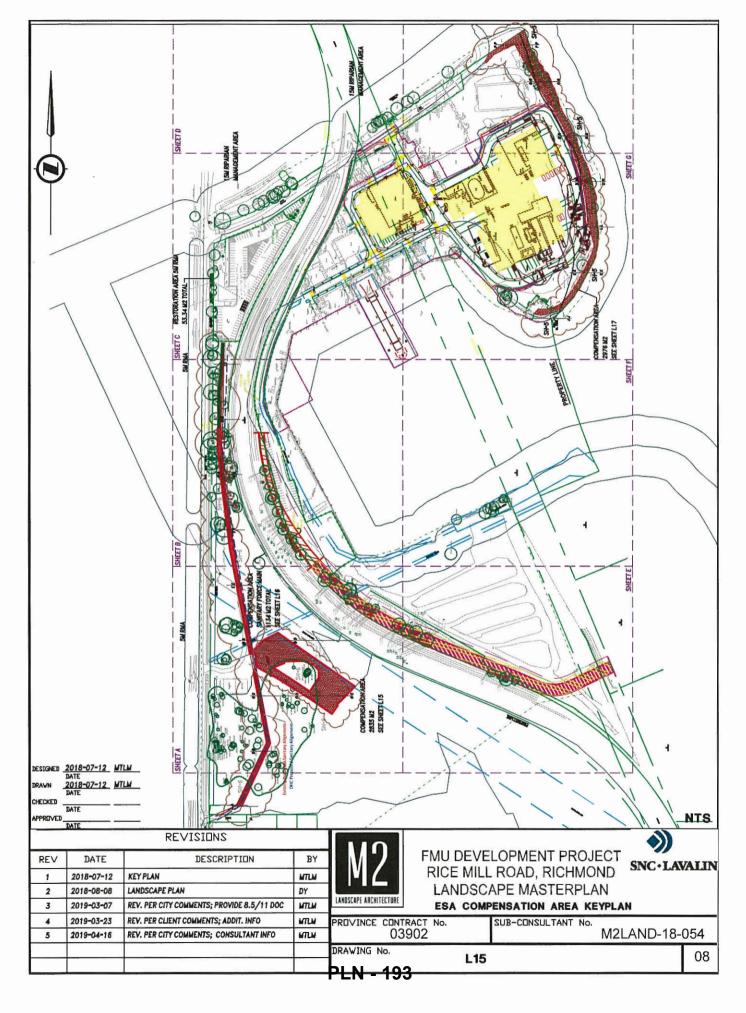


Figure 14: Area in ESA SH-5 and IT-5 Impacted by the Proposed Development



ARBORIST EXISTING TREE EXISTING TREE REMOVED ARBORIST SCOPE OF WORK AREA APROPEST TREE PROTECTION FENCING (BASED ON ARBORIST REPORT; UTILIZE EXISTING CHAINLINK) **ARCHITECTURE** AREA OF DISTURBANCE PROPOSED BUILDINGS EXISTING STRUCTURES TO BE REMOVED STRUCTURES TO BE RETAINED LANDSCAPE ARCHITECTURE PROPOSED LANDSCAPE AREA PROPOSED ESA COMPENSATION AREA 6945 M2 PROPOSED TOTAL RIPARIAN MANAGEMENT AREAS AND **ENVIRONMENTALLY SENSITIVE AREAS (ESA'S)** ENVIRONMENTALLY SENSITIVE AREA IT-5 INTERTIDAL (30M SEAWARD SETBACK) HIGH WATER MARK 0000 15M RIPARIAN MANAGEMENT AREA ENVIRONMENTALLY SENSITIVE AREA (SH-5) SHORELINE 30M ABOVE HIGH WATER WARK ENVIRONMENTALLY SENSITIVE AREA (SH-6) UPLAND FOREST, OLD FIELDS, AND SHRUBLANDS **5M RIPARIAN MANAGEMENT AREA** 5M RIPARIAN MANAGEMENT AREA (RESTORATION AREA) AND SANITARY FORCE MAIN RESTORATION AREA TERRALINK SEED; RIPARIAN / WETLAND REVEGETATION SEED MIX; PRODUCT #22200330, 50-100 LB/ACRE

ARCHITECTURAL DIKE LOCATION

PHASE 1 DIKE LOCATION



PHASE 2 DIKE LOCATION



FUTURE DIKE LOCATION

ARBORIST NOTES

1. PLEASE REFER TO ARBORIST REPORT BY DIAMOND HEAD CONSULTING FOR:

BC FERRIES FMU FACILITY
PHASE 2, 3 AND 4 ARBORIST REPORT IN SUPPORT OF DEVELOPMENT PERMIT
12800 RICE MILL RD, RICHMOND, BC
MARCH 25, 2019

2. THE ARBORIST REPORT IDENTIFIES THREE PHASES OF WORK THAT ARE PHYSICALLY SEPARATED FROM EACH OTHER: PHASE 2 (MAIN SITE), PHASE 3 (DIKE), AND PHASE 4 (SANITARY LINE).

3. TREE FENCING IS REQUIRED IN TWO LOCATIONS:

a. IN THE PHASE 2 AREA, FENCING IS REQUIRED ALONG THE FRASER RIVER IN THE LOCATION OF THE PROPOSED HABITAT PROTECTION ZONE IN ORDER TO PROTECT THE MATURE THEES THAT WILL BE RETAINED. THE HABITAT PROTECTION ZONE WILL RESULT IN A LARGER, PERMANENT TREE PROTECTION ZONE THAN CURRENTLY EXISTS. THE FENCING SHOULD BE INSTALLED IN THE LOCATION OF THE EXISTING CHAIN-LINK TENCE AS A MINIMUM.

b. IN THE PHASE 4 AREA, FENCING IS REQUIRED WHERE THE NEW SANITARY LINE WILL BE INSTALLED. THIS FENCING WILL PROTECT MATURE TREES ALONG RICE MILL RD.

4. TREE TOTALS FROM PHASE 2 INCLUDE TREES THAT HAVE SINCE BEEN CONFIRMED TO BE OFF-SITE INCLUDING THE ONE HIGH RISK TREE 549. COMPLETE TREE INVENTORIES HAVE NOT BEEN GIVEN AS A RESULT OF CHANGING INFORMATION AND ONGOING REVISIONS. THE REPORT WILL FOCUS ON TREE REMOVALS AND TREE PROTECTION ADJACENT TO DEVELOPMENT. ONE ON-SITE TREE IN THE PHASE 2 SECTION WILL BE REMOVED DUE TO CONFLICTS.
A TOTAL OF 82 TREES HAVE BEEN IDENTIFIED FOR REMOVAL DUE TO CONFLICTS: 1 TREE IN THE

PHASE 2 AREA (MAIN SITE); 59 TREES IN THE PHASE 3 AREA (DIKE); AND 22 TREES IN THE PHASE 4 AREA (SANITARY LINE).

5.TREE REPLACMENT WILL BE AT A 2:1 RATIO, AS CONFIRMED BY THE CITY OF RICHMOND. WIT TREES TO BE REMOVED, THAT WILL REQUIRE 164 REPLACEMENT TREES. IF TREES CANNOT BE PLANTED ON-SITE, THE CITY WILL DETERMINE THE COMPENSATION FOR THE DEFICIT.

6. NO TREES NOTED ON ADJACENT SITES THAT HAVE POTENTIAL TO BE IMPACTED BY WORK ON SITE.

ENVIRONMENTAL NOTES: 1. PLEASE REFER TO BC FERRIES FLEET MAINTENANCE UNIT (FMU) DEVELOPMENT PROJECT ENVIRONMENTAL ASSESSMENT REPORT; ENVIRONMENTALLY SENSITIVE AREA (ESA) DEVELOPMENT PERMIT REPORT BY SNC LAYALIN
DATED: JUNE 04, 2018
CONSISTS OF REPORT FOR BOTH RIPARIAN/AQUATIC AND TERRESTRIAL AREAS

2. THREE AREAS OF ESA DELINEATED WITHIN THE SITE; SHELLMONT SOUTH SH-6 (UPLAND FOREST, OLD FIELDS AND SHRUBLANDS), SHELLMONT DYKE SH-5 (SHORELINE) AND LULU ISLAND FORESHORE IT-5 (INTERTIDAL). THE PROJECT IS NOT EXPECTED TO AFFECT THE EXISTING CONNECTIVITY

3. THE MAJORITY OF CONSTRUCTION WILL TAKE PLACE ON PREVIOUSLY DEVELOPED LANDS. SPECIFIC PROPOSED CONSTRUCTION WORKS WITHIN THE SITE THAT HAVE THE POTENTIAL TO AFFECT FISH OF WILDLIFE HABITAT ARE: INSTALLATION OF NEW CRANE IN THE EASTERN AREA OF THE DEAS BASIN. CONSTRUCTION OF A PORTION OF THE FLOOD PROTECTION DIKE SYSTEM.

4. NO VEGETATION SPECIES AT RISK WERE NOTED AT TIME OF SITE VISIT (PLEASE SEE REPORT FOR FULL DISCUSSION OF SPECIES). TWO WILDLIFE SPECIES AT RISK WERE OBSERVED (DOUBLE CRESTED CORMORANT AND GREAT BLUE HERON). NO MESTING COLONIES ARE PRESENT IN OR NEAR

5. UNMAMED DITCH AT RICE MILL ROAD; MOT COMMECTED TO SLOUGH AT EAST END AND CONMECTED TO CITY OF RICHMOND SEWER DRAINAGE SYSTEM TO THE WEST; NOT CONSIDERED FISH HABITAT. DESIGNATED A 5M RMA BY CITY.

6. UNNAMED SLOUGH EAST OF SITE; WITH GRAVITY DRAINAGE PUMP SYSTEM; SMALL FISH SPECIES NOTED IN SAMPLING. SALMONIDS AND SPAWNING HABITAT CONSIDERED POOR DUE TO CHANNEL SUBSTRATES. REARING HABITAT MODERATE, DVERWINTERING HABITAT MODERATE TO GOOD. DESIGNATED A 15M RMA BY CITY.

7. PLEASE SEE ENVIRONMENTAL REPORT FOR AREA CALCULATIONS OF DISTURBANCE TO ESA'S. GENERALLY, SCOPE OF WORK OF DP AREA WILL HAVE LIMITED IMPACT WITH VEGETATED AREAS, FOOTPRINT WILL OVERLAP APPROX. 9028 M2 OF SHORELINE (MAJORITY OF WHICH IS DEVYLOPED PAVED, GRAVELLED INDUSTRIAL LAND). NO VEGETATION SPECIES AT RISK ARE KNOWN TO BE PRESENT ON THE SITE AND THE SITE HAS LIMITED POTENTIAL FOR OCCURRENCES OF PLANT SPECIES OF RISK DUE TO HISTORIC CONTEXT. DP AREA FOOTPRINT DOES NOT OVERLAP SENSITIVE TERRESTRIAL WILDLIFE HABITAT.

8. HABITAT COMPENSATION AREAS IS DISCUSSED IN ENVIRONMENTAL REPORT; TOTAL AREA IS 2976 M2 AT SHORELINE, 2635 M2 AT UPLANDS AND 1134 M2 AT SANITARY LINE RESTORATION; 6945 M2 TOTAL M2 LANDSCAPE ARCHITECTURE WILL PROVIDE PLANTING PLAN IN COOPDINATION WITH SNC. SEE SHEETS L13-L15 FOR SUGGESTED HATCHES FOR PLANTING PLAN. SHELLMONT SOUTH SH-6 (UPLAND FOREST, OLD FIELDS AND SHRUBLANDS), SHELLMONT DYKE SH-5 (SHORELINE) ARE DENOTED AS COMPENSATION AREAS

9. AN IRRIGATION SYSTEM COMPRISED OF WATER HOSES AND SPRINKLERS WILL BE TEMPORARILY ESTABLISHED IN THE AREA AND OPERATED BY A TIMER (BASED ON SEASON). FOR THE FIRST THREE MONTHS POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED DAILY TO PROTE POTIBLE SOIL-WATER BUDGET COMDITIONS FOR ESTABLISHMENT, FOR THE REMAINDER OF THE FIRST YEAR, POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY. FOR THE MEXT TWO YEARS THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY DAILING AND SUMMER.

DESIGNED	2018-07-12	MILM
	DATE	
DRAWN	2018-07-12 DATE	B I LA
CHECKED		
	DATE	
APPROVED		

		REVISIONS	
REV	DATE	DESCRIPTION	BY
t	2018-07-12	KEY PLAN	MTLM
2	2018-08-08	LANDSCAPE PLAN	DY
3	2019-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MUM
4	2019-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MILE
5	2019-04-16	REV. PER CITY COMMENTS; CONSULTANT INFO	ИПИ



FMU DEVELOPMENT PROJECT RICE MILL ROAD, RICHMOND LANDSCAPE MASTERPLAN

SNC · LAVALIN

CONSULTANT REPORT NOTES

ROVINCE CONTRACT No.	SUB-CONSULTANT	No.	
03902			M2LAND-18-054

194

DRAWING No.

L3

08

PLANT	SCHEDULE	8H-6 PLANT MATERIAL	M2 JOB NUMBER: 18-045
KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE			
15	ALNUS RUBRA	RED ALDER	&CM CAL; B&B
15	CORNUS NUTTALLII	PACIFIC DOSHOOD	SCM CAL; B&B
15	PSEUDOTSUSA MENZIESII	DOUGLAS FIR	4M HT; B&B
SUR B			
A2 311	ANAPHALIS MARGARITACEA	PEARLY EVERLASTING	#i POT
6 810	<i>G</i> AULTHERIA SHALL <i>O</i> N	SALAL	#2 POT; IM O.C.
PP 44	PHYSOCARPUS CAPITATUS	PACIFIC NINE-BARK	#2 POT
R 496	ROSA NUTKANA	NOOTKA ROSE	#2 POT
SA 498	SAMBUCUS RACEMOSA	ELDERBERRY	#2 POT; 40CM
SY 335	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 306M
PERENNIAL.			
L2 394	LUPINUS POLYPHYLLUS	LARGE LEAF LUPINE	#2 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CHTA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW. MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS. OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MEXING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL, UNAPPROVED SUBSTITUTIONS WILL BE RELECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

PLANT	SCHEDULE	8H-5 PLANT MATERIAL	M2 JOB NUMBER: 18-045
KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
,TREE			
Kim 6	ACER MACROPHYLLUM	BIGLEAF MAPLE	8CM CAL; B¢B
16	CORNUS NUTTALLII	PACIFIC DOGNOOD	8CM CAL; B¢B
9	CRATAEGUS DOUGLASII	BLACK HAWTHORN	8CM CAL; B¢B
4	MALUS FUSCA	PACIFIC CRABAPPLE	&CM CAL; B¢B
SHRIPSKI			
AR 472	ARONIA MELANOCARPA	CHOKEBERRY	#2 POT; 35CM
CC 643	CORNUS SERICEA	RED OSIER DOSHOOD	#2 POT; 50CM
0 470	HOLODISCUS DISCOLOR	<i>OCEANGP</i> RAY	#2 POT; IM O.C. TRIANGULAR SPACING
RH 491	RUBUS PARVIFLORUS	THIMBLEBERRY	#2 POT
s 631	SALIX LASIANDRA	PACIFIC WILLOW	1.2M HT; B4B
PERENNIAL			
F 301	FRAGARIA CHILOENSIS	COASTAL STRAMBERRY	#I POT
B 370	LATHYRUS JAPONICAS	BEACH PEA	#2 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CATA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMA ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW. MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN MRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAY'S PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

DESIGNED 2018-07-12 MTLM
DATE
DRAWN 2018-07-12 MTLM

CHECKED

DATE DATE

APPROVED___

REV DATE DESCRIPTION BY 2018-07-12 KEY PLAN MILM 2018-08-08 LANDSCAPE PLAN REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC 2D19-03-07 MILM 2019-03-23 REV. PER CLIENT COMMENTS: ADDIT. INFO MILL 2019-04-16 REV. PER CITY COMMENTS; CONSULTANT INFO MILL 5

REVISIONS



FMU DEVELOPMENT PROJECT RICE MILL ROAD, RICHMOND LANDSCAPE MASTERPLAN SNC+LAVALIN

ESA COMPENSATION PLANT LISTS SH-5 AND SH-6

PREIVINCE CENTRACT No. SUB-CENSULTANT No. M2LAND-18-054

DRAWING No. L30

-195

80





HABITAT BALANCE SHEET

Building what matters

Disturbances and Compensation for Impacts in ESA SH-5 and ESA IT-5.

Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Buildings, roads and diking.	Shoreline ESA SH-5	Poor to low quality (vegetated)	1,252		
Stormwater outfalls	Intertidal ESA IT-5	Low quality rip rap and sheet pile wall	10		
Access pier, trestle and tower crane	Intertidal ESA IT-5	Subtidal (no true intertidal habitat)	252		
Shoreline Enhancement (Soil amendment, remove invasives, plant trees, shrubs and forbs)	Shoreline ESA SH-5	Moderate to high quality (vegetated)		2,976	
Intertidal Enhancement (Rock reef creation)	Intertidal ESA IT-5	Moderate quality habitat		440*	
	Dist	urbance Summary	1,514	3,416	2.3:1

^{*} Note: 440 m² of intertidal enhancement is equivalent to 176 m² after applying the rugosity factor, as accepted by DFO. Environmental Assessment Appendix A includes rationale and calculations regarding the application of a rugosity factor towards habitat productivity.

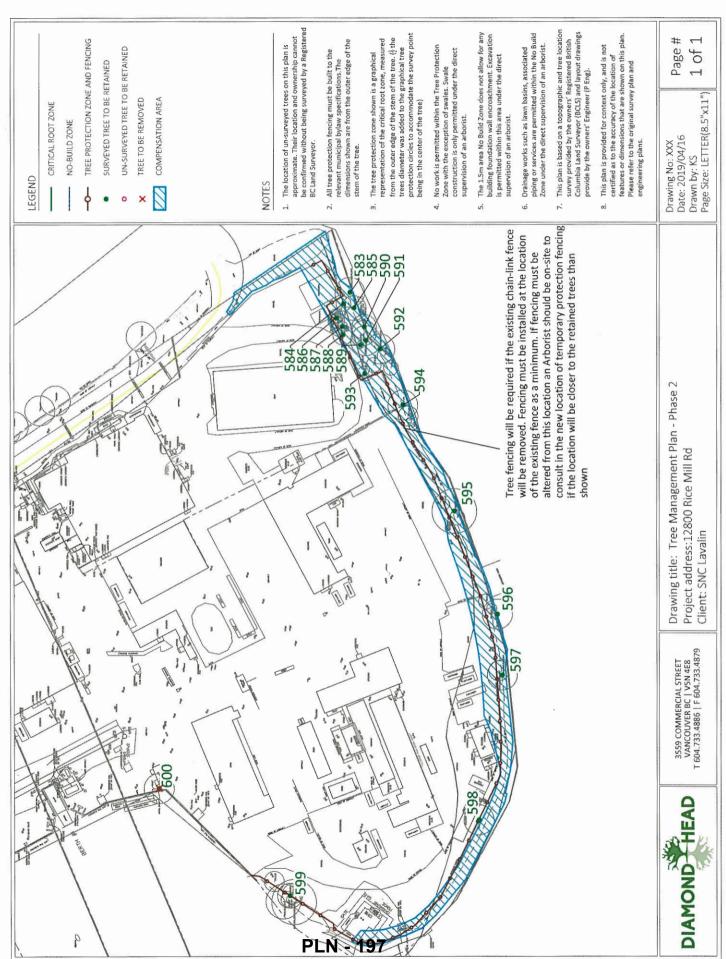
Disturbances and Proposed Compensation for Impacts in ESA SH-6

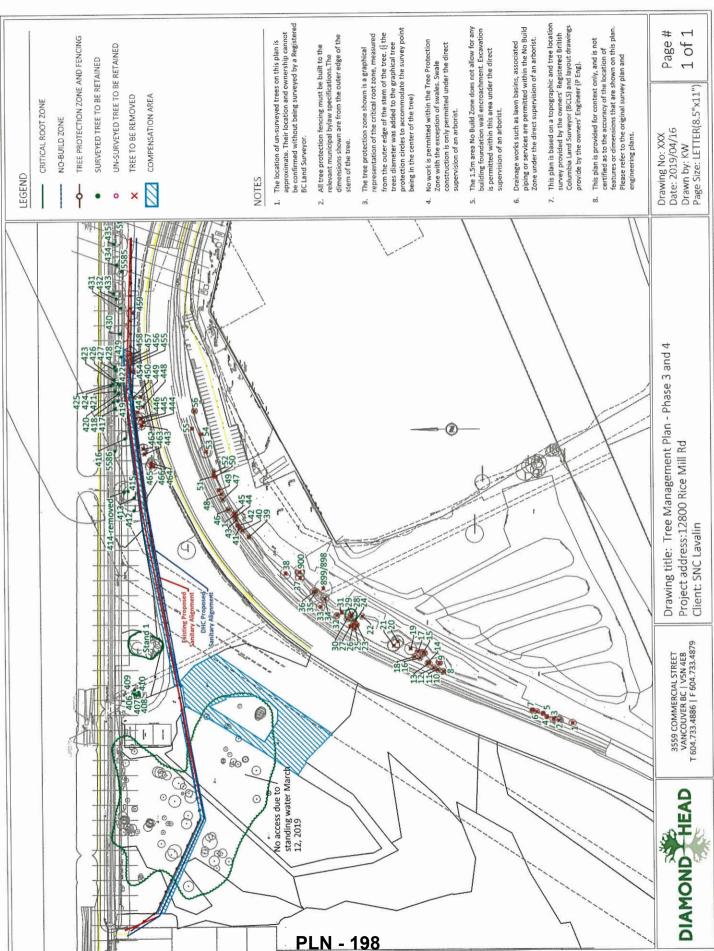
Type of Disturbance/ Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Sanitary force main	Upland forest, old field and shrublands ESA SH-6	Disturbed (poor to low quality), Shrubland, Upland Forest.	1,134		
Grassed Enhancement (hydroseeding to establish ground cover)	Upland Forest and Shrubland ESA SH-6	Low quality (vegetated)		1,134*	
Upland Forest and Shrubland Enhancement (Soil amendment, remove invasives, plant trees, shrubs and forbs)	Upland forest, old field and shrublands ESA SH-6	Moderate to high quality (vegetated)		2,835	
	Dist	urbance Summary	1,134	2,835	2.5:1

^{*} Note: Although the 1,134 m2 area of sanitary trenchline will be restored to enhance the habitat, it was not included in the total compensation area or compensation ratio calculation since the proposed grass habitat does not fully conform with the upland forest, shrublands and old fields designation of the ESA.

Disturbances and Proposed Compensation for impacts in 5m RMA

Type of Disturbance/ Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Water main	5 m RMA	Disturbed / impervious (poor quality)	695		æ
Culvert Removal and Ditch Restoration	5 m RMA	Restored ditch		54	
5 m RMA Enhancement	5 m RMA	Restored ground surface and grass.		695	
	Dist	urbance Summary	695	749	1.1:1





Plan #X



Development Application Data Sheet

Development Applications Department

RZ 18-824565 Attachment 4

Address: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road

Applicant: SNC Lavalin Inc.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	BC Ferry Services Ltd.	No Change
Site Size (m²):	245,065.5 m² (60.56 ac)	No Change
Land Uses:	Marine Vessel Repair and Moorage	No Change
OCP Designation:	Industrial	No Change
Zoning:	"Agricultural (AG1)" and "Light Industrial (IL)"	North of the CN Rail Corridor: No Change South of the CN Rail Corridor: "BC Ferries Fleet Maintenance and Moorage (ZI14)"
Other Designations:	Environmentally Sensitive Areas over portions of the site	Encroachment and Compensation to be addressed via DP

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.1	None permitted
Buildable Floor Area (m²) *	Max. 245,065.5 m² (2,637,863 ft²)	Proposed New: 15,502.0 m² (166,862 ft²) Existing Retained: Max. 6,209.5 m² (66,838.5 ft²) Combined Total: 21,711.5 m² (233,701 ft²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 60%	Building: Max. 7.1% Non-porous Surfaces: Max. 14.3% Total: Max. 21.4%	None
Lot Size:	245,065.5 m² (60.56 ac)	Same	None
Setbacks (m):	Front (East PL): Min. 3.0 m Rear: Min. 0 m Side: Min. 0 m	Front (East PL) Min: 0.0 m for existing, min 3.0 m for new construction after May 1, 2019 Rear: Min. 3.0 m Side: Min. 3.0 m	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Varianc e
Height (m):	Buildings: 23 m GSC (measured from slab) Heavy Lift Crane: 84.0 m GSC	Buildings: 22.2 m GSC (measured from slab) Heavy Lift Crane:83.1 m GSC	None
Accessible Spaces	Min. 5	5	None
Off-street Parking Spaces - Total:	Min. 218	257	None
Bicycle Spaces	Min. Class 1: 42 Min. Class 2: 42	Class 1: 42 Class 2: 42	None
Loading Spaces	Min. 5 medium Min. 4 large	7 medium 4 large	None

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Proposed Sustainability Features

Both design and operational measures are being incorporated into the development to address efficiency and sustainability. These measures include the following:

- 1. Limited skylights to reduce energy consumption.
- 2. Light coloured roof to reduce heat build-up.
- 3. Low VOC interior paint coatings.
- 4. Central heating plant using condensing boilers and a low temperature heating system to allow future fuel switching and a lower carbon energy operation compared to a low budget business as usual gas-fired terminal heating appliances approach.
- 5. Use of air source heat pump chillers to generate a significant portion of low carbon heating during the shoulder seasons, and to allow heat recovery operation from steady-state year round cooling loads in the buildings.
- 6. Variable speed heating and chilled water pump systems to minimize electrical energy use during low load seasonal periods.
- 7. Chilled beam cooling and heating systems in the offices areas of each building using a dedicated outdoor air system equipped with heat recovery sections.
- 8. Occupancy controlled HVAC terminals in all offices and amenity spaces to allow reduction of system energy use when spaces are unoccupied.
- 9. Extensive use of ceiling de-stratification fans to mix space air and keep warm buoyant air driven down to the occupied zone in high bay areas.
- 10. Manually controlled point source local exhaust systems to minimize constant central exhaust fan operations.
- 11. Variable speed high efficiency shop air compressors with specifications for leak-free compressed air piping distribution, and large receiver tanks to minimize run-time cycling of the main air compressors.
- 12. Extensive System Commissioning requirements are specified to insure that the energy efficiency measures are tested, balanced, and commissioned prior to turnover to BC Ferries.
- 13. High efficiency gas-fired condensing domestic hot water heaters coupled with low flow plumbing fixtures to minimize service water heating energy use.
- 14. Local small electric domestic hot water heaters for remote service sink and emergency eye-wash and shower stations to minimize the amount of insulated domestic hot water distribution, and insulated recirculation piping.
- 15. Extensive floor drainage and sanitary drainage containment and oil interception with sediment filtration to insure sanitary sewer flows leaving the site are treated as much as possible at the source, and contained within the spaces.
- 16. Extensive local polluted drain water containment where chemical cleaning and contaminated sanitary waste drainage is produced (Chemical Cleaning and Wash area and Life Boat washing and cleaning area).

Technical Reports Submitted

- 1. Arborist Report, prepared by Diamond Head, dated April 9, 2019 (REDMS 6170332);
- 2. Archaeological Overview Assessment (AOA), prepared by Arrowstone Archaeological Research and Consulting Ltd., dated September 15, 2016 (REDMS 6165681).
- 3. Construction Environmental Management Plan (CEMP), prepared by SNC Lavalin, dated April 15, 2019, (REDMS 6170374).
- 4. Department of Fisheries Letter of Advice, dated February 27, 2019 (REDMS 6143363).
- 5. Environmental Assessment ESA DP Report, prepared by SNC Lavalin, dated April 15, 2019 (REDMS 6170298).
- 6. Fire Response Plan. Prepared by GHL Consultants Ltd., dated December 12, 2018 (REDMS 6135049)
- 7. Flood Protection Plan (powerpoint), prepared by SNC Lavalin, updated April 12, 2019 (REDMS 6167724).
- 8. Geotechnical Input to the West Dike Design (Segments 2 to 3), prepared by Tetra Tech, dated February 22, 2019 (REDMS 6135058).
- 9. Grading and Drainage Plan prepared by SNC Lavalin, dated February 1, 2019 (REDMS 6135062).
- 10. Letter from Nav Canada, dated October 25, 2018 (REDMS 6143393). (Air navigation)
- 11. Letter From Transport Canada Navigation Protection Program, Dated December 10th, 2018 (REDMS 6165138).
- 12. MOECCS Release Letter For Site Profile, Dated October 29th, 2018 (REDMS 6017755).
- 13. MOTI Setback Permit (For Existing Buildings), Dated October 5th, 2018 (REDMS 6165138).
- 14. Soil Management Plan, included within the CEMP document (REDMS).
- 15. Traffic Assessment (rev3), prepared by SNC Lavalin, dated December 6, 2018 (REDMS 6047959) -- pending rev4 for minor edits;
- 16. Visual Impact Assessment (VIA), prepared by Boldwing Continuum Architects Inc., dated August 9, 2018 (REDMS 6165687).
- 17. Waste Management Overlay Plan prepared by SNC Lavalin, dated December 18, 2018 (REDMS 6065374).
- 18. Landscape Plan Revisions, dated April 16, 2019 (REDMS 6170361)

Fisheries and Oceans
Canada

Pêches et Océans Canada

Pacific Region 3190 Hammond Bay Road Nanaimo, BC V9T 6N7 Région du Pacifique 3190 rue Hammond Bay Nanaimo, CB V9T 6N7

February 27, 2019

Your file Votre référence

Our file

Notre référence

18-HPAC-00751

Scott Hall BC Ferries Services Inc. 500-1321 Blanshard Street Victoria, BC, V8W 0B7

Via email: RScott.Hall@bcferries.com

Subject: Tower Crane Installation, Deas Basin Fraser River, Richmond -

Implementation of Measures to Avoid and Mitigate Serious Harm to Fish

Dear Mr. Hall:

The Fisheries Protection Program (the Program) of Fisheries and Oceans Canada (DFO) received your proposal on August 13, 2018. We understand that you propose to:

- Redevelop the BC Ferries Fleet Maintenance Unit (FMU) in Richmond.
 Construction activities which have the potential to impact fish and fish habitat include:
 - o Removal of two sets of dolphin piles where the crane and pier are proposed to be installed;
 - o Installation of 23 piles using a vibratory hammer or impact hammer from a spud barge for the access pier and crane pad foundation;
 - o Infilling an area in front of an existing sheet pile wall at the shoreline for construction of an access pier abutment;
 - Seismic support activities including installation of timber piles below the river bed to support the access pier;
 - o Installation of a raised access pier and decking for the crane pad; and,
 - o Replacement of the existing stormwater outfall in Deas Basin.

Our review considered the following information:

- Request for Review package as provided by SNC-Lavalin to DFO via email on August 13, 2018 including:
 - o Request for Review Form;
 - Site Location and Design Drawings prepared by SNC-Lavalin, dated
 June 12, 2018;
 - Habitat Impact and Offsetting Drawings prepared by SNC-Lavalin, dated August 2, 2018; and,
 - o Site photos, dated March 14, 2018.



- Information collected during the site visit attended by Sandy Foxall and Kris Singer (DFO), and Peter Troffe and David McWalter (SNC-Lavalin) on November 15, 2018;
- Project update letter provided by SNC-Lavalin to DFO on February 20, 2019 including:
 - o Updated scope of works;
 - o Updated quantification and mitigation effects to CRA fish habitat; and,
 - o Updated habitat offsetting plan.

Your proposal has been reviewed to determine whether it is likely to result in serious harm to fish which is prohibited under subsection 35(1) of the *Fisheries Act* unless authorized. Your proposal has also been reviewed to determine whether it is likely to affect listed aquatic species at risk, any part of their critical habitat or the residences of their individuals in a manner which is prohibited under sections 32, 33 and subsection 58(1) of the *Species at Risk Act*, unless authorized.

To avoid and mitigate the potential for serious harm to fish as well as prohibited effects on listed aquatic species at risk, we recommend implementing the measures listed below, as per your project plan and discussions with DFO:

- All instream works will be conducted during the instream work window for the Fraser River Estuary Area 28 (July 16 to February 28).
- Barges and other vessels used during the project should not disturb the foreshore or basin seabed.
- An Environmental Monitor (EM) will monitor instream construction activities including conducting water quality monitoring to ensure that water quality adheres to provincial water quality guidelines for the protection of aquatic life.
- When possible, works will be conducted during favourable weather and low water conditions (i.e., low tide).
- A silt curtain will be installed around the work area in Deas Basin to contain potential sedimentation during instream works, where possible.
- Existing riparian vegetation along shorelines will be protected from potential damage during construction activities.
- Install sheet piles around the area to be infilled to isolate the work area prior to infilling activities.
- All rock used during the project (e.g., construction of enhancement features, etc.) should be clean and free of dirt, etc. before placing in the water. The rock should be carefully placed into position as opposed to just dumped into the water.
- All fish should be removed from within isolated work areas prior to in-water works.
- A vibratory hammer will be used as the primary pile driving method. Impact pile driving will only be used if piles cannot be installed using a vibratory hammer.
- Potential vibration impacts to fish will be monitored during pile driving (i.e., acoustic monitoring). The Program acknowledges the pile driving best management practices reference that shock waves not be in excess of 30 kPa;

however, updated information on acoustic noise thresholds for fish presented below should be applied:

- O The criteria agreed upon by the US Fisheries Hydroacoustic Working Group (FHWG, 2009) for the onset of effects of percussive pile driving activities in terms of injuries to fishes identified the dual criteria of a peak sound pressure level of 206 dB re: 1 μPa and a SELcum of 187 dB re: 1 μPa2·s. These thresholds are the most up-to-date for protection of fish from acoustic injuries in North America (http://acousticstoday.org/wpcontent/uploads/2015/05/Assessing-the-Impact-of-Underwater-Sounds-on-Fishes-and-Other-Forms-of-Marine-Life-Anthony-D.-Hawkins-and-Arthur-N.-Popper.pdf); and,
- o Sound levels for fish should not exceed 206 dB re: 1 μ Pa and a SELcum of 187 dB re: 1 μ Pa2·s, acoustic monitoring should occur at 10 m from the noise source.
- If monitoring indicates sound levels in excess of the above thresholds at the 10 m monitoring distance for fish, the activity should cease and only resume after additional mitigation measures are implemented. The above mentioned acoustic thresholds are applicable to all underwater generated noise, such as, but not limited to, those from blasting, hydraulic ramming, and vibratory hammers.

Provided that you incorporate these measures into your plans, the Program is of the view that your proposal will not result in serious harm to fish or prohibited effects on listed aquatic species at risk. As such, an authorization under the *Fisheries Act* or a permit under the *Species at Risk Act* is not required.

Should your plans change or if you have omitted some information in your proposal, further review by the Program may be required. Consult our website (http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html) or consult with a qualified environmental consultant to determine if further review may be necessary. It remains your responsibility to avoid causing serious harm to fish and avoid prohibited effects on listed aquatic species at risk, any part of their critical habitat or the residences of their individuals.

It is also your *Duty to Notify* DFO if you have caused, or are about to cause, serious harm to fish that are part of or support a commercial, recreational or Aboriginal fishery. Such notifications should be directed to http://www.dfo-mpo.gc.ca/pnw-ppe/violation-infraction/index-eng.html, or to the DFO-Pacific Observe, Record and Report phone line.

Please notify this office at least 10 days before starting your project. A copy of this letter should be kept on site while the work is in progress. It remains your responsibility to meet all other federal, territorial, provincial and municipal requirements that apply to your proposal.

If you have any questions with the content of this letter, please contact Sandy Foxall at our Nanaimo office at 250-756-7295, by fax at 250-756-7229, or by email at

<u>Sandy.Foxall@dfo-mpo.gc.ca</u>. Please refer to the file number referenced above when corresponding with the Program.

Yours sincerely,

Vincent Harper

Senior Fisheries Protection Biologist

Fisheries Protection Program

cc. Sandy Foxall, DFO, Nanaimo Peter Troffe, SCN-Lavalin, Burnaby

David McWalter, SNC-Lavalin, Victoria



Rezoning Considerations

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

Address: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road File No.: RZ 18-824565

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9940, the developer is required to complete the following:

- 1. Consolidation of all the lots into one development parcel.
- 2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 3. 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.
- 4. Granting of an approximately 1,010 m (3,314 ft.) long Statutory Right-of-Way (SRW) for the purposes of dike works covering the entire dike alignment as outlined under "Section 5 Dike Works" of the Servicing Agreement requirements and to the satisfaction of the General Manager, Engineering and Public Works.
- 5. Registration of a legal agreement on title identifying a minimum habitable elevation of 3.85 m GSC for all new construction after May 1, 2019. The legal agreement shall indemnify the City for all flood-related damages at the site as a result of the variance, and shall include acceptance from the owner that flood protection on their site will be their sole responsibility. Based on BC Ferries' intended use of the site, which is incompatible with the City's flood construction level of 4.35 m geodetic for buildings outside of the dike, the City will permit the minimum Flood Construction Level to be lowered to 3.85 m with the understanding that the owner and applicant accept all risks associated with flooding due to construction outside of the City's dike.
- 6. The owner/applicant is to submit written confirmation from the Provincial Inspector of Dikes acceptable to the City's Director of Development that the proposed strategy to incrementally raise the subject site and structures in the future, as needed for flood protection, addresses any provincial flood protection requirements. The intent to incrementally raise the site and structures in the future as needed for flood protection will be the sole responsibility of the owner.
- The owner/applicant is to submit to the City written confirmation of the GVWD's (Metro Vancouver) acceptance of
 the encroachment of the proposed dike and associated improvements into the GVWD water line right-of-way.
- 8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 9. City acceptance of the developer's offer to voluntarily contribute \$0.24/SF (2018 rate) per buildable square foot (e.g. \$40,047.00) to the City's public art fund. This contribution is for both phase 1 and phase 2 of the development.
- 10. Discharge of the existing dike right-of-way (RD144951 with reference to plan NWD 59814). The discharge is to follow the registration of the replacement dike right-of-way noted earlier in these Rezoning Considerations.
- 11. Enter into a Servicing Agreement* for the design and construction of dike works, utility services and frontage works. Works include, but may not be limited to, the following:

Initial:	

A Servicing Agreement is required to design and construct the following works, to be registered on Title prior to Rezoning adoption.

1) Water Works:

- a) Using the OCP Model and with the upgrades identified below, there will be 424 L/s of water available at a 20 psi residual at the Rice Mill Road frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit, as part of the first servicing agreement submission, Fire Underwriter Survey (FUS) fire flow calculations confirming that the available fire flow of 424 L/s with water main upgrades is adequate for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer.
 - ii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
 - iii) Install a new water connection, complete with meter and meter box, to serve the proposed development.
 - iv) Provide fire hydrants along Rice Mill Road per City spacing requirements.
 - v) Upgrade approximately 680 m of 250 mm water main to 300 mm along Rice Mill Road from No 5 Road to the driveway entrance of the site as required to meet the fire flow demand for the proposed development.
- c) At Developer's cost, the City is to:
 - i) Reconnect all existing water service connections to the new water main.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Fill and abandon the existing 310 mm culvert at the entrance on Rice Mill Road to the driveway access to the development site. Prior to filling and abandoning the culvert, the developer's engineer shall confirm via video inspection that there are no connections to the culvert and that the culvert can be safely abandoned, and provide a signed and sealed letter with the servicing agreement confirming the same.
 - ii) Provide a sediment and erosion control plan for the proposed onsite and offsite works, to be reviewed as part of the servicing agreement design.

3) Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Replace the portion of the existing privately-owned sanitary forcemain that is within the City road dedication (approximately 80 m) with approximately 30 m of City-owned gravity-fed sanitary sewer and approximately 50 m of privately-owned force main, located within the roadway. The exact lengths of private- and City-owned sewer shall be determined during the servicing agreement process. A gravity-fed system shall be used to the extent possible, transitioning to a private forcemain once issues with cover arise. The design of the forcemain shall minimize the length of the forcemain located within City road dedication as much as possible (i.e., shall transition into the development site as soon as possible).
 - ii) Enter into a license agreement with the City for the proposed encroachment of the privately-owned sanitary forcemain into City road right-of-way. The license agreement shall, among other things:
 - i. Place ownership, maintenance responsibility, and liability of the sanitary forcemain with the developer/owner;
 - ii. Impose license fees for use of the City road right-of-way;
 - iii. Require the developer/owner to design and construct the forcemain to the satisfaction of the General Manager, Engineering & Public Works via the servicing agreement;

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Initial:

- iv. Require the developer/owner to relocate or remove the forcemain upon reasonable request from the City;
- v. Require the developer/owner to remove the private forcemain within the roadway and connect to a City-owned system if/when one becomes available, upon request from the City; and
- vi. Indemnify the City.
- b) At Developer's cost, the City is to:
 - i) Complete all tie-ins of the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - i. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii. To underground overhead service lines.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT 4.0 x 5.0 m
 - BC Hydro LPT 3.5 x 3.5 m
 - Street light kiosk 1.5 x 1.5 m
 - Traffic signal kiosk 2.0 x 1.5 m
 - Traffic signal UPS 1.0 x 1.0 m
 - Shaw cable kiosk 1.0 x 1.0 m
 - Telus FDH cabinet 1.1 x 1.0 m

5) Dike Works:

- a) Through this rezoning, the City will secure from the developer an approximately 1010 m-long dike and dike right-of-way through the development site. Based on the developer's site constraints and the proposed use of the site, the City understands that construction of the entire dike is not feasible for the developer at this time. The right-of-way for the entire dike will be registered through the rezoning process; however, the developer's construction of the dike will be done in stages, as follows:
 - i) Segment 1, located roughly in the east half of the site, will be constructed to elevation 4.7 m in the future when needed for flood protection. The timing of constructing this segment will be determined by the City;
 - ii) Segment 2, located roughly in the centre of the site, will be constructed to an interim elevation of 4.0 m through this development's servicing agreement, then raised in the future to elevation 4.7 m when needed for flood protection. The timing of raising this segment from 4.0 m to 4.7 m will be determined by the City;
 - iii) Segment 3, located roughly on the west half of the site, will be constructed to elevation 4.7 m through this development's servicing agreement.
- b) In the future, Segments 1, 2, and 3 will be raised to elevation 5.5 m (not covered by this development). The rights-of-ways secured through this development will provide adequate space for the future 5.5 m dike.
- c) At Developer's cost, the Developer is required to:
 - i) Dike SRW: Prior to rezoning adoption, provide registered statutory rights-of-ways for diking, as follows:
 - i. Segment 1: an approximately 430 m long SRW along the northern property line adjacent to the CNR property and the eastern property line adjacent to Rice Mill Road. This SRW shall begin at the NE corner

of the bay and shall connect to the existing dike at the southern extent of Rice Mill Road, as shown on Appendix (1). The width of this SRW, which will be determined through the servicing agreement, shall be sufficient to fit a standard City dike to elevation 5.5 m with erosion protection. The SRW shall:

- (a) Prohibit any excavation or construction within the SRW without prior written consent from the City.
- (b) Include provisions requiring the Developer to design and construct a dike to the satisfaction of the General Manager, Engineering and Public Works at a time where this is required for the purpose of flood protection, as determined at the sole discretion of the City. The dike shall be built to elevation 4.7 m and conform to the City and Provincial specifications and standards for dike design and construction that are most current at the time of design and construction. If the Developer fails to fulfill such obligations within the time specified in the right-of-way agreement, the City may carry out the Developer's obligations to complete the necessary construction, including the demolition of any existing structures within the SRW, at the Owner's cost.
- (c) Provide the City with unrestricted vehicular and man access to all sections of the SRW for the purpose of dike maintenance and future upgrade.
- (d) Upon completion of the construction of the dike, the City shall have full rights of access to the SRW area for the purposes of inspecting, maintaining and upgrading the dike. The dike will be owned and maintained by the City.
- Segments 2 & 3: an approximately 17 m wide (or as required to fit a standard City dike to elevation 5.5 m ii. with erosion protection, as determined through the servicing agreement), approximately 580 m long SRW extending north from the existing dike at the south-west corner of the site along the west side of Metro Vancouver's water main to the north property line of the site adjacent to CNR's property, and continuing eastward to tie into the Section A SRW identified above, as shown on Appendix (1). The SRW shall:
 - (a) Prohibit any excavation or construction within the SRW without prior written consent from the City.
 - (b) Provide the City with unrestricted vehicular and man access to all sections of the SRW for the purpose of dike maintenance and future upgrade.
 - (c) Upon completion of the construction of the dike, the City shall have full rights of access to the SRW area for the purposes of inspecting, maintaining and upgrading the dike. The dikes shall be owned and maintained by the City.
 - (d) Segment 2: Where the dike is not constructed to the City's standard to an elevation of 4.7 m, the SRW shall include provisions requiring the Owner/Developer to raise the dike to elevation 4.7 m at the Developer/Owner's cost, to the satisfaction of the General Manager, Engineering and Public Works at a time where this is required for the purpose of flood protection, as determined at the sole discretion of the City. If the Developer fails to fulfill such obligations within the time specified in the right-ofway agreement, the City may carry out the Developer's obligations to complete the necessary construction, including the demolition of any existing structures within the SRW, at the Owner's cost.
- iii. Minimum building setback from the dike rights-of-way shall be 3.0 m for all new buildings. Existing buildings constructed prior to 2019 shall be exempt from this setback requirement.
- Any crossings of the dike SRW proposed for this development must be reviewed and approved by the iv. City. This includes, but is not limited to, private onsite services such as water, storm, and sanitary, hydro, and tel. Crossings will be required to be designed and constructed in a way to minimize impact to the dike, and must be in conformance with Dike Maintenance Act Approval for Pipe Crossings of Dikes (2014) or any superseding guidelines.
- The Developer shall coordinate the design and alignment of the Segment 1 dike and dike SRW with the ν. Ministry of Transportation and Infrastructure, and ensure that the SRW width and configuration is adequate to construct a future 5.5 m dike that addresses MOTI concerns. The developer shall obtain a conceptual-level sign-off from MOTI for the future Segment 1 dike prior to the SRW width being finalized.
- ii) Discharge the existing dike right-of-way as reflected on Plan 59814.
- iii) Dike Access: Provide maintenance vehicle access to all portions of the City dike and dike SRW, to the satisfaction of the General Manager, Engineering and Public Works. Prior to rezoning adoption, the developer is to provide a dike access plan showing how City maintenance vehicles will access the dike in the interim and ultimate conditions, and indicating any required items to facilitate access, such as ramps, turnarounds, rights-of-ways, etc., which shall be secured from the developer through the servicing agreement. Access ramps shall be designed to accommodate the TAC's SU vehicle and be at no more than 10% grade. **PLN - 210**

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- iv) Dike Construction: Construct an approximately 580 m-long embankment dike within Segments 2 & 3 of the SRW, extending from the NE extent of the SRW (at the connection to Segment 1 of the SRW) to the south property line adjacent to property 003-543-765 as shown on Appendix (2). The dike shall satisfy the following conditions:
 - i. The dike shall be designed by a Professional Geotechnical Engineer.
 - ii. The dike shall be constructed to an elevation of 4.7 m geodetic (except segment 2, as noted under point 3), and designed to accommodate a future elevation of 5.5 m geodetic. The waterside slope of the dike shall be a maximum of 2:1 and the landside slope of the dike shall be a maximum of 3:1, except as recommended by the developer's geotechnical engineer and reflected on Appendix (2). The crest of the dike shall be a minimum 4.0 m wide and shall accommodate vehicular access. All dike construction and design, including materials, shall be in conformance with City standard drawing MB-98 or MB-99, Dike Design and Construction Guide Best Management Practices for British Columbia (2003), and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment (1999), or any superseding guidelines.
- iii. Segment 2: At the existing asphalt parking lot (segment 2 on Appendix (2)), the dike crest elevation may be constructed to 4.0 m geodetic, with the ability to be raised to 5.5 m geodetic in the future.
- iv. The dike shall be designed to have a smooth transition to the existing dike towards the west, with a maximum slope of 3:1. No retaining walls within the dike crest or slope area are permitted.
- v. The dike shall include erosion protection on the waterside slope.
- vi. The Developer shall coordinate the dike alignment, design and construction with Metro Vancouver with regards to impacts to and from Metro Vancouver's water transmission main.
- vii. The design and construction of the dike shall complete to the satisfaction of the General Manager, Engineering and Public Works and any other relevant dike approving authorities. Once approved by the City, the developer must submit an application for a Dike Maintenance Act approval to the Ministry of Forest, Lands, Natural Resources Operations and Rural Development.
- viii. The developer shall submit to the City a FLAC or Plaxis analysis for the dike to assess seismic performance of the dike design under the three seismic design scenarios specified in the Ministry of Forest, Lands, Natural Resources Operations and Rural Development's Seismic Design Guidelines for Dikes (2014) or any superseding guidelines.

6) Sustainability:

- a) Two redundant culvert crossings within the Riparian Management Area along the south side of Rice Mill Road are to be removed and the open watercourse reinstated and re-vegetated. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best Practices for Instream Works. Disturbed areas will be re-vegetated with a native riparian seed mix in accordance with the Riparian Area Regulation Re-vegetation Guidelines.
- b) A site-specific Erosion and Sediment Control Plan must be submitted to the City and approved by the Environmental Manager prior to any works being undertaking within, or that could impact, the designated Riparian Management Area(s).
- c) All works within, or that could impact, designated Riparian Management Areas are to be completed in accordance with the City of Richmond's Riparian Management Areas Bulletin INFO-23, the approved Construction Environmental Management Plan, and the site-specific Erosion and Sediment Control Plan.

7) General Items:

- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with Metro Vancouver to:
 - i. obtain approval for the proposed encroachment of the dike fill into their existing water main right-of-way through the site;

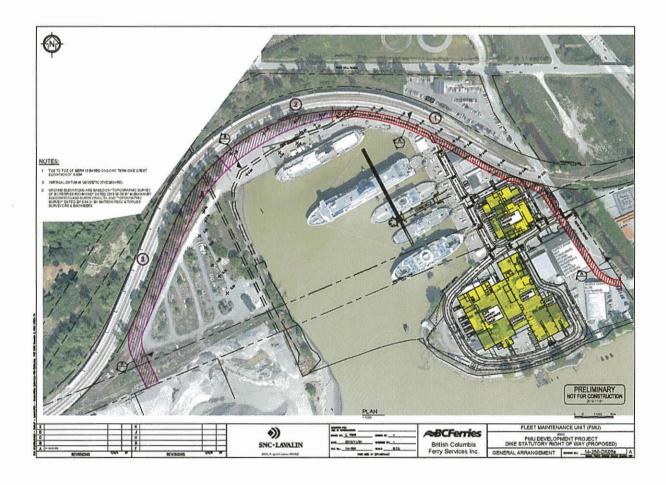
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ii. confirm any potential impacts due to construction;

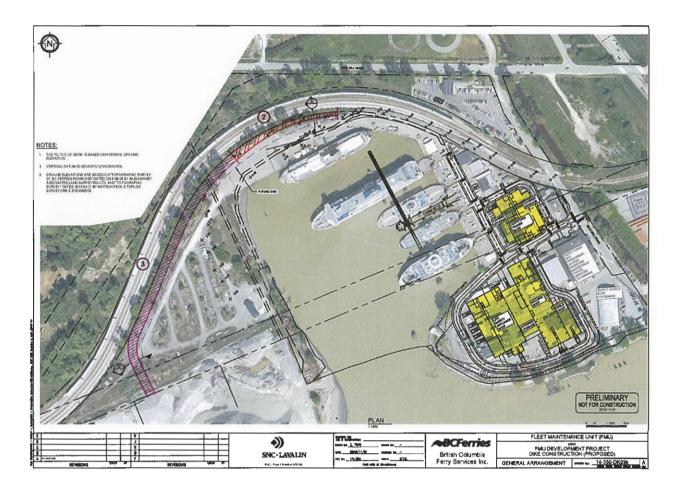
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- iii. provide any improvements, including modifications to the existing SRW, as required for the protection of the water main; and
- iv. comply with their requirements regarding the same.
- ii) Enter into, if required, additional legal agreements, 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, dewatering, 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.

Appendix 1



Appendix 2



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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management
 Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
 proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
 Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 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.

PLN - 213

Initial:	

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

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

[Signed Concurrence in File]	
Signed	Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 9940 (RZ18-824565) 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 23.14 thereof the following:

"23.14 BC Ferries Fleet Maintenance and Moorage (ZI14)

23.14.1 Purpose

A site specific **zone** to provide for the service, moorage and maintenance of BC Ferries fleet.

23.14.2 Permitted Uses

- commercial vehicle parking and storage
- contractor service
- · industrial, general
- industrial, heavy
- manufacturing, custom indoor
- vehicle & equipment services, industrial
- vehicle body repair or paint shop
- vehicle repair

23.14.4 Permitted Density

1. The maximum floor area ratio is 1.0.

23.14.5 Permitted Lot Coverage

1. The maximum lot coverage is 60% for buildings.

23.14.6 Yards & Setbacks

- 1. The minimum front (east) yard setback is 4.5 m for all new construction after May 1, 2019.
- 2. The minimum exterior side yard is 3.0 m.

23.14.3 Secondary Uses

- residential security/ operator unit
- outdoor storage

There is no minimum interior side yard or rear yard.

23.14.7 Permitted Heights

- 1. The maximum **height** for **buildings** is the lesser of 22.2 m above top of building slab elevation or 26.6 m GSC.
- 2. The maximum **height** is 84.0 m GSC for a single heavy lift crane and 20.0 m for all other **accessory structures**.

23.14.8 Subdivision Provisions/Minimum Lot Size

1. There is no minimum lot width, lot depth or lot area.

23.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

23.14.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

23.14.11 Other Regulations

- 1. The following **Outdoor storage** uses are prohibited from occurring:
 - a. Outdoor storage of food products;
 - b. Outdoor storage of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather:
 - c. Outdoor storage of goods or materials that constitute a health, fire, explosion or safety hazard;
 - d. Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations.
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
- 2. 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 "BC FERRIES FLEET MAINTENANCE AND MOORAGE (ZI14)".

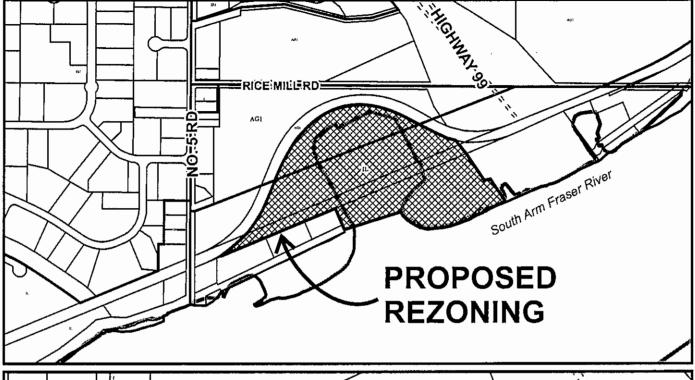
That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9940"

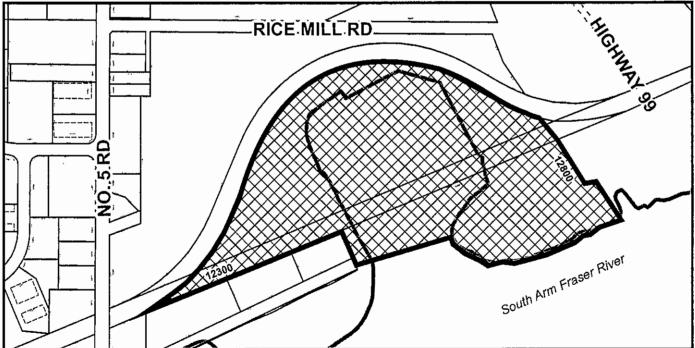
3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9940".

FIRST READING		CITY OF RICHMONE
A PUBLIC HEARING WAS HELD ON		APPROVED AR
SECOND READING		APPROVED by Director
THIRD READING		or Solicito
OTHER CONDITIONS SATISFIED		
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL		
ADOPTED		
MAVOR	CORPORATE OFFICER	



Schedule A attached to and forming part of Bylaw No. 9940







RZ 18-824565

Original Date: 06/20/18

Revision Date: 10/12/18

Note: Dimensions are in METRES



Report to Committee

To:

Planning Committee

Date:

May 31, 2019

From:

Wayne Craig

File:

RZ 18-829032

Director, Development

Re:

Application by Matthew Cheng Architect Inc. for Rezoning at 9020 Glenallan

Gate, 9460, 9480 & 9500 Garden City Road from Single Detached (RS1/E) to Low

Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10047, for the rezoning of 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, in order to permit the development of 13 townhouse units with vehicle access from Garden City Road, be introduced and given first reading.

Waxne Craig Director, Development

WC:sds Att. 7

REPORT CONCURRENCE

ROUTED TO:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Affordable Housing

M

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone the properties at 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone in order to permit the development of 13 townhouse units with vehicle access from Garden City Road. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by four single-family dwellings, which are proposed to be demolished.

Project Description

The subject properties have a total combined frontage of approximately 76.2 m (250 ft.) and are required to be consolidated into one development parcel prior to final adoption of the rezoning bylaw. The proposal includes eight three-storey and five two-storey townhouse units, in five buildings, with a proposed floor area ratio (FAR) of 0.6. One secondary suite and two convertible units are also included in the proposal. The preliminary site plan, building elevations and landscape plan are 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 that the four existing single-family dwellings are currently tenanted with no existing secondary suites.

Surrounding Development

To the North: Across Glenallan Gate, single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Garden City Road.

To the South: Duplex and single-family dwellings on lots zoned "Single Detached (RS1/C)" fronting Garden City Road.

To the East: Single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Glenallan Drive.

To the West: Across Garden City Road, single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Greenfield Drive.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential (NRES)". The "Neighbourhood Residential" designation comprises of those areas where the principal uses are single-family, two-family and multiple family housing (specifically townhouses). The development proposal is consistent with this designation.

Arterial Road Policy

The subject site is identified for "Arterial Road Townhouse" on the Arterial Road Housing Development Map and the proposal is consistent with the Townhouse Development Requirements in the Arterial Road Land Use Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The applicant has advised that notification letters were delivered by the applicant to all adjacent neighbouring properties, which included information on density, height, preliminary site plan, elevations and developer contact information. To date, one neighbour replied with questions in regards to setbacks, which were addressed by the developer. No other correspondence has been received. The applicant has also submitted a map showing the properties notified, which is provided in Attachment 4, along with a copy of the letter.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Built Form and Architectural Character

The applicant is proposing to consolidate the subject properties into one development parcel, with a total frontage of 76.2 m (250 ft.) and a site area of 2,779.1 m² (29,914 ft²), in order to construct 13 townhouse units. The proposed townhouse units are oriented around a single driveway providing access to the site from Garden City Road and a north-south internal maneuvering drive aisle providing access to the garages of the units. The shared outdoor amenity space is proposed to be situated in a central open area at the rear (east) of the site.

The proposal consists of eight three-storey and five two-storey townhouse units, for a total of 13 units, with side-by-side double car garages, and a proposed FAR of 0.6. The three-storey units are proposed along Garden City Road, with a 7.5 m (25 ft.) setback from the south property line to the third floor to minimize potential privacy concerns. Two-storey units and a 6.0 m (20 ft.) setback are proposed along the rear (east) to address the interface with the existing single-family dwellings. The proposed building forms, heights and setbacks are consistent with the design guidelines for arterial road townhouse development.

The proposal includes one secondary suite (studio) with a total area of 26.3 m² (283 ft²), which complies with the minimum floor area for secondary suites in townhouses as per Zoning Bylaw 8500 (25.0 m²). The applicant has also demonstrated that the proposed secondary suite can accommodate a bed, and kitchen and washroom facilities. To ensure the secondary suite is built to the satisfaction of the City, the applicant is required to register a legal agreement on Title prior to final adoption of the rezoning bylaw, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. In addition, prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure the secondary suite will not be stratified.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) (Plan 35224) along the rear (east) property line of the subject properties for sanitary sewer services. The existing SRW will not be impacted by the proposed development and the developer is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

Vehicular access to the subject site is proposed via one full movement driveway from Garden City Road. The long-term objective is for the driveway access established on Garden City Road to be utilized by adjacent properties to the south, if the properties redevelop. A Statutory Right-of-Way (SRW) for Public Right-of-Passage (PROP) over the entire area of the proposed driveway and the internal maneuvering drive aisle is required prior to final adoption of the rezoning bylaw, which will facilitate access for future adjacent development.

The proposal complies with the required number of vehicle and bicycle parking spaces as per Zoning Bylaw 8500.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide a 4 m by 4 m corner cut road dedication at the northwest corner of the subject site.

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 16 trees located on the subject property, three trees located on neighbouring property and two 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:

- 2 trees (tag# 220 & 224) located on-site along the street frontages are identified in good condition. Trees are to be retained and protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
- 2 trees (tag# 434 & 435) located on City property were assessed by Parks Arboriculture Staff, which provided the following comments:
 - One tree (tag# 435) located in the southwest corner has been assessed for retention. A security deposit of \$4,570 will be required prior to final adoption of the rezoning bylaw.
 - One tree (tag# 434) located in the southwest corner is identified in poor condition. The tree has been assessed for removal. Compensation of \$650 will be required prior to final adoption of the rezoning bylaw.
 - One undersized hedge is located on City property along Garden City Road and has been assessed for removal. As per the Arterial Road Guidelines, hedges in the front yard are discouraged. No compensation is required for the removal of the hedge.
- 2 trees (tag# 318 & 396) located on neighbouring property to be retained and protected. The applicant has provided an authorization letter from the neighbouring property owner (9520 Garden City Road) for the removal of 1 tree (tag# 494).
- 14 trees (tag# 216-219, 221-223, 225, & 283-288) located on site are either dying (sparse canopy foliage) or have been historically topped and as a result exhibit significant structural defects such as previous stem failure, narrow and weak secondary stem unions at the main branch union (below previous topping cuts) and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.

Tree Replacement

The applicant is proposing to remove 14 on-site trees (tag# 216-219, 221-223, 225, & 283-288). The OCP tree replacement ratio of 2:1 would require a total of 28 replacement trees. Based on the submitted Preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 31 new trees.

The size and species of replacement trees, and overall landscape design, will be reviewed in detail through the Development Permit application process. To ensure the replacement trees are planted and maintained on-site, the applicant is required to provide an acceptable Landscape Plan and Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, prior to Development Permit issuance.

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.

Tree Protection

The proposed Tree Management Plan is provided in Attachment 5, which outlines the protection of the two trees on-site (tag# 220 & 224) and one City-owned tree (tag# 435). 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 \$19,570 (\$15,000 based on the sizes of the on-site trees to be retained and \$4,570 for the City-owned tree).
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03.

Variance Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

Reduce the exterior side yard setback (along Garden City Road) from 6.0 m (20 ft.) to 4.5 m (15 ft.), in order to provide a 6.0 m rear yard setback to both the ground and second floors of the rear units.

Staff are supportive of the proposed variance for the following reasons:

- O The proposed variance is consistent with the Arterial Road Guidelines for Townhouses in the OCP. In this context, the exterior side yard functions as a front yard along Garden City Road. The Arterial Road Guidelines are supportive of reduced front yard setbacks, provided an appropriate interface with neighbouring properties is provided. The reduced setback along Garden City Road allows for an increased setback along the east property line, adjacent to existing single-family development. Balconies, bay windows, and porches are not permitted to project into the proposed 4.5 m exterior side yard setback.
- The proposed 6.0 m rear yard setback to both the ground and second floors of the rear units provides an improved rear yard interface with the existing single-family dwellings to the west and enhances solar access to the rear yards.
- The distance between the proposed building face and the back of curb on Garden City Road would be approximately 8.6 m, in order to accommodate a new sidewalk and treed and grassed boulevard along Garden City Road.

The variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

In addition to providing one secondary suite (studio), the applicant proposes to provide a cash contribution to the Affordable Housing Reserve Fund of \$8.50 per buildable square foot, in accordance with the City's Affordable Housing Strategy, for a total cash contribution in the amount of \$152,561.32.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2018 rate) to the City's Public Art Reserve Fund, for a total contribution in the amount of \$15,256.13.

Energy Efficiency

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 6). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. As per the OCP, rezoning applications received prior to February 28, 2019 may choose to provide a cash contribution of \$1,600 per unit for developments up to 19 units. The total cash contribution required for this 13 unit townhouse development is \$20,800.

Shared outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor space complies with the OCP requirements of 6.0 m² 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 final adoption of the rezoning bylaw, the developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements, as described in Attachment 7. Site servicing and frontage improvements include, but are not limited to, the following:

- Construct a new concrete sidewalk and grassed/treed boulevard along the Garden City Road and Glenallan Gate frontages. The new sidewalk placement will incorporate the required tree protection and transition to the existing frontage treatments to the south and east of the site.
- Construct a 1.5 m wide concrete walkway to connect the north-south drive-aisle to the new sidewalk along Glenallan Gate.
- Upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate to the following standards: concrete landing pad (3.0 m x 9.0 m) for installation of bus shelter, bus bench, garbage/recycling receptacles, and conduit pre-ducting for electrical connections.

• Upgrade approximately 40 m of water main along Glenallan Gate frontage, upgrade 60 m of storm sewer along Glenallan Gate frontage, and replace 55 m of sanitary sewer located in the rear yard.

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

- Contribute \$8,726 towards the upgrade of the existing special crosswalk at the Garden City Road and Glenallan Gate intersection. The upgrade works include new LED street lights, new amber flashers, and new standard Audible Pedestrian Signal pushbuttons.
- Contribute \$30,000 towards the purchase and installation of a City design standard bus shelter.

The developer is also required to pay Development Cost Charges (DCCs') (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required site servicing and frontage improvements as described in Attachment 7.

Development Permit

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP;
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Garden City Road and Glenallan Gate:
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction; and
- Review of the relevant accessibility features, including aging-in-place features in all units and proposed convertible units.

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

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 properties at 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone in order to permit the development of 13 townhouse units.

The rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

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 10047 be introduced and given first reading.

Steven De Sousa

Planner 1

SDS:sds

Attachment 1: Location Map & Aerial Photo

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Notification Map and Letter by Applicant

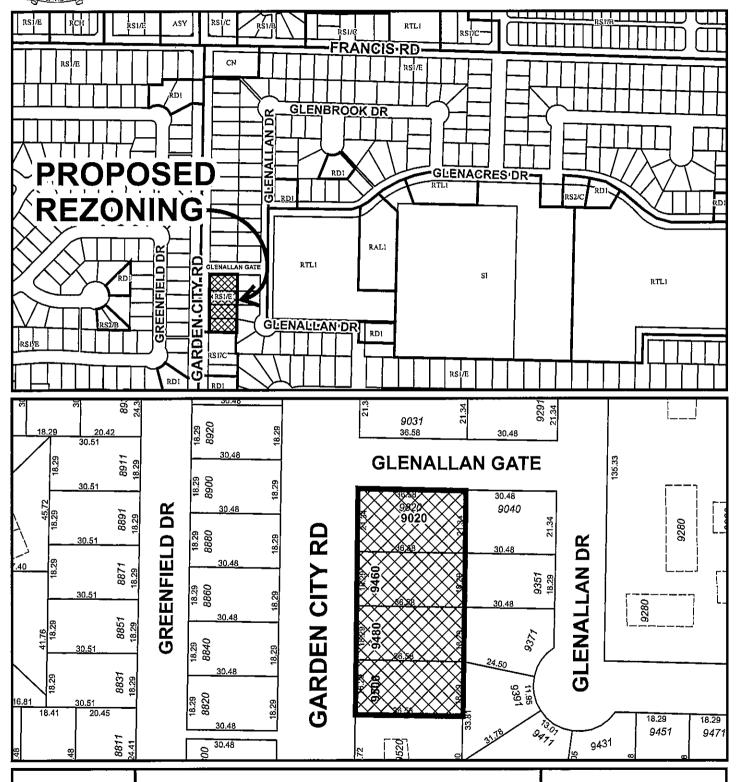
Attachment 5: Tree Management Plan

Attachment 6: Step Code Letter from Applicant

Attachment 7: Rezoning Considerations



City of Richmond





RZ 18-829032

PLN - 228

Original Date: 08/14/18

Revision Date: 05/21/19

Note: Dimensions are in METRES







RZ 18-829032

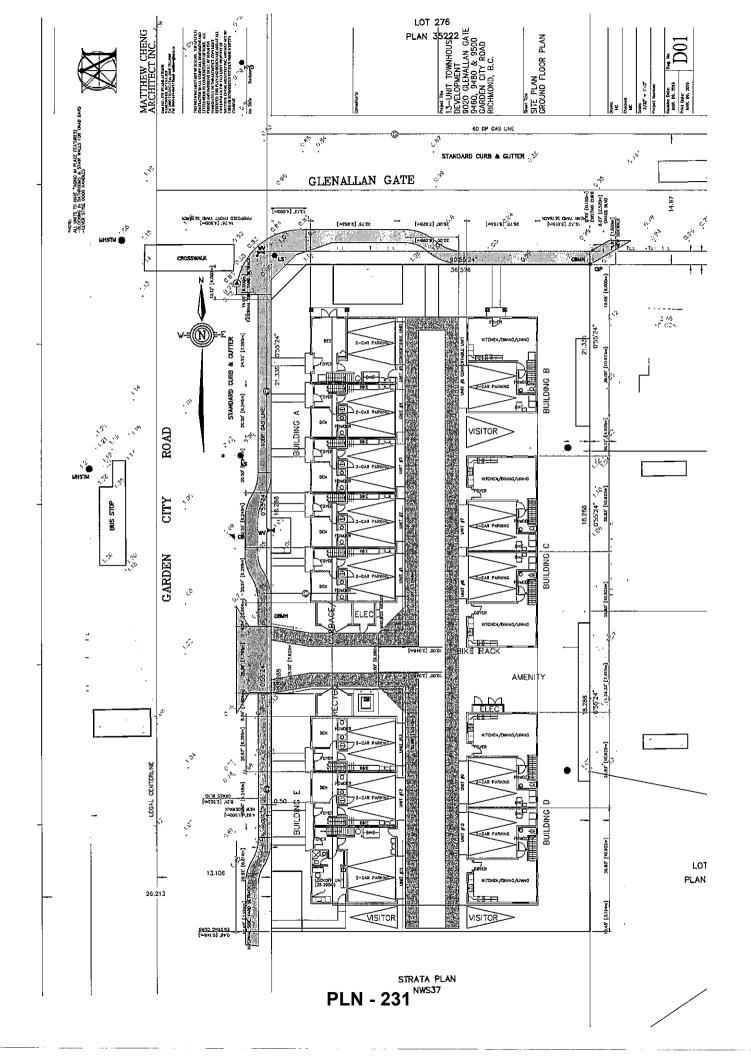
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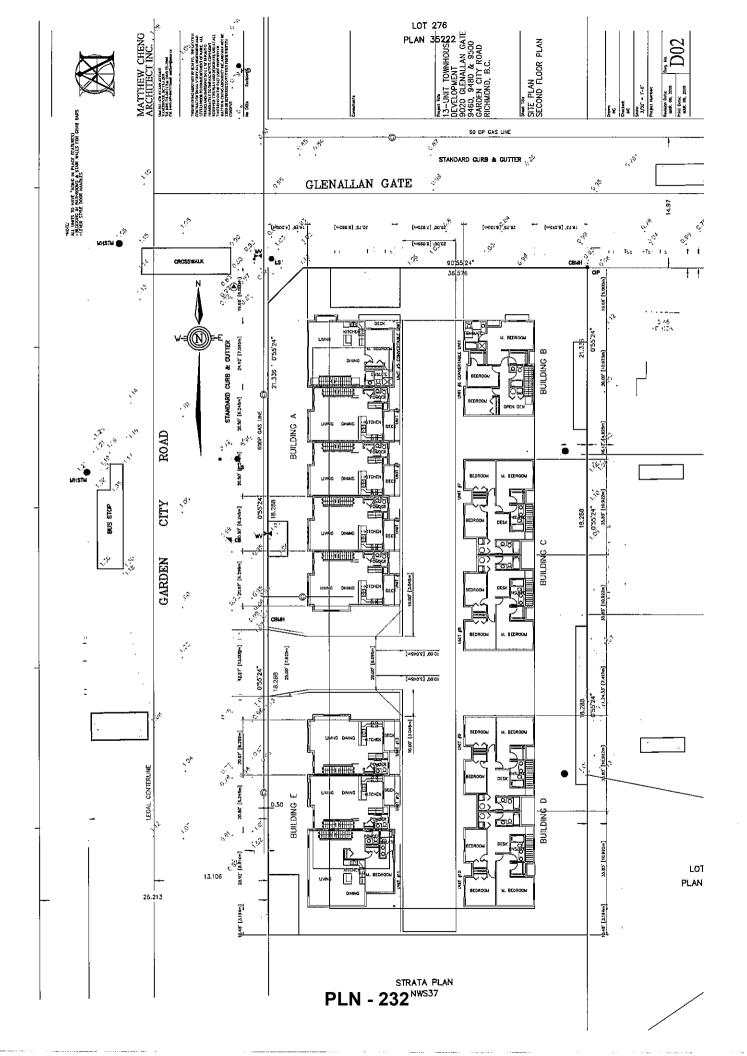
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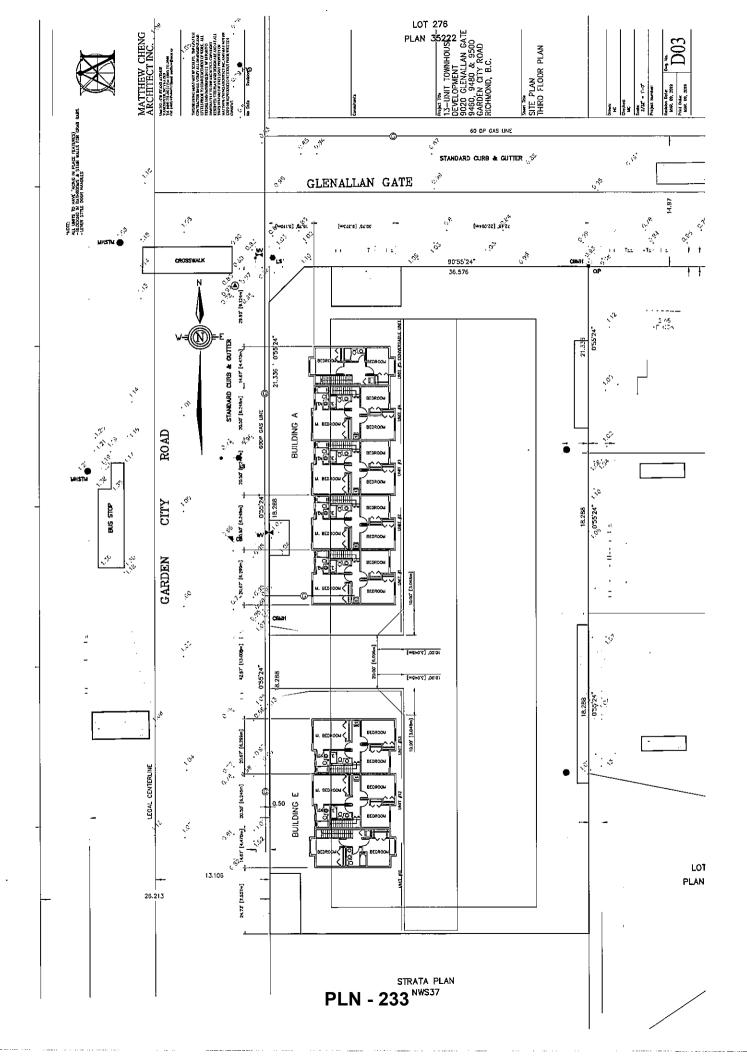
Revision Date: 05/21/19

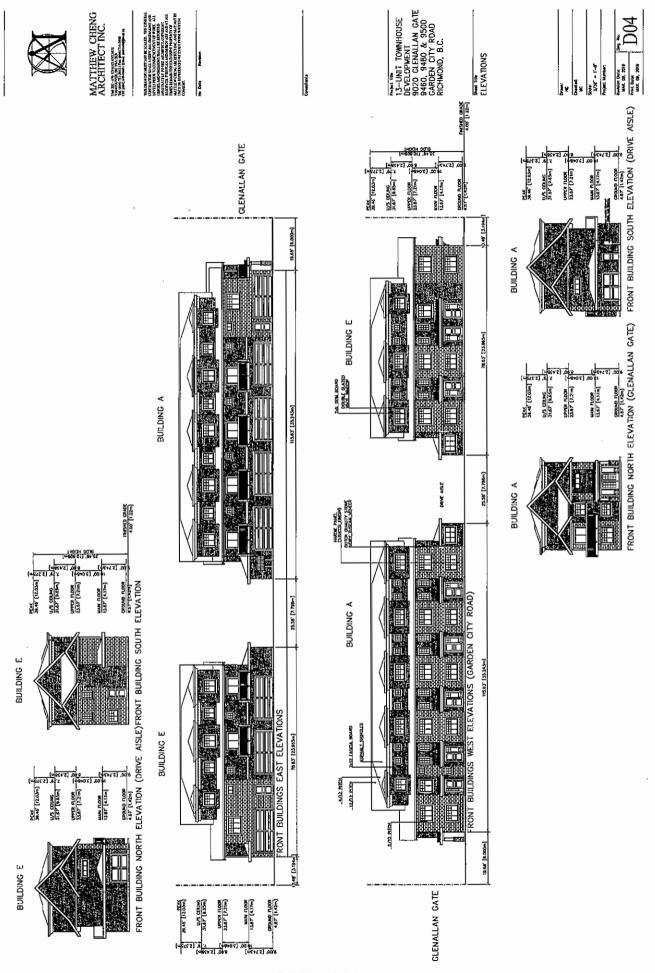
Note: Dimensions are in METRES

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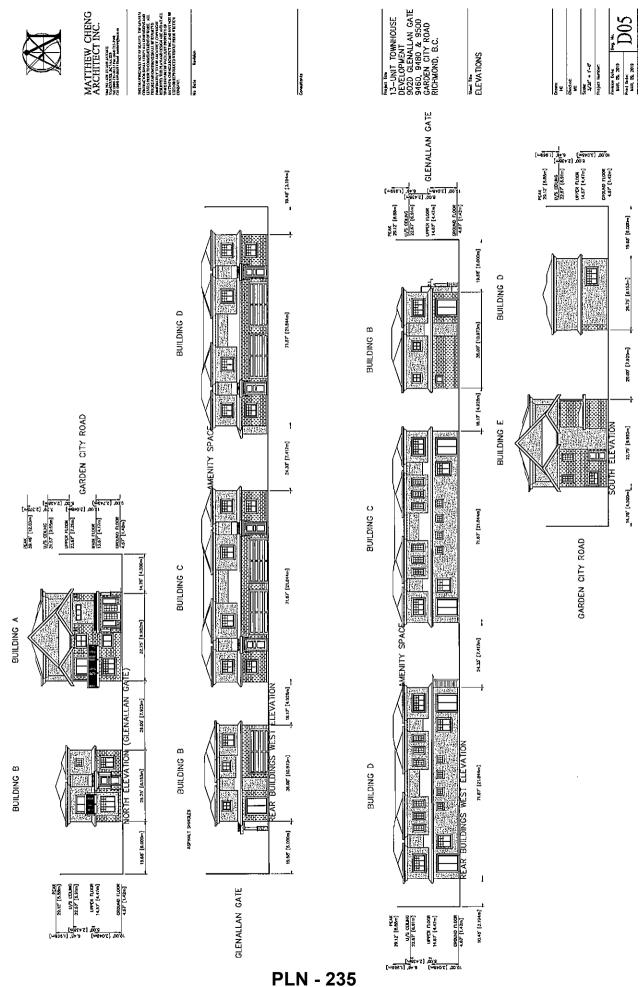


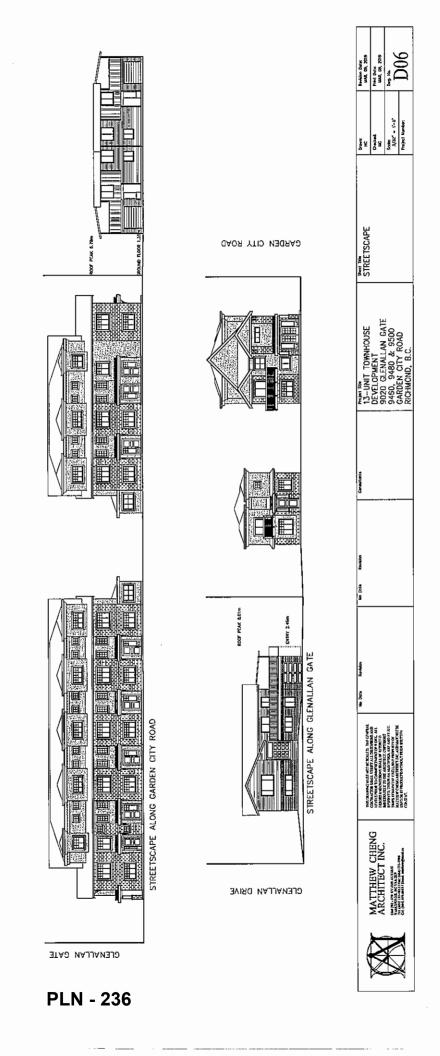


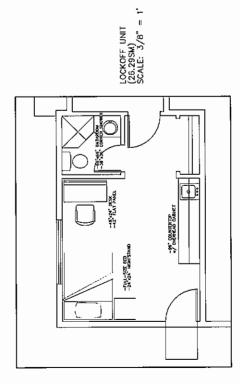


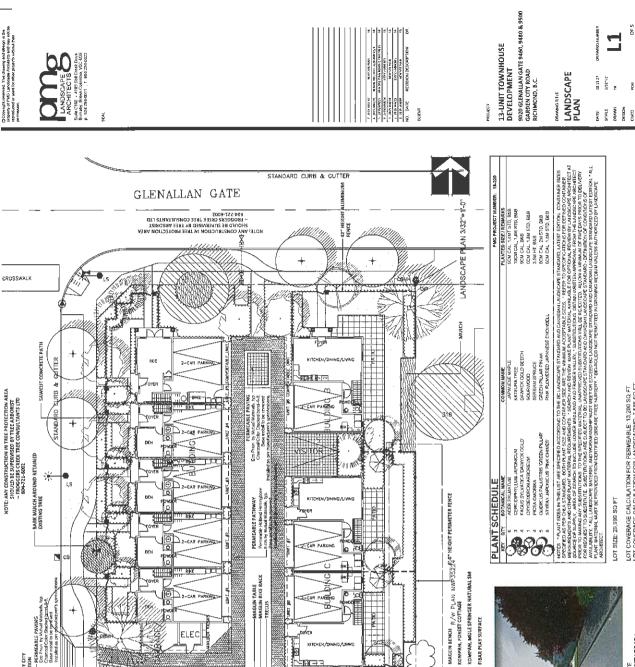


PLN - 234









ELEC

STREET TREE
HOTE: TREE SPECIE AND SPACING WILL BE DECIDED OR CONFIRMED BY CITY
———— ENTRY SIGN LOCATION

GRAVEL PATH IN TREE PROTECTION ZONE - 42" HEIGHT A FENCE

FERIMETER FENCE

MOTE: ANY CONSTRUCTION IN THEE PROTECTION AREA SHOULD BE SUPERVISED BY TREE ARBORIST CHARGES BY TREE CONSULTANTS LTD 604-721-6002



EXISTING STREET VIEW ON GLENALLAN GATE (FACING THE INTERSECTION WITH GARDEN CITY ROAD.)

EXISTING STREET VIEW ON GARDEN CITY ROAD (FACING THE INTERSECTION WITH GLENALLAN GATE)



FIBAR PLAY SURFACE

- RIGHT OF WAY
BARKMAN CONCRETE
BROADWAY 65MM
23.62"K 23.62"X 256";
PERFETTO REGENCY WHITE

R/W PLAN NWP35224

K.

PLN - 237

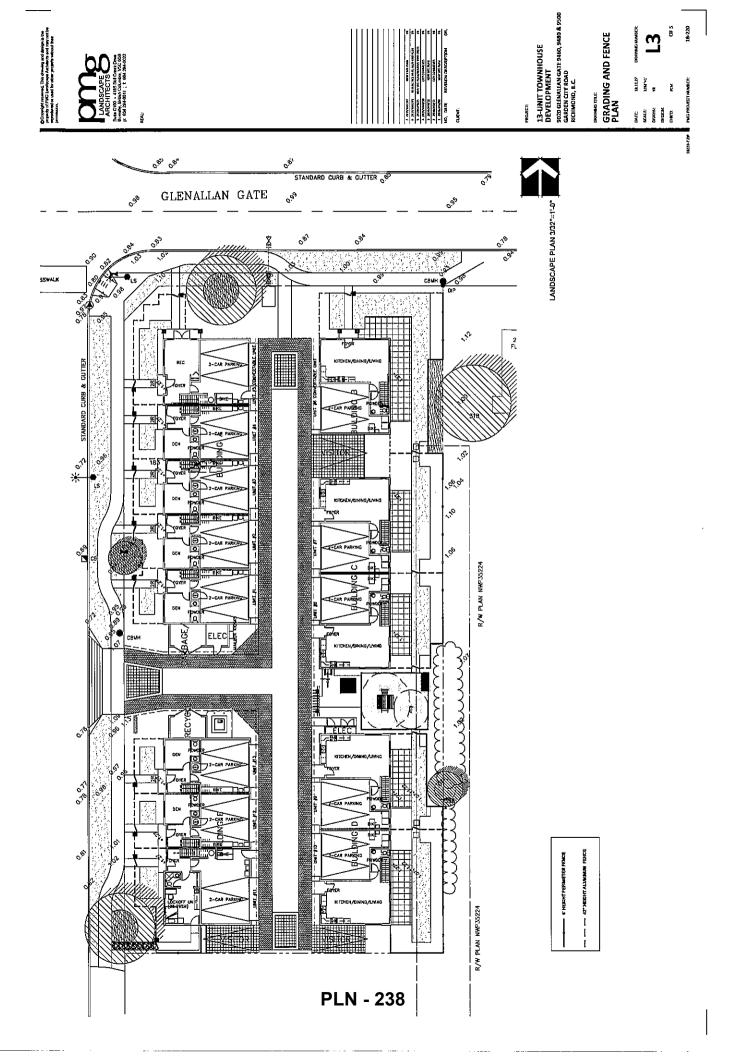




LOT COVERAGE CALCULATION FOR PERMEABLE: 13,200 SQ FT LOT COVERAGE CALCULATION FOR LANDSCAPING: 7,588 SQ FT

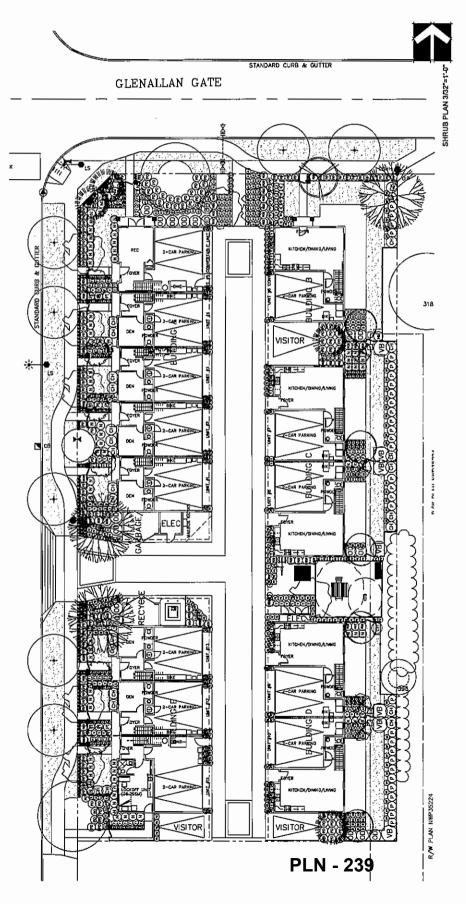
18-230 DF 5

PERCENTAGE OF PERMEABILITY: 44% PERCENTAGE OF LANDSCAPING: 25.3%









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©CloyrgiN reserved. This drawing and design is the property of PANI Landacage Architects and may not be inspectioned ou send for other projects without their periods provided to the periods.

LANDSCAPE ARCHITECTS ARCHITECTS (Loss One Bundle, United Calman VS. (Cos os Section 1. 1 stat 254002.





1/2"=1'-0"

MAGLIN BIKE RACK Model: SCBR1600-S

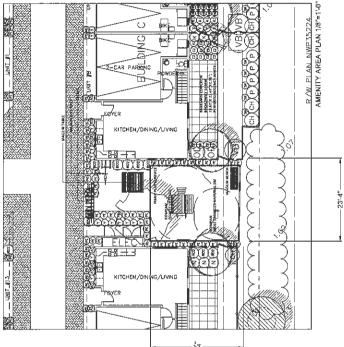
MAAPN BENCH

NOTE: ALL TABLE, BENCHES AND BIKE PACKS TO BE INSTALLED TO MANUFACTURER'S SPECIFICATION ON 3" THICK CONCRETE PAD.





MULE SPRINGER NATURAL SM, NRO101-0001 KOMPAN, TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS.





MAGLIN TABLE Model: MLPT720 CLUSTER SEATING SERIES

DETAILS

902D GLENALIAN GATE 9460, 9480 8, 9500 GARDEN CITY ROAD RICHMOND, B.C.

13-UNIT TOWNHOUSE DEVELOPMENT

OATE SCALE DRAWN DESIGN CHKD

OF 5 5

18-220



Development Application Data Sheet

Development Applications Department

RZ 18-829032 Attachment 3

Address: 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	1110486 BC Ltd.	To be determined
Site Size:	2,787.1 m ² (30,000 ft ²)	2,779.1 m ² (29,914 ft ²) Corner cut: 8 m ² (86 ft ²)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential (NRES)	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	4	13

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage – Building:	Max. 40%	37%	None
Lot Coverage – Non- porous:	Max. 65%	56%	None
Lot Coverage – Live Landscaping:	Min. 25%	25%	None
Lot Area:	N/A	2,779.1 m ²	None
Lot Width:	Min. 40.0 m	76.2 m	None
Lot Depth:	Min. 35.0 m	36.6 m	None
Setbacks – Front (North):	Min. 6.0 m	6.0 m	None
Setbacks – Rear (South):	Min. 3.0 m	3.0 m	None
Setbacks – Exterior Side (West):	Min. 6.0 m	4.5 m	Variance requested
Setbacks – Interior Side (East):	Min. 3.0 m	6.0 m	None
Height:	Max. 12.0 m (3 storeys)	Front Buildings: 10.8 (3 storeys) Rear Buildings: 9.0 m (2 storeys)	None
Off-street Parking Spaces – Total:	Min. 26 (R) and 3 (V)	26 (R) and 3 (V)	None
Accessible Parking Spaces:	Min. 2% where three or more visitor stalls required = 1	1	None

	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	None
Small Car Spaces:	None when fewer than 31 spaces are provided on-site	0	None
Bicycle Parking Spaces – Class 1:	Min. 17	21	None
Bicycle Parking Spaces – Class 2:	Min. 3	4	None
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit = 78 m ²	108 m ²	None
Private Space – Outdoor:	Min. 30 m² per unit	Complies	None



Dear Neighbors,

January 22, 2019

City of Richmond Rezoning File Numbers: RZ 18-829032

This letter is a public notification of adjacent neighbors to the properties 9020 Glenallan Gate, 9460/9480/9500 Garden City Road, Richmond.

My name is Jaclyn Deng, Project Manager of Kingdom Property Investment. We are applying to Re-Zone these properties from single family use into low density two and three storey townhomes, FSR 0.6.

The proposed development has 13 units in total. Front units will be two and half-story and three-story, and the back units will be two-story. The elevation of the proposed development is consistent with single family neighborhood. Vehicle access to the development is to be provided by a single driveway located at the Garden City Road.

I have attached pertinent documents which contain proposed building massing and site plan.

We will also make neighborhood contributions including: Upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate, Upgrade of the existing special crosswalk at the Garden City Road/Glenallan Gate, Improve the frontage along the Garden City Road and Glenallan Gate, concrete sidewalk and grass boulevard.

If you have any concerns or would like to talk regarding this application, please don't hesitate to contact me or the Architecture Matthew Cheng.

Matthew Cheng, Architect AIBC Matthew Cheng Architect Inc. 202-670 Evans Ave, Vancouver, BC 604-731-3012 (T) 604-649-0669 (C)

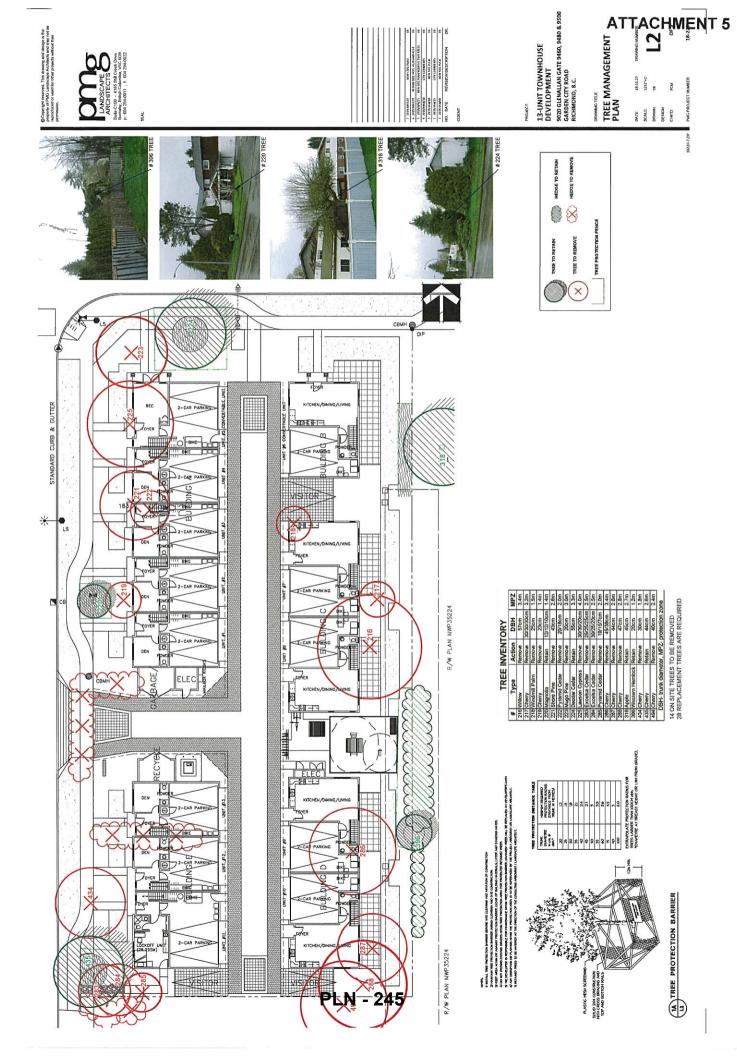
Best Regards,

Jaclyn Deng

Kingdom Property Investment Ltd. 360-3820 Cessna Dr. Richmond BC, V7B 0A2

Tel: 604-276-0563

Mail: jaclyn.deng@kingdomcanada.com





MATTHEW CHENG ARCHITECT INC.

#202-670 EVANS AVE., VANCOUVER, B.C. V6A 2K9 CEL: 604-649-0669 TEL: 604-731-3012

Email:matthew@mcai.ca

Steven De Sousa Planner 1, Policy Planning Department City of Richmond

May 21, 2019

Re: Intent to design in compliance with Step Code at 9020 Glenallan Gate, 9460, 9480, 9500 Garden City Road, Richmond, BC (RZ 18-829032)

Dear Steven,

The purpose of this letter is to confirm our intent to design the proposed development at 9020 Glenallan Gate, 9460, 9480, 9500 Garden City Road such that it will meet the City of Richmond's energy efficiency requirements (known as Step Code), which will be incorporated into the building permit drawings.

Capital Home Energy has been retained as the Certified Energy advisor.

Sincerely yours,

Matthew Cheng, Architect AIBC Matthew Cheng Architect Inc.



May 21, 2019

Client: 1110486 BC Ltd

Re: City of Richmond Step Code 3 Letter of Intent

Development Address: 9020 - 9500 Garden City Road, Richmond

To Whom It May Concern:

This letter is to inform the City of Richmond that Capital Home Energy Inc has been engaged for Energy Design services, for the above-mentioned development address to comply with the BC Energy Step Code level 3 compliance. This will include, energy modeling, air tightness testing, and final Certification.

Please contact our office for any further inquiries about the project.

Regards,

Luke Dolan Energy Advisor

Capital Home Energy Inc www.capitalhomeenergy.com

604-562-0387



Rezoning Considerations

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

Address: 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road

File No.: RZ 18-829032

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10047, the developer is required to complete the following:

- 1. 4 m x 4 m corner cut road dedication at the northwest corner of the subject site.
- 2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. City acceptance of the developer's offer to voluntarily contribute \$650 to the City's Tree Compensation Fund for the removal of the City-owned tree (tag# 434) and the planting of replacement trees at/near the subject site.
- 5. Submission of a Tree Survival Security to the City in the amount of \$19,570 for the trees to be retained (\$15,000 for on-site trees (tag# 220 & 224) and \$4,570 for the City-owned tree (tag# 435)).
- 6. 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.
- 7. Registration of a flood indemnity covenant on title.
- 8. Registration of a cross-access easement, statutory right-of-way, property right-of-passage, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entry driveway to the site and entire length of all internal drive aisles, in favour of the future developments located to the south of the subject development, to permit shared use. The legal agreement is to include that the City will not be responsible for maintenance or liability, no permanent structures are to be placed at the south end of the north-south drive aisle, and the intent and existence of the legal agreements is to be made known to the purchasers of any unit(s) and the strata council of this development.
- The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 10. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$15,256.13) to the City's public art fund.
- 11. Contribution of \$1,600 per dwelling unit (e.g. \$20,800) in-lieu of on-site indoor amenity space.
- 12. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$152,561.32) to the City's affordable housing fund.
- 13. Registration of a legal agreement on Title, as determined to the satisfaction of the Director of Development, to ensure
 - a) no final Building Permit inspection is granted 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; and
 - b) the secondary suite cannot be stratified or otherwise held under separate title.
- 14. City acceptance of the developer's offer to voluntary contribute \$30,000 towards the purchase and installation of a City design standard bus shelter.
- 15. City acceptance of the developer's offer to voluntary contribute \$8,726 towards the upgrade of the existing special crosswalk at the Garden City Road and Glenallan Gate intersection. The upgrade works include new LED street lights, new amber flashers, and new standard Audible Pedestrian Signal pushbuttons.
- 16. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the

City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the following:

Water Works:

- a) Using the OCP Model, there is 222.0 L/s of water available at a 20 psi residual at the Garden City Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, 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) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for multi-family land use.
 - iii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
 - iv) Upgrade approximately 40 m of existing 150 mm water main along the Glenallan Gate frontage to 200 mm, from the east property line of the development site on Glenallan Gate to the new 200 mm water main installed via the City's Capital Project at Garden City Road. The new water main shall be located in the roadway in the alignment established by the City's Capital Watermain Project.
 - v) Remove the existing AC water mains along the Garden City Road and Glenallan Gate frontages and legally dispose offsite.
 - vi) Install a new water connection complete with water meter and meter box to serve the proposed development.
- c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Cap and remove all existing water connections and water meters to the development site.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - i) Upgrade approximately 60 m of 600 mm storm sewer to 900 mm along the Glenallan Gate frontage of the development frontage, from the east property line of the development site to the existing box culvert on the west side of Garden City Road. The new storm sewer shall be located in the roadway near the centerline.
 - ii) Install a new storm service connection off of the proposed storm sewer, complete with inspection chamber, to serve the proposed development.
 - iii) Remove the existing storm sewer along Glenallan Gate to the extents of the proposed upgrades.
 - iv) Confirm the proposed storm sewer size via a capacity analysis. The analysis shall be included in the servicing agreement drawings.
 - v) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - vi) Cap and remove all existing storm connections to the development site. Inspection chamber STIC45540 at the south property line, and inspection chamber STIC59080 at the east property line, shall be retained to serve 9540/9520 Garden City Road and 9040 Glenallan Gate, respectively. If the inspection chamber(s) are located within the development site, the developer is required to provide a right-of-way for the inspection chamber(s).
- e) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Tie in all existing storm service connections to the proposed storm sewer.

Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
 - Replace approximately 55 m of 200 mm AC sanitary sewer located in the rear-yard SRW with PVC, from manhole SMH1742 to the south property line of the development site.
 - ii) Fill and abandon existing sanitary sewer to the extent of the upgrades.
 - iii) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.

- iv) Install a new sanitary service connection to serve the proposed development. No inspection chamber is required if it ties directly into a manhole. The new sanitary connection shall be located at or near the south property line of the development site.
- v) Remove all existing sanitary connections to the development site.
- g) At Developer's cost, the City will:
 - i) Reconnect all existing sanitary connections to the proposed sanitary sewer.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- h) Transportation requirements include, but are not limited to, the following:
 - i) For both Glenallan Gate and Garden City Road development frontages, the following improvements are required: (i) remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the fronting property line; and (ii) construct a new grass boulevard with street trees over the remaining width between the new sidewalk and the existing fronting road curb. The new sidewalk and boulevard will incorporate the required tree protection and transition to meet the existing frontage treatments to the east and south of the subject site. The behind-the-curb frontage improvements, along both Garden City Road and Glenallan Gate site frontages, shall have the following cross section (measuring from the fronting property line of the site):
 - (1) 1.5 m wide concrete sidewalk (the sidewalk may have to be designed to go around trees intended for retention).
 - (2) 2.4 m wide grass boulevard with street trees.
 - (3) 0.15 m wide curb.
 - The exact dimensions of these frontage works are to be determined based on legal surveys.
 - ii) All existing driveways along the Garden City Road and Glenallan Gate development frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described under Item above.
 - iii) Construct a new driveway to the site at the site's Garden City frontage. The new driveway is to be constructed in accordance to the following criteria:
 - (1) The driveway is to be located 35 m to 50 m from the Glenallan Gat/Garden City Road intersection.
 - (2) The location of the driveway is to be established so that the north-south and east-west drive aisles can form a "hammer head" T-intersection to accommodate on-site truck turn-around movements.
 - (3) City driveway design standards are to be followed.
 - iv) Provide a 1.5 m wide concrete walkway to connect the north-south drive aisle to the new sidewalk along the site's Glenallan Gate frontage.
 - v) The Developer is required to upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate (Bus Stop ID #56860) to these standards: concrete landing pad (3.0 m x 9.0 m) for installation of bus shelter; bus bench and garbage/recycling receptacles; and conduit pre-ducting for electrical connections. The bus pad is to be constructed to meet TransLink Accessible Bus Stops standards. Contact City Traffic Operations staff to confirm the accessible bus pad location and dimensions before commencement of construction.
 - vi) The Developer is required to provide, for all residential parking spaces (excluding visitor parking), Level 2 EV charging outlets (208V to 240V AC and current of 16A to 80A).
- i) At Developer's cost, the Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way-dimensions) and the locations for the aboveground structures. If a

Initial:	

private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT 4.0 x 5.0 m
- BC Hydro LPT 3.5 x 3.5 m
- Street light kiosk 1.5 x 1.5 m
- Traffic signal kiosk 2.0 x 1.5 m
- Traffic signal UPS 1.0 x 1.0 m
- Shaw cable kiosk 1.0 x 1.0 m
- Telus FDH cabinet 1.1 x 1.0 m
- iii) Review street lighting levels along all road frontages, and upgrade as required.

General Items:

- j) At Developer's cost, the Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm and sanitary sewers along the development frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - v) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - vi) 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, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submission of a Landscape Plan, prepared by Registered Landscape Architect, to the satisfaction of the Director of Development.

Prior to Development Permit* issuance, the developer must complete the following requirements:

1. Submission of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including all hard and soft materials, installation and a 10% contingency.

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 Spin 01564

Initial:	
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- 2. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 4. 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]	
Signed	Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 10047 (RZ 18-829032) 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City 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. 003-349-306 Lot 277 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222
	P.I.D. 004-231-775 Lot 278 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222
	P.I.D. 004-058-887 Lot 279 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222
	P.I.D. 007-151-071 Lot 280 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10047".

FIRST READING	CITY	OND
A PUBLIC HEARING WAS HELD ON	APPRO by	
SECOND READING	APPRO by Dire	ctor
THIRD READING	or Soli	itor
OTHER CONDITIONS SATISFIED		
ADOPTED		
MAYOR	CORPORATE OFFICER	



Report to Committee

To:

Planning Committee

Date:

May 28, 2019

From:

Wayne Craig

File:

RZ 17-790958

Director, Development

Re:

Application by 1116559 B.C. LTD. for Rezoning at 9340 General Currie Road from

Single Detached (RS1/F) to Town Housing (ZT45) - Gilbert Road, Acheson -

Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10048, for the rezoning of 9340 General Currie Road from "Single Detached (RS1/F)" to "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)", to allow the development of five (5) townhouse units, be introduced and given first reading.

Att. 13

	REPORT CONCURRE	ENCE
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Ä	Je Eneg

Staff Report

Origin

1116559 B.C. LTD. has applied to the City of Richmond for permission to rezone the property at 9340 General Currie Road from the "Single Detached (RS1/F)" zone to the "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)" zone to allow the development of five (5) townhouse units with vehicle access from General Currie Road. A location map and an aerial photo are provided in Attachment 1.

Findings of Fact

The Development Application Data Sheet providing details about the development proposal is provided in Attachment 2. Preliminary development plans are provided in Attachment 3.

The subject site is 954 m² (10,269 ft²) in size and is located on the south side of General Currie Road, between Heather Street and Ash Street.

Subject Site Existing Housing Profile

The applicant has submitted a housing profile for the subject property. The submission indicates that the existing single-family dwelling is currently rented, and does not contain a secondary suite. The building will be removed at a future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North: Two two-storey, detached dwelling units on each of two subdivided lots zoned

"Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans

Sub-Area, South McLennan (City Centre)"

To the South: The Paulik Neighbourhood Park

To the East: A single detached house on a property zoned "Single Detached (RS1/F)"

To the West: Two two-storey, detached dwelling units on each of two subdivided lots zoned

"Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans

Sub-Area, South McLennan (City Centre)".

Related Policies & Studies

Official Community Plan/McLennan South Sub-Area Plan

In the Official Community Plan (OCP), the subject property is designated "Neighbourhood Residential (NRES)", which allows for single family, two-family and multiple family housing including townhouses.

In the McLennan South Sub-Area Plan under the City Centre Area Plan, the subject property is designated as "Residential, 2 ½ storeys", which allows a 0.6 base Floor Area Ratio and a typical (3 storeys maximum) townhouse, triplex, duplex and single family housing. The McLennan South Sub-Area Plan Land Use Map is included in Attachment 4. The proposed townhouse development is consistent with the land use designation in the McLennan South Sub-Area Plan.

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. In response to the rezoning sign, an email inquiry was received from a property owner asking about ways to object to the rezoning application (Attachment 5). Subsequently, the inquirer, who identified himself as a property owner in the immediate neighbourhood, contacted staff by phone but did not elaborate his concerns nor was any further correspondence received from the inquirer to date.

The applicant also delivered a letter (Attachment 6) to 15 properties in the immediate area (Attachment 7) to seek comments on the proposed development, and to invite them to a public information meeting. The public information meeting was held on December 19, 2018, Wednesday, at 9100 Blundell Road, Unit 550, which is within walking distance of the subject property. The meeting was an open house format and participants could drop in anytime between 6:00 pm and 8:00 pm.

A summary of the information meeting prepared by the applicant and a copy of the sign-in sheet are included in Attachment 8. The summary notes that three (3) groups of people (a total of four people) attended the meeting. None of the attendees raised significant concerns regarding the proposed development, but wanted to learn more about the project timeframe, and obtain more information about the proposed landscaping details.

Two emails were received from the owners of 9337 General Currie Road and 7411 Ash Street in response to the letter delivered by the applicant (Attachment 9). The main concerns noted in the emails are summarized below with responses to each of the concerns identified in bold italics:

Concern regarding the Height of the Proposed Building

The McLennan South Sub-Are Plan envisions a mix of 2, 2 1/2 and 3 storey townhouses in the inner portion of the western half of the neighbourhood, as shown on the McLennan South Sub-Area Plan Land Use Map included in Attachment 4. The proposed building height is consistent with the height permitted in the McLennan South Sub-Are Plan (2 ½ to 3 storey maximum) for the subject site.

In order to provide a smoother transition to the immediately neighbouring properties, wider side yard setbacks are proposed on both sides:

- On the west side, 1.8 m is proposed to the first and second storeys, and 4 m is proposed to the top storey except for the space reserved for a future elevator in the proposed convertible unit.
- On the east side, a driveway access and outdoor amenity area are provided. For the building on the north side, 7.5 m is proposed to the first and second storeys, and 9.5 m is proposed to the top storey. For the building on the south side, 2.55 m is proposed to the first and second storeys and 4.8 m is proposed to the top storey.

Also, the top storey is mostly enclosed under pitched roof with dormers to reduce the apparent building massing and height, and mitigate potential impact to neighbours.

2. Concern regarding the Proposed Density/Number of Units and Parking

The subject site is designated "Residential, 2 ½ storeys", which allows a 0.6 base Floor Area Ratio (FAR) and a typical (3 storeys maximum) townhouse, triplex, duplex and single family housing. The applicant proposes five units with a FAR 0.7, which is appropriate considering the existing townhouse developments with similar density in the immediate neighbourhood, which are also zoned "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)"

To achieve 0.7 FAR, the applicant has agreed to provide the following:

- A contribution in the amount of \$61,225.5 (\$8.50 per buildable square foot) to the City's affordable housing fund;
- Provision of a convertible housing unit; and
- A voluntary contribution in the amount of \$8,500 towards the upgrade of the pedestrian signals to install Audible Pedestrian Signal (APS) at the intersection of Ash Street and Blundell Road, and the intersection of General Currie Road and Garden City Road.

All the proposed units are provided with two-car garages except for one smaller unit in the building on the south side, and the number of parking spaces provided (9 spaces) exceeds the minimum required number of parking spaces (7 spaces) under the Zoning Bylaw.

3. Landscaping and Accessibility

The comments have been shared with the applicant, and they will be further considered when more detailed landscape plans are developed as part of the Development Permit application review process.

4. Project Timeline and Construction Management

The comments have been shared with the applicant, and any concerns from neighbours during the construction process will be managed as part of a building permit application process. The applicant has indicated that they are aware of the City's Good Neighbour Program and intend to proceed with construction as soon as the Development Permit and building permit permits are issued.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Official Community Plan and McLennan South Sub-Area Plan Compliance

The McLennan South Sub-Area Plan encourages new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development. Along the local or collector roads such as General Currie Road, the required minimum frontage width is 40 m and the required minimum lot area is 2,000 m² (0.5 ac). The Plan also notes that new development may deviate from the minimum site assembly sizes where an existing lot is isolated (orphaned) and is not able to consolidate with adjacent properties (e.g., surrounding lots recently developed in accordance with Area Plan designation), and it can be demonstrated that high quality development can be achieved in full compliance with Area Plan Policies, Objectives, and Development Permit Guidelines.

The subject site is 954 m² (10,268.8 ft²) in size and the frontage of the subject site are 23 m. The area and frontage of the subject site do not meet the minimum requirements.

However, staff support the proposed development based on the following:

- The applicant has advised that efforts were made to acquire the two neighbouring properties to the east in order to achieve sufficient site assemble size and frontage, but has not been successful. The adjacent property owner who owns both the neighbouring single family properties to the east is not interested in redeveloping the properties at this time. A confirmation email from the applicant is included in Attachment 10. The proposed development will not restrict redevelopment of the adjacent properties to the east as the adjacent properties will have sufficient size and frontage if combined.
- The inner portion of the western half of the McLennan South Sub-Area allows for a mix of 2, 2 ½ and 3 storey townhouses. The proposed development is consistent with the McLennan South Sub-Area land use designation.
- The proposed townhouse development is consistent with the use and housing form permitted under the existing ZT45 zone in the neighbourhood. There are a few existing townhouse developments zoned ZT45 in the neighbourhood.
- The proposed density 0.7 meets the maximum density permitted in the existing ZT45 zone and is compatible with the existing developments with similar density in the neighbourhood. The properties immediately to the west and to the north are zoned ZT45 with 0.7 FAR, and the existing three-storey townhouse development at the northeast corner of General Currie Road and Heather Street is also zoned ZT45 with 0.67 FAR. To achieve 0.7 FAR, the applicant has agreed to provide the following:
 - o A contribution in the amount of \$61,225.5 (\$8.50 per buildable square foot) to the City's affordable housing fund;
 - o Provision of a convertible housing unit; and

- A voluntary contribution in the amount of \$8,500 towards the upgrade of the pedestrian signals to install Audible Pedestrian Signal (APS) at the intersection of Ash Street and Blundell Road, and the intersection of General Currie Road and Garden City Road.
- The proposed housing forms creates an interesting rhythm and a varied streetscape, and provides opportunities for a variety of housing types in the neighbourhood as envisioned in the McLennan South Sub-Area Plan.
- A Statutory Right-of-Way on the subject site will be secured to provide vehicle access to potential future development to the east to limit the number of driveways on General Curries Road and help achieve a more pedestrian-friendly environment.

Built Form and Architectural Character

The proposed development consists of five (5) townhouse units arranged in two buildings. Two units in the north building will front General Currie Road and the three units in the south building are oriented towards an east-west internal drive aisle.

The proposed buildings are all three storeys with the habitable space of the top storey being smaller than the other two floors (approximately 52% of the habitable space of the second storey). The proposed building form and character respects the existing single family scale and character of the neighbourhood by incorporating a varied, sloped roof form, and the building massing of the townhouse units are reduced by enclosing most of the top storey under a pitched roof.

In order to achieve a better transition and mitigate potential impacts on the two-storey buildings to the west, a wider side yard setback is proposed: 1.8 m to the first and second storeys, and 4 m to the top storey except for the space reserved for a future elevator in the proposed convertible unit in the north building.

The outdoor amenity area is proposed at the southeast corner of the site and will be directly connected to the adjacent park to the south by a pedestrian pathway. The proposed outdoor amenity area is proposed to facilitate children's play and a bench to permit observation of children and social activities. Registration of a cross-access easement on title will be required to allow shared use and access to/from the future development to the east over the outdoor amenity area, so the proposed outdoor amenity space can be expanded in the future should the adjacent properties to the east be redeveloped.

One convertible unit is proposed in the north building. The unit includes space designed for the future installation of an elevator and a side-by-side, two-car garage, which is wide enough to accommodate an accessible parking space.

Further details of the site plan, architectural character of the proposed development, and landscape design including the outdoor amenity area design will be reviewed through the Development Permit application process.

Transportation and Site Access

Access to the site is provided from General Currie Road. As described above, a Statutory Right-of-Way will be required to be registered on title as part of the rezoning requirements to allow the drive aisle to be shared with the future residential development on the adjacent property to the east.

The proposed vehicle and bicycle parking spaces meet the Zoning Bylaw 8500 requirements. The required number of residential parking spaces is seven (7), and the proposed development includes nine (9) residential parking spaces. All units, save for one with a one-car garage, will have side-by-side, two car garages.

One visitor parking space and garbage/recycling collection area are provided and accessed through the internal drive aisle.

The applicant has also agreed to provide a voluntary cash contribution to upgrade the pedestrian signals to install Audible Pedestrian Signal (APS) in the neighbourhood as follows:

- \$5,000 for the upgrade of signalized crosswalk infrastructure at the intersection of Ash Street and Blundell Road (Account: 3550-10-556-55134-0000); and
- \$3,500 for the upgrade of special crosswalk infrastructure at the intersection of General Currie Road and Garden City Road (Account 3550-10-556-55131-0000).

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses three (3) bylaw-sized trees on the subject property, and one (1) street tree on City property. The Tree Survey plan is included in Attachment 11.

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

- Three (3) trees (tag # 776, #777 and one tree with no tag) are located on the development site.
- One (1) walnut tree (tag# 777) is in marginal condition and in conflict with the development. Remove and replace.
- Two (2) trees (one (1) cherry tree (tag #776) and one (1) tree with no tag) are in very poor condition. The cherry tree is a failure in progress and is currently guyed to assist in preventing a full collapse of the tree. The tree with no tag has historically failed, and is in contact with the ground and cannot be remediated via arboricultural treatments. Remove and replace.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Also, the City's Parks staff assessed the condition of the existing western redcedar located on the City property (tag# 775). The tree is in good condition and should be protected.

Tree Replacement

The applicant wishes to remove three (3) on-site trees (Trees tag # 776, #777 and one tree with no tag). The 2:1 replacement ratio would require a total of six (6) replacement trees. The preliminary landscape plan shows that eight (8) trees will be planted on the site. The size and species of replacement trees, and overall landscape design will be reviewed in detail through the Development Permit application review process.

Tree Protection

One tree (1) on City property is 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 12). To ensure that the tree identified for retention is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a \$2,600 Tree Survival Security;
- 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 zone. 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 postconstruction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection
 fencing around the tree 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.

Variance Requested

The applicant has requested to vary Section 7.5.13 to allow four small car parking spaces (one small car parking stall in each of the side-by-side garages in four units). Section 7.5.13 requires that all spaces provided be standard spaces for on-site parking in developments which contain fewer than 31 spaces. As the proposed development contains fewer than 31 spaces, no small car space is permitted. Staff are supportive of the proposed variance to permit four (4) small car parking spaces as it enables two extra parking spaces be provided within the garages in a side-by-side arrangement.

The total required number of residential parking spaces is seven (7) and the total proposed number of residential parking spaces to be provided is nine (9), which exceeds the minimum requirement.

The variance will be addressed through the associated Development Permit application and will be further reviewed at the Development Permit application review stage.

Affordable Housing Strategy

The applicant is required to comply with the City's Affordable Housing Strategy, which requires either provision of units or a cash contribution to the City's Affordable Housing Fund. In accordance with the Strategy, prior to rezoning bylaw adoption, a cash contribution of \$61,225.5 (\$8.50 per buildable square foot) is required.

BC Energy Step Code

On July 26, 2018, Council adopted BC Energy Step Code requirements for all new residential developments. The proposed development consists of townhouses that staff anticipates would be designed and built in accordance with Part 9 of the BC Building Code. Therefore, this development would be expected to achieve Step 3 of the Energy Step Code for Part 9 construction.

Amenity Space

Consistent with the Official Community Plan, the applicant is proposing to provide cash contribution in the amount of \$1,600 per unit for a total of \$8,000 in lieu of providing indoor amenity space.

The proposed outdoor amenity space area is 44.3 m² (477 ft²) in area, which exceeds the required minimum area of 30 m² (323 ft²), and the outdoor amenity space provides a direct link to the adjacent park.

Site Servicing and Frontage Improvements

The applicant is required to enter into a Servicing Agreement at Building Permit stage for the design and construction of the required site servicing and frontage improvements, as described in the attached Rezoning Consideration (Attachment 11). Frontage improvements include, but may not be limited to, the following:

- Provide 8.5 m wide pavement along the development frontage to meet local road design standards. The centre line of the 8.5 m wide pavement is to be consistent with the centre line of the 20.12 m wide road right-of-way.
- Removal of the existing driveway and construction of a new 2.0m wide sidewalk, 3.85 m wide boulevard with street trees, 0.15 wide curb. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site.
- Undergrounding of the overhead service lines.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with the Development Permit Guidelines for multi-family developments and McLennan South Sub-Area Plan Development Permit Guidelines;
- Refinement of the character and form of building elevations including materials to create an interesting streetscape along General Currie Road;
- Review of the size and species of replacement trees, and landscape plan to ensure bylaw compliance and to achieve a mix of conifer and deciduous trees on site and along the frontage;
- Refinement of the outdoor amenity area design;
- Review of aging-in-place features and the design of the convertible unit; and
- Review of a sustainability strategy for the development including measures to achieve BC Energy Step Code requirements.

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

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 9340 General Currie Road from the "Single Detached (RS1/F)" zone to the "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)" zone, to develop five townhouse units with vehicle access from General Currie Road.

The rezoning application is consistent with the land use designation and applicable policies contained in the City Centre McLennan South Sub-Area Plan for the subject site.

The list of rezoning considerations is included in Attachment 13; which have been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10048 be introduced and given first reading.

Minhee Park Planner 2

MP:cas

Attachment 1: Location Map and Aerial Photo Attachment 2: Development Application Data Sheet Attachment 3: Preliminary Plans

Attachment 4: McLennan South Sub-Area Plan Land Use Map

Attachment 5: Correspondence from Neighbour to City Clerk's Office

Attachment 6: Letter to Neighbours from the Applicant

Attachment 7: Notification Area Map

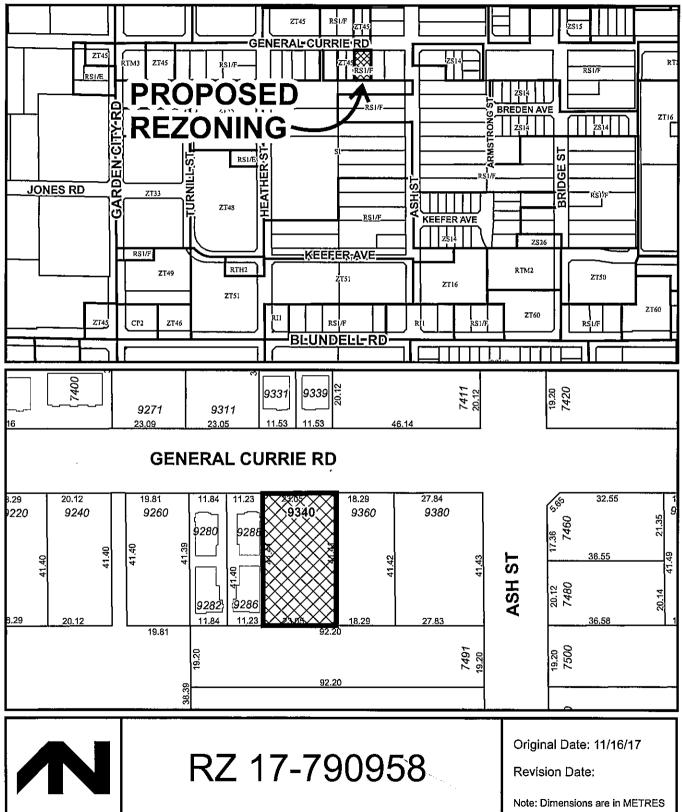
Attachment 8: Public Information Meeting Summary Attachment 9: Written Comments from Neighbours Attachment 10: Confirmation Email from Applicant

Attachment 11: Tree Survey Plan

Attachment 12: Tree Management Plan

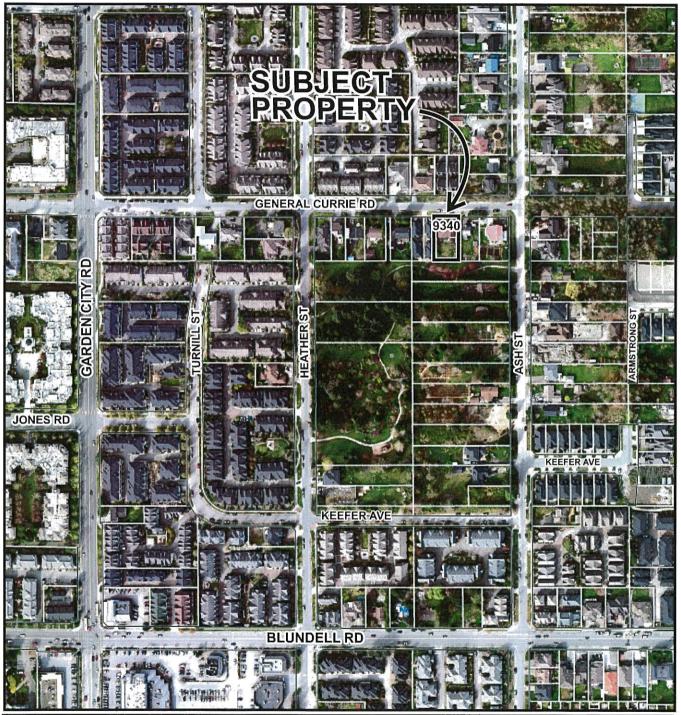
Attachment 13: Rezoning Considerations





PLN - 265







RZ 17-790958

Original Date: 11/16/17

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

RZ 17-790958 Attachment 2

Address: 9340 General Currie Road

Applicant: 1116559 B.C.LTD.

Planning Area(s): McLennan South Sub-Area

	Existing	Proposed
Owner:	1116559 B.C. LTD.	No Change
Site Size:	954 m² (10,268.8 ft²)	No Change
Land Uses:	Single Detached Dwelling	Townhouses
OCP Designation:	Neighbourhood Residential	No Change .
Area Plan Designation:	Residential	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub- Area, St. Albans Sub-Area, South McLennan (City Centre)
Number of Units:	1	5

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.7	0.7	none permitted
Buildable Floor Area (m²):*	669.2 m²	668.7m²	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 65% Landscaping: Min. 25%	Building: Max. 38.3% Non-porous Surfaces: Max. 64.34% Landscaping: Min. 25%	none
Lot Size:	360 m²	954 m²	none
Lot Dimensions (m):	N/A	Width: 23 m Depth: 41,4 m	none
Setbacks (m):	General Currie: Min. 6 m Rear: Min. 1.2 m Interior Side: Min. 1.2 m	General Currie: 6 m Rear: 4.7 m Interior Side (West):1.2 m Interior Side (East): 2.5 m	none
Height (m):	12 m	10.3 m	none
Off-street Parking Spaces - Total:	7 (R) and 1 (V)	9 (R) and 1 (V)	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Small Car Spaces	None permitted for parking area which contains fewer than 31 spaces	4 '	Variance
Bicycle Parking Spaces - Class 1	7	7	none
Bicycle Parking Spaces - Class 2	1	1	none
Amenity Space – Indoor:	Min. 50m ² or \$1,600/unit cash-in-lieu	\$8,000 (\$1,600/unit) cash-in-lieu	none
Amenity Space - Outdoor:	30 m²	44.3 m ²	none

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

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RZ 17-790958

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A1 - DE/ELD/PAENT SUMMERY
A2-STE DAM (1/7)
A2-STE DAM (1/7)
A3-STE DAM (2/7)
A4-UNI PLANS
A5-UNI PLANS
A5-UNI PLANS
A5-UNI PLANS
A5-UNI PLANS
A6-UNI PLANS
A7-ELEVATIONS
A7-ELEVATIONS
A8-DEPENSIONS
A

LOCATION MAP

DRAWING LIST

PAULIK NEIGHBOURHDOD PARK

T338T2 HZA

GENERAL CURRIE RD

тээятг яэнтаэн

THIS TOWNHOUSE SHALL MEET CITY'S ENCROY STEP CODE REQUIREMENTS

THE UNITS IN THIS PROJECT SHALL INCORPORATE THE FOLLOWING FEATURES UNITS.

REZONE

(VARIANCE REQUIRED FOR SMALL PARKING)

1 REGULAR

5 REGULAR PARKING 4 SMALL PARKING TOTAL = 9

RESIDENTIAL PARKING:

1.4 PER DWELLING UNITS X5 = 7 0.2 VISITOR PARKING / UNIT X5 = 1 ZT45 ZONING ALLOW TANDEM PARKING

2 PER DWELLING UNIT

(I) PARKING:

PLN - 269

477 SO. FT. 44.3 SM

OUTDOOR AMENITY SPACE PROVIDED: CHILDREN PLAYGROUND: 477 S

OUTDOOR AMENITY SPACE 6SW PER UNIT X5= 30 SM (3235F)

SITE LOCATION

7 (INSIDE CARAGE)

BICYCLE VISITOR BIKE RACK TOWNHOUSE MSITOR PARKING:

VISITOR BICYCLE

0.2 PER DWELLING UNIT XS= 1
RESIDENTIAL BICYCLE STORAGE

1.25 PER DWELLING UNIT XS=7

BOILDING HEIGHT — 10.33M FROMY YARD FACING GENERAL CURRIE — 6.0W (19'8") EAST SIDENARO — 2.55M (8'5") REJAR YARD — 4.77M (15'8")

6W

MAX MAIN BUILDING HEIGHT — 12M FRONTYARD FACING GENERAL CURRIE RD EAST AND WEST SIDEYARD — 1,2M REAR YARD — 1,2M

MAX HEIGHT - 9M FRONTYARD - 6M SIDEYARD - 2M REARYARD - 6M

HEIGHT:

SETBACK:

ΞΞ

38.3% (3948 SQ. FT.) LIVE PLANT AREA : 25.07% (SEE LANDSCAPE) IMPERMEMBLE AREA: 64.34% (SEE LANDSCAPE)

0.7 7198 SF GROSS FLOOR AREA

5 UNITS

62 UNITS / HECTARE (107,639SF) (5.9 UNITS IN 10,280SF)
WAX — 45% (4,830SF)
LIVE PLANT AREA — MIN 25%
IMPERMEABLE AREA — MAX 65%

MAX - 45% 1 PER LOT

(G) BUILDING COVERAGE:

ij

(F) NUMBER OF

(7,203 SF)

0.70 TOTAL GROSS FLOOR AREA 0.70 X956 SM = 669.2 SM

0.55 TO 454.5 SM 0.3 TO REST OF SITE AREA

(E) FLOOR AREA RATIO

PROPOSED

PROPOSED REZONING (ZT45)

(UNDER RS1/F ZONING)

CURRENT ZONING

DEVELOPMENT SUMMARY

5/6/2019

AT 9340 GENERAL CURRIE RD RICHMOND BC

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT

9340 GENERAL CURRIE ROAD, RICHMOND, BC

9.340 GENERAL CURRIE ROAD, RICHMOND, BC. EAST HALF OF THE WEST HALF OF LOT 2D BLOCK 10' SECTION 19 BLOCK 4 MORTH ROAGE 6 WEST NEW WESTHINSTER DISTRICT PLAN 1207 956 SM (10,230 ST) CURRENT: RS1/F, PROPOSED, 2145

(A) CIVIC ADDRESS: (B) LEGAL DESCRIPTION:

(C) LOT AREA: (D) ZONING USE

DEVELOPMENT DATA

aricha.orchiaci@gnoi.com 216 289 latin Arthor Walcourtz 197116 TL: (804) 205-2099 FAX: (504) 909-2597

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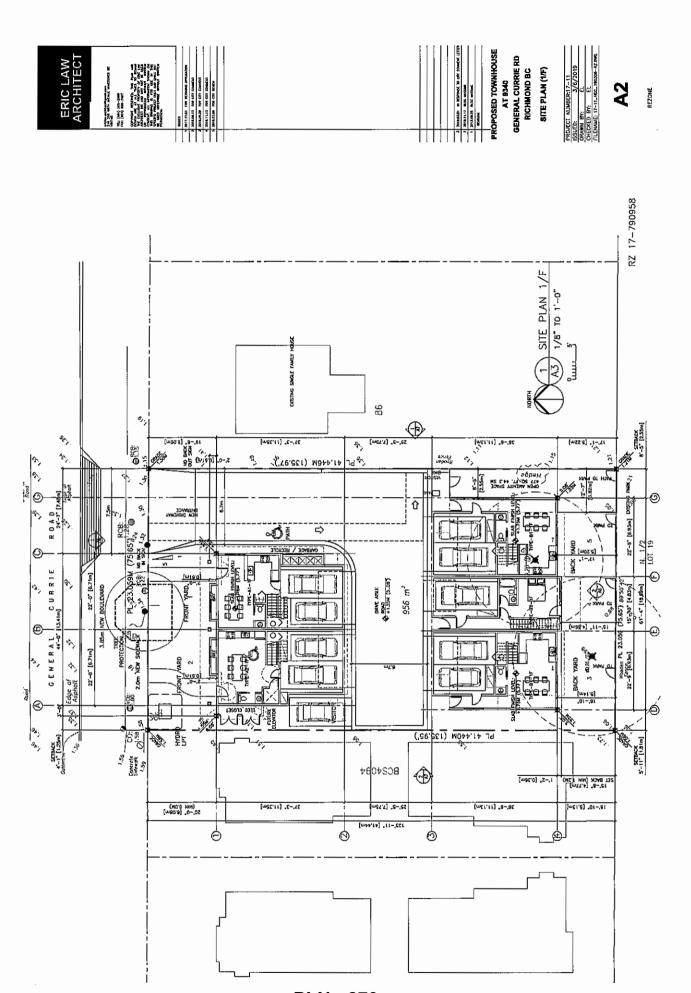




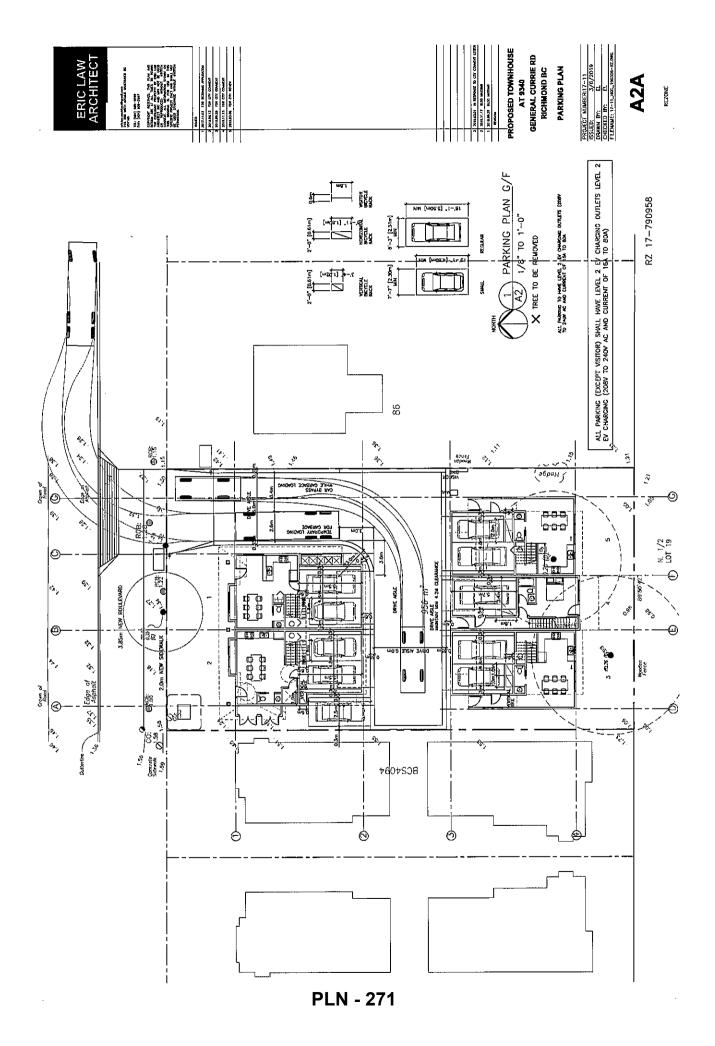


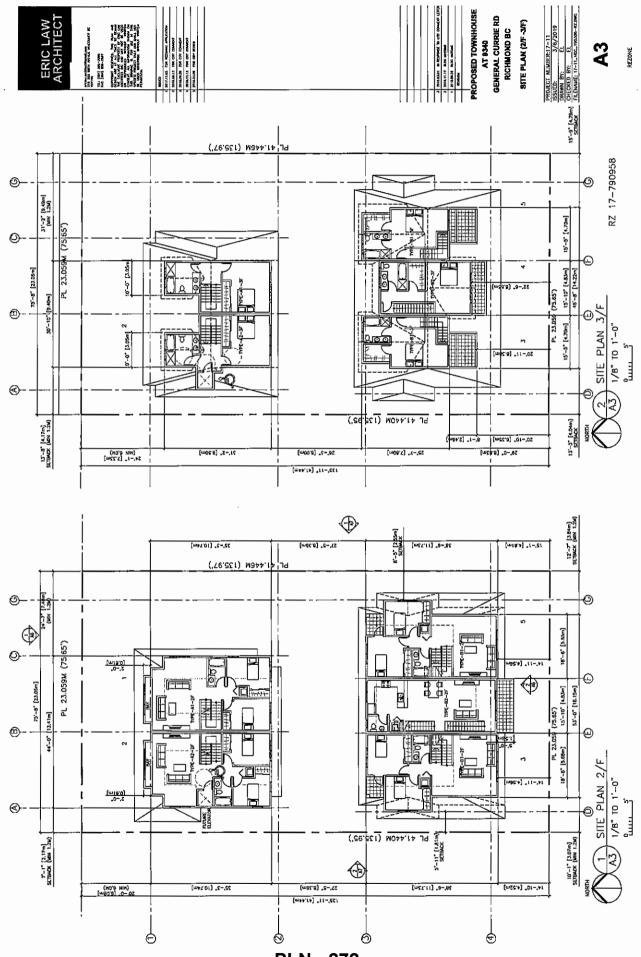




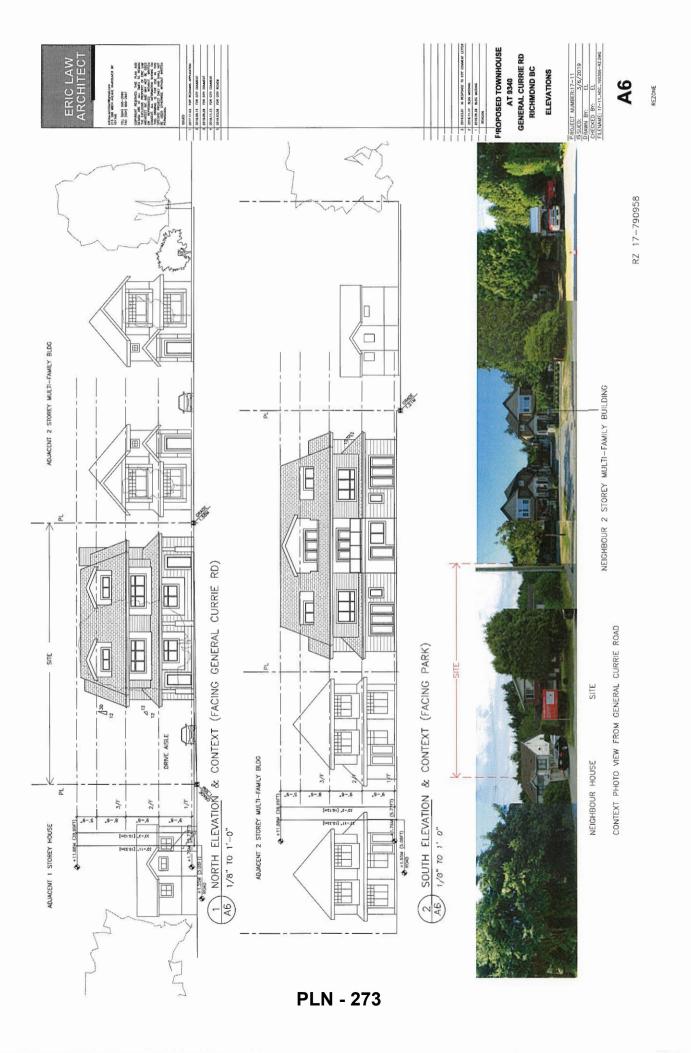


PLN - 270





PLN - 272

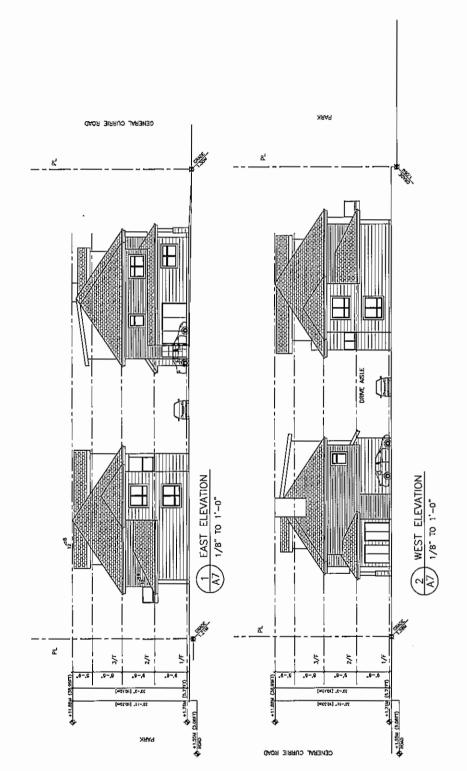


PROPOSED TOWNHOUSE

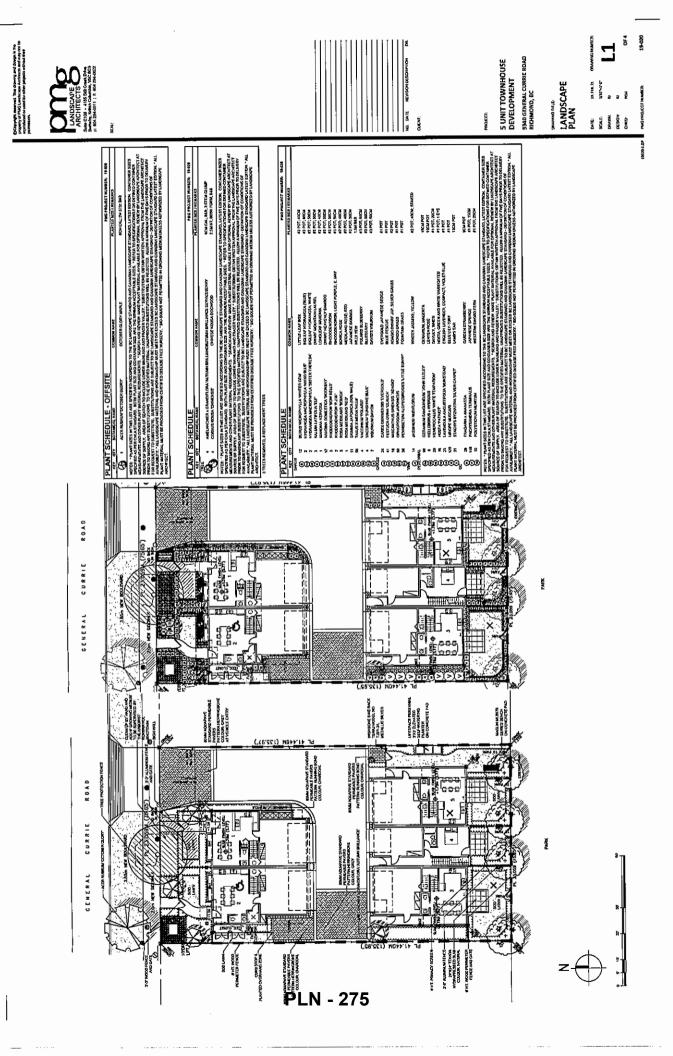


RZ 17-790958

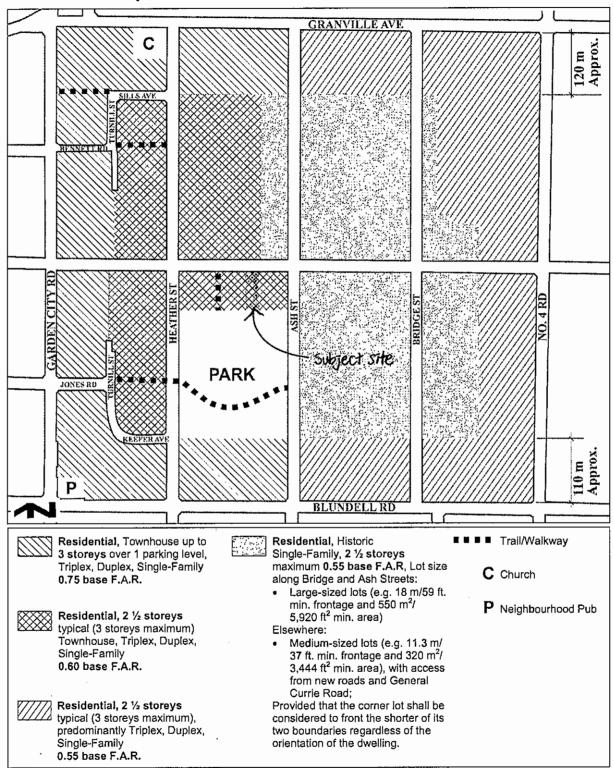




TILL (Sec) 500-7007



Land Use Map Bylaw 9106 2015/09/14



Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

Park, Minhee

From:

CitvClerk

Sent:

Thursday, 3 May 2018 16:00

To:

'willie huang'

Subject:

RE: Inquiry for objection against rezoning application

Follow Up Flag:

Follow up

Flag Status:

Completed

Hello.

This application is currently with staff in the Planning and Development Division. Minhee Park, Planner 1, may be reached at 604-276-4188.

You may correspond with her regarding your objection.

If you have any other questions, please feel free to contact me.

Thank you, Hanieh

Hanieh Berg | Legislative Services

City Clerk's Office | City of Richmond 6911 No. 3 Road, Richmond, BC V6Y 2C1 Direct (604) 276-4163 · Fax (604) 278-5139

From: willie huang [mailto:huang.h.willie@gmail.com]

Sent: Tuesday, 1 May 2018 22:24

To: CityClerk

Subject: Re: Inquiry for objection against rezoning application

Dear Clerks Staff:

Here is the associated information for the rezoning application which we are objecting to. If you need more information, feel free to contact me. Sincerely

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On Tue, May 1, 2018 at 10:37 AM, CityClerk < CityClerk@richmond.ca > wrote:

Hello,

This is to acknowledge and thank you for your email.

Can you please provide a bylaw number or rezoning number associated with the project?
Thank you,
Hanieh
Hanieh Berg Acting Manager, Legislative Services
City Clerk's Office City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1
From: Lum,Robert Sent: Tuesday, 1 May 2018 08:56 To: CityClerk Subject: FW: Inquiry for objection against rezoning application
Hi Clerks staff:
Could you please provide response to Mr. Huang regarding the process for objecting a rezoning as stated below?
Thanks,
Robert
From: willie huang [mailto:huang.h.willie@gmail.com] Sent: Tuesday, 1 May 2018 00:04 To: Lum,Robert Subject: Inquiry for objection against rezoning application

PLN ² 278

To Whom it may concern,

I am writing to inquire about the process or method to object against a rezoning application in my neighbourhood. I am wondering who to write the letter to and if there is any specific formats to follow (we have multiple neighbours willing to sign to object against a rezoning application)

/sincerely

NOTICE: PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD

December 11, 2018

Dear Neighbour,

We would like to invite you to an open house to share information about our proposed townhouse development at **9340 General Currie Road** and obtain your feedback. We would like to identify any comments or questions you may have in order to address them early in the process.

We have submitted a rezoning application for 5 townhouses to the City of Richmond for 9340 General Currie Road.

This development will be built according to the city's regulations under a specific ZT45 zoning. There will be total of 5 townhouse units with total of 9 parking spots and 1 visitor parking. There will be two buildings with 2 units at front and 3 units at back building, and each townhouse unit will have 3 bedrooms with 2 and a half bathrooms.

OPEN HOUSE MEETING to be held at:

#550 - 9100 Blundell Road, Richmond BC V6Y 2N9

Time: 6 pm to 8 pm

Date: December 19, 2018

Included in the envelope is a preliminary plan of this project and a 3D rendering so you can see what the townhouses will look like.

If you cannot make it in person, you can send your comments directly to 9340generalcurrieroad@gmail.com or Mail your comments to our address below.

Ajit Thaliwal #2240-4871 Shell Rd. Richmond BC V6X 3Z6

Your thoughts, comments, questions and time are greatly appreciated. We do need your comments by January 11, 2019.

City Contact
Minhee Park, Planner 2
Policy Planning Department
City of Richmond
Tel. (604) 276-4188
mpark@richmond.ca

Sincerely,

Ajit Thaliwal
1116559 BC LTD
#2240-48!71 Shell Rd
Richmond BC V6X 3Z6
t: 604-727-5166

9340generalcurrieroad@gmail.com

9340 General Currie Road - 3D Rendering of The 5 Units Townhouse Development









PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD, RICHMOND, BC

PROPOSED

(1) FLOOR AREA RATIO:

7198 SF GROSS FLOOR AREA

(2) NUMBER OF UNIT:

5 UNITS 38.3%

(3) SITE COVERAGE:

(4) BUILDING HEIGHT (5) SETBACK

FRONTYARD FACING GENERAL CURRIE - 6.0M (19'8") BUILDING HEIGHT - 10.33M

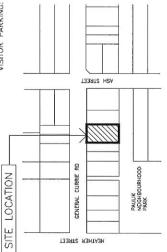
EAST SIDEYARD - 2.57M (8'5")

WEST SIDEYARD - 1.25M (4'1") REAR YARD - 4.77M (15'8")

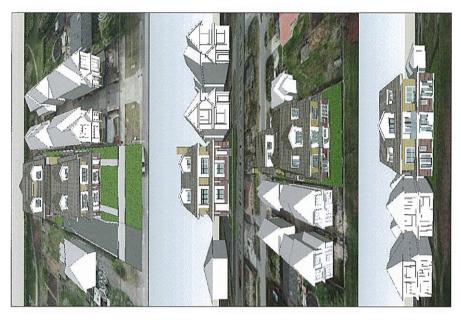
RESIDENTIAL PARKING: 5 REGULAR PARKING 4 SMALL PARKING

TOTAL = 9

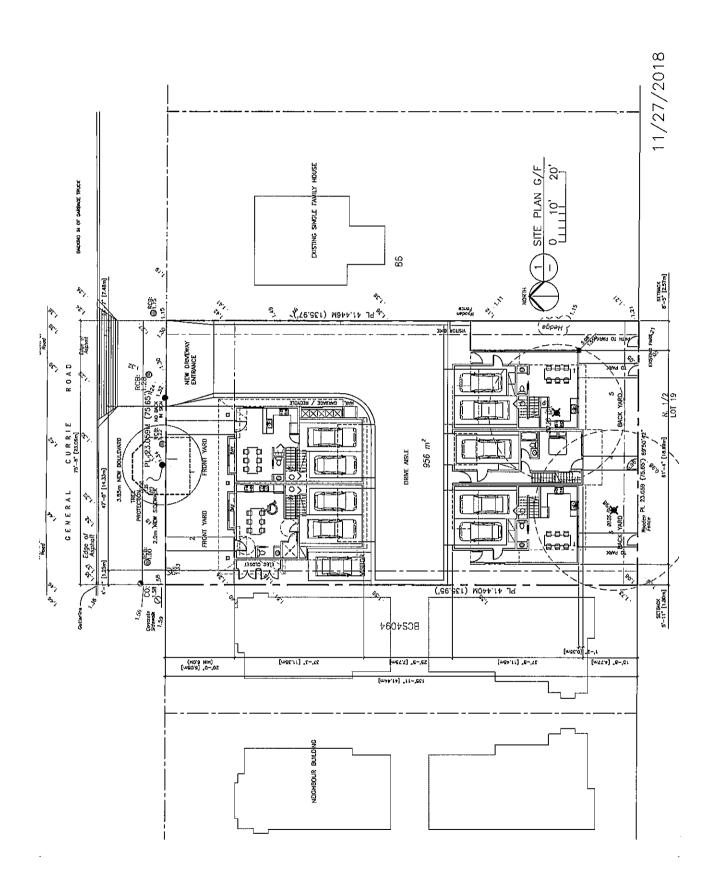
VISITOR PARKING: 1 REGULAR



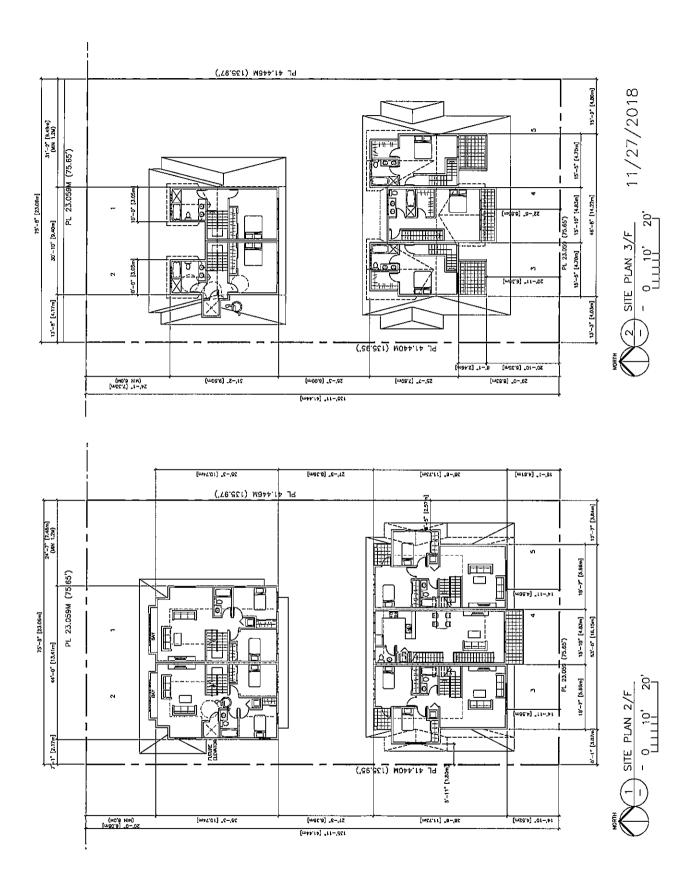




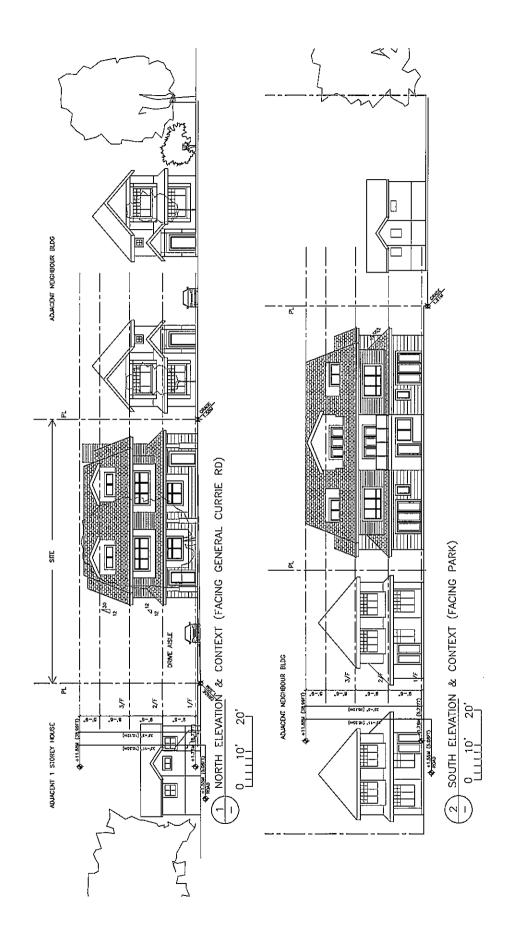
(6) PARKING



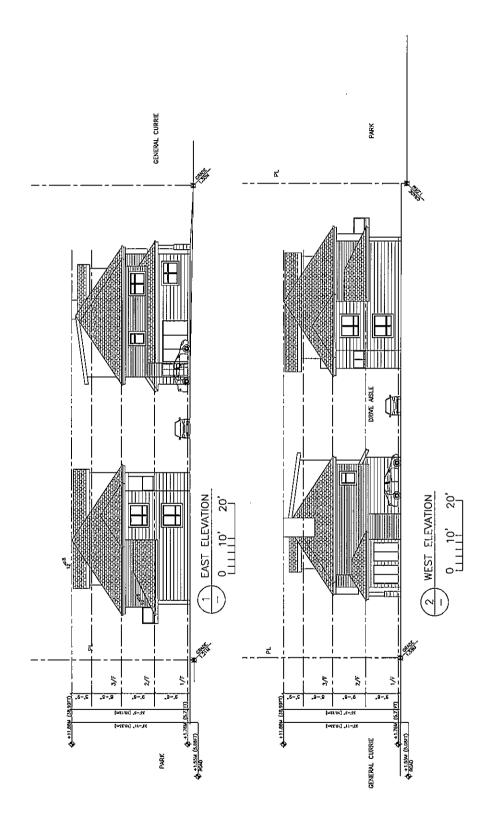
PLN - 283



PLN - 284



PLN - 285



PLN - 286

Park, Minhee

From:

Ajit Thaliwal <ajitt@sutton.com>

Sent:

Thursday, 20 December 2018 16:56

To: Cc: Park,Minhee Raman Kooner

Subject:

FW: 9340 General Currie Rd - Open House Meeting Dec 17. 2018

Attachments:

20181219_180157.jpg; 20181219_180202.jpg; 20181219_180011.jpg; 20181219_ 180017.jpg; 20181219_181403.jpg; 20181219_181007.jpg; 9340 General Currie Rd -

Open House Meeting Sign Up Sheet.pdf

Hello Minhee

In respect to the open house meeting we had last night.

We had total of 3 groups attend

- 1. Neigbour to the east attended with his wife, they were very comfortable with the project, just wanted to make sure we put a fence up for their privacy. We agreed
- 2. Cindy lives few doors to the west she did not have any issues with our site/project and wanted know if her site would get the same zoning also.
- 3. Sharon from 7411 Ash Street she did not have any issues with the development in general asked about timeframe and was more concerned about the landscaping and tree planting on the site. We advised that we would consult her on this aspect once the landscape architect has given us a drawing and she was happy to hear this.

Please find attached some pics of last nights open house and sign in sheet for your records.

Thanks

Ajit

	9340 General Currie Road - Open House Sign Up Sheet	Sign Up Sheet	
Home Owner Name	Address	Phone	Email
1 Michael Schroeder	9360 Gen. Corria	604-244-5855	
sharon MacGoudan	7411 Ash street	604. 618-886b	no no porte no no se se sente en
. Cindy Miller	0/260 bandal Curvie (004 278-1644	1004 278-1644	
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Park, Minhee

From:

Mark Thompson <mr.lark@gmail.com>

Sent:

Saturday, 29 December 2018 22:56

To:

Park, Minhee

Cc:

9340generalcurrieroad@gmail.com

Subject:

Re: 9340 General Currie Road

Follow Up Flag:

Follow up

Flag Status:

Completed

Hello,

thanks for your reply about the rezoning of this property and the opportunity to further discuss the application.

I now have had the chance to review the drawings of the proposed complex and have a couple of comment/questions. First, the height of the new building seems considerably higher than the neighbours' homes (and mine). That does seem to be out of character for this small area of the neighbourhood.

Second, there are five homes proposed. Again, this seems to be out of character for this area. The neighbouring complex to the west has only four residences. Where I live at 9331-9339 General Currie, we have only four homes. To effectively "cram" five residences where the surrounding homes have only four creates crowding issues, parking problems, and smaller things like a lot of extra garbage/recycling boxes weekly. Even now, with the existing house which is rented-likely 4-6 tenants, parking problems have been created despite that the driveway has room for three or four cars. I can imagine much bigger problems if five homes are permitted with 2-3 cars per residence.

Thank you for listening to my concerns,

Mark Thompson

On Wed, 19 Dec 2018 at 08:44, Park, Minhee < MPark@richmond.ca wrote: Hi Mr. Thompson,

Thanks for your email.

The rezoning application is still under staff review, and the applicant is trying to obtain input from neighbours early in the application process.

If you need more information about the application or have any questions, I would be more than happy to meet with you early in the new year. Also, I encourage you to send me your comments by email if you have any comments.

Please feel free to contact me to set up a meeting or obtain further information regarding the proposed development. Thank you.

Minhee Park, Planner 2 Policy Planning Department City of Richmond Tel. (604) 276-4188 Fax. (604) 276-4052

----Original Message----

From: Mark [mailto:mr.lark@gmail.com] Sent: Tuesday, 18 December 2018 18:58 To: 9340generalcurrieroad@gmail.com

Cc: Park, Minhee

Subject: 9340 General Currie Road

Gentlemen,

I reside at 9337 General Currie Road, Richmond, B.C. V6Y 1M7. I just received notice of this meeting yesterday together with various diagrams relating to the proposed project.

As much as I would like to attend the open house, I will be unable to because of the short notice and other commitments for that evening.

Thank you,

Mark Thompson

Park, Minhee

From:

Sharon MacGougan <sharonmacg@telus.net>

Sent:

Friday, 11 January 2019 16:57

To:

Park.Minhee

Subject:

9340 General Currie Road

PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD January 11, 2018

Submitted by:

Sharon MacGougan

President, Garden City Conservation Society and resident of 7411 Ash Street

C. 604.618-8866

Process:

Having the opportunity to meet with the developer early on in the process is a wonderful one! I'm hoping that this becomes a standard requirement because it fosters respect and better understanding on both sides. Well done!

These are some of the comments I made to developers at the Open House they facilitated on December 19, 2018.

RESPECT FOR THE NEIGHBOURHOOD

Bird Habitat:

I advised the developer that the city boulevard (close to and across from their site) is designated bird habitat. There is a City of Richmond Adopt-a-Bird Habitat "for the love of birds" sign at the corner of Ash and General Currie Roads. Half of my property and the city's boulevard next to my property are trees and lower growth.

I have asked the developer to respect this area and please ensure that their various work crews do not dump garbage here.

I suggested providing a garbage can for employee use and ensure that ALL workers use it.

Ecology:

I suggested that the developer plant native to BC species of trees and plants on their site. Please no palm trees, banana trees, palm plants or other non-native species. We have lost a lot of native ecology through development in our area and it is almost universally not being replaced.

Accessibility:

It is neighbourly for the developer to be easily accessible in case of problem AND respond/rectify in a reasonable amount of time.

Time-lines:

I suggest that development completes in a reasonable amount of time.

Is the developer running simultaneous developments? What this means for a neighbourhood is that the disruption is dragged out for years (in multiple neighbourhoods).

Fencing:

The faux brick concrete pillar fencing style is unfriendly and and leaves less space for planted material. I am happy to supply photos of "friendlier" fencing with hedge examples from my neighbourhood, when appropriate.

Park, Minhee

From:

Raman Kooner <ramankooner@gmail.com>

Sent:

Monday, 3 June 2019 08:39

To:

Park, Minhee

Subject:

9340 General Currie Road

Hi Minhee

Just wanted to follow up your phone call with an email.

We had tried to approach the neighbors to purchase their property some time ago through a realtor Steve Baker, he had gone to their residence on at least 2 maybe 3 different occasions. I believe you already have the contracts and some voice notes from Mr.Baker. Ajit had also talked to them on a different occasion and brought up them potentially selling the property to us. The neighbors at 9360 (right next door) are the relatives of the owner of both adjacent properties who lives at 9380 General Currie, I believe it is her son that lives next door. They did actually expressed interest but the mother, whom is the owner of both properties did not want to sell at the current time, they were very nice and complimentary of the development. They had some requests of us to help them out with their fencing and potential driveway location, and we have addressed their concerns.

If you need anything further please let us know.

Thank You

Raman Kooner

#2240-4871 Shell Rd

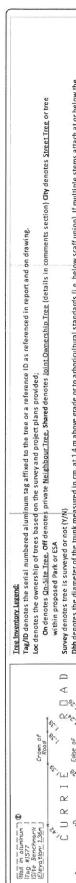
Richmond BC, V6X 3Z6

o: 604.273.3155

c: 604.825.4433

f: 604.304.0426

e: ramankooner@gmail.com



Dbh denotes the diameter of the trunk measured in cm, at 1.4 m above grade or to arboricultural standards (i.e. below scaff union). If multiple stems attach at or below the root crown, only the largest stem is shown.

Ht denotes the height of the tree in metres as measured or estimated by the assessor.

Spr denotes the spread RADIUS of the branches and foliage (dripline) in metres as measured or estimated by the assessor.
Suitability is the suitability for retention cynsidering the condition, tolerance and other factors based on the general land use proposed; U denotes <u>Unsuitable</u>, M denotes <u>Marginal.</u>

Value is the assessors opinion of the location, contribution and functional landscape amenity that the tree provides to the proposed land use; L denotes Low. M denotes Medium. S denotes <u>Suitable</u>

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Priority denotes a numerical rating assigned for tree retention planning consideration only, considering suitability and value. See tree assessment drawing and report for further context. Comments are restricted to only a brief summary describing overt defects or noteworthy growing condition observations H denotes High

Action denotes proposed treatment in context to the current project design; RETAIN, REMOVE or PROTECT. Shared and Off-Site trees proposed as REMOVE require owner consent.

CPZ and RPZ are assigned setbacks for COMM and Root protection Together, these form the tree protection zone. A working space setback (WSS) applies to the tree protection zone.

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ZdO	4											
Rationale	PROTECT City tree.			REMOVE Condition		REMOVE Condition					REMOVE Condition	
Action	PROTECT			REMOVE		REMOVE					REMOVE	
Comments	3 M M N/A • Twin stems joining at the root crown.	 Topiary created through regular topping and shear 	prunnig to a hedge like form.	3 U M NIL • Leans south due to a partial root mat failure in	progress.	U M NIL • Topped at 6 m above grade with small replacement	leaders and excessive epicormic growth as a response,	indicative of health stress.	. The tree has limited remaining life, is not well suited to	long term retention and is proposed to be removed.	U L NIL . Historically failed and in contact with the ground.	
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Common name, (Botanical)	CITY Y Western redcedar	(Thuja plicata)	6	ON Y Chery	(Prunus sp.)	ON Y Black walnut	(Juglans nigra)				Apple	(Malus sp.)
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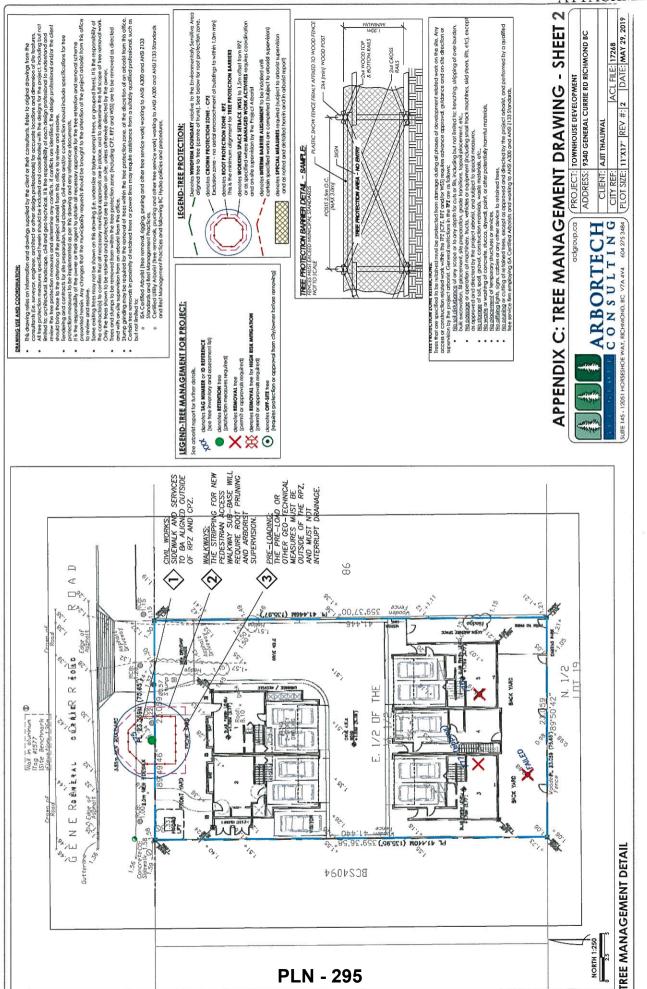
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N. 1/2 LOT 19



TREE ASSESSMENT DETAIL



File No.: RZ 17-790958



Rezoning Considerations

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

Address: 9340 General Currie Road

mandmant Dulaw 10049 the developer

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10048, the developer is required to complete the following:

- 1. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 2. Registration of a flood indemnity covenant on title.
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Submission of a Tree Survival Security to the City in the amount of \$2,600 for one tree located on the City property to be retained. The security is release upon a satisfactory report by a Certified Arborist after the completion of the construction.
- 5. Registration of a cross-access easement, Statutory Right-of-Way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of the future development to the east. Language should be included in the SRW document that the City will be not responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
- 6. Registration of a cross-access easement, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, to allow sharing of the outdoor amenity space on the subject site in favour of the neighbouring future development to the east.
- 7. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$61,225.5) to the City's affordable housing fund.
- 8. Contribution of \$8,000 (\$1,600 per dwelling unit) in lieu of on-site indoor amenity space.
- 9. City's acceptance of the developer's offer to voluntarily contribute a total of \$8,500 towards the upgrade of the pedestrian signals to install Audible Pedestrian Signal (APS) in the neighbourhood as follows:
 - a) \$5,000 for the upgrade of signalized crosswalk infrastructure at the intersection of Ash Street and Blundell Road (Account: 3550-10-556-55134-0000); and
 - b) \$3,500 for the upgrade of special crosswalk infrastructure at the intersection of General Currie Road and Garden City Road (Account: 3550-10-556-55131-0000).

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

- 1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the six (6) required replacement trees with the following minimum sizes:

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

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

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

PLN - 296

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

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

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management
 Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
 proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
 Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works

- a) Using the OCP Model, there is 308.0 L/s of water available at a 20 psi residual at the General Currie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, 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) Provide a right-of-way for the water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- c) At Developer's cost, the City is to:
 - i) Cut, cap and remove the existing water service connection and meter.
 - ii) Install a new water service connection, complete with metre and metre box. The metre is to be located on-site in a right of way.

Storm Sewer Works

- a) At Developer's cost, the City is to:
 - i) Cut, cap, and remove the three existing storm connections and inspection chambers to the development site. The storm inspection chamber located within the tree protection zone may be considered for abandonment instead of removal, subject to suitability.
 - ii) Install a new storm connection, complete with inspection chamber, to serve the proposed development.

Sanitary Sewer Works

- a) At Developer's cost, the City is to:
 - i) Cut, cap, and remove the existing sanitary connection and inspection chamber to the development site. The cap shall be made at the wye into the adjacent lot's service connection, to ensure that the lot directly west of 9340 General Currie Road remains in service.
 - ii) Install a new sanitary connection, complete with inspection chamber, to serve the proposed development.

Frontage Improvements

- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.

- (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- (3) To underground overhead service lines.
- (4) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings (if applicable), and registered prior to SA design approval:
 - BC Hydro PMT 4.0 x 5.0 m
 - BC Hỳdro LPT 3.5 x 3.5 m
 - Street light kiosk $-1.5 \times 1.5 \text{ m}$
 - Traffic signal kiosk 2.0 x 1.5 m
 - Traffic signal UPS 1.0 x 1.0 m
 - Shaw cable kiosk 1.0 x 1.0 m
 - Telus FDH cabinet 1.1 x 1.0 m
- ii) Review street lighting levels along the General Currie Road frontage, and upgrade as required.
- iii) Provide other frontage improvements as per Transportation's requirements including:
 - (1) Curb-to-Curb Road works
 - Provide 8.5 m wide pavement along the development frontage to meet local road design standards. The centre line of the 8.5 m wide pavement is to be consistent with the centre line of the 20.12 m wide road right-of-way.
 - As necessary, the widened pavement is to include taper sections (20:1) to meet the existing edges of pavement to the east and west of the subject site. Behind each tapered section, a 1.0 m wide gravel shoulder is required.
 - (2) Behind the curb frontage improvements
 - The cross section elements are to include:
 - a. South property line of the General Currie Road right-of-way.
 - b. 2.0 m wide sidewalk. (The sidewalk may be designed to "meander" around any existing trees that have been identified for protection. As much as possible, the full width of the sidewalk is to be maintained.).
 - c. 3.85 m wide boulevard with street trees.
 - d. 0.15 m wide curb.
 - e. As necessary, the new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site.
 - (3) All existing driveways along the General Currie Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described under Items (1) and (2) above.
 - (4) The exact dimensions of road works and frontage improvements described under Items 1/2/3 are to be confirmed through the Servicing Agreement detailed design process and legal surveys. Road dedications would be required if the existing road right-of-way is not adequate to support the required works.
 - (5) All above ground hydro/telephone kiosks and other third party equipment must not be placed within any frontage works area including sidewalk and boulevard. On-site SRW's are to be secured for the placement of this equipment.

General Items:

a) At Developer's cost, the Developer is required to:

Initial: _	
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- i) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- 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, dewatering, 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.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
 - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
 - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal
 Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance
 of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends
 that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured
 to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed	Date	C - FMAY



Richmond Zoning Bylaw 8500 Amendment Bylaw 10048 (RZ17-790958) 9340 General Currie 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 "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)".

P.I.D. 003-995-011

East Half of the West Half Lot 20 Block "G" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10048".

FIRST READING	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	APPROVED by MY
SECOND READING	APPROVED by Director
THIRD READING	or Solicitor
OTHER CONDITIONS SATISFIED	
ADOPTED	
MAYOR	CORPORATE OFFICER