



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, September 4, 2019
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 16, 2019.*



NEXT COMMITTEE MEETING DATE

September 17, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9933, AMENDMENT BYLAW NO. 10037 TO PERMIT THE CITY OF RICHMOND TO AMEND THE EXISTING HOUSING AGREEMENT SECURING AFFORDABLE HOUSING UNITS LOCATED AT 5333 NO. 3 ROAD (FORMERLY 7960 ALDERBRIDGE WAY AND 5333 AND 5411 NO. 3 ROAD)**

(File Ref. No. 12-8060-20-010037) (REDMS No. 6177361 v. 6)

PLN-19

See Page PLN-19 for full report

Designated Speaker: Cody Spencer

STAFF RECOMMENDATION

That Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment Bylaw No. 10037 be introduced and given first, second and third readings to permit the City to amend the existing Housing Agreement pursuant to an Amending Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-692485.



PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY GBL ARCHITECTS TO AMEND SCHEDULE 2.11A OF OFFICIAL COMMUNITY BYLAW 7100 (WEST CAMBIE AREA PLAN), CREATE THE “MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)” ZONE, AND REZONE THE SITE AT 9080, 9086, 9100, 9180 ODLIN ROAD AND 4420, 4440 GARDEN CITY ROAD FROM “SINGLE DETACHED (RS1/F)” TO “MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)”**

(File Ref. No. RZ 18-807620) (REDMS No. 6117527 v. 4)

PLN-28

[See Page PLN-28 for full report](#)

Designated Speakers: Mark McMullen & Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006 to amend Schedule 2.11A (West Cambie Area Plan) to amend the “Alexandra Neighbourhood Open Space System Map”, the “Alexandra Neighbourhood Character Area Map” and the “Character Area 1 – Mixed Use Employment-Residential Alexandra Map” to include a pedestrian and bicycle connection between Garden City Road and Dubbert Street, be introduced and given First Reading.*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in conjunction with:*
 - (a) *The City’s Financial and Capital Program; and*
 - (b) *The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

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

- (3) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, 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 9999 to create the “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”, be introduced and given First Reading.*



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

(File Ref. No. RZ 18-824565) (REDMS No. 6251917)

PLN-115

See Page PLN-115 for full report

Designated Speakers: Kevin Eng & Wayne Craig

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 “Agriculture (AG1) and Light Industrial (IL)” to “BC Ferries Fleet Maintenance and Moorage (ZI14)”;*

be introduced and given first reading.



4. **MARKET RENTAL HOUSING POLICY ONE YEAR REPORT BACK**
(File Ref. No. 08-4057-08) (REDMS No. 6177361 v. 6)

PLN-192

See Page PLN-192 for full report

Designated Speaker: Barry Konkin

STAFF RECOMMENDATION

That the report entitled, ‘Market Rental Housing Policy One Year Report Back’, dated August 26, 2019, be received for information.

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5. **RICHMOND RESPONSE: METRO VANCOUVER'S REFERRAL TO AMEND THE METRO 2040 REGIONAL GROWTH STRATEGY AS REQUESTED BY THE CITY OF DELTA**
(File Ref. No. 01-0157-30-RGST1) (REDMS No. 6245125 v. 3)

PLN-210

See Page PLN-210 for full report

Designated Speaker: Barry Konkin

STAFF RECOMMENDATION

That staff be directed as detailed in the report titled “Richmond Response: Metro Vancouver's Referral to Amend the Metro 2040 Regional Growth Strategy as Requested by the City of Delta” dated August 20, 2019 from the Manager, Policy Planning, to advise the Metro Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated June 10, 2019.

☐

6. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, July 16, 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 Chak Au
Councillor Michael Wolfe

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on July 3, 2019, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

Planning Committee

Tuesday, July 16, 2019

DELEGATION

1. Dr. Kent Mullinix, Director of the Institute for Sustainable Food Systems (ISFS), Kwantlen Polytechnic University (KPU), accompanied by Dr. Wallapak Polasub, Senior Institute Economist, ISFS, KPU, with the aid of PowerPoint presentation (copy on file, City Clerk's Office), presented a proposal for a study of approved non-farm use applications and subdivision in the Agricultural Land Reserve (ALR) and highlighted the following:
 - the *Agricultural Land Commission (ALC) Act* and ALR Regulation specifies that non-farm use can be allowed and the Act states that when non-farm use is permitted that it can have no net impact to agriculture or it is to enhance agriculture;
 - however, in the history of ALR there has never been an analysis of ALR land use exemptions and the long term outcomes of non-farm use including subdivision are unknown;
 - in Richmond from 2006 to 2016 there have been 11 subdivisions or land use exemptions approved affecting 22 parcels and the question remains have they advanced agriculture or had no net negative impact;
 - the proposed study will assess the long-term outcomes of approved non-farm use and subdivisions in Metro Vancouver's ALR with the objective to bring this knowledge to local governments and the Provincial Government to understand the ramifications of the approvals;
 - six representative municipalities have been targeted, Richmond, Delta, Surrey, Maple Ridge, Pitt Meadows, and the Township of Langley, for a review of all exemptions and subdivisions approved for the entirety of the ALR;
 - been in discussion with the ALC to access the historical records and hope to go back all the years of the ALR for this analysis;
 - the study will include an analysis of the currents, trends, and characteristics for the six municipalities as well as conduct onsite assessments to ascertain the outcomes of the exemptions and subdivisions;
 - the study will be conducted over the summer and fall with the intent to summarize and publish a report by the end of the year;
 - total cost of the study is \$23,300, the ISFS will contribute \$5300, requesting each target municipalities contribution \$3000;

2.

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- thus far Pitt Meadows has agreed to support the project with funding, Maple Ridge Agricultural Advisory Committee and the city administration supports the project and has agreed to contribute funding, the Delta Agricultural Advisory Committee voted to support the project and recommend funding to its Council, Surrey Agriculture and Food System Advisory Committee voted to support the project and recommend funding to its Council;
- Ministry of Agriculture representatives, Metro Vancouver agriculture planner, and the ALC are supportive of the study and recognize that it addresses a serious knowledge gap and have agreed to work with the project; and
- the City of Richmond is respectfully requested to support the proposed study.

In response to questions from Committee, Dr. Mullinix remarked that (i) there is the potential to expand on the initial proposed study as research is conducted it may lead to further examinations and the study will review exempted uses such as wineries, (ii) Metro Vancouver recently conducted a study on fill sites in Metro Vancouver which is now publically available and this will be a compliment study to that to provide a better picture of non-farm activities on the ALR, (iii) we are in discussions with the Township of Langley and waiting for the outcomes of other municipal requests before going back to them, (iv) the plan is to attempt to communicate with land owners or the operator of the facility for the study, and (v) within BC, a study on exemptions and subdivisions has not been conducted before.

Discussion took place on referring the matter back to staff for further review and input including potentially expanding the parameters of the study prior to considering the funding request.

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

It was moved and seconded

That the request for the proposed study of approved non-farm use applications and subdivision in the Agricultural Land Reserve (ALR) from the Institute for Sustainable Food Systems, KPU be referred to staff to look at issues that are relevant to Richmond and to consider the request.

CARRIED

COMMUNITY SERVICES DIVISION

2. **HOUSING NEEDS AND CO-LOCATION OPPORTUNITIES**
(File Ref. No. 08-4057-04) (REDMS No. 5993517 v. 13A)

In response to a query from Committee regarding addressing housing needs for youth who are aging out of the foster care system, Kim Somerville, Director, Community Social Development noted that staff would take that into consideration, particularly through the homelessness strategy.

It was moved and seconded

That staff be directed to work within the existing policy framework to analyze the co-location of affordable housing for seniors and other priority groups identified in the Affordable Housing Strategy 2017–2027 in conjunction with future City projects as they arise on a case-by-case basis as described in the report titled “Housing Needs and Co-Location Opportunities”, dated June 26, 2019 from the Director, Community Social Development.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. **REVISED REZONING CONSIDERATIONS FOR THE APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE**

(File Ref. No. 12-8060-20-009216; RZ 14-672055) (REDMS No. 6219995)

Sara Badyal, Planner 2, reviewed the revised rezoning considerations, noting in particular that (i) the request does not result in any changes to proposed land uses, density, or design of the proposed ten storey commercial and office building, (ii) at the Public Hearing held on June 17, 2019, Council adopted new policy in the CCAP restricting office space subdivision to one strata lot or one airspace parcel per storey or a minimum floor area of 20,000 square feet, (iii) the applicant would like to proceed under the new policy direction due to increased construction cost and interest from prospective purchasers, and (iv) the applicant requests that the rezoning considerations be amended to provide the ability to subdivide the proposed six floors of office space into six floor sized strata lots, sized approximately 8,500-11,000 square feet per floor.

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It was moved and seconded

That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone and for the rezoning of 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” zone to the new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, be revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.

CARRIED

4. **APPLICATION BY SPIRES ROAD DEVELOPMENT HOLDINGS LTD. FOR REZONING AT 8671, 8691, 8711 AND 8731 SPIRES ROAD AND THE SURPLUS PORTION OF THE SPIRES ROAD AND COOK CRESCENT ROAD ALLOWANCE FROM “SINGLE DETACHED (RS1/E)” ZONE TO “PARKING STRUCTURE TOWNHOUSES (RTP4)” ZONE**

(File Ref. No. 12-8060-20-010058; RZ 17-790301) (REDMS No. 6126892 v. 3)

Edwin Lee, Planner 1 provided an overview of the application and highlighted aspects of the tree retention and replacement plan and site servicing and frontage improvements.

In reply to queries from Committee, Wayne Craig, Director, Development and Mr. Lee advised that:

- the vehicle and bicycle parking provided on site does comply and staff are still reviewing bicycle parking requirements within City Centre and other transit-oriented areas and will provide an update when available;
- in terms of accessibility, there will be a common lobby area with elevator to take people from the ground floor to the podium level and two units will be designed in accordance to the basic universal housing standards but no convertible units are proposed;
- should the rezoning application proceed, a development permit would be required with a more detailed review of the preliminary landscape plan and a list of recommended list of tree species is available on the City’s website and staff will look to provide as many of those trees as possible;
- 100% of residential parking stalls need to be energized as per zoning bylaw requirement, all of the parking for the proposed development will be energized for electric vehicle charging and staff continue to look for on street charging equipment through large-scale redevelopment;

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- there has been one application with road closure that has proceeded in the area to date, through that application staff worked with transportation, engineering, and real estate divisions to come up with a new cross section and this cross section might be built upon but is currently applicable only to this area;
- there is a requirement for purpose built rental units being redeveloped for a tenant relocation program, a rental replacement program, and to allow existing tenants first rights of refusal in the new development however there is no such requirement for secondary rental markets;
- the two trees designated for retention are located near to the future public walkway along the north property line, within the outdoor amenity area at grade so there is an opportunity to keep both trees;
- this specific development looked to modify building envelopes which allowed the retention of the Austrian pine tree and blue spruce tree in the northeast corner of the site;
- the parks department is reviewing ecological forest management practices on public land but some information may affect planning or could be used in development and staff anticipate a report in early fall regarding the matter;
- each site is unique in terms of tree retention, with any development application received by the City, the first step is an arborist report, which details the health of the trees on any specific site and their suitability for retention and staff work with applicants to manipulate building envelopes around trees, however grade changes have a significant impact on the ability to retain trees; and
- retaining walls are built where possible however it depends on the type of trees and ground conditions to ensure proper drainage on site and tree preservation coordinators take this into consideration and coordinate with the Parks department arborists for any City trees on site.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10058, for the rezoning of 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance from the “Single Detached (RS1/E)” zone to “Parking Structure Townhouses (RTP4)” zone, be introduced and given first reading.

CARRIED

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5. **APPLICATION BY DESIGN WORK GROUP LTD. FOR REZONING AT 11480 AND 11500 RAILWAY AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)” ZONE**

(File Ref. No. 12-8060-20-010060; RZ 17-771371) (REDMS No. 6211969)

Mr. Lee provided an overview of the application and noted that there are no bylaw trees onsite and a development permit will be required deal with the form and character of the duplexes and landscape design.

In response to queries from Committee, Mr. Craig remarked that each unit will be provided with a two car side by side garage, there will also be dedicated visitor stall for the two units that will share a driveway and the other unit has space for visitor parking in front of the garage. Mr. Craig further noted in terms of the arterial road strategy, there are various forms of redevelopment envisioned along Railway Avenue including townhouses, duplexes, and coach houses.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Arterial Road Two Unit Dwellings (RDA)” zone, be introduced and given first reading.

CARRIED

6. **METRO VANCOUVER REGIONAL PLAN**

(File Ref. No. 08-4045-00) (REDMS No. 6228841)

Discussion ensued with regards to the Metro Vancouver 2040 (Regional Growth Strategy) and staff noted there will be an opportunity for Council to provide formal comment.

It was moved and seconded

That staff be directed as detailed in the report titled “Metro Vancouver Regional Plan Amendments” dated July 4, 2019 from the Manager, Policy Planning, to advise the Greater Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated May 24, 2019.

CARRIED

Planning Committee
Tuesday, July 16, 2019

7. CANNABIS RELATED OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS IN RESPONSE TO THE NEW PROVINCIAL AGRICULTURAL LAND RESERVE USE REGULATIONS

(File Ref. No. 08-4430-03-10; 12-8060-20-010061/010062) (REDMS No. 6228160; 6231338; 6231300)

Mr. Konkin provided brief comments to Committee, noting that staff reviewed the recent changes from February 2019 to the Agricultural Land Reserve (ALR) Regulation regarding cannabis and it is now up to local governments to regulate cannabis growth to the extent they desire. Mr. Konkin further remarked that the proposed bylaws presented to Committee represent staff's opinion of the maximum level of restrictions possible under the new regulations from the Province which would limit production of cannabis to soil based agriculture, soil based greenhouse, or a building previously used for growing plant based crops in place before July 2018.

In response to questions from Committee, Anthony Capuccinello Iraci, City Solicitor, Joe Erceg, General Manager, Planning and Development, and Mr. Konkin commented that:

- current facilities include two concrete slab greenhouses, the first approximately 75,000 square feet and the second is currently under construction, one has the right to cultivate cannabis;
- staff are recommending bylaw amendments that are as restrictive on cannabis growth in the ALR as possible under the regulations;
- the Corporation of Delta recently revised their bylaw however the City of Surrey has not;
- staff can continue to provide correspondence to the Province to make Council's concerns regarding cannabis growth in the ALR known however responses to previous correspondence have not been ideal and there was no consultation regarding the most recent update to the ALR Regulation;
- in the proposed zoning amendment, there is a proposed amendment to Section 5 for 5.21.5 that includes a proposed regulation that establishes a maximum floor area for on farm processing of 15% of the cannabis production facility up to a maximum of 100 square metres as municipalities can regulate but cannot so regulate as to be essentially a prohibition
- staff will be reviewing building permit submissions and if the proposed bylaws are adopted, bylaw enforcement officers can be dispatched for any complaints related to cannabis growth and production.

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A letter from the Union of BC Municipalities (UBCM) to the Minister of Forests, Lands, Natural Resource Operations & Rural Development was distributed on table (attached to and forming part of these minutes as Schedule 1). Discussion then took place on delaying consideration of the proposed bylaw amendments to await further clarification from the Province as requested by UBCM.

In reply to further queries from Committee, staff advised that:

- setbacks are based on the current Ministry guidelines to ensure adequate separation for certain farm practices;
- if the proposed bylaw amendments were to be delayed, it is staffs' opinion that the City would be at some risk due to the possibility that structures could be built on farmland and converted for cannabis production in the future if the proposed regulations are not established as they could be granted non-conforming use status;
- the legislation is clear that any building to be used for cannabis production must have been used for growing crops previously;
- the use of a building that was previously used for crops is one of the three methods of growing cannabis that local governments cannot prohibit and currently under the ALR Regulations a building could be constructed on farmland for cannabis without further municipal regulation; and
- Council's direction has been to locate cannabis production facilities in industrial areas through site specific rezoning in order to control emission and odour concerns and staff will continue to work with Metro Vancouver on their odour monitoring program and provide feedback.

It was moved and seconded

- (1) *That Richmond Official Community Plan (OCP) Bylaw 9000, Amendment Bylaw 10061, to revise Section 3.6.5 of Schedule 1 of the OCP on the City's land use policies for the management of restriction of cannabis related activities in response to the Provincial Agricultural Land Reserve (ALR) Use Regulations, be introduced and given first reading*
- (2) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10061, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program;*
 - (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;*

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- (3) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10061, having been considered in conjunction with Section 477(3)(b) of the Local Government Act, be referred to the Provincial Agricultural Land Commission for comment and response by August 27, 2019;*
- (4) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10061, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw No 10062, to amend Section 3.4 and add Section 5.21 to manage and restrict cannabis related activities in the Agricultural Land Reserve in accordance with the Agricultural Land Reserve Use Regulation, be introduced and given first reading; and*
- (6) *Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation;*

Whereas Council has granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 10062 to amend land use regulations specific to the production of cannabis in and outside of the ALR in response to changes to the Provincial ALR legislation;

Therefore be it resolved that staff bring all building permit applications involving the production of cannabis in a building or structure, received more than 7 days after the date of first reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 10062, forward to Council to determine whether such applications are in conflict with the proposed bylaw.

CARRIED

8. MANAGER'S REPORT

Mr. Konkin announced the appointment of John Hopkins to the position of Senior Policy Coordinator.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:08 p.m.).

CARRIED

Planning Committee
Tuesday, July 16, 2019

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, July 16, 2019.

Councillor Linda McPhail
Chair



Amanda Welby
Legislative Services Coordinator



May 22, 2019

The Honourable Doug Donaldson
Minister of Forests, Lands, Natural Resource Operations & Rural Development
Parliament Buildings
Victoria, BC, V8V 2C2

RE: Shift in Provincial Policy on Cannabis Production in the ALR

Dear Minister Donaldson,

In June 2018, the president of the Union of BC Municipalities (UBCM) met with you to discuss emerging concerns about the production of cannabis in the Agricultural Land Reserve (ALR). At that time Minister Popham had declared a conflict of interest in relation to cannabis production.

Although UBCM was pleased with the outcomes of that meeting, we now have concerns about the position that the provincial government has recently taken on this file. Specifically, UBCM is concerned with the legislative and regulatory amendments that were made in February 2019 and which shifted provincial policy on cannabis production in the ALR.

In early May the Agricultural Land Commission (ALC) released their "Revised Information Bulletin 04 – Cannabis Production in the ALR." At that time UBCM became aware that, effective February 22, 2019, the *Agricultural Land Commission Act* and the ALR Use, Subdivision and Procedure Regulation (now the ALR General Regulation) were amended, and the ALR Use Regulation was created.

Within these amendments, the provincial policy on cannabis production in the ALR shifted in order to recast all cannabis production in the ALR as farm use – meaning that applications to the ALC are no longer required for any form of cannabis production.

The UBCM Executive discussed this issue at their May 2019 meeting and would like to identify our key concerns as well as a number of questions that we have.

Lack of Consultation

UBCM was not consulted on the legislative and regulatory changes that have changed the characterization of cannabis production in the ALR. We understand that the changes did not directly impact the *Local Government Act*, but we strongly believe that the amendments have significant impacts on our members and that UBCM should have been consulted.

Based on this, we would like clarification on:

- The rationale for the changes to consider all cannabis production in the ALR as farm use
- The reason that UBCM and/or local governments were not consulted in advance of the amendments

In addition, the Minister's Advisory Committee on the Revitalization of the ALC and ALR conducted a consultation process to gain local government and other stakeholder feedback. Based on this, the committee recommended in its December 2018 final report that an immediate moratorium on non-soil bound production be established and that the ALC be provided with the authority to consider all cannabis-related applications. We understand from discussions with Ministry of Agriculture staff why a moratorium was not considered, but we could like clarification as to:

- Why the Committee's recommendation to provide the ALC with the authority to consider all cannabis-related applications was not pursued

Delay in Informing Local Governments

As it appears that many local governments were unaware of the change to consider all cannabis production as farm use, and that consequently the ALC would no longer be considering applications for cannabis production, the amendments have had the effect of creating a 3-month gap in which some forms of cannabis production may have been unregulated in terms of ALC oversight and/or local government land use regulation. Given the requirements for creating or amending local government bylaws, it is foreseeable that this gap could continue to exist for many more months.

Based on this, we would like clarification on:

- Why the change was not immediately communicated to local governments
- The general status of applications that may have been made to the ALC for non-farm use cannabis production since February

Monitoring & Enforcement

As the ALC no longer has a vetting role in proposals for cannabis production on the ALR, it is implied that monitoring and enforcement of allowable land use will increasingly be a local government responsibility.

Based on this, we would like clarification on:

- The extent to which local governments are now expected to provide monitoring and enforcement of allowable ALR land use in relation to cannabis production
- How the Minister's Bylaw Standards, or other guidance documents, will be revised or developed to support local governments in this role

Please note that separate correspondence is being prepared for Minister Popham in regards to the impacts of Bill 15 on our members, and the lack of consultation on that file.

UBCM supports collaboration as the best means to develop policy solutions to address concerns. As such, we look forward to your response to the concerns we have raised and the specific issues that we have asked for clarification on.

Sincerely,



Arjun Singh
President, UBCM

cc: Jennifer Dyson, Chair, Agricultural Land Commission

Lorie Hryciuk, Executive Director, Corporate Governance, Policy & Legislation Branch, Ministry of Agriculture

Mary Shaw, Executive Director, Cannabis Legalization and Regulation Secretariat

Arlene Anderson, Manager - Legislation, Corporate Governance, Policy and Legislation Branch, Ministry of Agriculture



City of Richmond

Report to Committee

To: Planning Committee **Date:** July 26, 2019
From: Kim Somerville
Director, Community Social Development **File:** 12-8060-20-
010037/Vol 01
Re: **Housing Agreement Bylaw No. 9933, Amendment Bylaw No. 10037 to Permit the City of Richmond to Amend the Existing Housing Agreement Securing Affordable Housing Units located at 5333 No. 3 Road (formerly 7960 Alderbridge Way and 5333 and 5411 No. 3 Road)**

Staff Recommendation

That Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment Bylaw No. 10037 be introduced and given first, second and third readings to permit the City to amend the existing Housing Agreement pursuant to an Amending Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the *Local Government Act*, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-692485.

Kim Somerville
Director, Community Social Development
(604-247-4671)

Att. 1

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

Staff Report

Origin

The purpose of this report is to recommend that Council approve the amendment of the existing Housing Agreement Bylaw No. 9933, Amendment Bylaw No. 10037 that secures 38 affordable housing units and 115 market rental units in the development located at 5333 No. 3 Road (formerly 7960 Alderbridge Way and 5333 and 5411 No. 3 Road). The amendment is required to align the description of the lands in the Housing Agreement with the fully assembled Development Lot (defined below) and to release the Housing Agreement from the Rem. 46 (defined below).

This report and bylaw supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

This report and bylaw also supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

This report and bylaw are consistent with the Richmond Affordable Housing Strategy 2017–2027, adopted on March 12, 2018, which specifies the creation of affordable rental housing units as a key housing priority for the City.

On October 22, 2018, Council adopted Housing Agreement Bylaw 9933 to secure the 38 affordable rental housing units and the 115 market rental units at 5333 No. 3 Road. The Housing Agreement was signed and annotation of the Housing Agreement was filed against the original lands owned by the Developer.

Analysis

At the time Housing Agreement Bylaw No. 9933 was adopted, there were three lots subject to the rezoning and the Housing Agreement (Lot 46, Lot 79 and Lot 80).

Following the adoption of the Housing Agreement and as part of the rezoning process, the Developer subdivided the original three lots (Lot 46, Lot 79 and Lot 80) and an adjacent portion of a closed road to create a development lot (the "Development Lot") and a remainder lot 46 ("Rem. 46") (Attachment 1). Both the portion of the road as well as the Rem. 46 were transferred to the City as part of the Rezoning Conditions.

A Housing Agreement amendment is now required to release the Housing Agreement from the newly created and now City-owned Rem. 46 and to amend the legal description in the Housing Agreement to match the legal description of the Development Lot. The proposed revised Housing Agreement (Bylaw No. 9933, Amendment Bylaw No. 10037) is presented here.

It is recommended that the proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9933, Amendment Bylaw No. 10037) be introduced and given first, second and third readings. Following adoption of the Amendment Bylaw, the City will modify the Housing Agreement as per the Modification Agreement, file a notice of modification of the Housing Agreement on title to the subject lands, and release the Housing Agreement from title to Rem. 46.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9933, Amendment Bylaw No. 10037, is required to permit the City to amend the existing Housing Agreement, which will release the Housing Agreement from the City-owned Rem. 46.



Cody Spencer
Program Manager, Affordable Housing
(604-247-4916)

Att. 1: Map of 5333 and 5411 No. 3 Road



**Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment
Bylaw No. 10037**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a Housing Agreement modification, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 030-721-733 Lot 1 Section 5 Block 4 North Range 6 West New Westminster
District Plan EPP86098

2. The Mayor and City Clerk for the City of Richmond are authorized to execute for filing in the Land Title Office a release of Housing Agreement dated October 22, 2018, a notation of which is filed in the Land Title Office under number CA7160625, from title to the lands legally described as:

PID: 003-587-100 Lot 46 Section 5 Block 4 North Range 6 West New Westminster
District Plan 34468 Except Part in Plan EPP87559

This Bylaw is cited as **Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment
Bylaw No. 10037**

FIRST READING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED for content by originating dept.
_____	CS
_____	APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (5333 No. 3 Road) Bylaw No. 9933, Amendment Bylaw No. 10037

HOUSING AGREEMENT MODIFICATION BETWEEN ALDERBRIDGE WAY LIMITED
PARTNERSHIP AND THE CITY OF RICHMOND

**HOUSING AGREEMENT – AFFORDABLE AND MARKET RENTAL HOUSING
MODIFICATION**

(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference _____, 2019,

AMONG:

ALDERBRIDGE WAY LIMITED PARTNERSHIP, a limited partnership duly formed under the laws of the Province of British Columbia and having its registered office at 2000 – 250 Howe Street, Vancouver BC V6C 3R6, by its general partner **ALDERBRIDGE WAY GP LTD.**, a corporation duly incorporated under the laws of the Province of British Columbia and having its registered office at 2000 – 250 Howe Street, Vancouver BC V6C 3R6

(the “**Beneficiary**”)

AND:

0989705 B.C. LTD. (INC. NO. BC0989705), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 1600 – 925 West Georgia Street, Vancouver British Columbia V6C 3L2

(the “**Nominee**”)

(the Beneficiary and the Nominee are, together, the “**Owner**” as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the “**City**” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

A. On October 22, 2018, the City, the Nominee and the Beneficiary entered into a Housing Agreement (the “**Housing Agreement**”) pursuant to section 483 of the *Local Government Act* in respect to certain lands and premises legally described as:

- (i) Parcel Identifier: 003-583-902, Lot 80 Section 5 Block 4 North Range 6 West New Westminster District Plan 37118;

- (ii) Parcel Identifier: 003-587-100, Lot 46 Section 5 Block 4 North Range 6 West New Westminster District Plan 34468; and
- (iii) Parcel Identifier: 003-582-663, Lot 79 Section 5 Block 4 North Range 6 West New Westminster District Plan 37118; and

B. The parties wish to modify the Housing Agreement as set out herein.

NOW THEREFORE, in consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

1. All capitalized terms in this Agreement have the same meaning as in the Housing Agreement, unless expressly stated otherwise.
2. Section 1.1(s) is hereby deleted and the following is substituted:

“**Lands**” means the lands and premises legally described as follows:

Parcel Identifier: 030-721-733

Lot 1 Section 5 Block 4 North Range 6 West New Westminster District Plan EPP86098

3. Except as set out in this Agreement, the Housing Agreement remains in full force and effect.

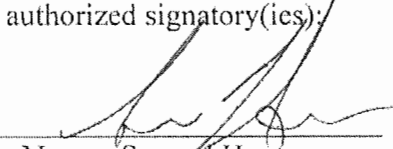
[SIGNATURE BLOCKS FOLLOW]

ALDERBRIDGE WAY LIMITED PARTNERSHIP,

by its general partner

ALDERBRIDGE WAY GP LTD.,

by its authorized signatory(ies):

Per: 
Name: Samuel Hanson

Per: _____
Name:

0989705 B.C. LTD.,

by its authorized signatory(ies):

Per: 
Name: Samuel Hanson

Per: _____
Name:

CITY OF RICHMOND

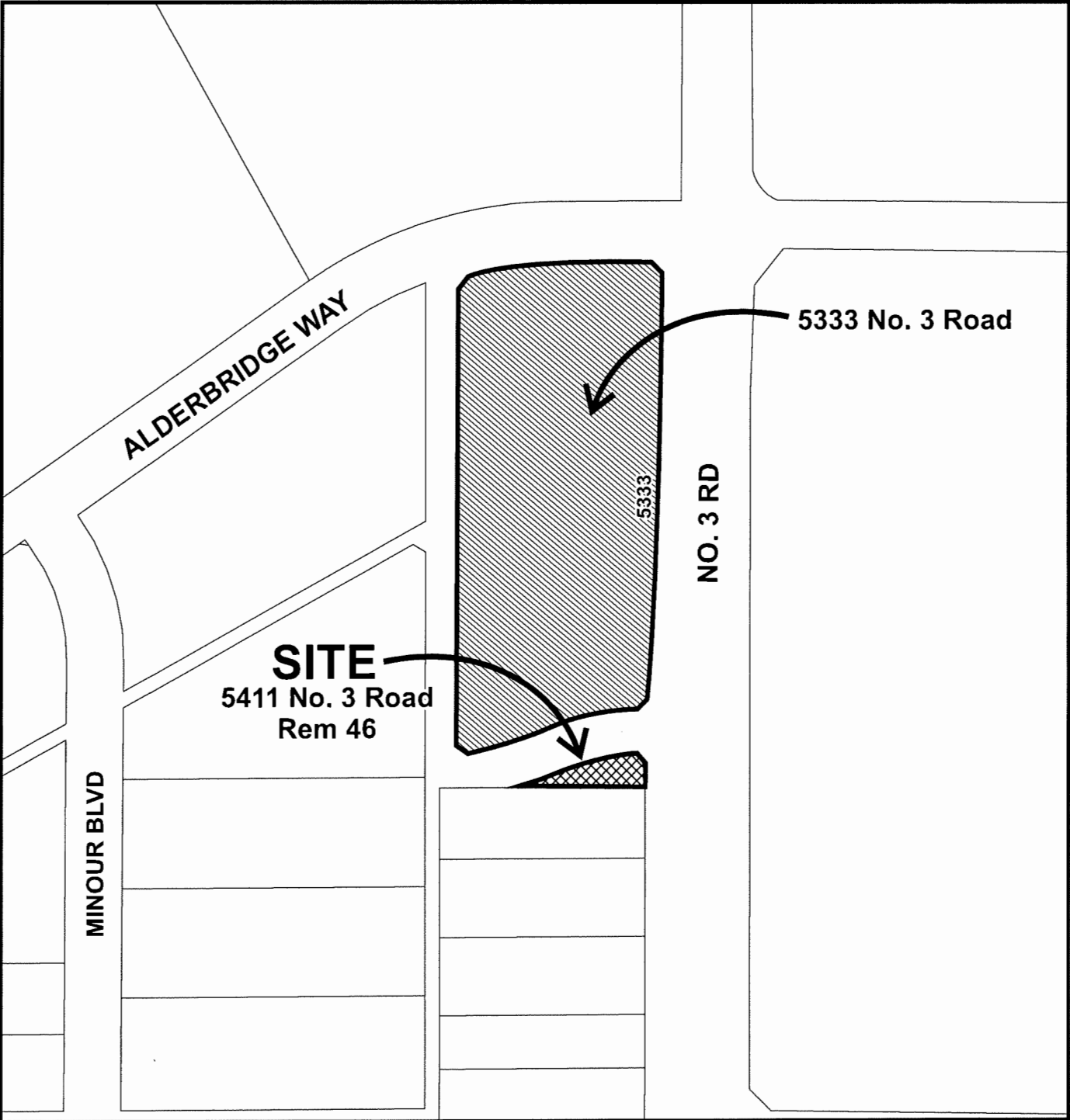
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer



City of
Richmond



5333 and 5411 No. 3 Road

PLN - 27

Original Date: 05/28/19
Revision Date:
Note: Dimensions are in METRES



To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 19, 2019
File: RZ 18-807620

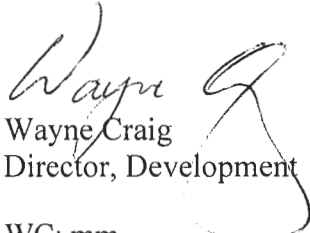
Re: **Application by GBL Architects to Amend Schedule 2.11A of Official Community Bylaw 7100 (West Cambie Area Plan), Create the “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” Zone, and Rezone the Site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”**

Staff Recommendations

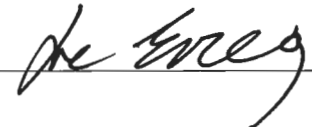
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006 to amend Schedule 2.11A (West Cambie Area Plan) to amend the “Alexandra Neighbourhood Open Space System Map”, the “Alexandra Neighbourhood Character Area Map” and the “Character Area 1 – Mixed Use Employment-Residential Alexandra Map” to include a pedestrian and bicycle connection between Garden City Road and Dubbert Street, be introduced and given First Reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in conjunction with:
 - a. The City’s Financial and Capital Program; and
 - b. The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, 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 9999 to create the “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”, be introduced and given First Reading.


Wayne Craig
Director, Development

WC: mm
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
District Energy	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to rezone a 12,691 m² (3.14 acre) site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” (Attachment 1). The 12,691 m² (3.14 acre) gross site area includes the 10,856 m² (2.68 acres) development site, 336 m² (3,617 ft²) to be subdivided and transferred to the City and 1,499 m² (16,135 ft²) to be provided as road dedication to widen Dubbert Street.

The proposed rezoning would permit the development of a four-storey commercial building fronting Garden City Road and two five-storey residential buildings facing Odlin Road and Dubbert Street, all over a common parkade.

The proposed development will contain approximately 174 residential units including nine Affordable Housing units, 15 Modest Market Rent Controlled units and 17 Market Rental units as discussed further below in this report. Details on the proposed rental housing is provided within the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”. The total net area of the proposed project is approximately 21,032 m² (226,386 ft²) of which 5,821 m² (62,656 ft²) is located within the commercial building that has been designed to accommodate a range of employment uses.

Findings of Fact

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

Subject Site Existing Housing Profile

The existing six lots each included a single family dwelling, all of which have been demolished. One of the single family dwellings had a secondary suite.

Surrounding Development

- To the North: Across Odlin Road, single family dwellings and a duplex on lots respectively zoned “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan.
- To the South: Single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.
- To the East: Dubbert Street and a four-storey apartment project on a site zoned “Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)” and designated

“Residential Area 1” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.

- To the West: Garden City Road and single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “General Urban T4 (25m)” on the Aberdeen Village Specific Land Use Map and “Industrial Reserve: Limited Commercial” within the City Centre Area Plan.

Related Policies & Studies

Official Community Plan/West Cambie Area Plan – Schedule 2.11.A

Official Community Plan

The Official Community Plan (OCP) designates the subject site as “Mixed Use”. The proposed rezoning is consistent with this designation. Section 3.3 of the OCP also encourages the development of Market Rental units and allows for up to a 0.10 FAR density bonus for projects such as the one proposed. Consistent with the OCP, this proposal includes a 0.08 FAR density bonus associated with the proposed Market Rental units.

West Cambie Area Plan

The subject site is designated “Mixed Use Employment-Residential” in the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan (Attachment 3). The Area Plan requires that 0.52 FAR of the total floor area proposed be comprised of only employment/commercial uses, and allows for up to a 1.28 FAR density bonus for residential uses subject to the provision of Affordable Housing units, Modest Market Rent Controlled units, and Market Rental units (for a maximum total of 1.80 FAR). Consistent with the Area Plan, this proposal includes:

- a 0.52 FAR base density for employment/commercial uses; and,
- a 1.28 FAR density bonus for residential apartments, of which:
 - 5% of the residential floor space is for Affordable Housing units;
 - 7.5% of the residential space is for Modest Market Rent Controlled units; and,
 - 2.5% of the residential floor space is for Market Rental units (note: this is separate from and in addition to the above-noted 0.08 FAR density bonus permitted by the OCP).

A description of the three rental tenures is provided in the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”.

In summary, the total density proposed with this project is 1.88 FAR, consistent with both the OCP and the West Cambie Area Plan.

West Cambie Area Plan Amendment

This application includes proposed amendments to the West Cambie Area Plan to add a pedestrian and bicycle connection between Garden City Road and Dubbert Street under OCP Amendment Bylaw 10006 (see Attachment 4). The pathway and landscaping would have an ultimate 10 m (32.8 ft.) wide Statutory Right-of-Way (SRW) of which 5.0 m (16.4 ft.) will be

provided on the subject development site and a further 5.0 m (16.4 ft.) to be provided by the future development to the south. This is further described under the “Vehicle and Pedestrian Access” section below in this report.

Zoning Bylaw Amendment with Affordable and Market Rental Housing

Zoning Amendment Bylaw 9999 proposes to create and rezone the site to a new site-specific zone, "Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)". It includes density bonuses consistent with the affordable housing and market rental housing policies within the OCP and West Cambie Area Plan.

The proposed ZMU41 zone provides for the following:

- There is 0.52 FAR base density that permits only employment uses including office, retail, restaurant, and a range of commercial and public services.
- A density bonus of 1.28 FAR under the West Cambie Area Plan for residential uses plus the 0.08 FAR Market Rental Bonus under the OCP provided that 41 rental units are provided in the following rental tenures:
 - Nine Affordable Housing (Low-End Market Rental) units comprising 5% of the residential floor space is provided as required under the Area Plan.
 - 15 Modest Market Rent Controlled units comprising 7.5% of the residential floor space being provided as rental housing units required under the Area Plan.
 - 17 Market Rental Units comprising 8.3% of the total residential floor space of which 2.5% is provided as required under the Area Plan and 0.08 FAR or 5.8% of the total residential floor area being provided as required under the OCP Market Rental policy.

Over 40% of each of the above unit tenure types are comprised of family-friendly units (i.e., two-bedroom or larger), specifically: 77% of the Affordable Housing units; 46% of the Modest Market Rent Controlled units; and 58% of the Market Rental units. Overall, 68% of the units in this proposal consist of family-friendly units.

Separate housing agreements and covenants are required to be registered on Title for the Affordable Housing units and the Modest Rent Controlled units. The legal agreements for the Affordable Housing units and the Modest Rent Controlled units will provide that:

- Occupants of the units enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces at no additional cost.
- The units in each tenure type be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the Housing Agreement shall apply in perpetuity.
- No parking fees are charged to residents of the units.

In addition to the above-noted common terms of the agreements, the housing agreement for the nine Affordable Housing units ensures that City-wide Low-End Market Rental (LEMR) rates

apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	2	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

In addition to the above-noted common terms of the agreements, the housing agreement for the 15 Modest Rent Controlled Rental units ensures that the West Cambie Council Policy 5004 rates apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index. It should be noted that this is the first project in West Cambie to implement West Cambie Modest Rent Controlled Rental Council Policy No. 5004.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	8	50 m ² (535 ft ²)	\$750	\$38,000 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,100	\$46,500 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,400	\$57,500 or less

A Market Rental Agreement and covenant are required to be registered on Title for the Market Rental units, which will provide that:

- Occupants of the units may access and use of all on-site indoor and outdoor amenity spaces.
- No fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant). This provision will allow for separate sale of two groups of rental units within the two residential buildings to facilitate ease of management and development phasing.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the market rental agreement shall apply in perpetuity.

There will be no restriction on tenant incomes or rental rates for the Market Rental units.

There will also be registration of a covenant and/or other legal agreements to ensure that the building with the employment/commercial uses be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses as required under the West Cambie Area Plan.

Other Policies, Strategies & Bylaws

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Given this, there is a requirement for registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m.

Aircraft Noise Sensitive Development Policy

The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Policy. The proposed rezoning is consistent with this policy. Registration of an aircraft noise covenant is required prior to rezoning adoption. This will require that project be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces.

Mixed-use Noise Covenant

There will be registration of a legal agreement on title identifying the development as mixed-use, and specifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces. Furthermore, the commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated from penetrating into residential uses.

Public Consultation

Rezoning signs have 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 signs on the property.

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*.

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.

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 pertains to a pedestrian walkway only.
Richmond School Board	No referral necessary, as the proposed amendment would generate less than 50 school aged children (typically around 295 multiple-family housing units).
The Board of Metro Vancouver	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment pertains to a pedestrian walkway only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
TransLink	No referral necessary, as no transportation road network changes are proposed, and the proposed amendment pertains to a pedestrian walkway only.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, 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 the proposed OCP amendment to add a walkway does not change the amount residential floor area permitted. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, OCP amendments are only referred to the School District if they involve a density increase which generates more than 50 school aged children (e.g., typically around 295 multiple family housing units).

Analysis

Built Form and Architectural Character

The proposed development will consist of three modern-style, low-rise buildings including one commercial (retail/office) building and two residential buildings constructed on top of a common parkade (Attachment 5). The commercial building will face Garden City Road and is proposed to be four storeys in height. The larger of the two residential buildings will be five storeys in height along Odlin Road and four to five storeys along Dubbert Street. The smaller residential building will face Dubbert Street and is proposed to be five storeys in height.

The parkade is situated as low as possible within approximately 0.30 m (1.0 ft.) of the water table and can only be partially located below the existing grade. By lowering the parkade as much as possible, the grade difference between the main floor of the two residential buildings in relation to Odlin Road and Dubbert Street is limited to between 1.5 m (5.0 ft.) to 1.7 m (5.6 ft.) with stepped with landscaping along the street frontages. The ground floor of the commercial building has been able to be lowered down to street level fronting Garden City Road due to no parkade being located beneath this section of the building.

A grade separation of approximately 2.9 m (9.4 ft.) would exist between the main floor of the buildings to the existing grade on the remaining adjacent single-family lots to the west. For this site, the applicant has demonstrated that a five-storey, 1.8 FAR mixed-use development consistent with the West Cambie Area Plan could be developed should a rezoning application be submitted for this site.

Subdivision and Transfer of Lot to the City

As a condition of this rezoning application, the owner will subdivide and transfer to the City a 336 m² (3,617 ft²) portion of land, located adjacent to and south of the development site. This parcel is intended to be consolidated with the anticipated land assembly to the south.

Transportation and Site Access

Vehicle and Pedestrian Access

The vehicle access for the proposed surface parking lot for the commercial building is to be provided by a driveway leading from Odlin Road. There is one driveway from Dubbert Street leading to the parkade beneath the two residential buildings (Attachment 5). There will be a Statutory Right of Way (SRW) registered on Title to allow the driveway from Odlin Road to provide a connection to the above-noted site to the west at such time that it is re-developed in the future.

Vehicle and pedestrian access from Dubbert Street will be improved with a 2.0 m (6.6 ft.) sidewalk on the west side, 11.2 m (36.7 ft.) wide driving surface and a 2.25 m (7.4 ft.) wide grassed boulevard. A 10.0 m (32.8 ft.) wide road dedication and corner cut at the intersection of Dubbert Street and Odlin Road will be provided to enable the frontage improvements.

There will also be an east-west pathway within a 5.0 m (16.4 ft.) wide SRW to be registered on Title of the development site that will provide a public pedestrian and bicycle connection between Garden City Road and Dubbert Street along the southern edge of the site. The SRW will

provide for public access for this pathway within the subject site and will be widened to 10.0 m (32.8 ft.) when a development is constructed to the south, and will be maintained by the subject developments. The inclusion of this pathway is facilitated by the proposed OCP amendment to the pathway network shown within the West Cambie Area Plan.

Parking

There will be a total of 224 resident and 164 commercial parking spaces. There will be a minimum of 32 residential visitor parking spaces shared with the commercial parking spaces. A covenant will be registered on Title that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit.

The proposed project includes 62 tandem resident parking spaces or 28% of the required residential parking spaces. A legal agreement will be registered on Title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

The proposed parking is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The proposed TDM measures include:

- Monthly bus passes (2-zone) offered to: 25% of market strata units (34 units); 50% of Market Rental units (9 units); and 100% of both the Affordable Housing units and Modest Rent-Controlled units (24 units) for one year. The contribution will be secured through a covenant registered on Title or other legal agreement.
- A bicycle end-of-trip facility for the commercial building and bicycle repair/maintenance stations for each of the two residential buildings secured by a restrictive registered on Title.
- Road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (90 m to Odlin Road and 170 m to Alexandra Road), that includes road widening to provide a separate 1.8 m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Based on the size of the development, there is one medium (SU9) loading space provided for residential uses and two medium (SU9) spaces for the commercial uses. The standard Zoning Bylaw requirement for one large (WB17) commercial loading space is proposed to not be included for this development based on the findings of the Traffic Impact and Parking Study and is supported by Transportation staff. Thus, the proposed ZMU41 zone does not require a large (WB17) commercial loading space for this development.

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 49 bylaw-sized trees on the subject property, eight (8) trees on neighbouring properties to west and one (1) tree currently on City property (Attachment 6).

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

- Five (5) trees located on the site will be retained due to their good condition and being located on the lot to be transferred to the City and outside of the development site. (See tree nos. 21 to 25 in the tree plan in Attachment 6).
- The applicant intends to remove 44 on-site trees, of which:
 - 34 trees are in poor condition due to their tree structure, leaning angle or previous topping, and thus are required to be removed.
 - 10 trees are in good condition but are proposed to be removed due to the nature of the soils in the area, required excavation of the site for the proposed building and the widening of Dubbert Street. (See tree nos. 1, 5, 8, 9, 32 to 36 and 47) in the tree plan in Attachment 6).
- There is removal of one tree (tree no. ci061) from City property within the existing Odlin Road allowance which is in good condition but needs to be removed for the proposed road works.
- Eight trees on neighbouring properties are to be retained at the time of development of the subject site. The applicant has submitted a tree protection plan showing the trees to be retained (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to submit 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.

Tree Retention

There are five trees proposed to be retained at the time of development of the subject site that are located within the lot proposed to be transferred to the City. Long-term retention of these trees would be assessed as part of the anticipated future rezoning of the site to the south. These trees include three Silver Birch, one Black Pine and one Cottonwood. A Tree Survival Security of \$35,000.00 for these 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 44 trees proposed to be removed, the OCP 2:1 replacement ratio would require a total of 88 replacement trees to be included within the final Development Permit landscape plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057.

Basic Universal Housing Units

All Affordable, Modest Rent Controlled and Market Rental units (a total of 41 units) will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.

West Cambie Area Plan Contributions

This West Cambie Area Plan requires that following contributions be made to the City prior zoning adoption:

- Childcare contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to the City childcare reserve fund.
- West Cambie Area Plan Beatification contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie.
- West Cambie Area Plan Planning Costs contribution of \$0.08 per buildable square foot (e.g. \$17,147.10) to assist with paying for community and engineering planning costs within West Cambie.

The above amounts are based on the proposed development design with the final amounts to be based on the Development Permit plans.

Public Art Contribution

The applicant will be making a contribution of approximately \$194,146.00 to the City's Public Art Reserve Fund. The applicant may choose to make a cash contribution for City-wide public art or to provide public art on-site through the Developer Public Art process. If the artwork is to be provided on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan to be reviewed by the City's Public Art Advisory Committee.

Renewable Energy and Sustainability Requirements

The subject site is within the Alexandra District Energy Utility (ADEU) and connection to the utility will be required for this development. The rezoning considerations include requirements for the registration of legal agreements ensuring that the building is designed with the capability to connect and be serviced by the utility and ensuring that the service connection will be made prior to occupancy.

The applicant has also submitted a letter indicating their intent to meet the sustainability requirements set out in the OCP and the applicable sections of Richmond's BC Energy Step Code.

Amenity Space

The proposed development provides 116 m² (1,250 ft²) of common indoor amenity space on the second level of the northerly residential building. The preliminary landscape plans also include approximately 1,399 m² (15,059 ft²) of common outdoor amenity space, of which 536 m² (5,770 ft²)

will be outdoor play area which will accommodate play equipment within the final Development Permit plans. These amenity areas exceed the OCP Development Permit guidelines. There will be registration of an easement and other legal agreements to ensure that residents of each residential building will have access to the common indoor amenity space and common outdoor amenity spaces.

Site Servicing and Frontage 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 Dubbert Street frontage: Road widening to provide a 2.25 m (7.4 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the west side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Odlin Road frontage to Garden City Road: Road widening to provide a 2.5 m (8.2 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the south side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Garden City Road frontage of the site: Work includes the revision of the width of the two existing northbound traffic lanes to 3.5 m (11.5 ft.) each, and construction of a 1.5 m (5.0 ft.) wide grassed/treed boulevard, a 2.0 m (6.6 ft.) wide asphalt bike path, a 1.35 m (4.4 ft.) wide buffer strip with pedestrian lighting and a 2.0 m (6.6 ft.) wide sidewalk. The works will extend 30 m (98.4 ft.) north and south outside the limit of the development frontage.
- Further works that include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50 m (164 ft.) to Garden City Road, that includes road widening to provide a parking lane, and an interim 1.5 m wide paved sidewalk.
- Upgrade of the existing traffic signal at the Garden City Road/Odlin Road intersection to accommodate the road widening noted above which includes Accessible Pedestrian Signals and illuminated street signs.
- TDM works that include road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (853 ft.) (with 90 m (295 ft.) to Odlin Road and 170 m (558 ft.) to Alexandra Road), that includes road widening to provide a separate 1.8 m (6.0 ft.) wide bike lane and a 1.5 m (5.0 ft.) wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Servicing Works

- Installation of approximately 167 m (580 ft.) of new 200 mm diameter watermain along the proposed development's Dubbert Street frontage.
- Installation of fire hydrants as required by the City standards along the development road frontages.
- Installation of a new watermain to replace the existing watermain along the east side of Garden City Road may be required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing watermain.

- Possible replacement of the existing storm sewer on the Dubbert Street frontage.
- Construction of approximately 85 m (108 ft.) of 200 mm diameter sanitary line from 9080 Odlin Road to the intersection of Odlin Road and Dubbert Street.
- Provision of street lighting along the Garden City Road, Odlin Road and Dubbert Street frontages.
- Removal or placement underground of the existing private utility overhead lines (e.g. BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to 9211 Odlin Road.

Prior to issuance of the Building Permit, the applicant will be required to pay latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.

Development Permit Review

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

- Providing detailed designs of the parkade walls and landscaping around the perimeter of the project.
- A detailed review of the façade materials and colours.
- Providing detailed landscape plans with the required number of replacement trees and plant lists.
- Providing additional landscaping specifications for the outdoor amenity and children's play areas.

Financial Impact

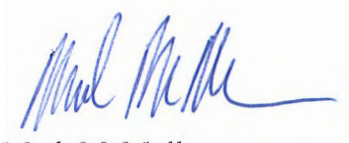
As a result of the proposed development, the City will take ownership of developer contributed assets including roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$10,500.00. This will be considered as part of the City's 2020 Operating Budget.

Conclusion

The proposed 174-unit mixed use development is the first development to be considered under the "Mixed Use Employment-Residential Neighbourhood Residential" designation within the West Cambie Area Plan. The project includes 17 Market Rental units, 15 Modest Rent-Controlled units and nine Affordable Housing units for a total of 41 rental units.

The development will also provide a new pedestrian and bicycle connection between Garden City Road and Dubbert Street.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, be introduced and given first readings.



Mark McMullen
Senior Coordinator – Major Projects

MM:rg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: West Cambie Area Plan Alexandra Neighbourhood Land Use Map

Attachment 4: Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

Attachment 5: Conceptual Development Plans

Attachment 6: Tree Preservation Plan

Attachment 7: Rezoning Considerations

The map displays a grid of land parcels with various zoning designations. Key streets shown include Cambie Rd at the top, Garden City Rd running vertically on the left, and Odlin Rd and Tomicki Ave running horizontally at the bottom. Other streets include Stolberg St, Mckim Way, May Dr, and Dubbert St. Zoning districts labeled include CA, SI, ASY, KTL1, ZC2, 039, ID1, Z12, CG2, Z179, RS1/F, ZLR24, ZLR22, Z15, Z12, RD1, ZLR24, ZLR20, ZLR24, ZLR25, ZLR30, ZT67, ZMU28, ZMU23, Z14, RD1, SI, Z17, ID1, RS1/E, RS1/F, and ZT67. A large area in the lower-left quadrant is shaded with a cross-hatch pattern and labeled 'PROPOSED REZONING'. An arrow points from this shaded area to a specific parcel labeled 'RS1/F' located between Garden City Rd and Odlin Rd, east of Dubbert St.



PLN - 43



City of Richmond



RZ 18-807620

PLN - 44

Original Date: 03/01/18

Revision Date: 07/31/19

Note: Dimensions are in METRES



RZ 18-807620

Attachment 2

Address: 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road

Applicant: GBL Architects

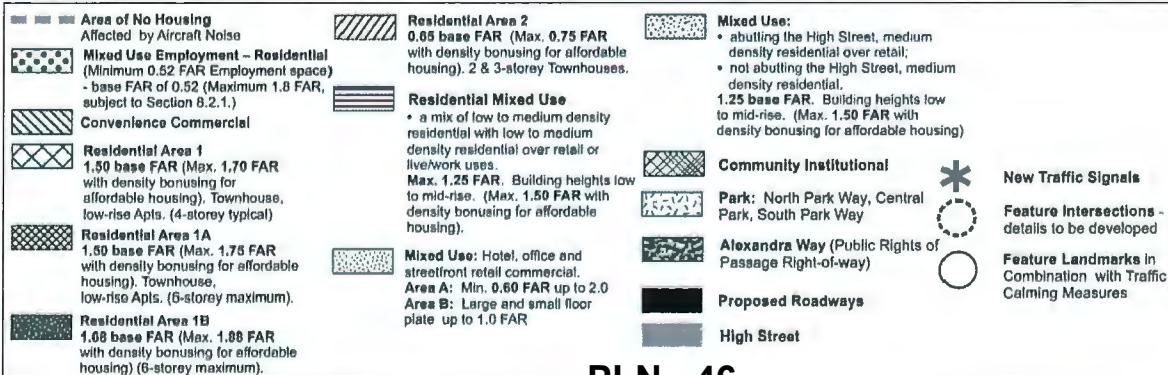
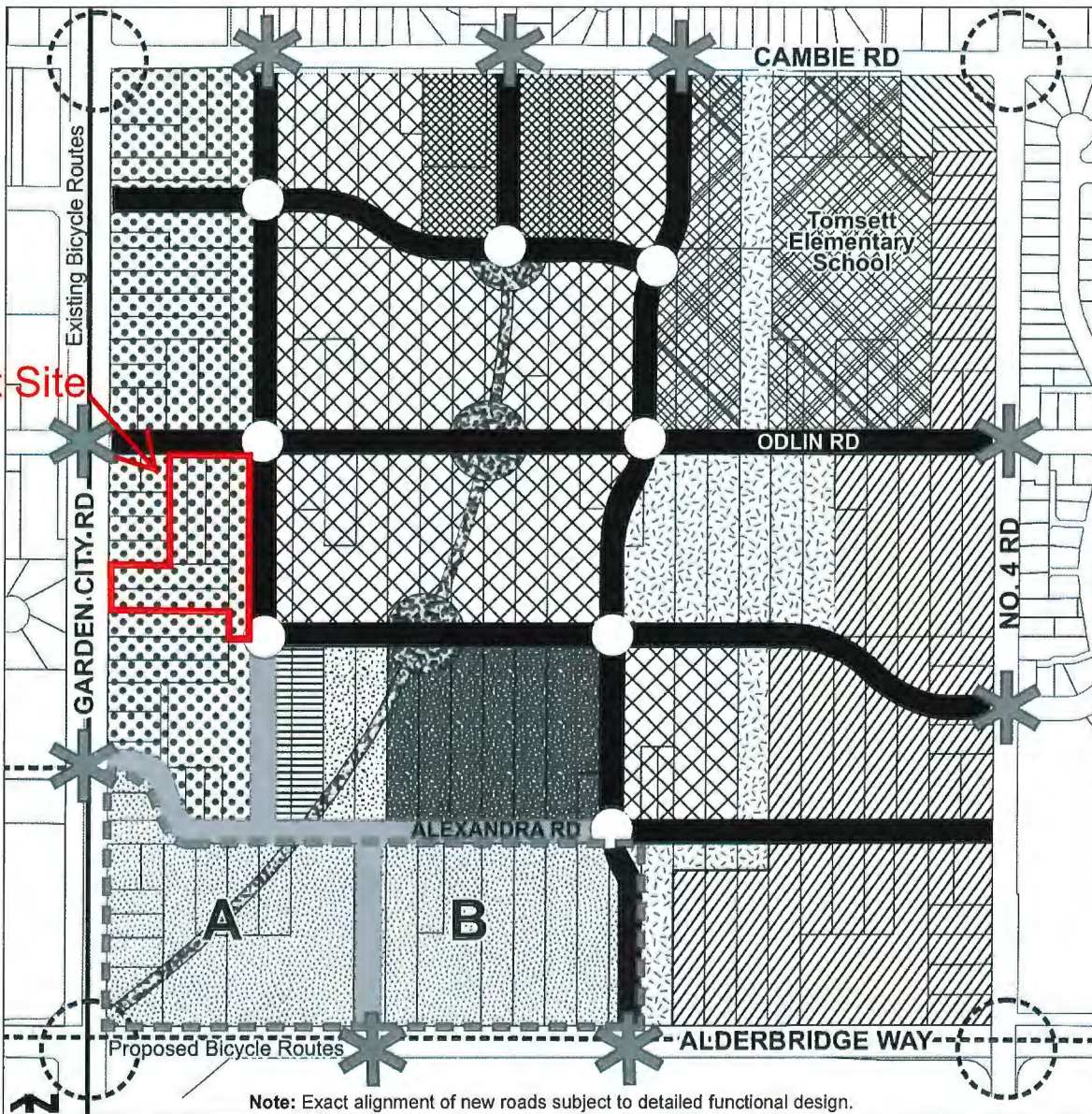
Planning Area(s): West Cambie – Alexandra Neighbourhood (Schedule 2.11 A)

	Existing	Proposed
Owner:	1074971 BC Ltd.	1074971 BC Ltd.
Site Size (m²):	12,691 m ²	12,691 m ² including: 10,856 m ² development site 1,499 m ² road dedication 336m ² to be transferred to the City
Land Uses:	Single-Family Residential	Apartment Residential and Commercial
OCP Designation:	Mixed Use	Mixed Use
Area Plan Designation:	Mixed Use Employment -Residential	Mixed Use Employment -Residential
Zoning:	RS1/F	ZMU41
Number of Units:	Six lots with single-family detached dwellings (now demolished)	174 apartment units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.8 FAR under Area Plan & 0.08 FAR under OCP Market Rental Policy	Total 1.88 FAR per Area Plan & OCP Market Rental Policy	none permitted
Lot Coverage (% of lot area):	Max. 55%	52%	none
Lot Size:	Min. 10,000 m ² for development lot	10,856 m ² for development lot	none
Lot Dimensions (m):	Min. lot width is 35.0 m and min. lot depth is 110.0 m for the development lot	Min. lot width is 40.2 m and min. lot depth is 117.4 m for the development lot	none
Setbacks (m):	North (Odlin Rd): 3.5 m North (Interior): 3.0 m East (Dubbert St): 4.5 m West (Interior): 14.5 m West (Garden City): 1.5 m South (Interior): 5.0 m	North (Odlin Rd): 3.7 m North (Interior): 3.0 m East (Dubbert St): 4.6 m West (Interior): 14.8 m West (Garden City): 1.7 m South (Interior): 7.2 m	none
Height (m):	Buildings facing Garden City Rd: 23 m Buildings facing Odlin Rd & Dubbert Rd: 20 m	Buildings facing Garden City Rd: 21.9 m Buildings facing Odlin Rd & Dubbert Rd: 19.2 m	none
Off-street Parking Spaces –Residential (R) / Visitor (V) (Shared w/Commercial):	224 (R) 32 (V)	228 (R) 32 (V)	none
Off-Street Parking Spaces – Total Commercial and Office	Min. 161	164	none
Tandem Parking Spaces:	Max. 50% (112) of required spaces	28% (62) of required spaces	none
Amenity Space – Indoor:	Min. 100 m ²	116 m ²	none
Amenity Space – Outdoor:	Min. 1,068 m ²	1,399 m ²	none

PLN - 45

City of Richmond

Alexandra Neighbourhood Land Use MapBylaw 9121
2015/06/15**PLN - 46**

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

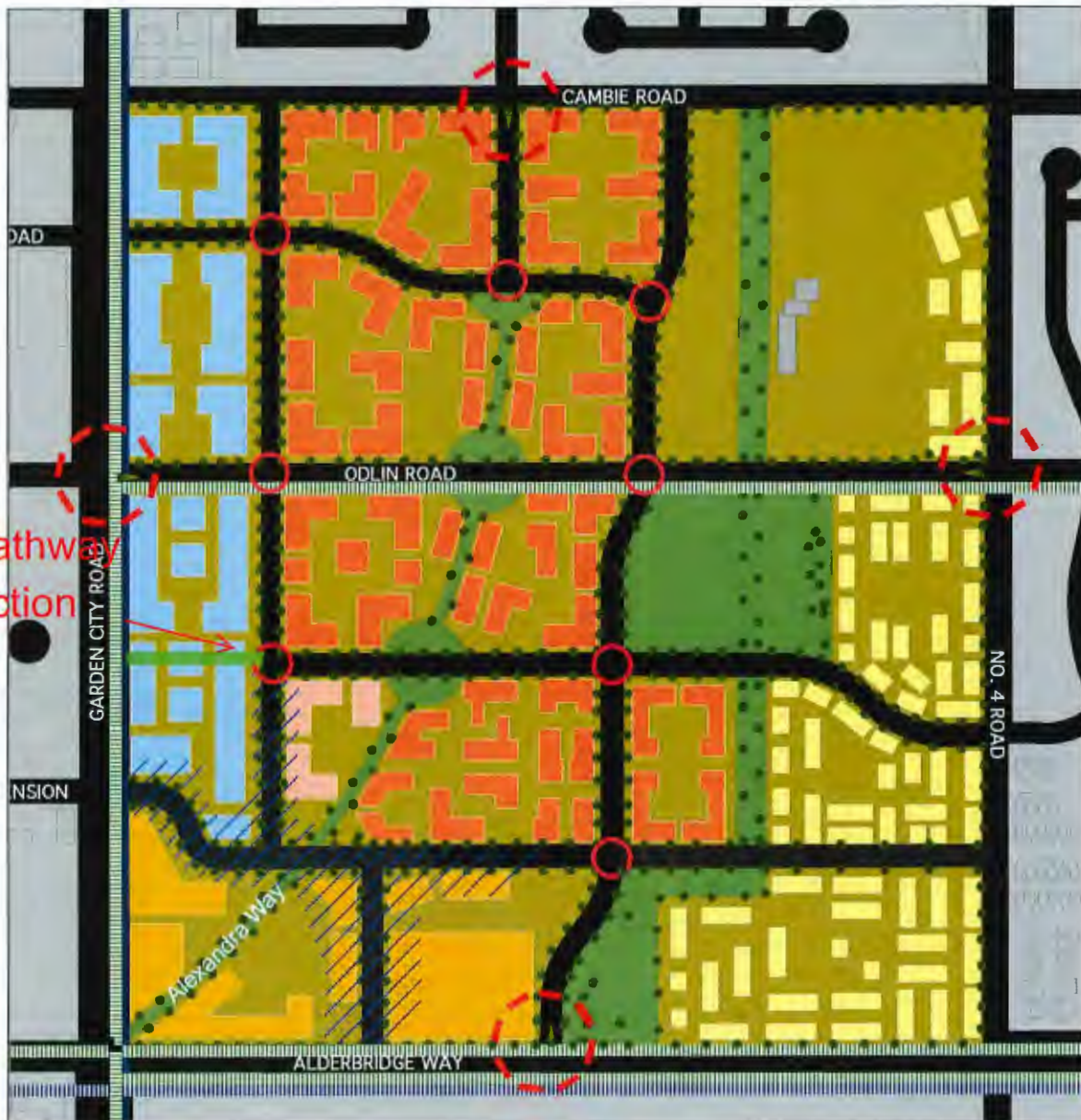
Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

City of Richmond

Alexandra Neighbourhood Character Areas Map

Bylaw 9121
2015/06/15

New Pathway
Conenction








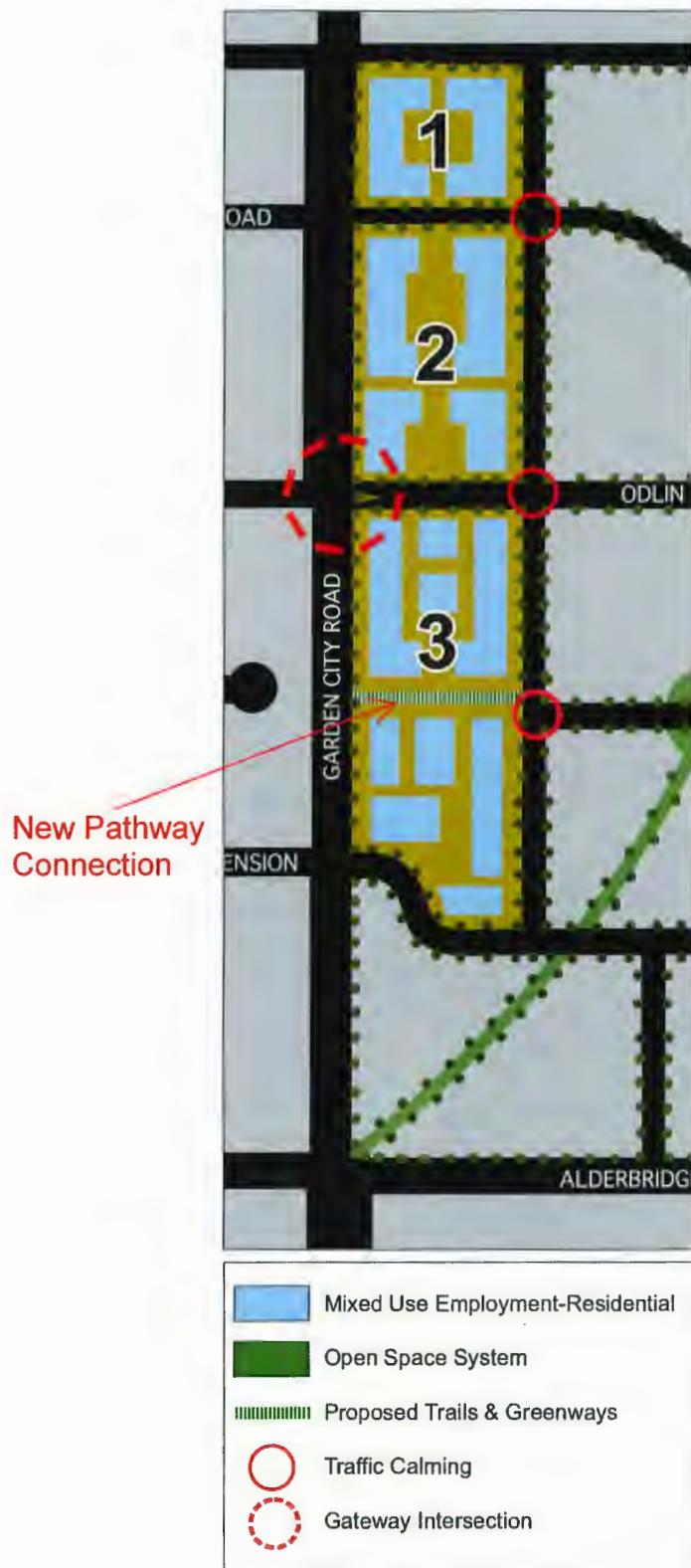
LEGEND

1	Mixed Use Employment-Residential	5	Low Density Housing	Proposed Trails & Greenways	Gateway Intersection
2	Mixed Use (Retail/Office/Hotel)		Mixed Use: • a mix of low to medium density residential with low to medium density residential over retail or live/work uses.	Existing Cycle Routes	The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on Figures 3 through 8.
3	The High Street		Open Space System	Proposed Cycle Routes	
4	Medium Density Housing			Traffic Calming	

New Pathway
Connection



-  Open Space System
-  Proposed Trails & Greenways
-  Existing Cycle Routes
-  Proposed Cycle Routes
-  Traffic Calming
-  Gateway Intersection



A-0.00	COVER
A-0.01	STATISTICS
A-0.02	CONTEXT
A-0.03A	SURVEY
A-0.03B	SURVEY
A-0.03C	SURVEY
A-0.04	SHADOW ANALYSIS
A-0.05	DESIGN RATIONALE
A-1.01	SITE PLAN
A-1.02	SITE PLAN - Mill ADJACENT SITE
A-2.01A	LEVEL P1
A-2.01B	LEVEL P1 - BICYCLE ROOMS W/ ACCESS
A-2.01C	LEVEL P1 - NORTH
A-2.01D	LEVEL P1 - SOUTH
A-2.02	LEVEL 1
A-3.01B	WASTE MANAGEM. OVERLAY PLAN
A-3.01C	LEVEL 1 - NORTH
A-3.01D	LEVEL 1 - SOUTH
A-3.02A	LEVEL 2
A-3.02B	LEVEL 2 - NORTH
A-3.02C	LEVEL 2 - SOUTH
A-3.03A	LEVEL 3 - NORTH
A-3.03B	LEVEL 3 - SOUTH
A-3.04A	LEVEL 4
A-3.04B	LEVEL 4 - NORTH
A-3.04C	LEVEL 4 - SOUTH
A-3.05A	LEVEL 5
A-3.05B	LEVEL 5 - NORTH
A-3.05C	LEVEL 5 - SOUTH
A-3.06A	ROOF - NORTH
A-3.06B	ROOF - SOUTH
A-3.06C	ROOF - SOUTH
A-4.01	ELEVATIONS
A-4.02	ELEVATIONS
A-5.01	SECTIONS
A-5.02	SECTIONS
A-5.03	SECTIONS
A-5.04	3D VIEWS - RESIDENTIAL
A-5.05	3D VIEWS - RESIDENTIAL
A-5.06	3D VIEWS - OFFICE
A-5.07A	FAR - P1
A-5.07B	FAR - P1 - NORTH
A-5.07C	FAR - P1 - SOUTH
A-5.08A	FAR - L1
A-5.08B	FAR - L1 - NORTH
A-5.08C	FAR - L1 - SOUTH
A-5.09A	FAR - L2
A-5.09B	FAR - L2 - NORTH
A-5.09C	FAR - L2 - SOUTH
A-5.09A	FAR - L3
A-5.09B	FAR - L3 - NORTH
A-5.09C	FAR - L3 - SOUTH
A-5.09A	FAR - L4
A-5.09B	FAR - L4 - NORTH
A-5.09C	FAR - L4 - SOUTH
A-5.09A	FAR - L5
A-5.09B	FAR - L5 - NORTH
A-5.09C	FAR - L5 - SOUTH
A-5.07A	FAR - ROOF
A-5.07B	FAR - ROOF - NORTH
A-5.07C	FAR - ROOF - SOUTH
A-10.01	STATISTICS - ADJACENT SITE
A-11.01	FAR - 11 - ADJACENT SITE
A-11.02	FAR - 11 - ADJACENT SITE
A-13.03	FAR - 12TH - ADJACENT SITE
A-13.04	FAR - 12 - ADJACENT SITE
A-13.05	FAR - 13 - ADJACENT SITE
A-13.06	FAR - 13 - ADJACENT SITE
A-13.07	FAR - 13 - ADJACENT SITE
A-13.08	FAR - ROOF - ADJACENT SITE
A-13.01	SECTION

9080 ODLIN RD

REZONING APPLICATION - RESUBMISSION - 04.04.2019





■ GBL PROJECT, INC.
14000 E. CHERRY AVE. SUITE 100
DENVER, CO 80231
TEL: 303.733.1234
WWW.GBLPROJECT.COM

NOTES

JUL-19

ADDRESS: 9080 ODLIN ROAD
OCP DESIGNATION CHARACTER AREA 1: MIXED USE EMPLOYMENT-RESIDENTIAL

HEIGHT	ALLOWED 6 ST. (165.4 ft)	PROPOSED 5 ST. (165.4 ft)
SITE AREA	120,443 sf	2,77 ac
NET SITE AREA (not including 325 sqm dedication to City)	116,851 sf	
LOT COVERAGE	43.074 %	52%

F.A.R. PROPOSED	AREA (SF)	RATIO	F.A.R.	AREA ALLOWED	FAR ALLOWED
RETAIL-OFFICE	62,656	28%	0.52	62,441	0.52
RESIDENTIAL	154,186	68%	1.28	154,193	1.28
MARKET RENTAL BONUS (up to 0.1 FAR)	9,543	4%	0.08	12,046	0.10
TOTAL	226,385		1.88	228,680	1.90

RETAIL-OFFICE	RESIDENTIAL	MARKET RENTAL BONUS (up to 0.1 FAR)
AREA REQUIRED (SF)	7,709.6	12,044.30
AREA PROPOSED (SF)	7,701.1	9,542.78
5% OF RESIDENTIAL F.A.R.	11,564.4	
7.5% OF RESIDENTIAL F.A.R.	11,564.4	
2.5% OF RESIDENTIAL F.A.R.	3,856.8	
TOTAL	23,271.32	

RESIDENTIAL	RETAIL	OFFICE	AMENITY	SERVICE ROOM	RETAIL/OFFICE	EXCLUSIONS	GROSS AREA	RESIDENTIAL FAR	RET-OFF-FAR
L1	27,114	13,167	1,808	-	-	-	42,091	23,532	14,975
L2	28,558	-	-	-	-	-	38,558	34,252	-
L3	38,558	-	-	-	-	-	54,404	37,500	15,894
L4	38,558	-	-	-	-	-	54,404	37,500	15,894
L5	30,002	-	-	-	-	-	46,248	28,944	15,894
TOTAL	172,710	13,240	50,743	-	-	-	237,332	143,729	62,656

AMENITY SPACE (per City of Richmond OCP 14.4.5.0)	REQUIRED (SF)	PROPOSED (SF)
INDOOR AMENITY SPACE:	1,076	1,248
OUTDOOR AMENITY SPACE:	11,310	15,059
TOTAL	12,386	16,307

RESIDENTIAL UNIT MIX - MARKET	1B	2B	3B	3B + BUH	AREA
L1	8	7	6	21	17,378.4
L2	11	18	10	39	32,628.0
L3	15	18	9	42	34,168.8
L4	15	18	9	42	34,168.8
L5	6	13	11	30	26,193.4
TOTAL	55	74	45	174	146,537.0

RESIDENTIAL UNIT MIX - AFFORDABLE	1B - BUH	2B - BUH	3B - BUH	3B + BUH	AREA
L1	1	1	4	6	7,173.9
L2	1	1	1	3	566.2
L3	1	1	1	3	566.2
L4	1	1	1	3	566.2
L5	1	1	1	3	566.2
TOTAL	5	5	10	20	13,390.5

RESIDENTIAL UNIT MIX - MARKET RENTAL	1B - BUH	2B - BUH	3B - BUH	3B + BUH	AREA
L1	7	3	3	13	10,264.5
L2	1	1	1	3	566.2
L3	1	1	1	3	566.2
L4	1	1	1	3	566.2
L5	1	1	1	3	566.2
TOTAL	11	7	7	25	12,480.3

PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL - MARKET RENTAL AND MODEST MARKET RENTAL UNITS (ZBL 7.7.2.1)		
1.5 per APARTMENT UNIT	200	
10% REDUCTION (TDM)	-20.0	
TOTAL	180	
RESIDENTIAL - MARKET RENTAL AND MODEST MARKET RENTAL UNITS (ZBL 7.7.2.1)		
1.2 per APARTMENT UNIT	38	
10% REDUCTION (TDM)	-3.8	
TOTAL	35	
RESIDENTIAL - AFFORDABLE HOUSING UNITS (ZBL 7.7.2.1)		
1 per UNIT	9.0	
10% REDUCTION (TDM)	-0.9	
TOTAL	8.1	
TOTAL RESIDENTIAL PARKING STALLS	224	228
HC STALLS (min. 2% of total parking stalls required)	4	4
SMALL CARS (max. 50% of total parking stalls allowed)	112	110
TANDEM ARRANGEMENT (max. 50% of total parking stalls allowed)	112	62
COMMERCIAL (ZBL 7.7.2.3)		
3 per 1074 SF UP TO 3747 SF	11	
4 per 1074 SF ABOVE 3747 SF	35	
10% REDUCTION (TDM)	-3	
RESIDENTIAL VISITOR 0.2 PER UNIT (SHARED W/ COMM)	119	120
HC STALLS (min. 2% of total parking stalls required)	2	2
TOTAL COMMERCIAL	42	44
HC STALLS (min. 2% of total parking stalls required)	1	2
OFFICE (ZBL 7.7.2.3)		
3 per 1074 SF	133	
10% REDUCTION (TDM)	13	
TOTAL OFFICE	119	120
HC STALLS (min. 2% of total parking stalls required)	2	2
TOTAL	385	392

BICYCLE PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL (ZBL 7.14.4.1)		
CLASS 1 1.25 per DWELLING UNIT	218	233
CLASS 2 0.2 per DWELLING UNIT	35	36
TOTAL RESIDENTIAL	253	269
VERTICAL SPACES - maximum 33% of total CLASS 1	72	35
RETAIL AND OFFICE (ZBL 7.14.4.1)		
CLASS 1 0.27 per 100 sq ft (1076.4 sq ft)	16	40
CLASS 2 0.4 per 100 sq ft (1076.4 sq ft)	24	24
TOTAL RETAIL	40	64
VERTICAL SPACES - maximum 33% of total CLASS 1	5	-
TOTAL BICYCLE STALLS	292	333

LOADING CALCULATION	REQUIRED	PROVIDED
NON-RESIDENTIAL USES (ZBL 7.13.4.2)		
LARGE SIZE:		
1 per 53,820 sf above 20,021 sf	1	-
TOTAL	1	-
MEDIUM SIZE:		
1 per 20,021 sf	1	1
1 per 53,820 sf above 20,021 sf	2	2
TOTAL	3	3
RESIDENTIAL USE (ZBL 7.13.4.1)		
MEDIUM SIZE:		
Number of dwelling units: 81 to 240	1	1
TOTAL	1	1

9080 ODLIN ROAD

STATISTICS

DATE
DRAWN BY
CHECKED BY
SCALE
JOB NUMBER

1554

A-0.01

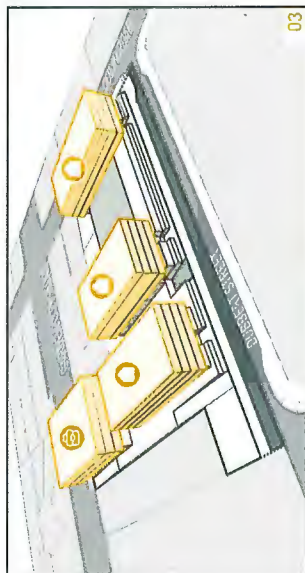
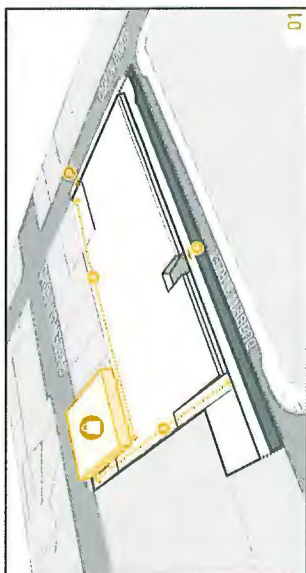
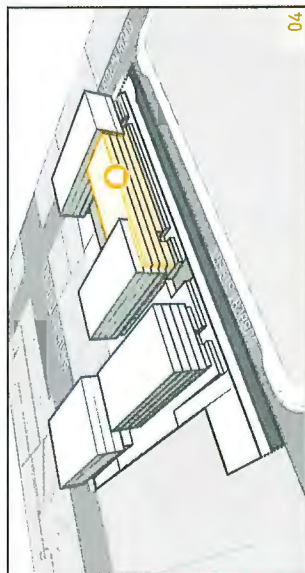
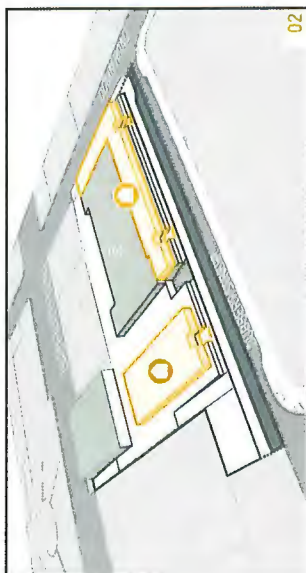
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100	11/1/88

9080 ODLIN ROAD

DESIGN RATIONALE

DATE	JUL 2018 4 04 PM
DRAWN BY	RF
CHECKED BY	DE
SCALE	
JOB NUMBER	1654

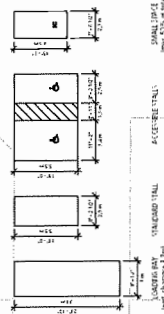
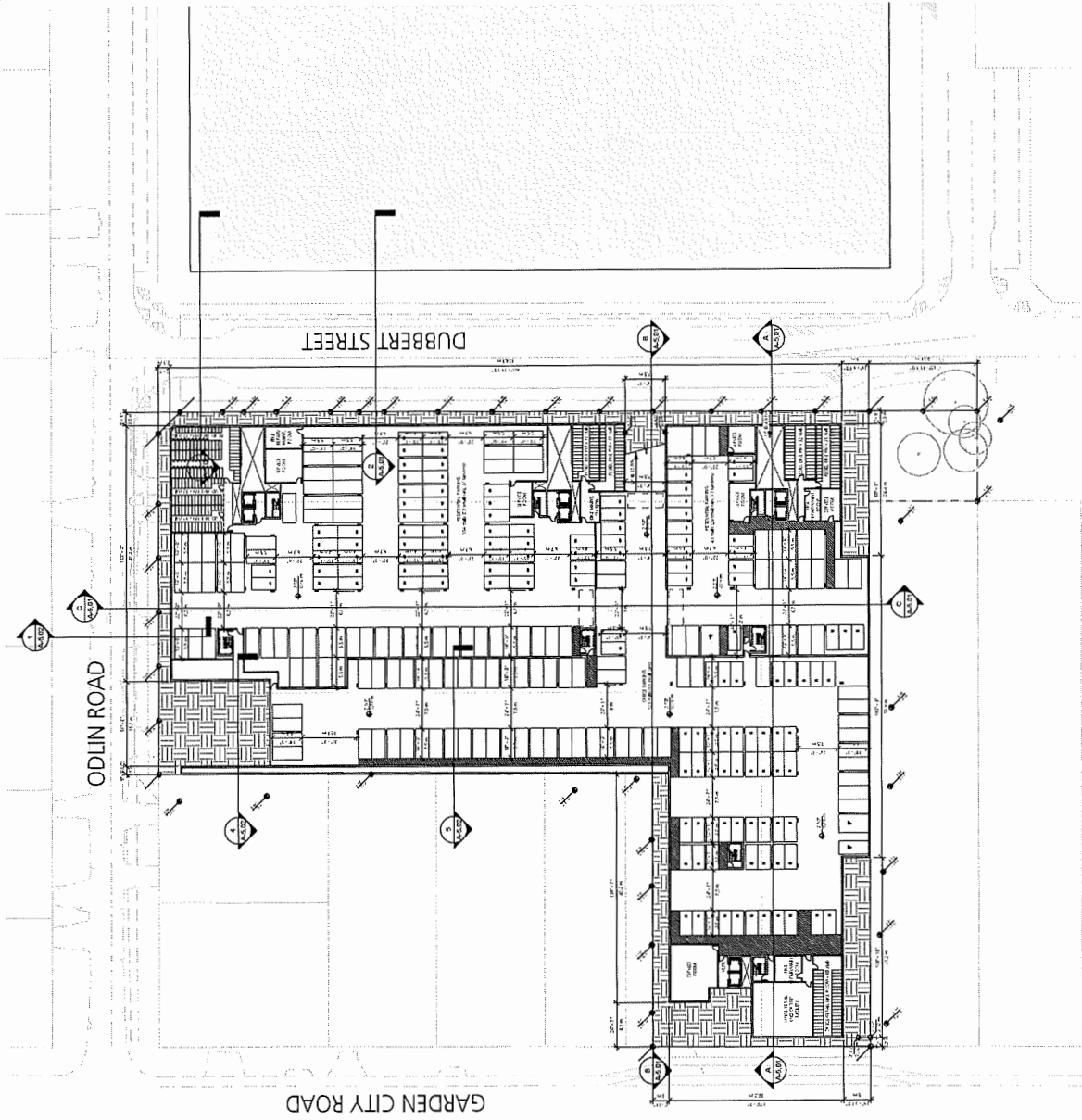
A-0.05



The intent of this mixed use development is to build a 4 story, employment, office and two 5 story residential ones. The overall development, comprising 174 residential units 76 of which designed to affordable units standards and 17 designated to market rental office and commercial space, will be served by a half level below grade parking structure, a surface retail parking and a parcel covered residential parking at L1. Three medium size loading bays located at L1 will be serving all the uses with one of them dedicated to the residential use and two to the office and commercial component.

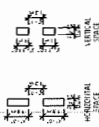
The building form responds to the complex site form and to the different needs of the functional components. The office and retail component is located along Garden City Road while the residential component faces Odlin Road and Dubbert Street.

1



PARKING SPACE - SEE TYPICAL DIMENSIONS

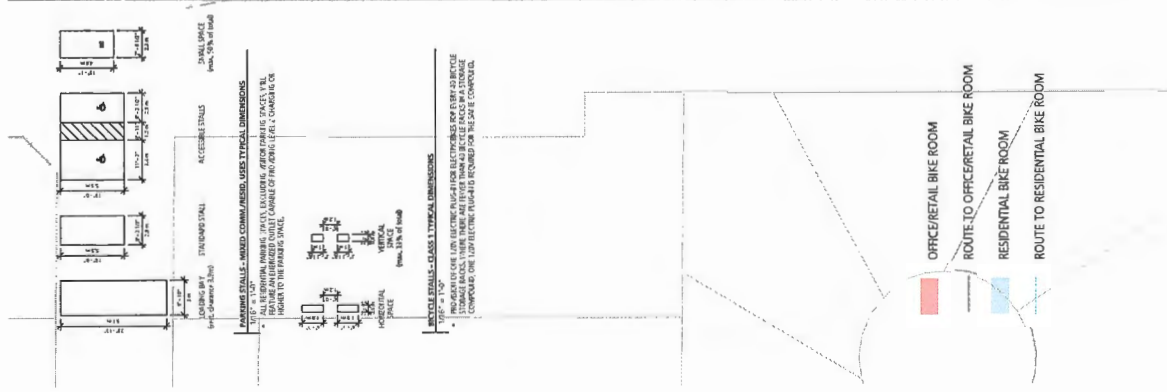
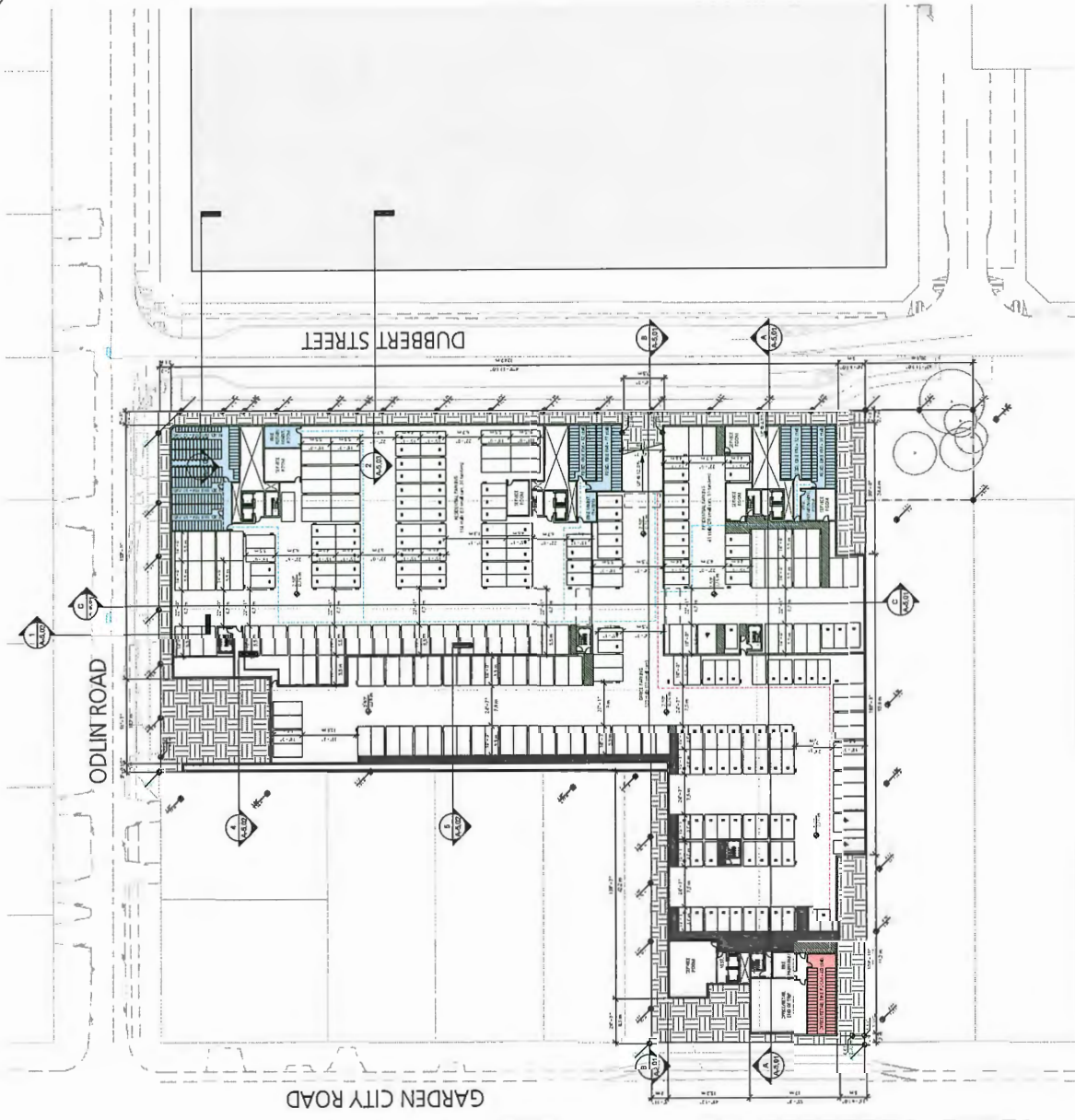
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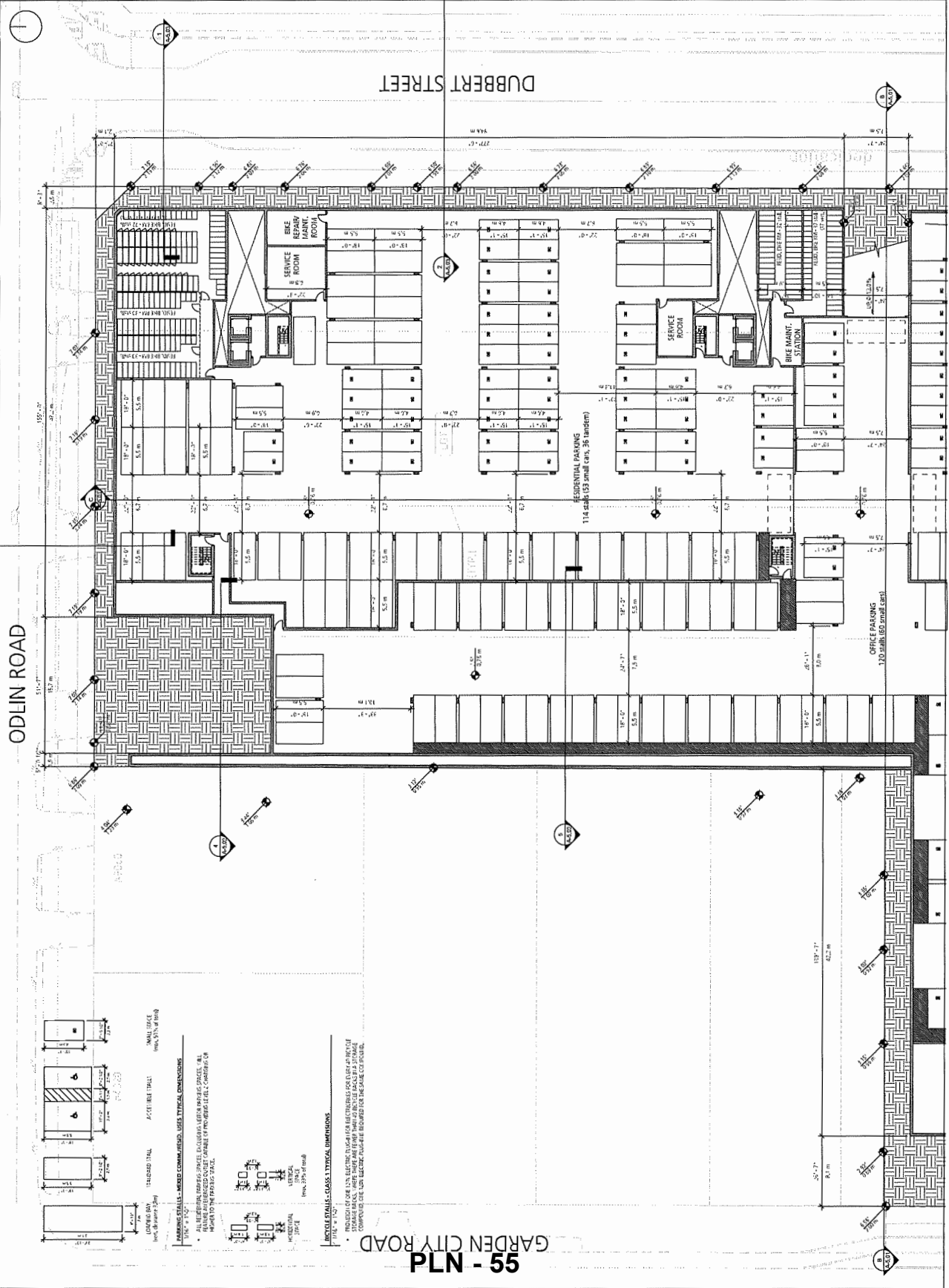


STRUCTURAL COLUMN - SEE TYPICAL DIMENSIONS

ALL DIMENSIONS SHOWN IN THIS PLAN ARE APPROXIMATE. THE EXACT DIMENSIONS SHALL BE DETERMINED BY THE FIELD SURVEYOR.

1





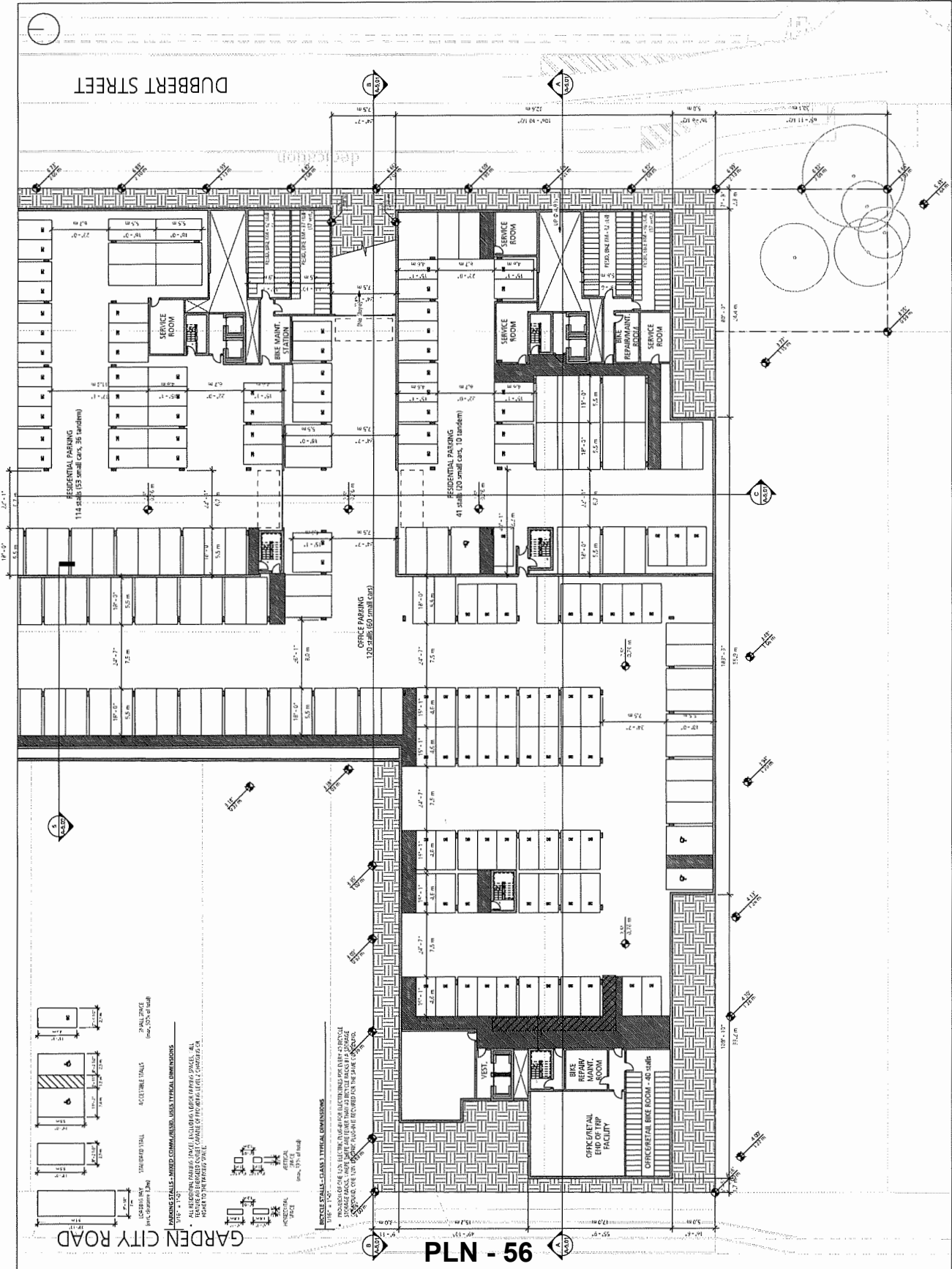
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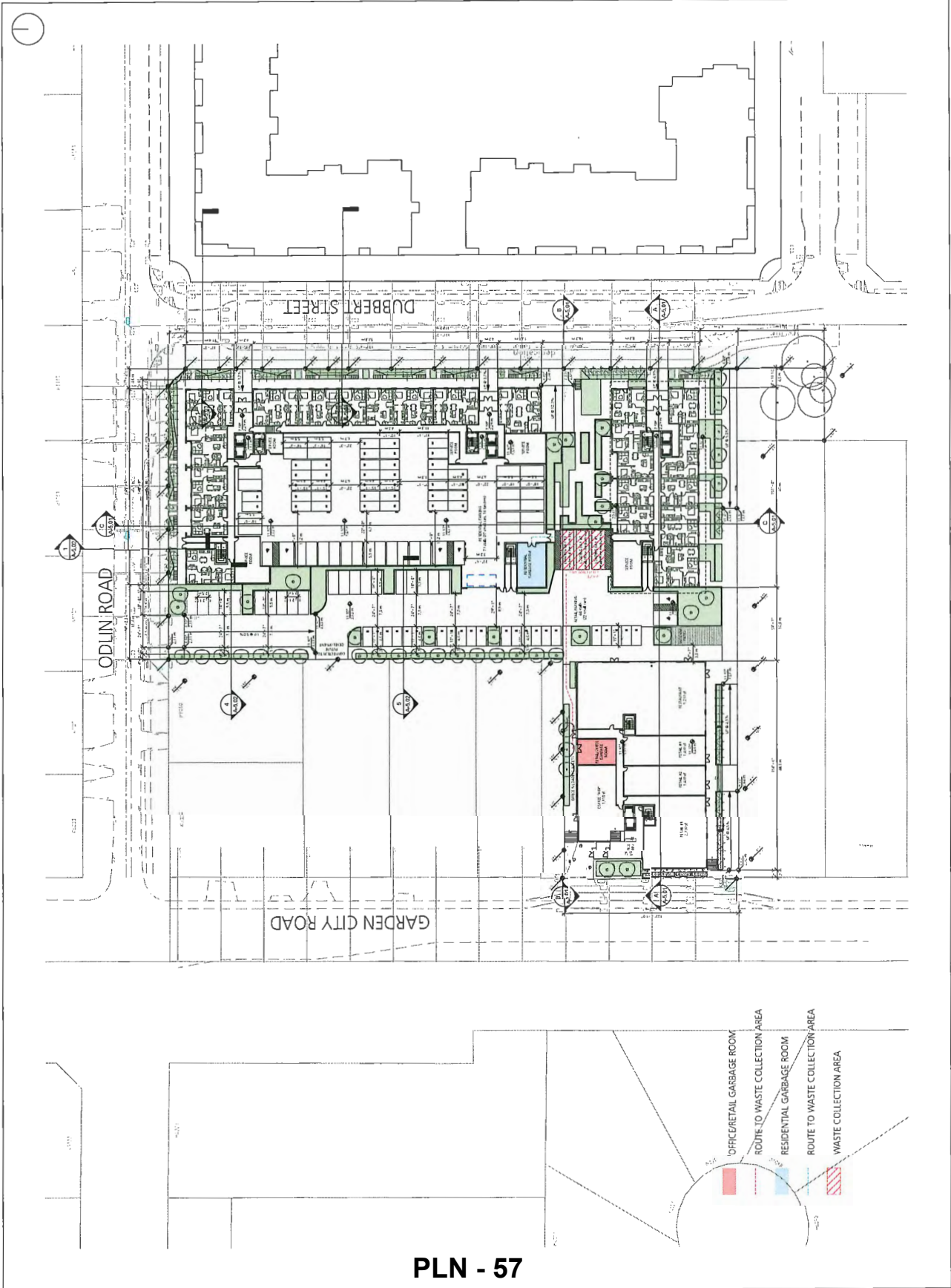
9080 ODLIN ROAD

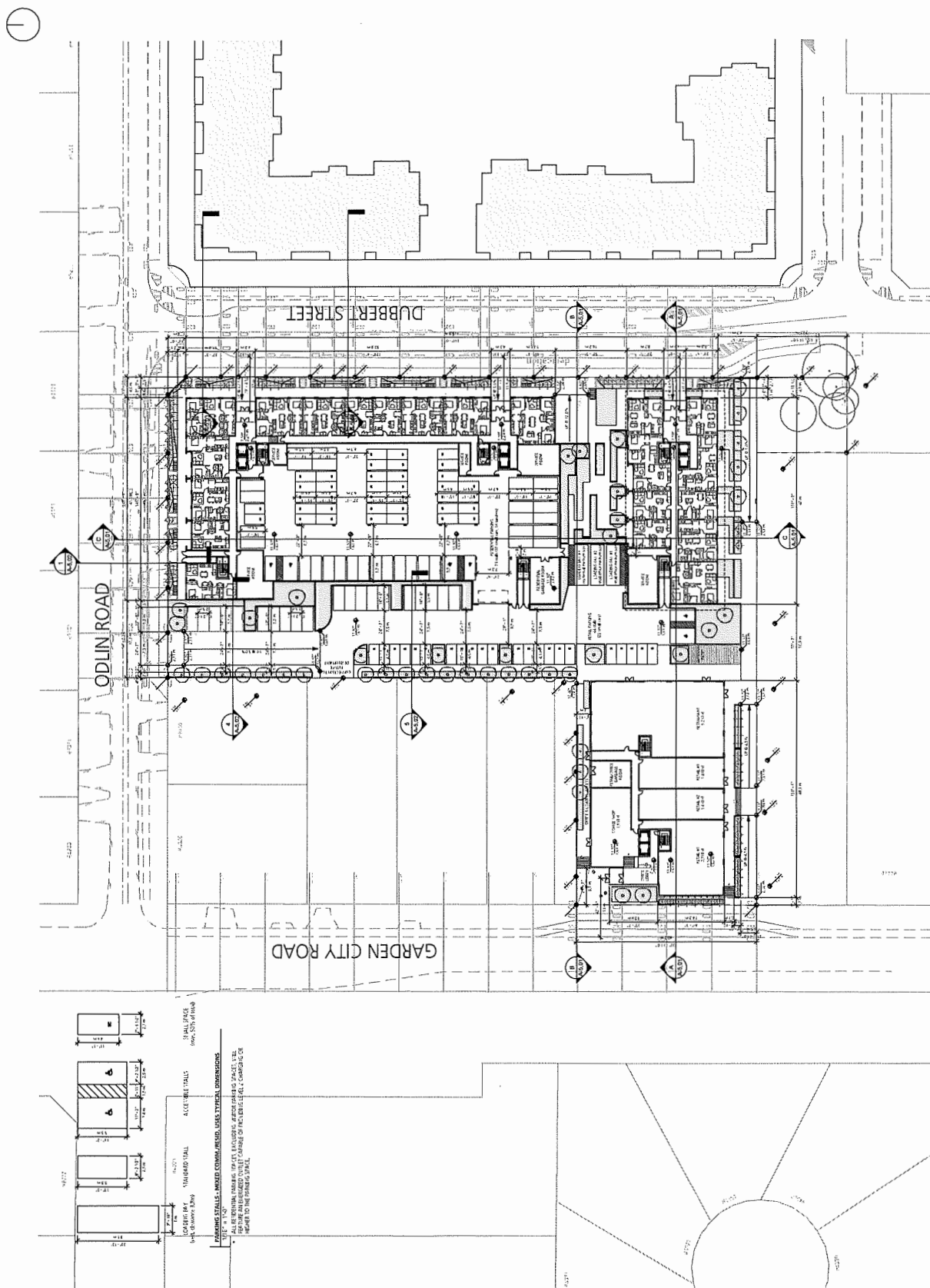
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JOB NUMBER: 1654

A-2.01D







gbl

■ GBL ARCHITECTS INC.
100 EAST 10TH AVENUE
SUITE 100
DENVER, CO 80202
TEL: 303.733.1234
FAX: 303.733.1235
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

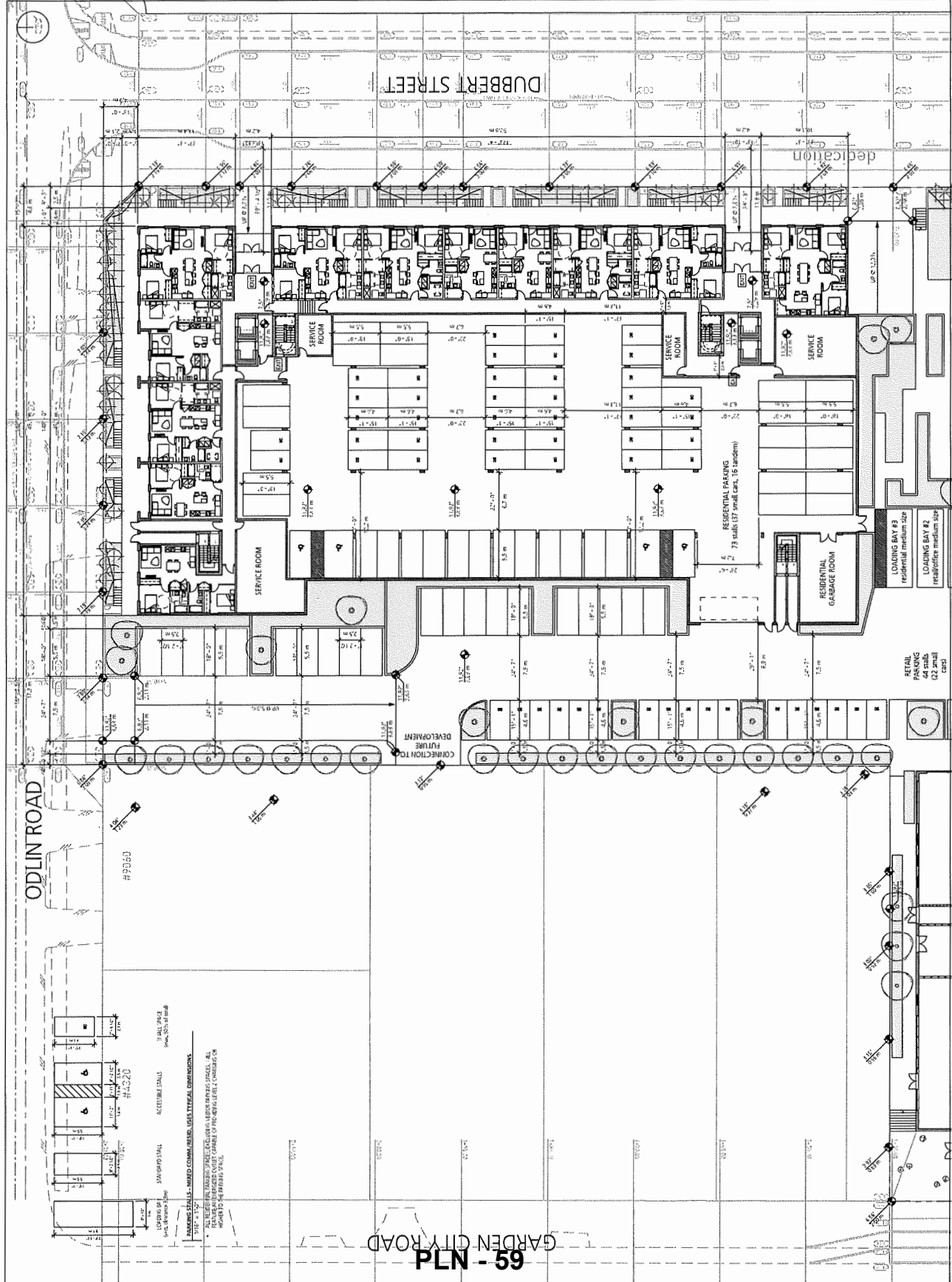
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9080 ODLIN ROAD

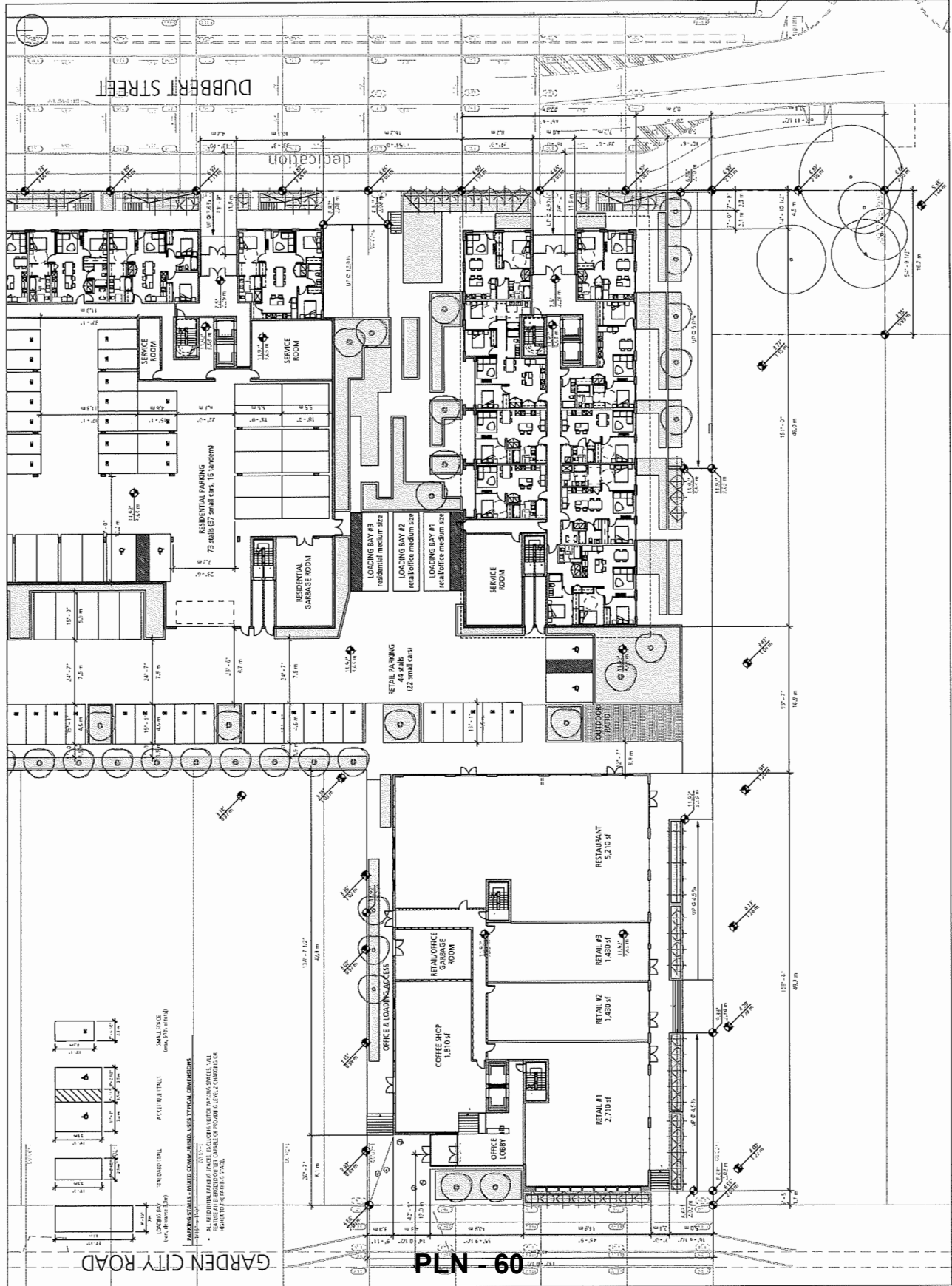
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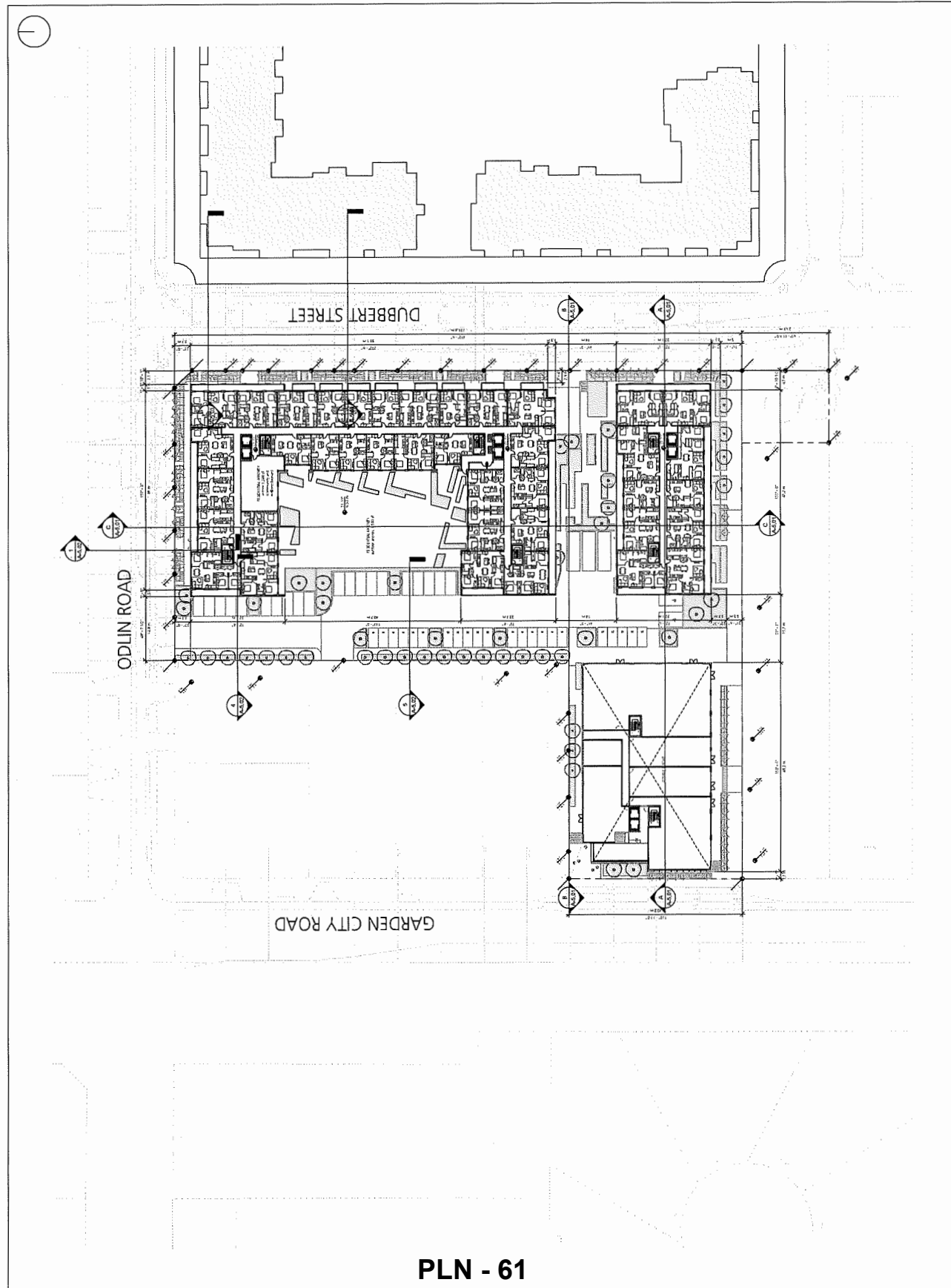
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A-3.01C



PLN - 59





gbl

■ GBL ARCHITECTS INC.
100 EAST WASHINGTON
CHICAGO, IL 60601-4109
TEL: 312.527.1100
FAX: 312.527.1101
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

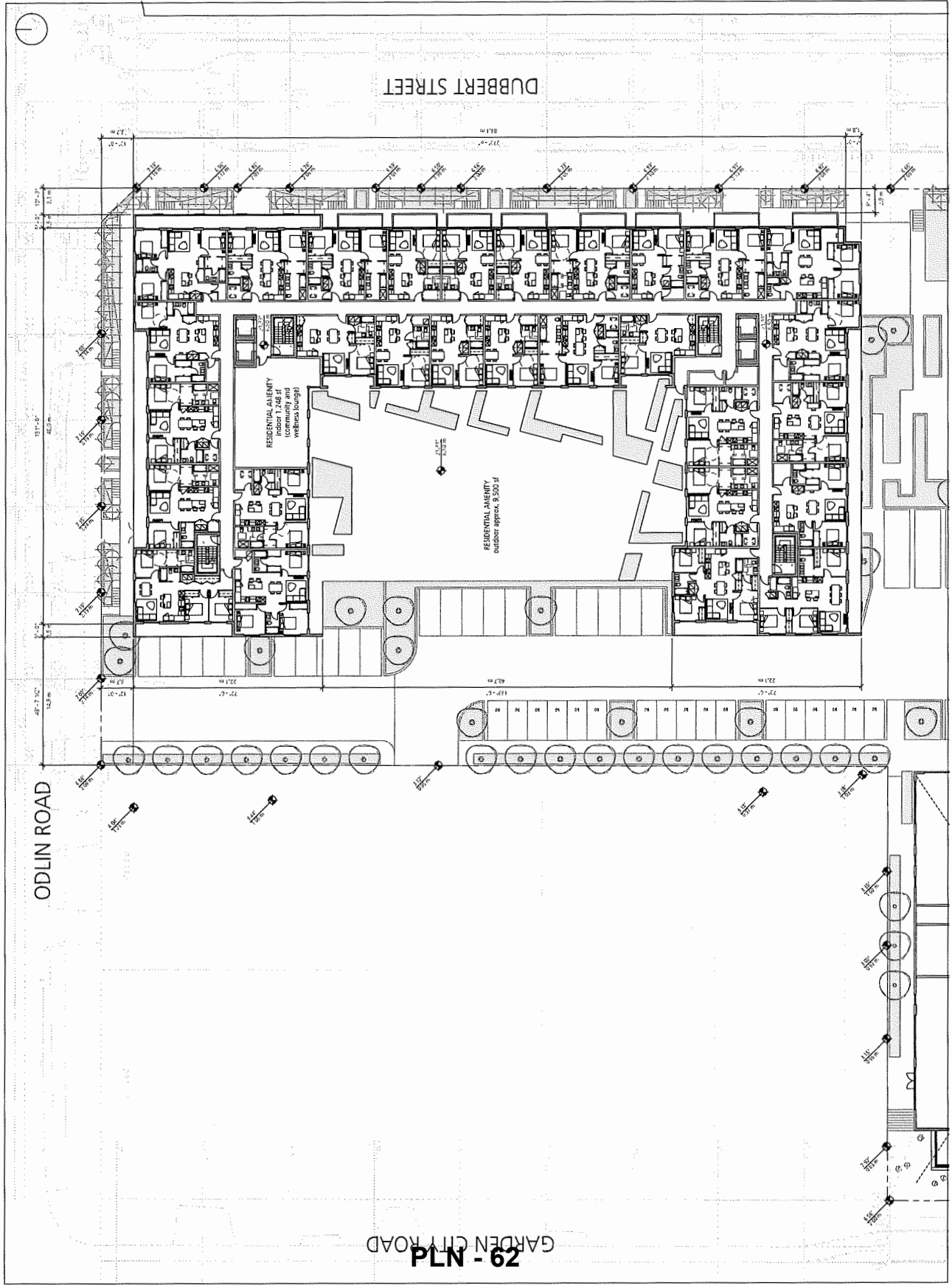
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9080 ODLIN ROAD

LEVEL 2 - NORTH

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JOB NUMBER: 1654

A-3.02B



PLN - 62

gbl

GBL ARCHITECTS, INC.
1100 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-4712
TEL: 303.733.1100
FAX: 303.733.1279
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

Date

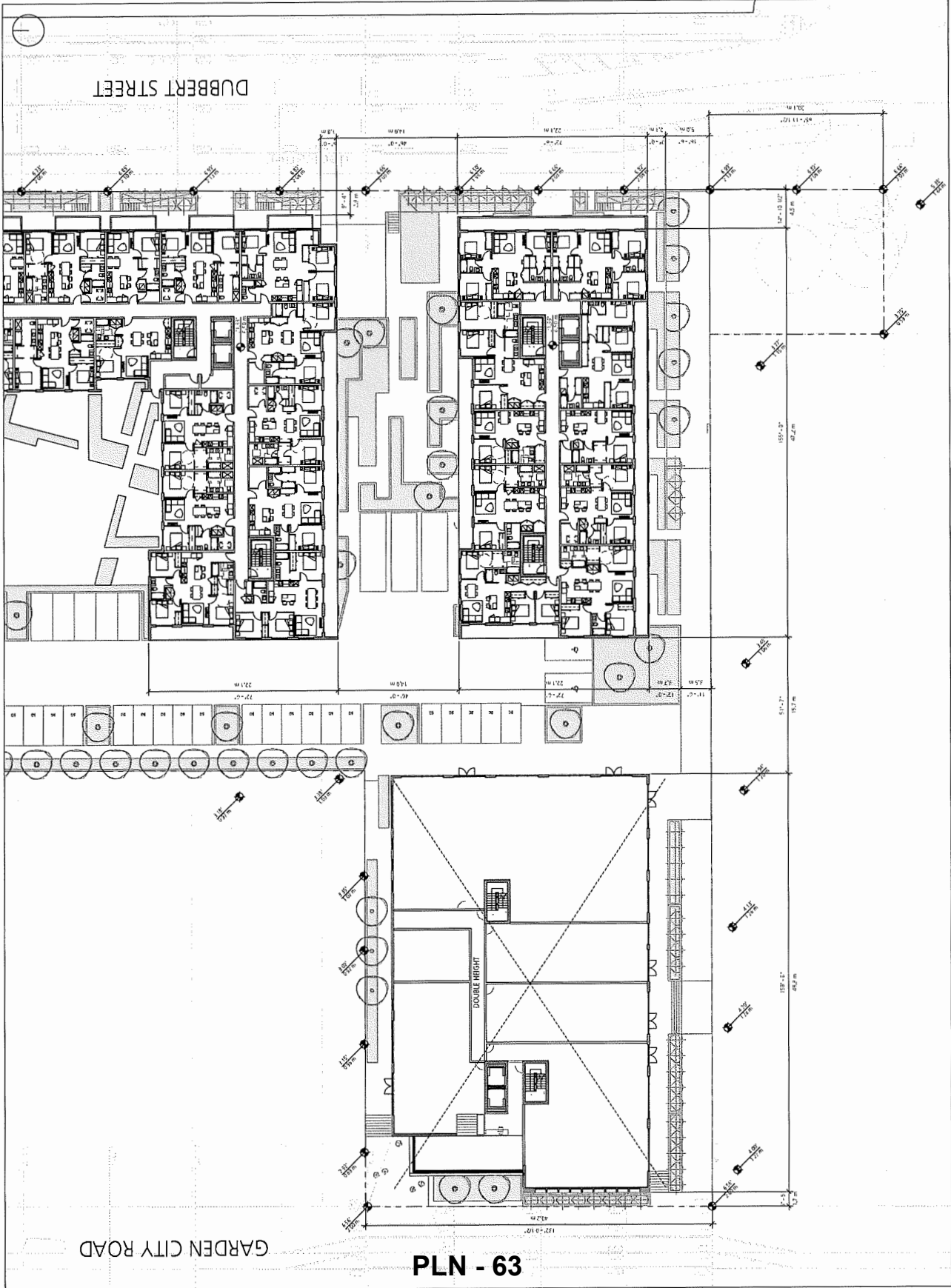
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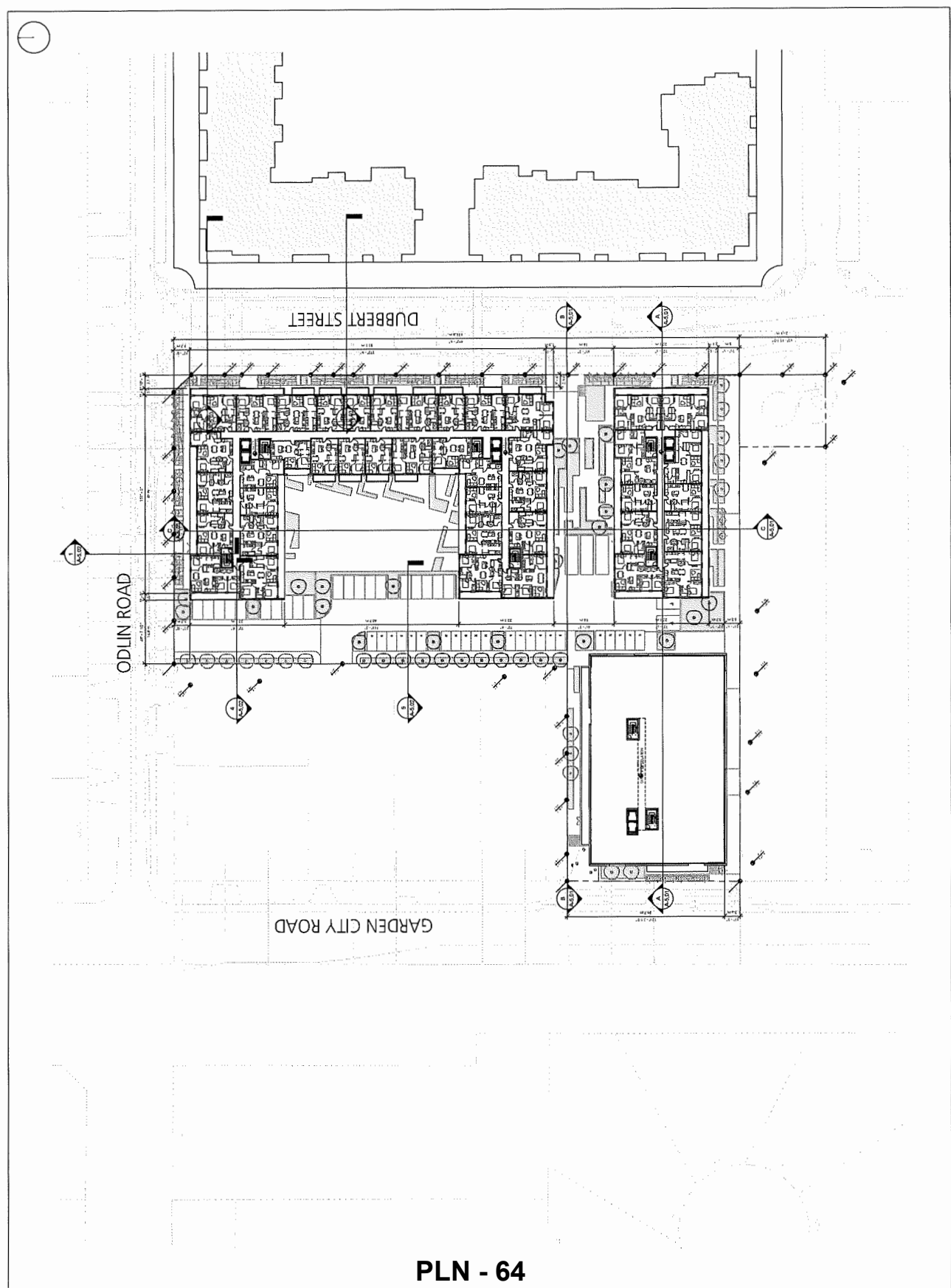
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A-3.02C





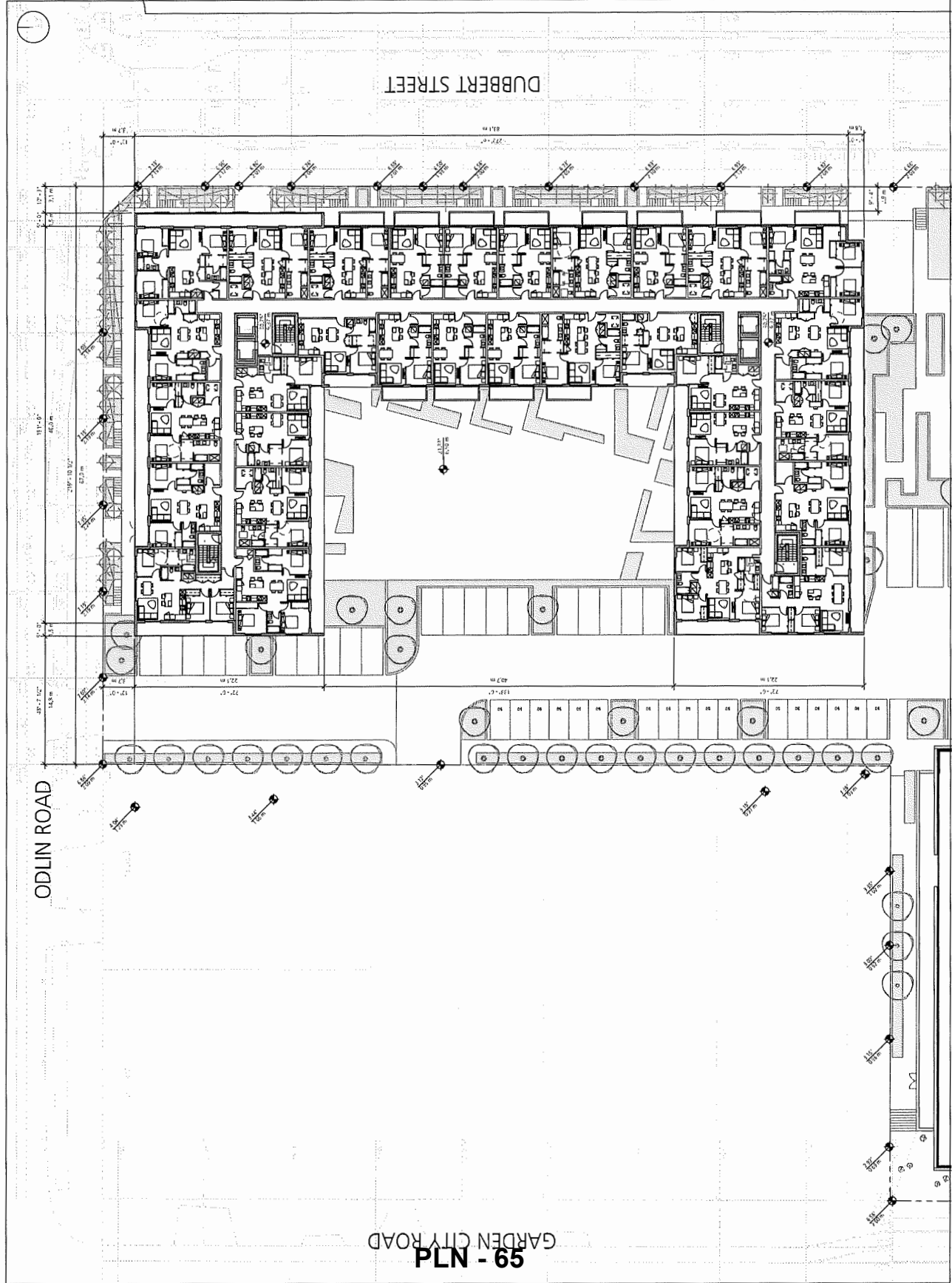
REVISIONS	No.	Date	Description

9080 ODLIN ROAD

LEVEL 3 - NORTH

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A-3.03B



REVISIONS

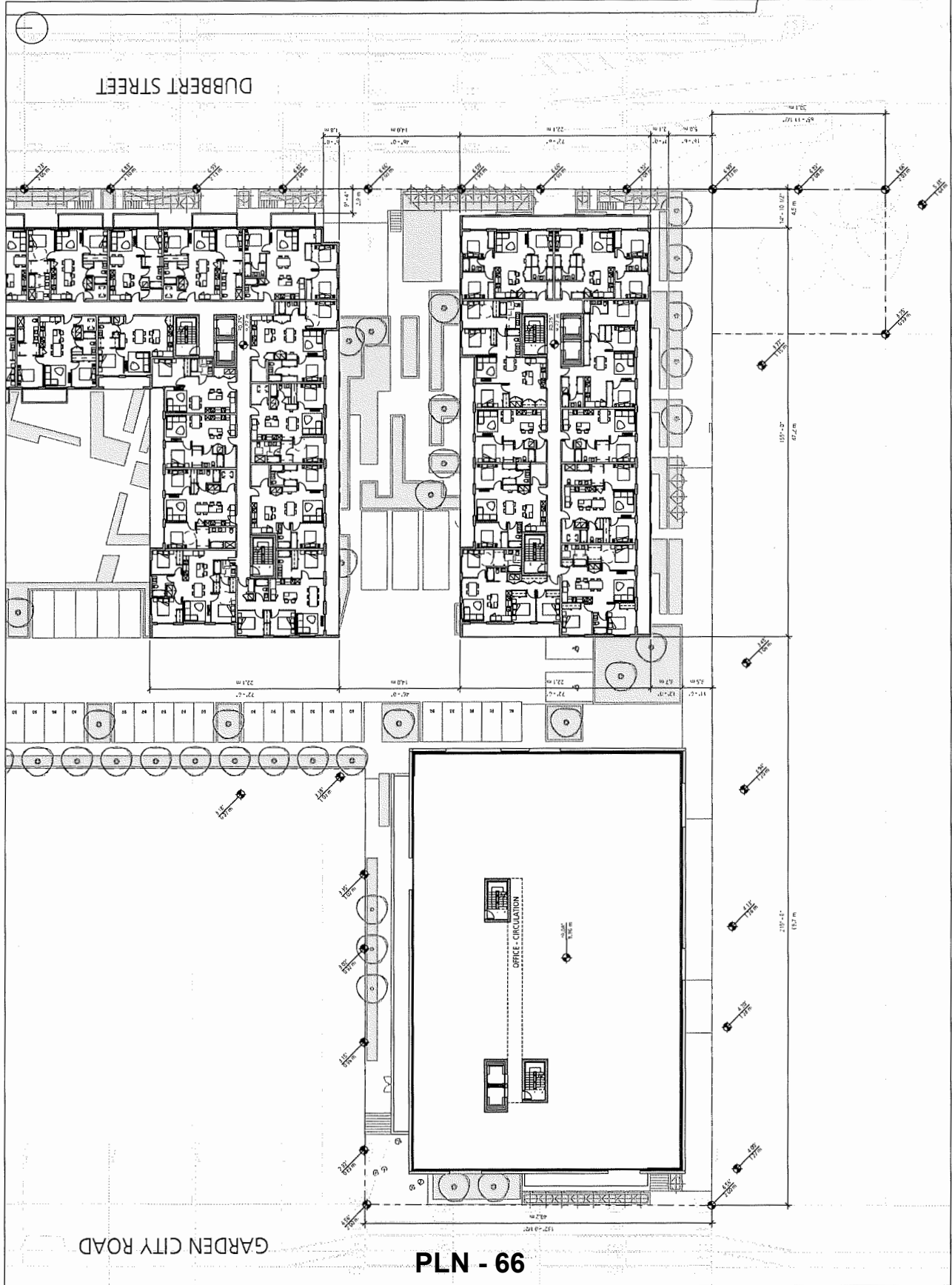
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9080 ODLIN ROAD

LEVEL 3 - SOUTH

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A-3.03C



gbl

GBL ARCHITECTS, P.C.
1100 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-1500
TEL: 303.733.1100
FAX: 303.733.2278
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

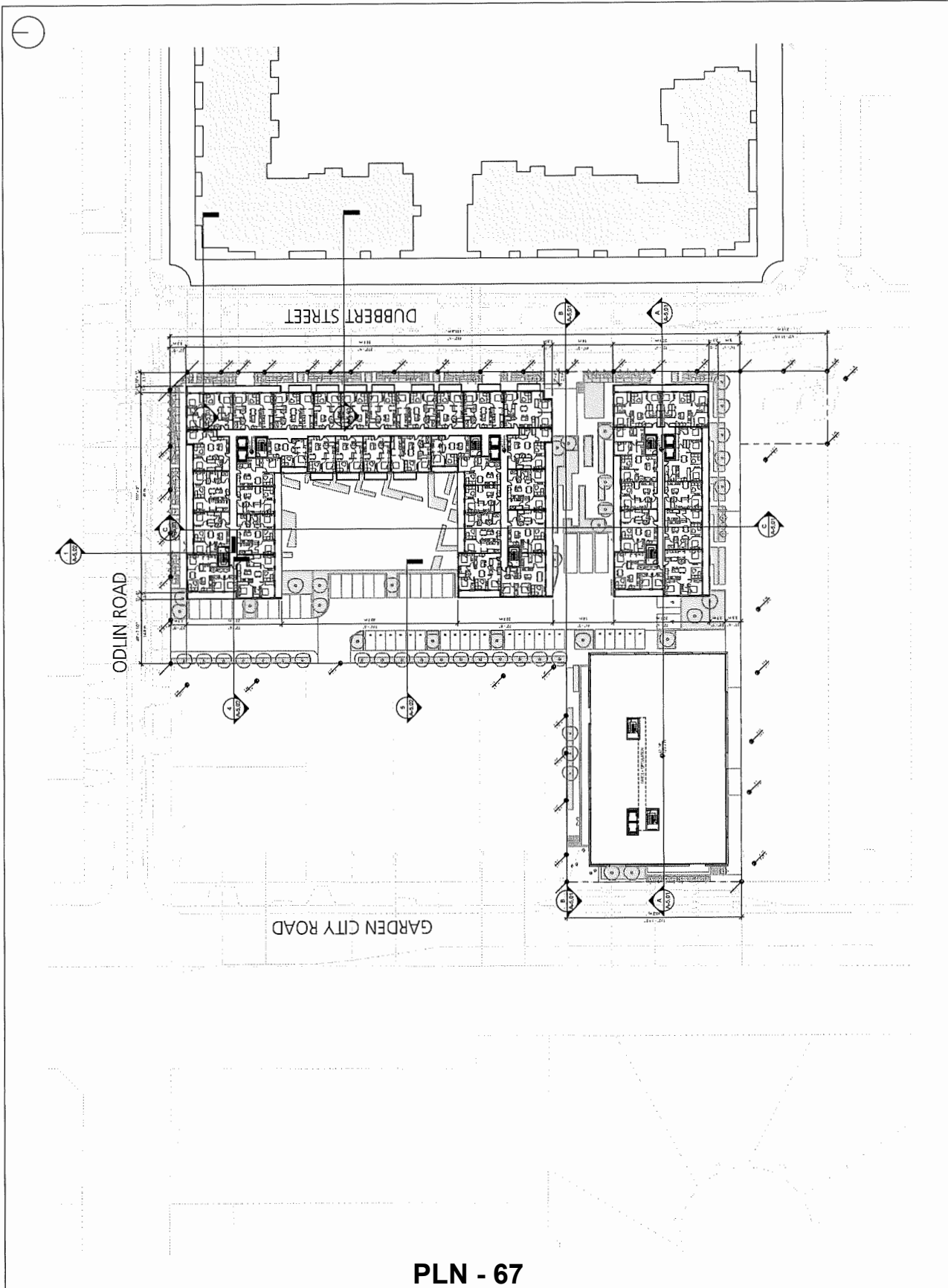
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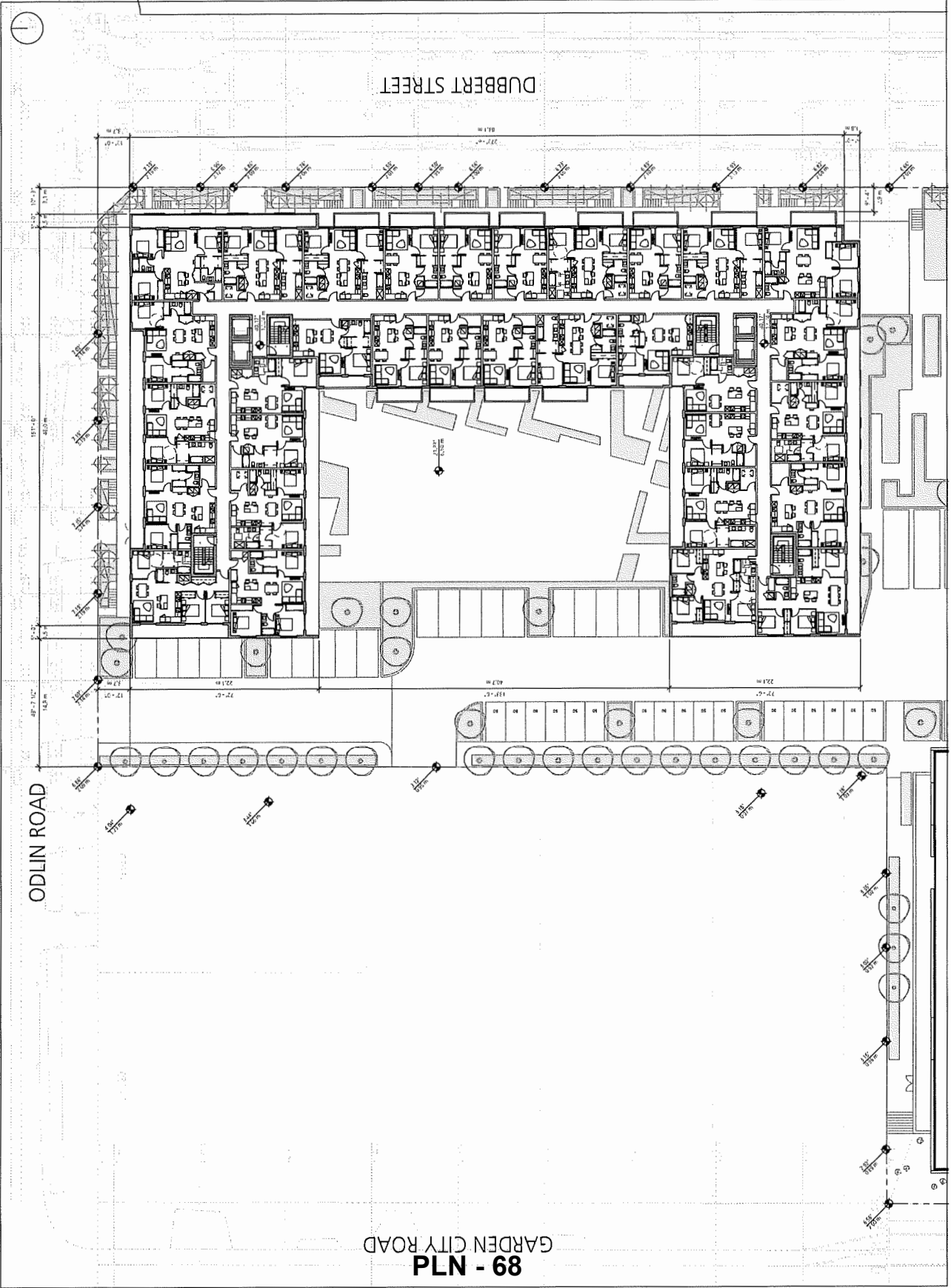
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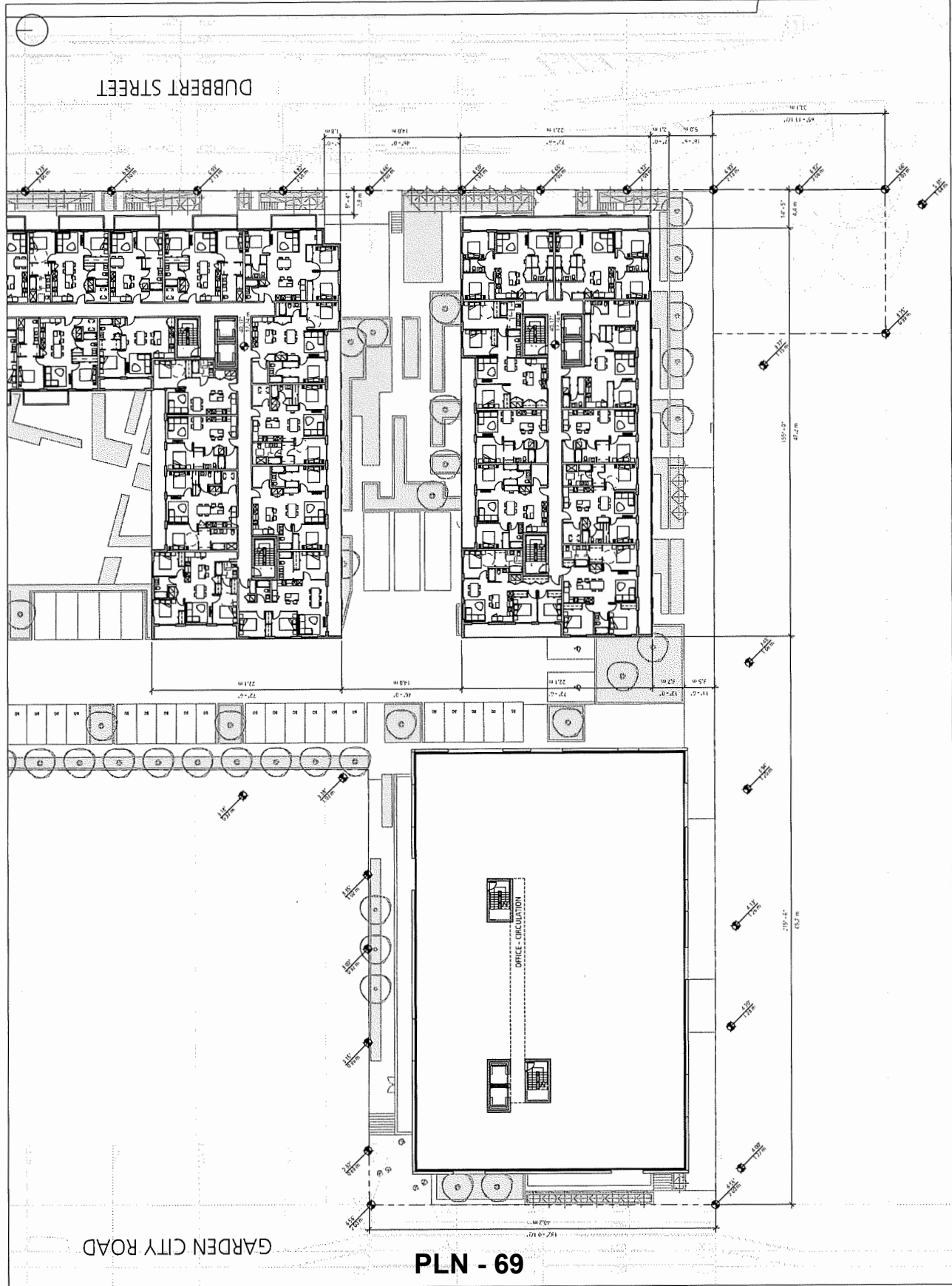
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A-3.04A



PLN - 67





gbl

■ GBL ARCHITECT, INC.
1000 N. GARDEN CITY ROAD
SUITE 100, GARDEN CITY, MO 64303
TEL: 660.252.1155
FAX: 660.252.1175
WWW.GBLARCHITECT.COM

NOTES

REVISIONS

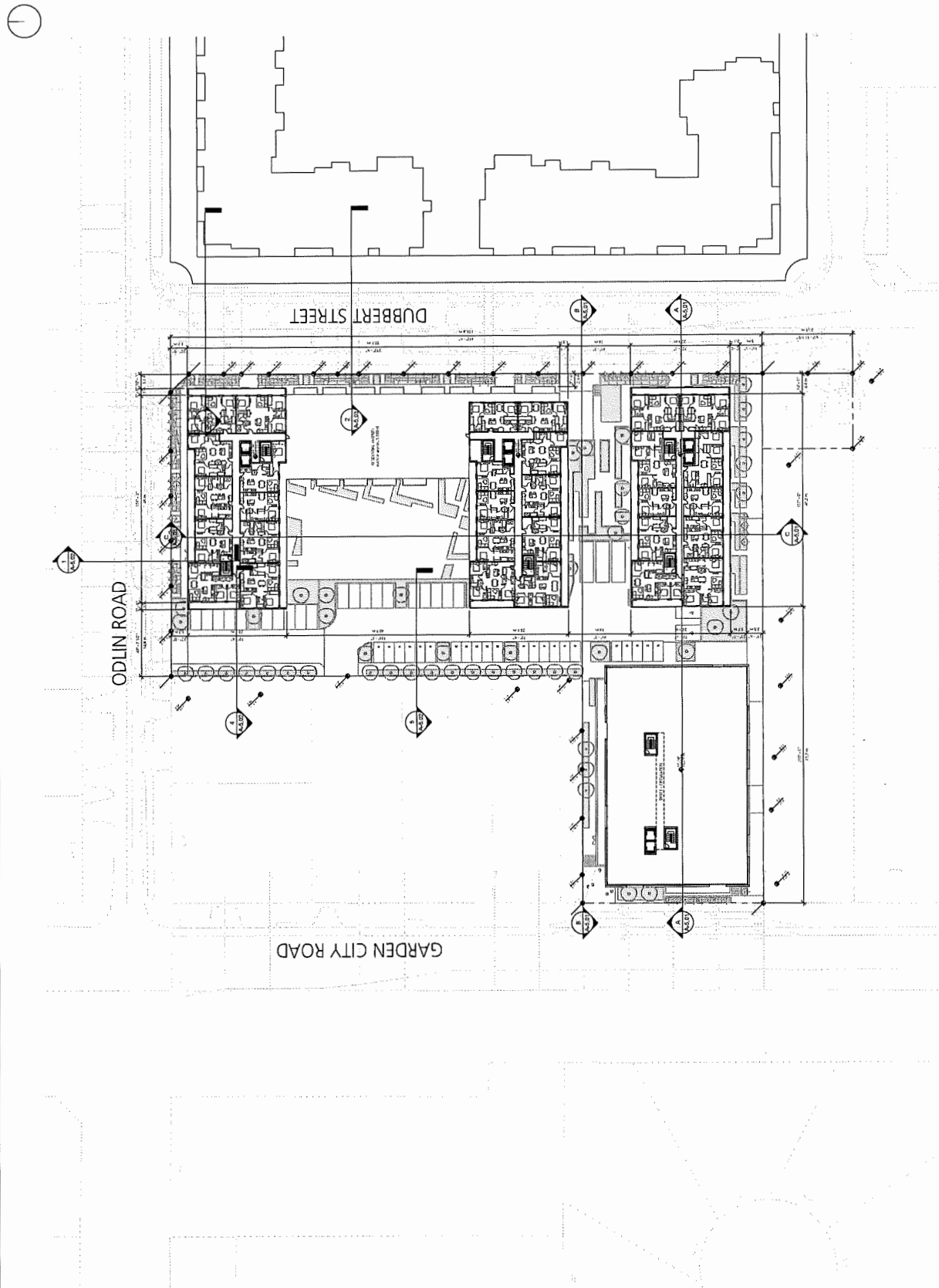
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LEVEL 5

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JOB NUMBER 1654

A-3.05A



PLN - 70

gbl

■ GBL ARCHITECTS, INC.
1100 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-1500
TEL: 303.733.1100
FAX: 303.733.1101
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

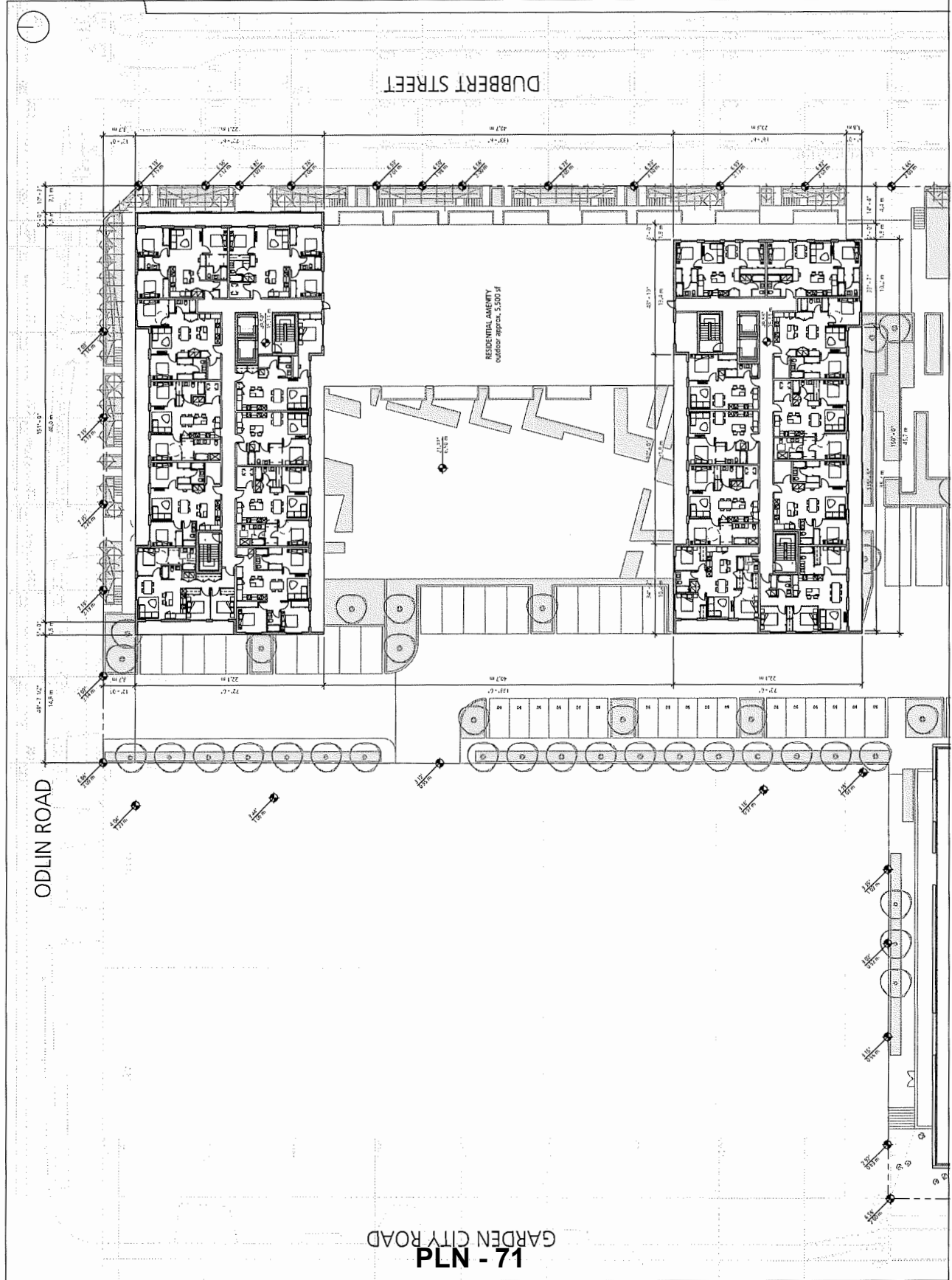
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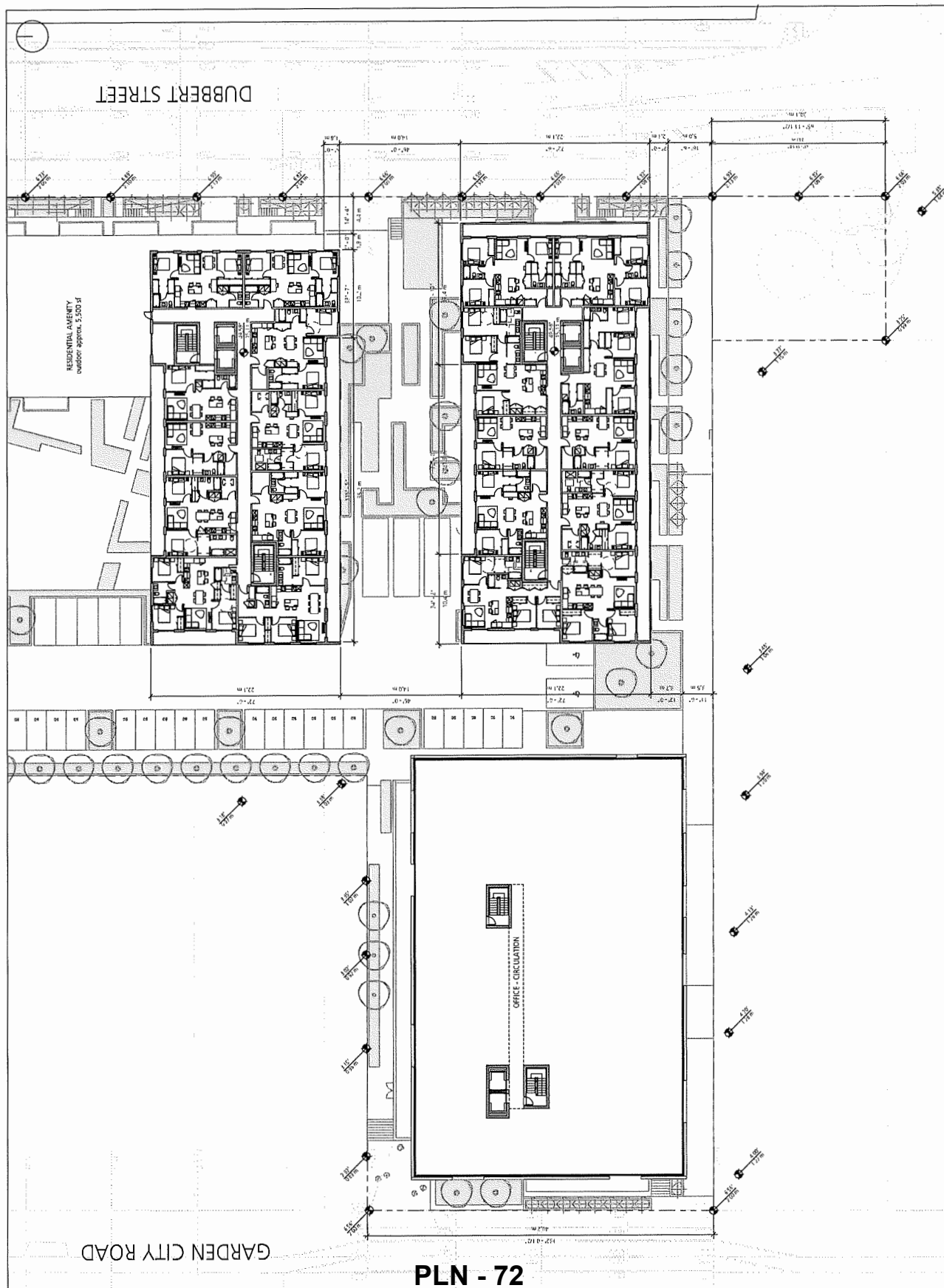
LEVEL 5 - NORTH

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A-3.05B



71 - N7L



REVISIONS

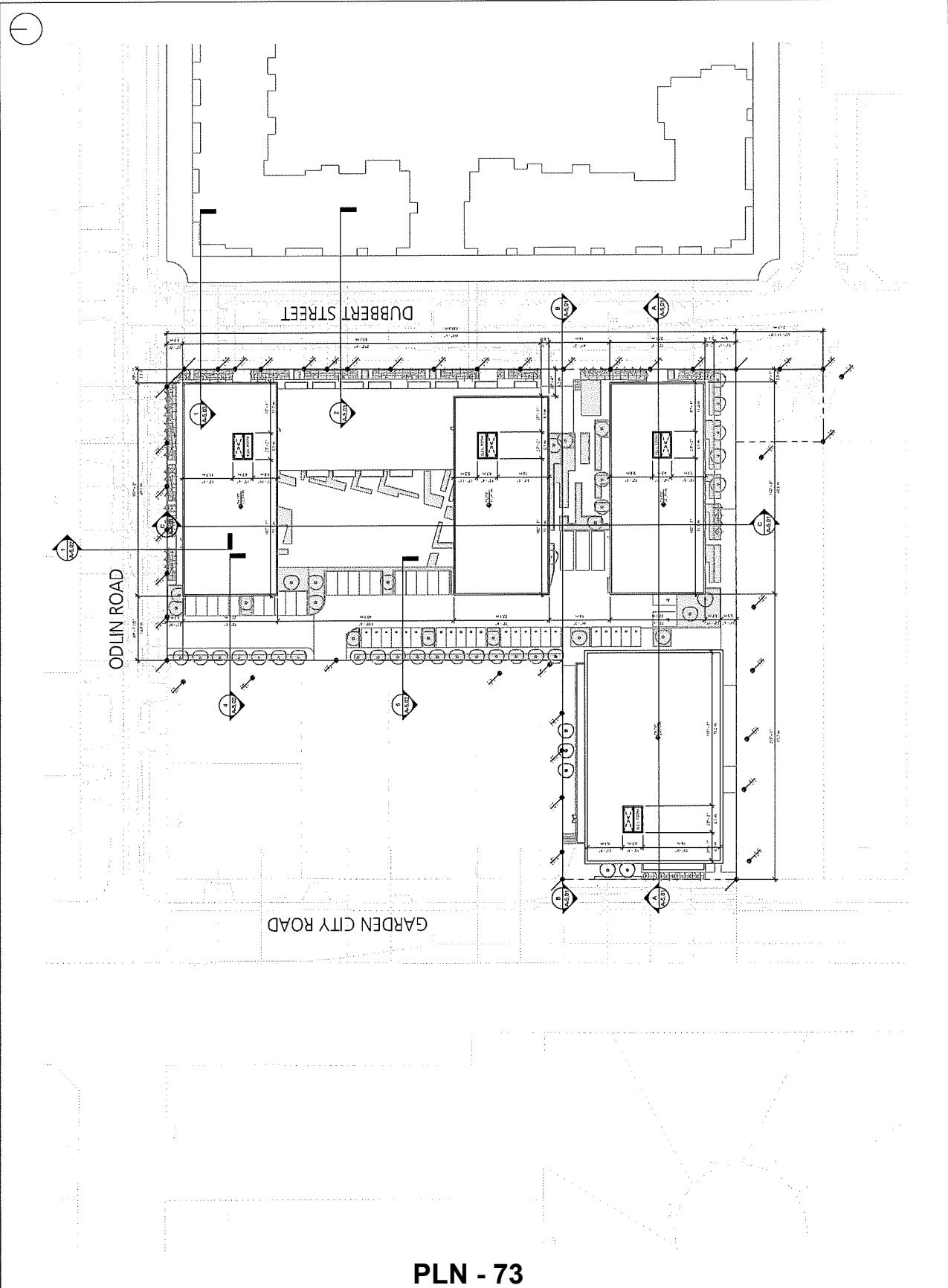
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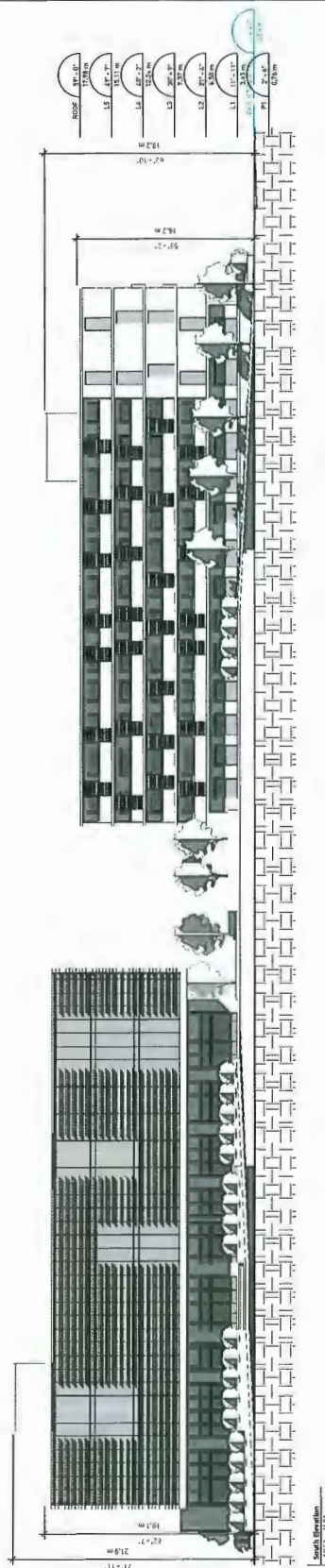
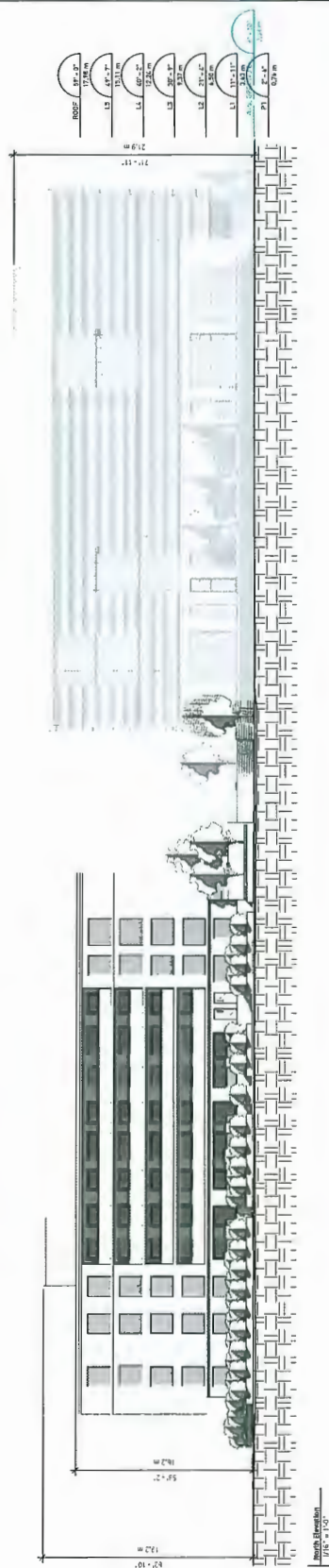
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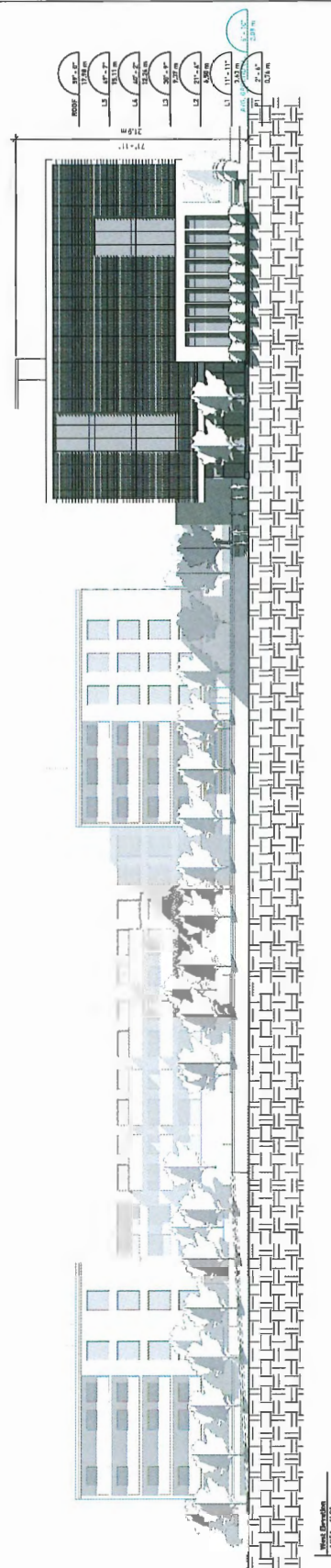
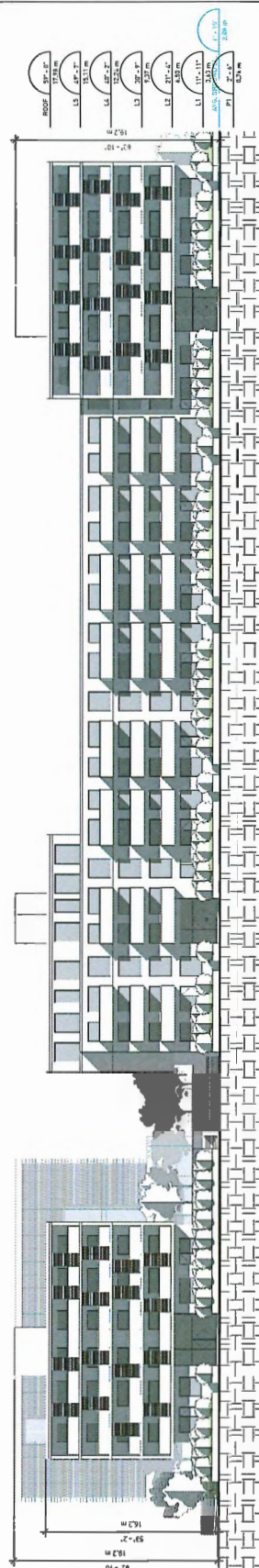
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A-3.06A







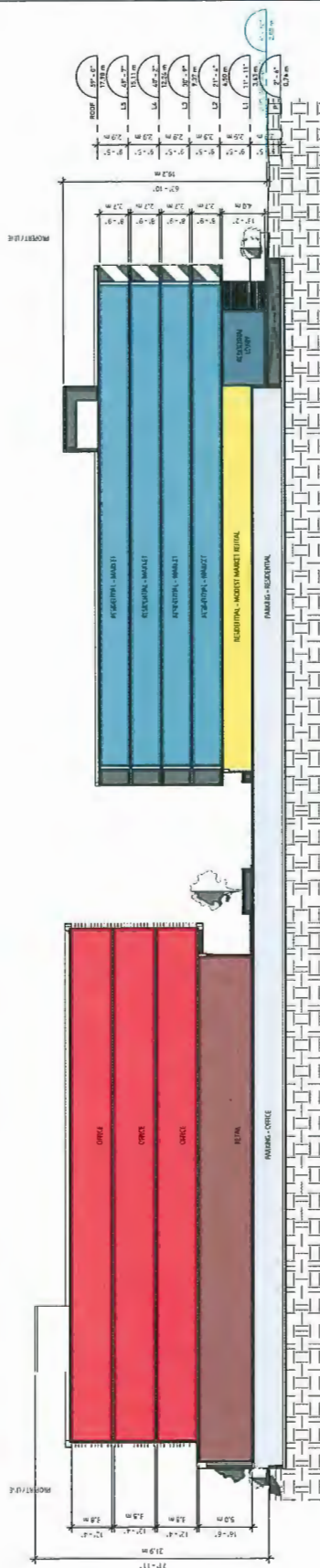
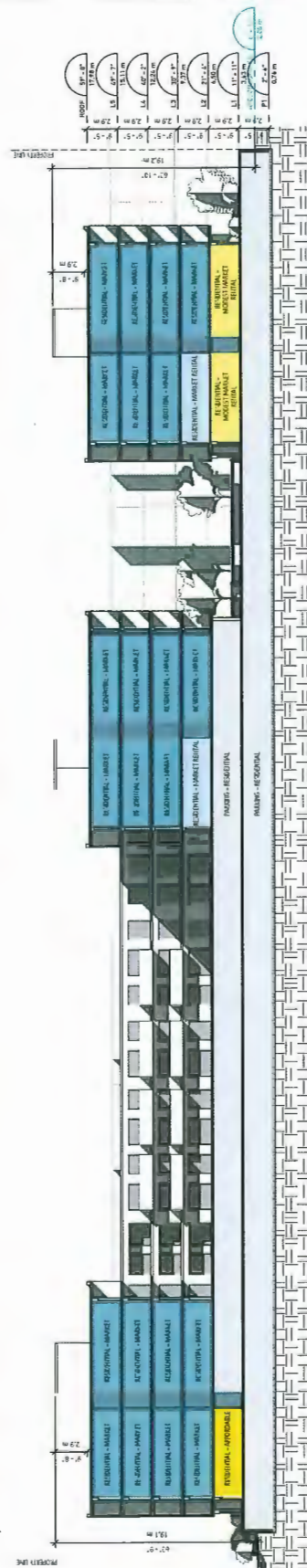
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No.	Date
	Description

9080 ODLIN ROAD

SECTIONS

DATE
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SCALE
JOB NUMBER

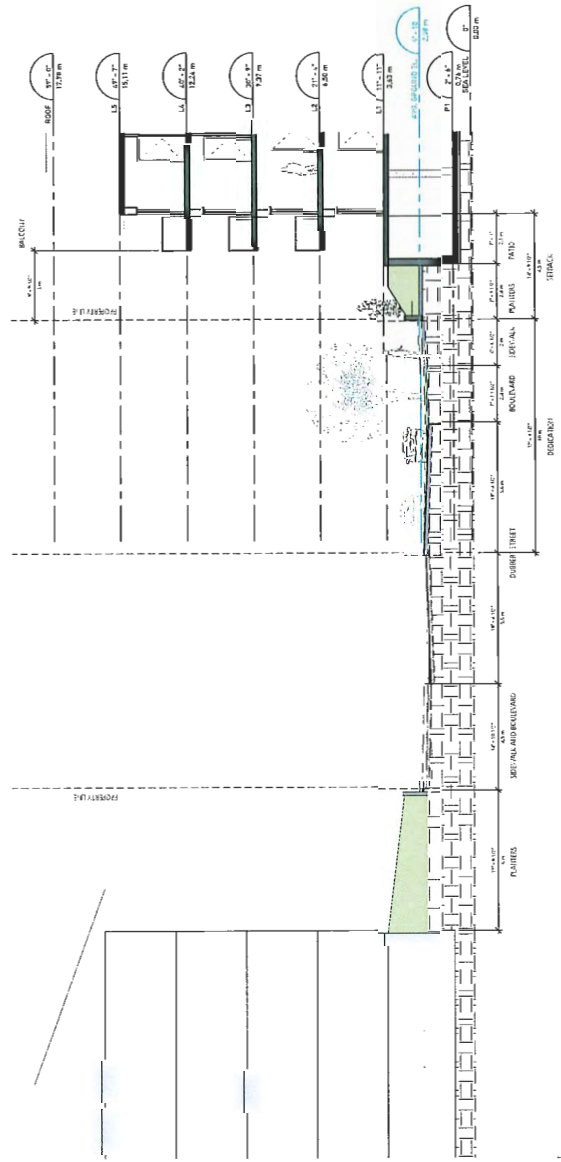
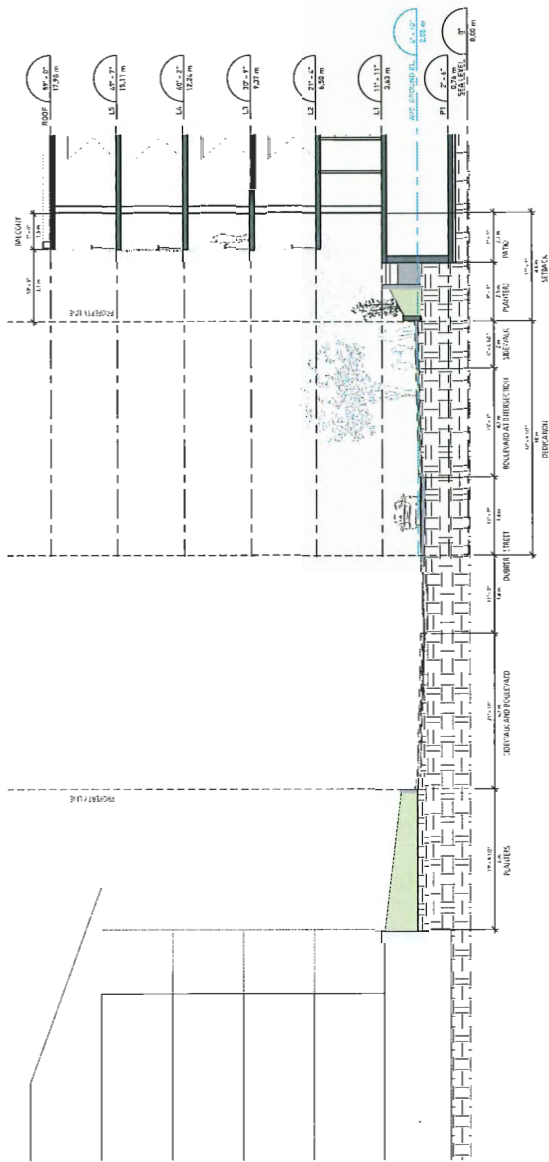
A-5.01

Section A
1/16" = 1' 0"Section II
1116° = 19.0°

Section C

PLN - 76





REVISIONS

Rev.	Date	Description
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9080 ODLIN ROAD

3D VIEWS -
RESIDENTIAL

DATE	6/15/2019 11:08:19 AM
DRAWN BY	JP
CHECKED BY	DE
SCALE	
JOB NUMBER	1654

A-6.01



PLN - 79

3D view 1 - view of the Residential building from Dubbert Street at Tornicki Street intersection

REVISIONS

No.	Date	Description
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9080 ODLIN ROAD

3D VIEWS -
RESIDENTIAL

DATE	6/20/2019 11:58:19 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	
JOB NUMBER	1654

A-6.02

BRICK

CEMENTITIOUS PANEL

SOLAR SCREEN



PLN - 80

3D view 2 - view of the Residential building from Dubbert Street at parkade entrance

REVISIONS

No.	Date	Description
1		

9080 ODLIN ROAD

3D VIEWS - OFFICE

DATE	6/20/2019 11:58:42 AM
DRAWN BY	RP
CHECKED BY	DE
SCALE	
JOB NUMBER	1654

A-6.03



PLN - 81

3D view 3 - view of the Retail/Office building from Garden City Road at office lobby entrance



LEGEND

- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH ON THE ADJACENT SITE
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (PLAY ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 L2 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 L2 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE EXISTING 5 TREES TO BE RETAINED

NOTE:

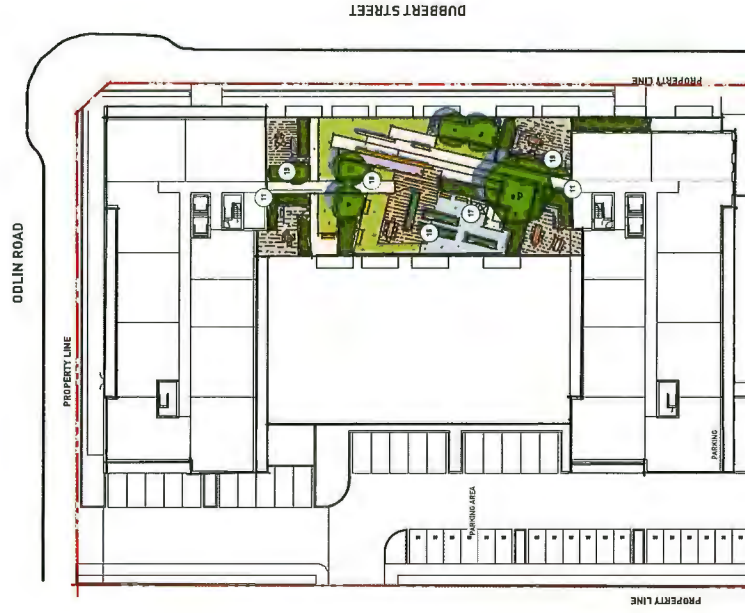
TREES REPLACEMENT AT 2:1 RATIO REQUIRED BY OCP



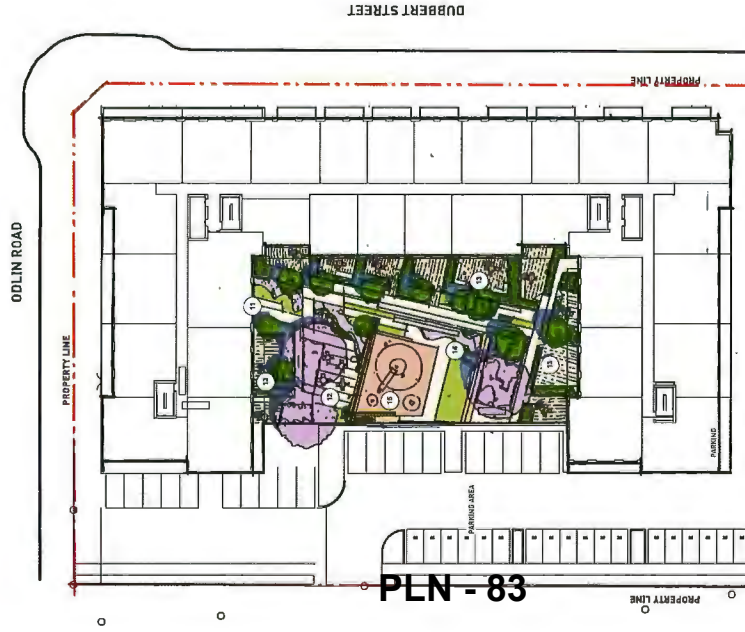
INFORMAL CHILDREN'S PLAY PERSPECTIVE

LEGEND

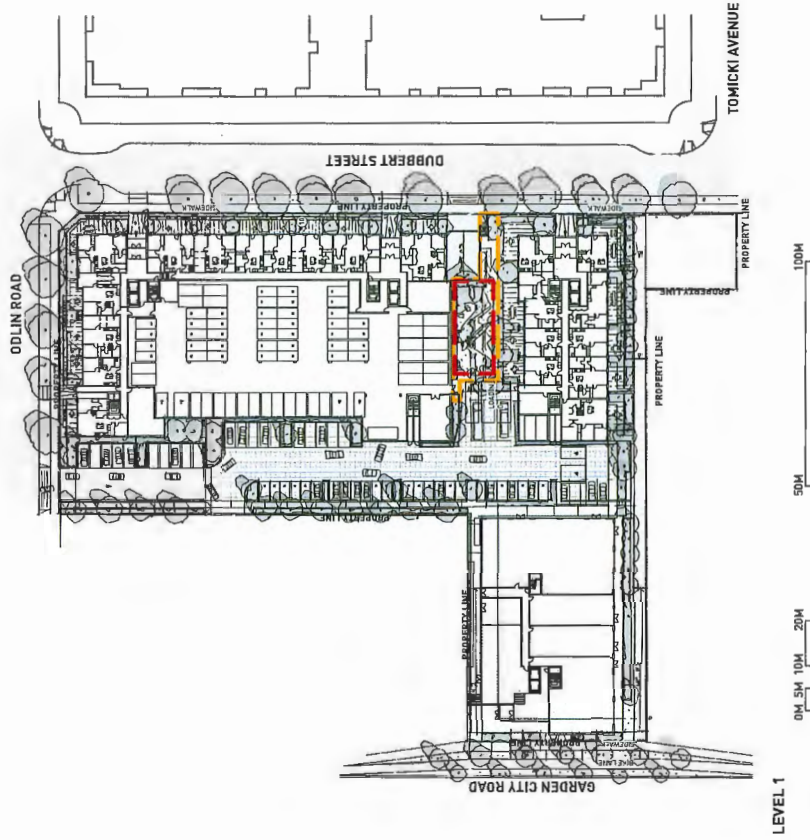
- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (FLAT ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE



LEVEL 5 LANDSCAPE PLAN

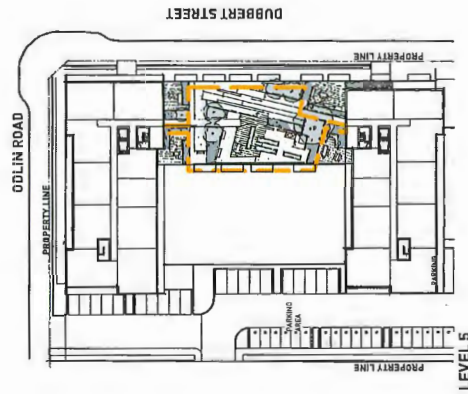
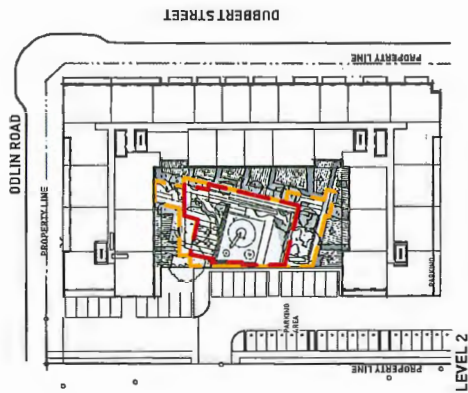


LEVEL 2 LANDSCAPE PLAN



	LEVEL 1	LEVEL 2	LEVEL 5	TOTAL
OUTDOOR AMENITY SPACE	295 SQM	564 SQM	540 SQM	1,399 SQM
FACILITATE CHILDREN'S PLAY	180 SQM	356 SQM	N/A	536 SQM

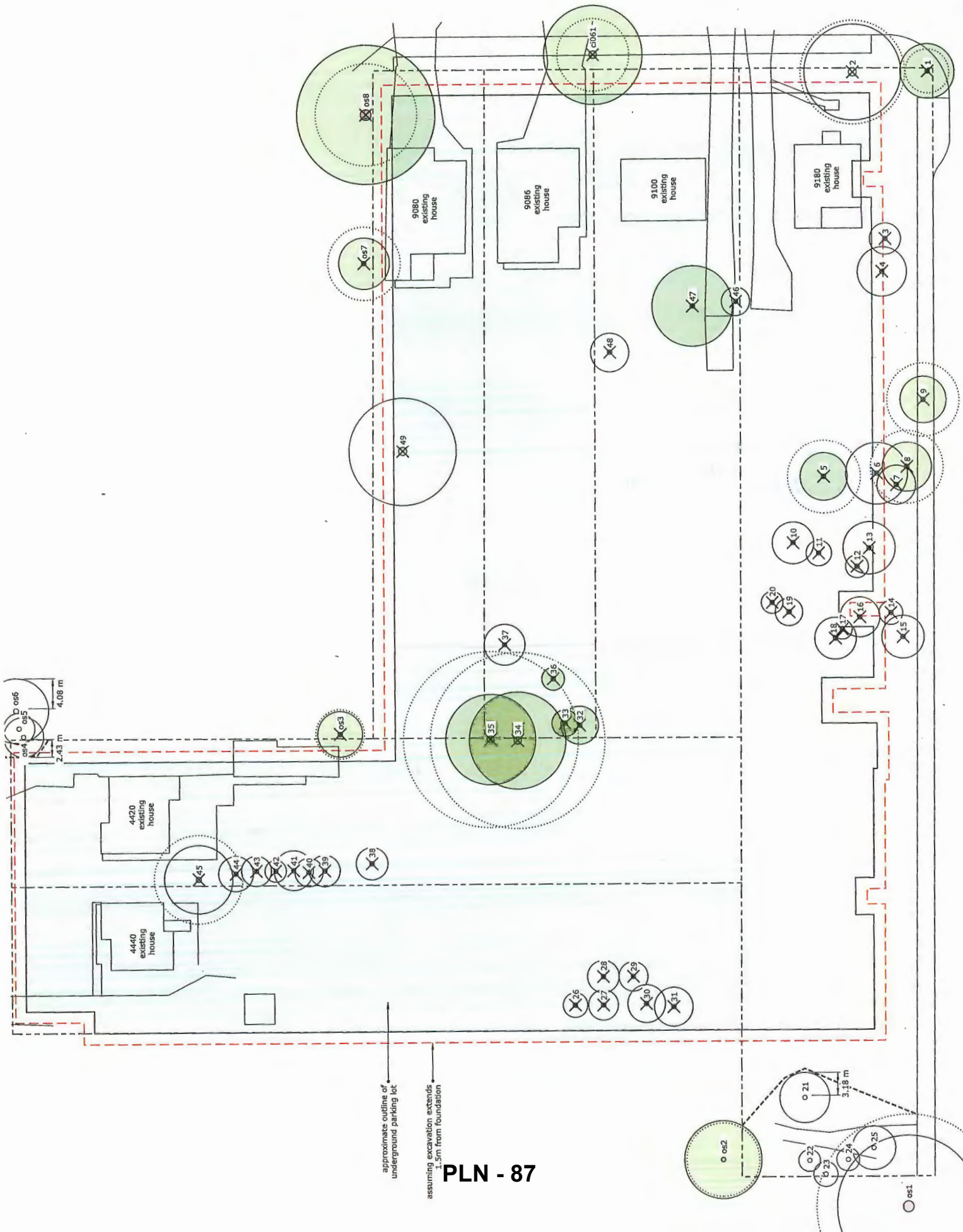
REQUIRED FACILITATE CHILDREN'S PLAY AREA: 925 SQM
 BASED ON 1/5 UNITS AS PER ARCHITECTURAL STATISTICS, 3 SQM PER UNIT AS PER OCP





ODLIN ROAD

DUBBERT STREET





Address: 9080, 9086, 9100, 9180 Odlin Road, 4420, 4440 Garden City Road **File No.:** RZ 18-807620

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9999, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 10006.
2. **Subdivision:** Registration of a subdivision plan for the subject site as generally as shown in the sketch plan (Schedule 1) that: (1) consolidates the existing lots; (2) provides road dedication with a width of approx. 10 m and 4m x 4m corner cut with an approx. area of 2213 m² to widen Dubbert Street; (3) creates a development lot with an approx. area of 10,856 m²; and (4) create a lot with an approx. area of 335.6 m² to be transferred to the City. The plan is subject to final dimensions established by a BCLS surveyor prepared on the basis of the functional road plan completed to the satisfaction of the City.
3. **City Lot:** Transfer of the approx. 335.6 m² fee simple remainder lot to the City, free and clear of charges to the satisfaction of the City.
4. **Greenway/Pathway Statutory Right-of-Way :** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a public greenway/pathway between Dubbert Street and Garden City Road, with a width of approx. 5.0 m from the southern edge of the site shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;
 - c) public access for pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - d) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - e) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;
 - f) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
 - g) three-dimensional survey plan and other plans as determined by the City.
5. **Shared Driveway Statutory Right-of-Way:** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a shared driveway access from Odlin Road along the west edge of the side of the development lot, with a width of approx. 10.2 m and an area of approx. 412.5 m² as shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;
 - c) public access for vehicles, pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - c) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - d) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;

PLN-88

Initial: _____

- e) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
 - f) three-dimensional survey plan and other plans as determined by the City.
6. **On-site Tree Survival Security:** Submission of a Tree Survival Security to the City in the amount of \$35,000 for the 5 on-site trees to be retained as identified by tag nos. 21 to 25 in the arborist report prepared by Woodbridge Tree Consulting Arborists Ltd dated February 6, 2018; with the security retained by the City for a period of three years after occupancy of the project.
7. **On-Site Tree Protection:** 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. 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.
8. **On-Site Replacement Trees:** Submission of an on-site landscape plan for the subject project site that includes at least 88 replacement trees based on a ratio of at least 2:1 to compensate for the 44 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 88 replacement trees included within the Development Permit landscape plans.
9. **Off-Site Trees:** City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the removal of one tree (tag no. ci061) within the Odlin Road allowance with proceeds to be used for the planting of replacement trees within the City.
10. **Flood Construction Level:** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC.
11. **Aircraft Noise:** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.
12. **Mixed-Use Noise:** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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.
- Commercial use are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
13. **West Cambie Area Plan (WCAP) Childcare:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to the City's child care fund (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will increase to \$0.80.
14. **West Cambie Area Plan (WCAP) Beatification:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will increase to \$0.80.

15. **West Cambie Area Plan (WCAP) Planning Costs:** City acceptance of the developer's offer to voluntarily contribute \$0.08 per buildable square foot (e.g. \$17,147.10) to assist in playing for community and engineering planning costs (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will remain at \$0.08.
16. **Public Art:** City acceptance of the developer's offer to voluntarily contribute \$0.87 per buildable square foot of residential use and \$0.46 per buildable square foot of commercial use (e.g. \$194,146.48) to the Public Art Program Reserve (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). The developer may choose to make a cash contribution to the City for City-wide public art or to provide public art on-site in consultation with City Public Art staff. The developer may request a split of its contribution between both i) a monetary contribution to the Public Art Program Reserve; and ii) provision of artwork, provided the combined value of the monetary contribution and the artwork is equal to or greater than the project's public art contribution. If the artwork is to be on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan prepared by a qualified public art consultant for review by City staff and the Richmond Public Art Advisory Committee. The public art consultant is to review the Alexandra Neighbourhood Public Art Plan for additional information.
17. **Affordable Housing Units (City-Wide Low End Market Rental Rates):** Entering into the City's standard Housing Agreement and registration of a covenant to:
- Secure 9 affordable housing units, the combined habitable floor area of which shall comprise at least 5% for 716 m² of the subject development's total residential building area.
 - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
 - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
 - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	2	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

- Ensure that no parking fees are charged to residents of the units.

18. **Modest Rent Controlled Units (West Cambie Council Policy 5004 Rates):** Entering into a Housing Agreement and registration of a covenant to:
- Secure 15 modest rent controlled rental housing units, the combined habitable floor area of which shall comprise at least 1,074 m² or 7.5% of the subject development's total residential building area.
 - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
 - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
 - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	8	50 m ² (535 ft ²)	\$750	\$38,000 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,100	\$46,500 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,400	\$57,500 or less

1. As per Policy 5004 adopted by Council on June 15, 2015.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

g) Ensure that no parking fees are charged to residents of the units.

19. **Market Rental Housing Units:** Entering into a housing agreement and registration of a covenant to:

- Secure 17 market rental housing units, the combined habitable floor area of which shall comprise at least 1,245 m² or approx. 8.3% of the of the subject development's total residential building area. (This amount is based on 2.5% of the total residential floor area as per the West Cambie Plan plus 0.08 FAR as per the OCP Market Rental Policy)
- Ensure occupants of the units subject to the housing agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
- Require that no fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant).
- Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.

The terms of the housing agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units
One bedroom	7
Two bedroom	6
Three bedroom	4

- Tandem Parking:** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.
- Commercial & Visitor Parking Non-Assignment Covenant:** Registration of a covenant that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.
- Transit Passes:** Voluntary contribution of the following Transportation Demand Management (TDM) measures to be secured with a covenant and/or legal agreement with a provision that a security for the value of the following Bus Passes be held until they are provided to the strata unit owners and rental unit occupants as follows: Monthly bus pass (2-zone): Bus passes offered to: 25% of market strata units (34 units); 50% of market rental units (9 units); and 100% of the affordable and modest rent-controlled units (24 units) for one year.
- Bicycle End of Trip & Repair Facilities:** Registration of a legal agreement on title ensuring bicycle repair rooms are provided in each of the residential buildings and end of trip bicycle facilities within office/retail building within the Development Permit Plans and prior to Building Permit issuance.
- District Energy Utility:** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on

terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;

- c) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
25. **Energy Step Code:** As a Development Permit application has not been received prior to the City's adoption of the Energy Step Code on July 16, 2018, the developer is advised that the project is subject to the Energy Step Code.
26. **Indoor and Outdoor Amenity Space:** The registration of an easement and/or other legal agreements to ensure that residents of each residential building will have access to the indoor amenity space and outdoor amenity space irrespective of the Air Space Parcel Subdivision or Phased Strata approach taken.
27. **Employment Uses:** The registration of a covenant and/or other legal agreements to ensure that the building with the employment uses (including office and retail uses) be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses.
28. **Development Permit:** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
29. **Servicing Agreement:** Enter into a Servicing Agreement* for the design and construction of the Engineering and Transportation works. 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 Engineering, Transportation and Parks works in Schedule 3.

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

1. **Acoustical Report:** Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan pertaining to the Aircraft Noise Sensitive Area Policy and Noise Bylaw requirements pertaining to mixed-use developments. 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. **Accessible Housing Measures:** Include notations on the Development Permit Plans demonstrating at least 41 units (all Affordable, Modest Rent Controlled and Market Rental units) will meet the Basic Universal Housing provisions and as requested for calculation of density within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.
3. **Air Space Parcel Subdivision and/or Phased Strata:** The developer is to confirm the approach to Air Space Parcel Subdivision and/or Phased Strata to ensure the project can be constructed as required under the zoning and the BC Building Code.

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. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Payment of the City-Wide DCC and Supplementary Local Area DCC for the Alexandra Area under Bylaw 9499 in addition to the Greater Vancouver Sewerage and Drainage District Levies and Richmond School Site Acquisition Charges.
4. Payment of latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.
5. As may be required by the City and Approving Officer, the developer is to submit a Building Code Analysis addressing the phasing of the construction to the satisfaction of the City, receive approval or approval-in-principal of the Phased Strata Declaration from the Approving Officer and Air Space Parcel Subdivision Application, and register any covenants, easements or other documents required to facilitate the Phased Strata and/or Air Space Parcel Subdivision and the phasing of construction as determined by the City and Approving Officer.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

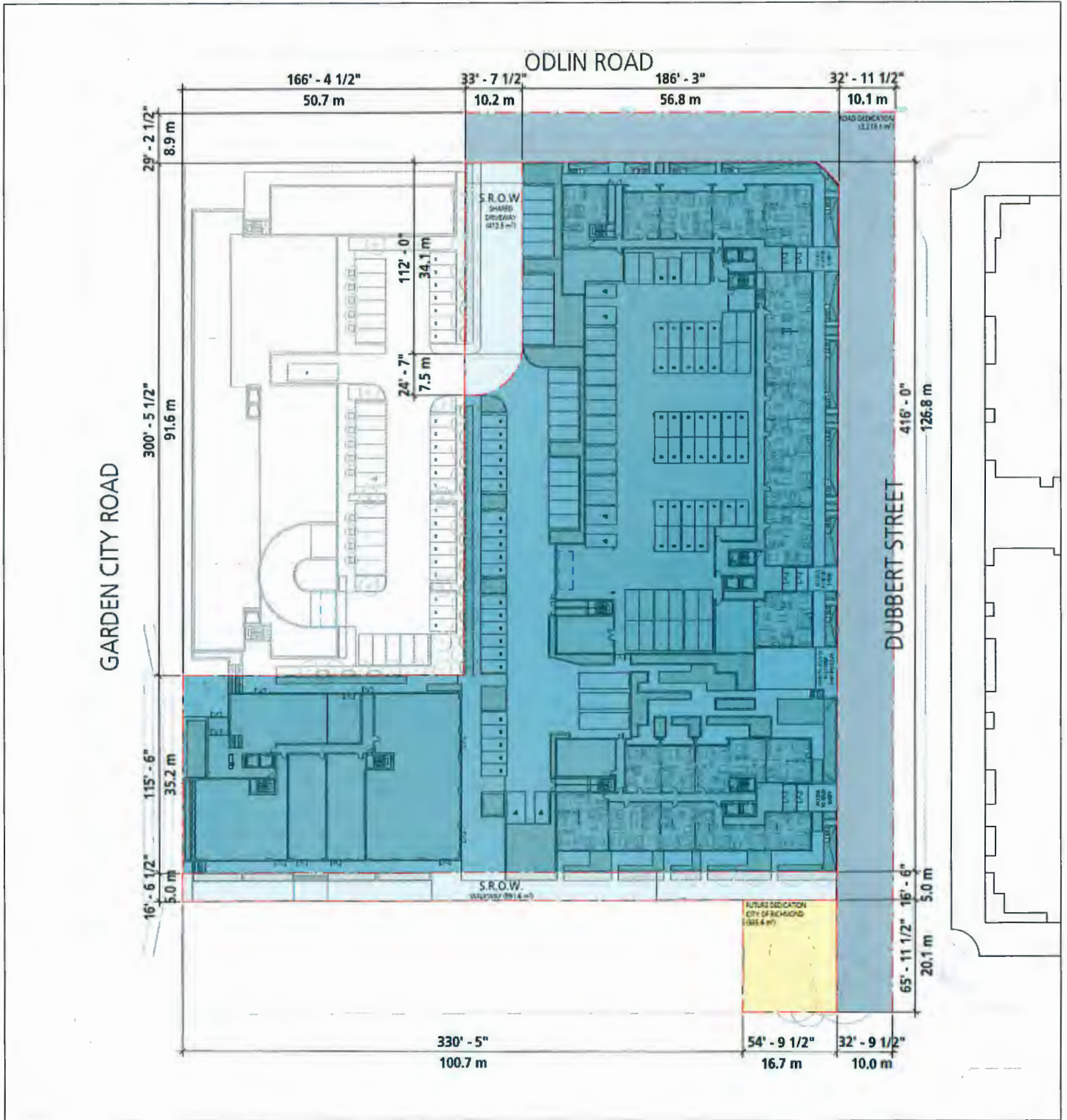
Signed _____

Date _____

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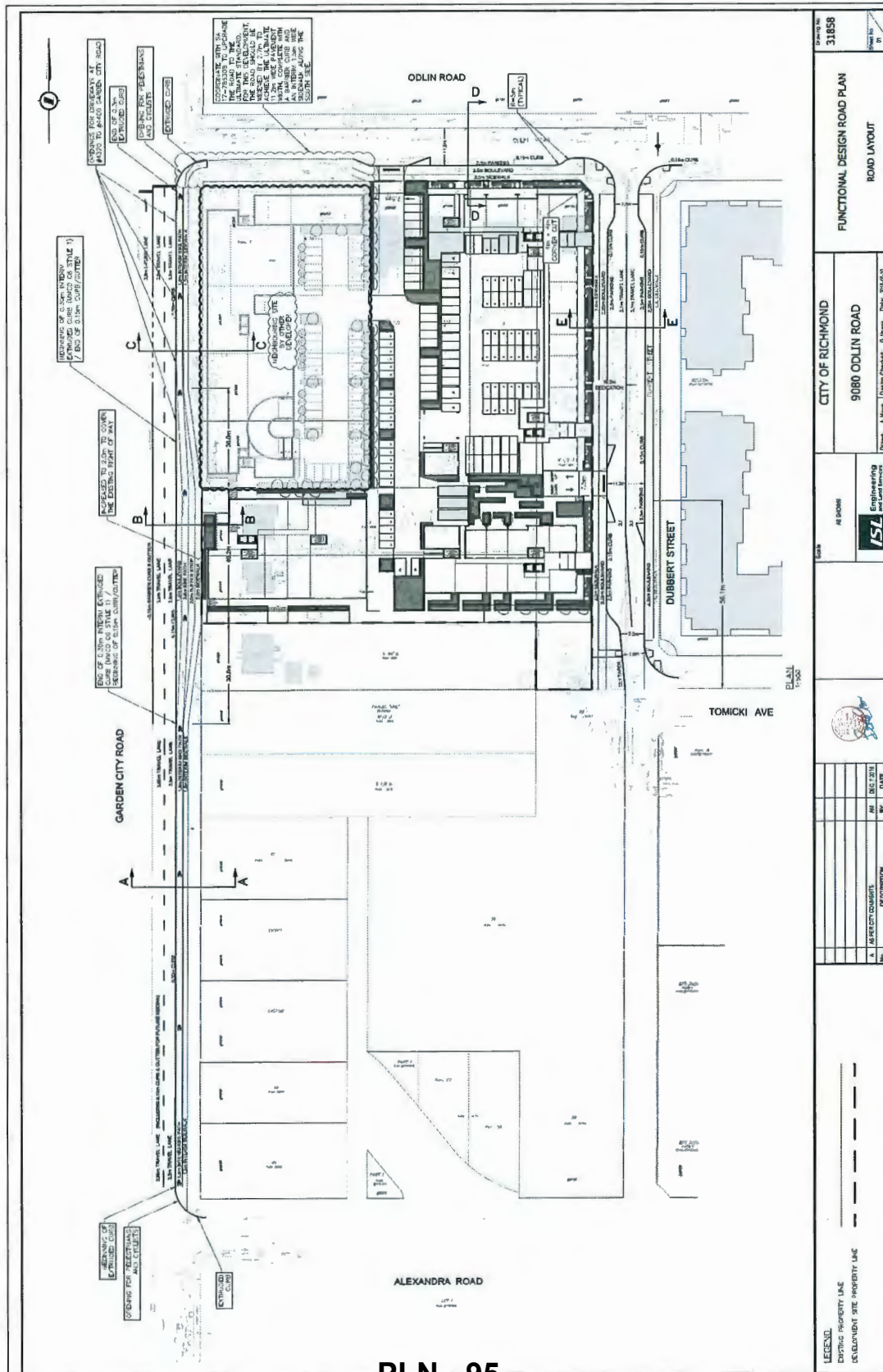
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Schedule 1
Subdivision Sketch Plan

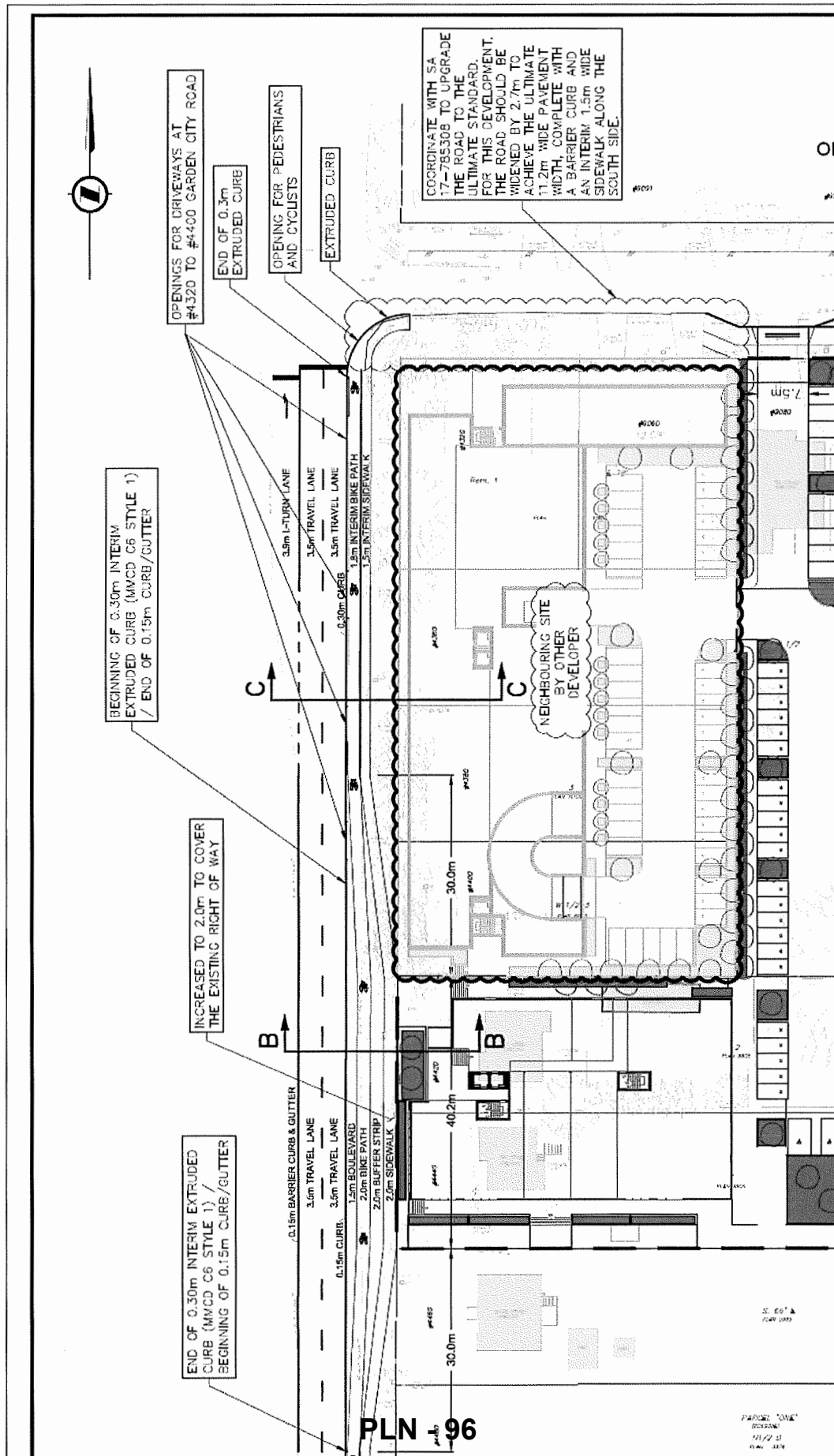


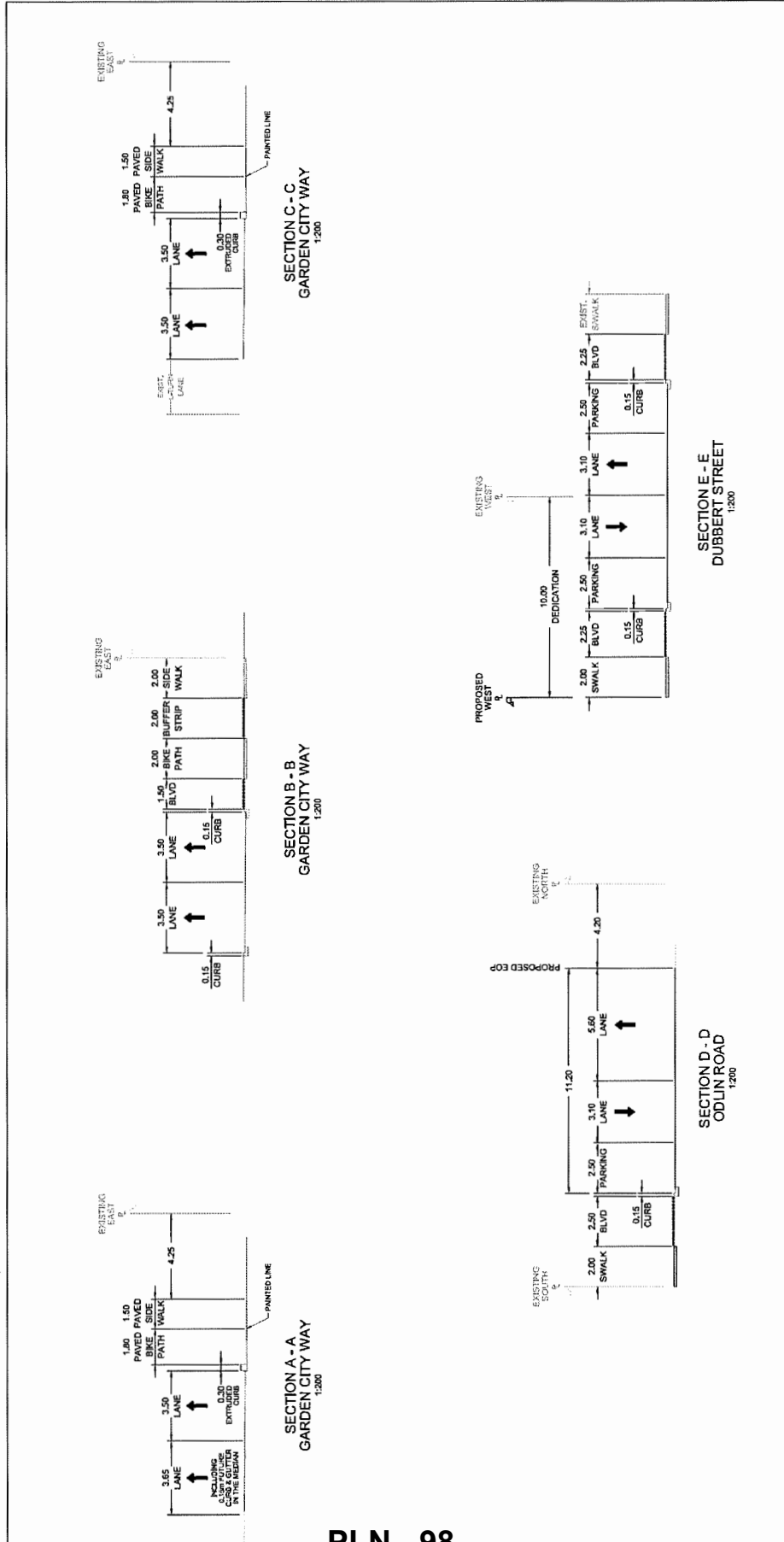
Schedule 2

Function Road Plan and TDM Works



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Schedule 3

Servicing Agreement Works

A. Engineering Servicing Works

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Engineering as follows:

- **Water Works:**
 - Using the OCP Model, there is 640 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 4400 Garden City Road and 391 L/s available at 20 psi residual at the hydrant located at the frontage of 9151 Odlin Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - At the developer's costs, 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 be based on Building Permit designs at Building Permit stage.
 - Installation of a new watermain to replace the existing AC watermain along the east side of garden City Road (within the Garden City roadway) is required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing AC watermain. The replacement may extend to 30 meters north and south outside the limit of the development frontage (to cover the transition of the frontage improvements to existing edge of asphalt).
 - Install approximately 167 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's Dubbert Street frontage. The new watermain shall be tied-in to the existing watermain along Tomicki Avenue and Odlin Road.
 - Install a water service connection off of the new water main along Dubbert Street, complete with water meter. The meter will be located on site and shall be part of the on-site Mechanical design.
 - At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing water service connections and tie-in of all proposed works to existing City water infrastructures.
-

- **Storm Sewer Works:**

- At the developer's costs, the developer is required to:
 - Cut, cap, and remove all existing storm service connections and inspection chambers located at the frontages along Garden City Road and Odlin Road.
 - Video inspect the existing storm sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the storm sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
 - If existing storm sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.
 - If the existing storm sewer at Dubbert Street will require replacement, the new storm sewer shall be placed at an alignment with adequate clearance from the existing sanitary sewer and proposed watermain.
 - Install a new storm service connection, complete with an Inspection Chamber off of the existing 900 mm storm sewer along Odlin Road to service the proposed development.

- At the Developer's cost, the City will:

- Cut and cap at main all existing storm service connections.
- Remove all existing inspection chambers and storm service leads and dispose offsite.
- Complete all required storm sewer tie-ins.

- **Sanitary Sewer Works:**

- Provide approximately 85 meters of 200mm diameter sanitary line from the west property line in 9080 Odlin Street and tie-in to the existing manhole SMH51174 at the intersection of Odlin Street and Dubbert Street., complete with new manholes spaced as per City Standard.
- Install a sanitary service connection, complete with an Inspection Chamber, off of the new 200mm diameter sanitary line placed in the Odlin Street frontage of the property.
- Video inspect the existing sanitary sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the sanitary sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
- If existing sanitary sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.

- At the Developer's cost, the City will:

- Cut and cap at main all existing sanitary service connections to the proposed site.
- Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
- Complete all required sanitary sewer service connections and tie-ins.

- **Frontage Improvements:**
 - At the developer's costs, 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 Garden City Road, Odlin Road and Dubbert Street frontages. Ensure that existing and new lighting does not impede upon frontage requirements.
 - Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to the pole fronting 9211 Odlin Road. The developer is required to coordinate with the private utility companies.
 - Pre-duct for future hydro, telephone and cable utilities along all Garden City Road, Odlin Road, and Dubbert Street frontages.
 - Coordinate with BC Hydro (Transmission), prior to start of soil densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Garden City Road frontage. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - Confirm with BC Hydro (Transmission) whether the clearance between the proposed building and the existing BC Hydro transmission lines are acceptable.
 - Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing AC watermain along the Garden City Road property line, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Garden City roadway, etc.) shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
 - Video inspections of adjacent sewer mains along Odlin Road and Garden City Road to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.
 - 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 permit 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
- General Items:
 - The Developer is required to:
 - 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.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.

B. Transportation Works

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Transportation works as generally shown in Schedule 2 and as follows:

- a) Along the Dubbert Street frontage: road widening to provide (from the existing sidewalk along the east side of street):
- 2.25m wide grassed/treed boulevard
 - 0.15m wide curb and gutter
 - 11.2m wide driving surface
 - 0.15m wide curb and gutter
 - 2.25m wide grassed/treed boulevard
 - 2m wide sidewalk.

Note: Dedicated land and road construction eligible for Alexandra Area DCC credits.

- b) Along the Odlin Road frontage to Garden City Road: coordinate the works to be completed via. SA 17-785308, road widening to provide (from north to south):
- 11.2m wide driving surface
 - 0.15m wide curb and gutter
 - 2.5m wide grassed/treed boulevard
 - 2m wide sidewalk
 - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

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Note: Works not eligible for Roads DCC credits.

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- c) Along the Garden City Road frontage of the site, complete the following (from west to east):
- 0.15m wide curb and gutter along the east edge of the centre median
 - Revise (reduce) width of the two existing northbound traffic lanes to 3.5m each
 - 0.15m wide curb and gutter
 - 1.5m wide grassed/treed boulevard
 - 2m wide asphalt bike path
 - 1.35m wide buffer strip, complete with pedestrian lighting
 - 2.0m wide sidewalk
 - The above cross-section should be maintained 30m north and south outside the limit of the development frontage to allow for proper tie-in's.
 - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

Note: Works not eligible for Roads DCC credits.

- d) TDM Off-Site Works on Garden City Road, complete the following interim sidewalk and off-road bicycle track along the east side:
- Total frontage of retrofit work: Approximately 260m (170m south to Alexandra Road plus 90m north to Odlin Road). Extent of work: Revise the width of two northbound lanes to 3.5m each and install an extruded curb along the edge of the northbound traffic lane, that includes widening the existing pavement to provide a separate 1.8m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane..
- e) Intersection Upgrades:
- Upgrade of the existing traffic signal at Garden City Road/Odlin Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

Note: Works not eligible for Roads DCC credits.

C. Greenway Works

Under the Servicing Agreement, the developer is responsible for the design and construction of a pedestrian and bicycle pathway within the required 5.0m wide SRW along southern edge of the property to the satisfaction of the Senior Manager, Parks which includes:

- a) Design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants) coordinated with the Development Permit plans;
- b) The inclusion of a 3.2m wide hard-surfaced pathway and a 1.8 m wide grass/landscape strip on the north side of the SRW;
- c) Adequate below grade structure to support all functions, including possible use by emergency services vehicles; and
- d) Provision of a decorative metal fence along the southern property line.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9999 (RZ 18-807620)
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 20.41 thereof the following:

**“20.41 Mixed Use Employment-Residential (ZMU41) – Alexandra Neighbourhood
(West Cambie)**

20.41.1 Purpose

The **zone** provides for medium density, mixed-use, employment-residential apartment **development** with a **density bonus** for the construction of additional **market rental units, modest rent controlled units and affordable units**, and other limited supporting and accessory uses.

20.41.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- education, commercial
- education, university
- government service
- health service, minor
- housing, apartment
- library and exhibit
- religious assembly
- retail, convenience
- retail, general
- restaurant
- service, business support
- service, financial
- service, personal
- studio
- veterinary service

20.41.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

20.41.4 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a **site** area of 11,191 m².
2. The maximum **floor area ratio** is 0.52 with up an additional 0.10 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.41.4.2, the reference to “0.52” is increased to a higher **floor area ratio** of “1.88” if the **owner**:
 - a. provides on the **development site** uses other than **housing, apartment**, having a combined **floor area** of no less than 0.52 **floor area ratio** or 5,821 m², whichever is greater;
 - b. provides on the **development site** no less than 9 **affordable housing units** having a combined **floor area** of at least 716 m²;
 - c. provides on the **development site** no less than 15 **modest rent controlled units** having a combined **floor area** of at least 1,074 m²;
 - d. provides on the **development site** no less than 17 **market rental units** having a combined **floor area** of at least 1,245 m²;
 - e. enters into a **housing agreement** with the **City** for the **affordable housing units** and the **modest rent controlled units** and registers the **housing agreement** against the title of the **development site**, and files a notice in the Land Title Office; and
 - f. enters into a **market rental agreement** with the **City** for the **market rental units** and registers it against the title of the **development site**.
4. Notwithstanding Section 20.41.4.3, the maximum **floor area ratio** for the **development site** shall be 1.94 provided that the **owner** has created a new **lot** with an area not less than 336 m² adjacent to and south of the **development site** outside of the **development site** and that the **owner** has transferred this new **lot** to the **City**.

20.41.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 55% for **buildings**.

20.41.6 Yards & Setbacks

1. The minimum **building setback** is:
 - a. 3.5 m from the north **lot line** on Odlin Road;

- b. 3.0 m from the north interior **lot line**;
 - c. 4.5 m from the east **lot line** on Dubbert Street;
 - d. 14.5 m from the west interior **lot line**.
 - e. 1.5 m from the west **lot line** on Garden City Road.
 - f. 5.0 m from the south **lot line**.
2. Notwithstanding Section 20.41.6.1, the following setbacks apply:
 - a. A parking **structure** may project into the **lot line setbacks** to a minimum of 1.0 m from to Odlin Road and Dubbert Street, into the **setbacks** to the west interior **lot line** and north interior **lot line** to a minimum of 0.0 m provided that such projections are landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**; and
 - b. Entry stairs may have a **setback** of 0.0 m provided the stairs are within a Development Permit approved by the City

20.41.7 Permitted Heights

1. The maximum **height** for a **building** fronting the west **lot line** on Garden City Road is 23 m.
2. The maximum **height** for a **building** fronting the east **lot line** on Dubbert Road or the north **lot line** on Odlin Road is 20 m.
3. The maximum **height** for **accessory buildings** and **structures** is 9.0 m.

20.41.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements with the exception of the **development site**.
2. The minimum **lot width** is 35.0 m and minimum **lot depth** is 110.0 m for the **development site**.
3. The minimum **lot area** for the **development site** is 10,000 m².

20.41.9 Landscaping & Screening

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

20.41.10 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 requirement for one large (WB17) loading space be not applicable.

20.41.11 Residential Rental Tenure

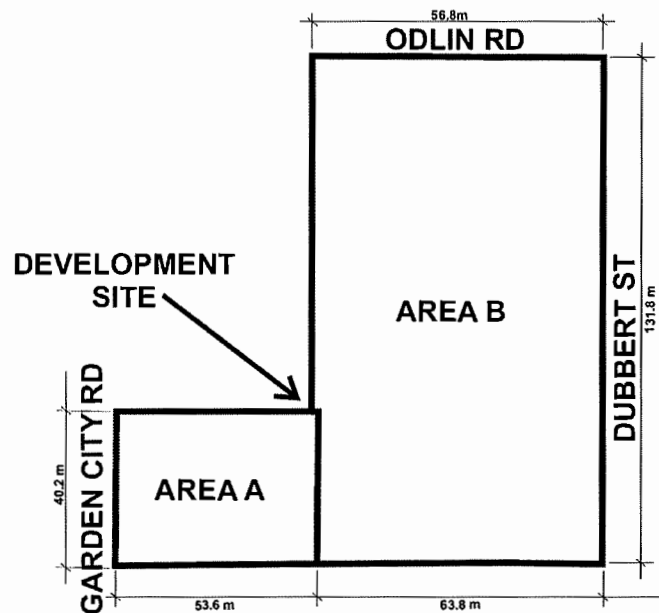
1. For the purposes of this zone, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** that includes a **modest rent controlled unit** or an **affordable housing unit**, in accordance with a **housing agreement** registered on title or a **market rental unit** in accordance with a **market rental agreement** registered on title, and governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.
2. For the purposes of this zone, **modest rent controlled unit** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** under a housing agreement as provided for in the West Cambie Area Plan.
3. A minimum of 41 **dwelling units** shall be **residential rental tenure**.

20.41.12 Other Regulations

1. 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. A maximum **site** area of 11,191 m² shall be used for calculation of **density** on the **development site**.
3. Notwithstanding Section 20.41.2, only the following uses are permitted in Area A as shown on Figure 1:
 - a) **animal grooming**
 - b) **broadcasting studio**
 - c) **child care**
 - d) **education, commercial**
 - e) **education, university**
 - f) **government service**
 - g) **health service, minor**
 - h) **library and exhibit**
 - i) **religious assembly**
 - j) **retail, convenience**
 - k) **retail, general**
 - l) **restaurant**
 - m) **service, business support**
 - n) **service, financial**
 - o) **service, personal**
 - p) **studio**

q) veterinary service

Figure 1



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 designating it **MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**:

P.I.D. 003-903-222

WEST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-607-169

EAST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 009-453-253

LOT 5 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-904-449
 WEST HALF LOT 3 BLOCK "B" SECTION 34 BLOCK 5 NORTH RANGE 6
 NEW WESTMINSTER DISTRICT PLAN 1224

P.I.D. 010-141-235
 LOT 2 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER
 DISTRICT PLAN 8805

P.I.D. 011-363-053
 LOT 1 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER
 DISTRICT PLAN 8805

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9999"**.

FIRST READING



PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	<div style="border: 1px solid black; padding: 2px;"> CITY OF RICHMOND APPROVED by  APPROVED by Director or Solicitor  </div>

 MAYOR

 CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10006 (RZ 18-807620)
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.11A [West Cambie Area Plan] by:
 - a) Adding a new policy c) in Section 5.3 [Connections], Objective 1 [Design and implement pedestrian and cyclist connections within the West Cambie area] as follows:
 - “c) Provide a pedestrian and bicycle connection generally between Garden City Road and Dubbert Street. The connection will be:
 - Acquired through the development process and maintained through operating agreements between the City and the landowners;
 - Provided by a privately-owned, publicly accessible (POPA) right-of-way;
 - Approximately 10 metres in total width, shared between adjoining development sites; and
 - Designed to include a combination of soft and hard landscaping treatments.”
 - b) replacing the “Alexandra Neighbourhood Open Space System Map” shown in Section 5.3 [Connections] with the map shown in Schedule A attached to and forming part of this bylaw.
 - c) replacing the “Alexandra Neighbourhood Character Areas Map” shown in Section 8.2 [Alexandra’s Character Areas], with the map shown in Schedule B attached to and forming part of this bylaw.
 - d) replacing the “Character Area 1 – Mixed Use Employment-Residential Map” shown in Section 8.2.1 [Character Area 1 – Mixed Use Employment Residential] with the map shown in Schedule C attached to and forming part of this bylaw.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006**”.



FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED by 
_____	APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER

Schedule A



Schedule B



Schedule C





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 13, 2019

File: RZ 18-824565

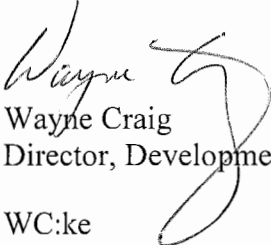
Re: Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agriculture (AG1) and Light Industrial (IL) to a Site Specific Zone

Staff Recommendation

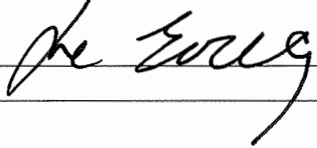
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 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 "Agriculture (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.


Wayne Craig
Director, Development

WC:ke
Att.

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

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 Agriculture (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. The site will be consolidated into one parcel bisected by the existing CN Rail line which runs through the property.

This report responds to the following referral from the June 18, 2019 Planning Committee meeting:

That the staff report titled "Application by SNC Lavalin Inc. for Rezoning of Portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agriculture (AG1) and Light Industrial (IL) to a Site-Specific Zone" be referred back to staff to consult with the Ministry of Transportation and Infrastructure and all appropriate bodies for acknowledgement that they understand the implications of this application on the George Massey Tunnel enhancement project and City of Richmond property and report back as soon as possible.

Findings of Fact

At the June 18, 2019 Planning Committee meeting, there was discussion about the corporate structure of BC Ferries in relation to project approval to upgrade the BC Ferries FMU. The applicant has provided this information, summarized as follows:

- BC Ferries is an independently managed company.
- The BC Ferries Commissioner acts as an independent commercial regulator. Their responsibility includes reviewing and considering any proposals for major capital expenditures for approval.
- The Province of BC establishes policy and service levels.
- The Province of BC does not make decisions on deploying capital assets or incurring capital expenditures. Those are left to BC Ferries management, although BC Ferries Commissioner review and approval is required for large capital expenditures.
- The proposal to upgrade the BC Ferries FMU requires approval from the BC Ferries Commissioner. This approval process would be sequenced with the development applications required from the City.
- The applicant anticipates this project will be submitted to the BC Ferries Commissioner in late 2019.

Additional Consultation Undertaken

In response to the June 18, 2019 Planning Committee referral, a letter (dated June 27, 2019) was sent from the City to applicable groups within the Ministry of Transportation and Infrastructure (the Ministry), including the staff lead for the George Massey Crossing project team (Attachment A – copy of City letter to the Ministry).

The City's letter sought confirmation that the George Massey Crossing project team is aware of and also has no concerns with the proposed rezoning application involving the BC Ferries site, and City properties located north of the BC Ferries site at 12851 Rice Mill Road and 12100 Hartnell Road (Attachment B – Property Map).

In addition, the City requested further clarification of the Ministry's expectations, anticipated process and timing related to the City's property at 10640 No. 5 Road (i.e., the Gardens Agricultural Park) located near the northwest corner of Highway 99 and Steveston Highway.

Prior to the June 18, 2019 Planning Committee meeting, City staff consulted with and received a response on February 8, 2019 from Ministry staff at the Lower Mainland District office indicating no objection to the proposed rezoning application.

Ministry Response

In response to the City letter, written correspondence has been received from the Ministry and additional communication occurred amongst City and Ministry staff (including the project lead on the George Massey Crossing project team). The following is a summary of the Ministry responses to City staff on this matter:

- Confirms that the Ministry, including the George Massey Crossing project team, continue to have no objection to the BC Ferries FMU rezoning proposal (12700 & 12800 Rice Mill Road, 12280 No 5 Road, 12300 No 5 Road), consistent with the Ministry's response to the City on February 8, 2019.
- For City properties (10640 No. 5 Road; 12851 Rice Mill Road and 12100 Hartnell Road), the Ministry communicated that as potential solutions for the George Massey Crossing are still under study, the Ministry is not in a position to comment further on these sites.

City staff work closely and are in continuous contact with Ministry staff with the George Massey Crossing project team. Council will be updated as soon as additional information and updates become available on this matter.

Analysis

In relation to the BC Ferries FMU rezoning proposal, the position of the Ministry, including the George Massey Crossing project team, remains unchanged and consistent with their previous comments provided to the City on February 8, 2019 indicating no objection to the rezoning.

For the three separate City properties (12851 Rice Mill Road, 12100 Hartnell Road and 10640 No. 5 Road), the Ministry indicates that a review of the George Massey Crossing is underway

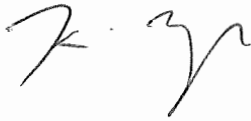
and that until a solution has been confirmed, they would not be in a position to comment on the City properties at this time.

The previous staff report and accompanying attachments, including rezoning considerations, remain applicable and are contained in Attachment C.

Conclusion

This report responds to the June 18, 2019 Planning Committee referral for staff to undertake additional consultation with the Ministry, including the George Massey Crossing project team, and report back. Ministry staff has responded confirming no objections to the subject rezoning as summarized in this report.

Based on the additional consultation with and response from the Ministry, Staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9940, to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agriculture (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 FMU, be introduced and given first reading.



Kevin Eng
Planner 2

KE:lce

Attachment A: City letter (dated June 27, 2019) to the Ministry (includes Attachments 1-3)

Attachment B: Property Map

Attachment C: Original Staff report and attachments (includes Attachments 1-8)



City of Richmond

6911 No. 3 Road,
Richmond, BC V6Y 2C1
www.richmond.ca

June 27, 2019
File: 10-6350-05-08/2019-Vol 01

Planning and Development Division
Transportation

Lina Halwani
Director, Planning and South Coast Region Major Project Lead
Ministry of Transportation and Infrastructure
Suite 310 – 1500 Woolridge Street
Coquitlam, BC V3K 0B8

Dear Ms. Halwani:

Re: Council Referral Regarding BC Ferries, City-Owned Lands and the George Massey Crossing Project

At the City of Richmond's Planning Committee meeting held June 18, 2019, the Committee considered a rezoning application (RZ 18-824565) for portions of the BC Ferries Fleet Maintenance Unit site on the south side of Rice Mill Road in the vicinity of Highway 99 and the north entrance to the George Massey Tunnel. The staff report can be found at: https://www.richmond.ca/_shared/assets/_4_-_BL9940_PLN_06181953869.pdf. The Committee minutes can be found at: https://www.richmond.ca/cityhall/council/agendas/planning/2019/061819_minutes.htm (scroll to Item 4).

Following discussion amongst Committee members regarding the potential impacts of this application on the future George Massey Crossing project, the report was referred back to staff *"to consult with the Ministry of Transportation and Infrastructure and all appropriate bodies for acknowledgement that they understand the implications of this application on the George Massey Tunnel enhancement project and City of Richmond property and report back as soon as possible."*

For your reference, Attachment 1 is the response from Ministry staff to the City indicating no objection to the proposed rezoning application. The City is seeking confirmation that the George Massey Crossing project team is aware of and also has no concerns with the rezoning application, particularly with respect to the BC Ferries and City properties at 12851 Rice Mill Road and 12100 Hartnell Road as shown in Attachment 2.

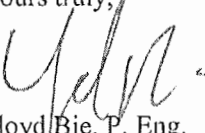
The City further requests clarification of the Ministry's expectations, anticipated process and timing related to the City's property at 10640 No. 5 Road (i.e., the Gardens Agricultural Park) located near the northwest corner of Highway 99 and Steveston Highway (Attachment 3).

For clarity, the table below provides further details on the properties identified in Attachments 2 and 3.

Owner	Address	PID	Legal
City of Richmond	12100 Hartnell Road 12751 Rice Mill Road	003-538-451	LOT 6 SEC 6&7 BLK 3N RG 5W PL NWP23654 Lot 6, Block 3N, Plan NWP23654, Section 6&7, Range 5W, New Westminster Land District
	12851 Rice Mill Road	004-203-691	SEC 6 BLK 3N RG 5W PL NWP25346 Parcel A, Block 3N, Plan NWP25346, Section 6, Range 5W, New Westminster Land District
BC Ferry Services Inc	12700 Rice Mill Road 12280 No. 5 Road	004-203-780	SEC 7 BLK 3N RG 5W PL NWP25346 Parcel B, Block 3N, Plan NWP25346, Section 7, Range 5W, New Westminster Land District, Except Plan 20. 834 AC TAKEN FOR HWY
	12300 No. 5 Road	004-161-980	LOT 7 SEC 7/8 BLK 3N RG 5W PL NWP27577 Lot 7, Block 3N, Plan NWP27577, Section 7/8, Range 5W, New Westminster Land District
	12800 Rice Mill Road	026-081-181	LOT 1 SEC 7 BLK 3N RG 5W PL BCP14018 Lot 1, Block 3N, Plan BCP14018, District Lot 6852, Section 7, Range 5W, Group 1, New Westminster Land District, & DL 8018 DEAS FERRY BASIN
City of Richmond	10640 No. 5 Road	028-631-595	LOT F SEC 31 BLK 4N RG 5W PL EPP12978 Lot F, Block 4N, Plan EPP12978, Section 31, Range 5 W, New Westminster Land District

We request a response to this letter prior to July 31, 2019 so that the Ministry's comments can be taken into consideration by Committee and Council at the first meeting in September 2019. If you have any questions, you may contact me directly at lbie@richmond.ca or 604-276-4131.

Yours truly,



Lloyd Bie, P. Eng.
Director, Transportation

pc: Elena Farmer, District Manager, Lower Mainland District, Ministry of Transportation and Infrastructure
David Sharpe, FMU Executive Director, BC Ferries
David McWalter, Project Manager, SNC Lavalin
Wayne Craig, Director, Development, City of Richmond

LB:jc

Brownlee, David

From: Cruz, Roanna S TRAN:EX <Roanna.Cruz@gov.bc.ca>
Sent: Friday, 8 February 2019 10:43
To: Brownlee, David
Subject: RE: Rezoning Within the Controlled Area-12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road BC Ferries FMU - RZ 18-824565

Hi David:

Richmond File: RZ 18-824565

MOTI File: 2019-00692

I apologize, unfortunately I did not assign this referral to anyone and it has just come to my attention that we have not provided any comments.

We have no objection to the proposed rezoning. Please note the following comments:

- The Provincial Approving Officer has confirmed that he does not need to sign off on the subdivision plan for the consolidation of properties.
- The proposed dike alignment within MOTI right-of-way will require permit approval from the ministry. Detailed design drawings will need to be submitted to this office for review and approval.
- The existing building within the encroachment into Rice Mill Road has a permit that was issued from this office on October 5th, 2018, Permit No. 2018-05498. The permit was issued to British Columbia Ferry Services Inc. and allows an existing building to be located approximately 1.82 metres from the Highway 99 right-of-way. When this building is demolished, any replacement buildings must meet our minimum setback of 3 metres or the municipal setback, whichever is greater.
- The provincial building/structure setback is 4.5 metres (from the Highway 99 right-of-way). The building/structure setback can be reduced to 3 m when there is existing alternative access to a municipal street. See Section 12 of the Provincial Public Undertakings Regulation BC Reg. 513/2004. If the municipal setback is greater, the greater setback will apply. http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/513_2004#section12
- An access permit for the existing Rice Mill Rd access road has been issued from this office. Permit No. 2016-04984 was issued to British Columbia Ferry Services Inc. dated November 21, 2016 for the installation, operation and maintenance of and access/access road (within Ministry right-of-way) along Hwy 99 at Rice Mill Road.
- Please provide the storm water management plans for our review.

Roanna Cruz
Sr. District Development Technician
Ministry of Transportation and Infrastructure
Lower Mainland District
#310 – 1500 Woolridge Street
Coquitlam, B.C. V3K 0B8
Phone: 604-527-2243
Email: Roanna.Cruz@gov.bc.ca

From: Brownlee, David [<mailto:DBrownlee@richmond.ca>]
Sent: Monday, October 15, 2018 12:34 PM
To: Cruz, Roanna S TRAN:EX
Subject: Rezoning Within the Controlled Area-12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road BC Ferries FMU

Good afternoon Roanna;

Attached is our request for review of the BC Ferries Fleet Maintenance Facility (FMU) at the Deas Basin adjacent to the Massey Tunnel in Richmond.

The application is for a partial rezoning of the BC Ferries FMU site.

Please feel free to contact me if you have any questions regarding the submission.

Regards

David Brownlee | Planner 2
City of Richmond
Development Applications Department
6911 No. 3 Road, Richmond, B.C., V6Y 2C1
Tel: 604-276-4200
Oct 15 2018

City and BC Ferries Properties on Rice Mill Road

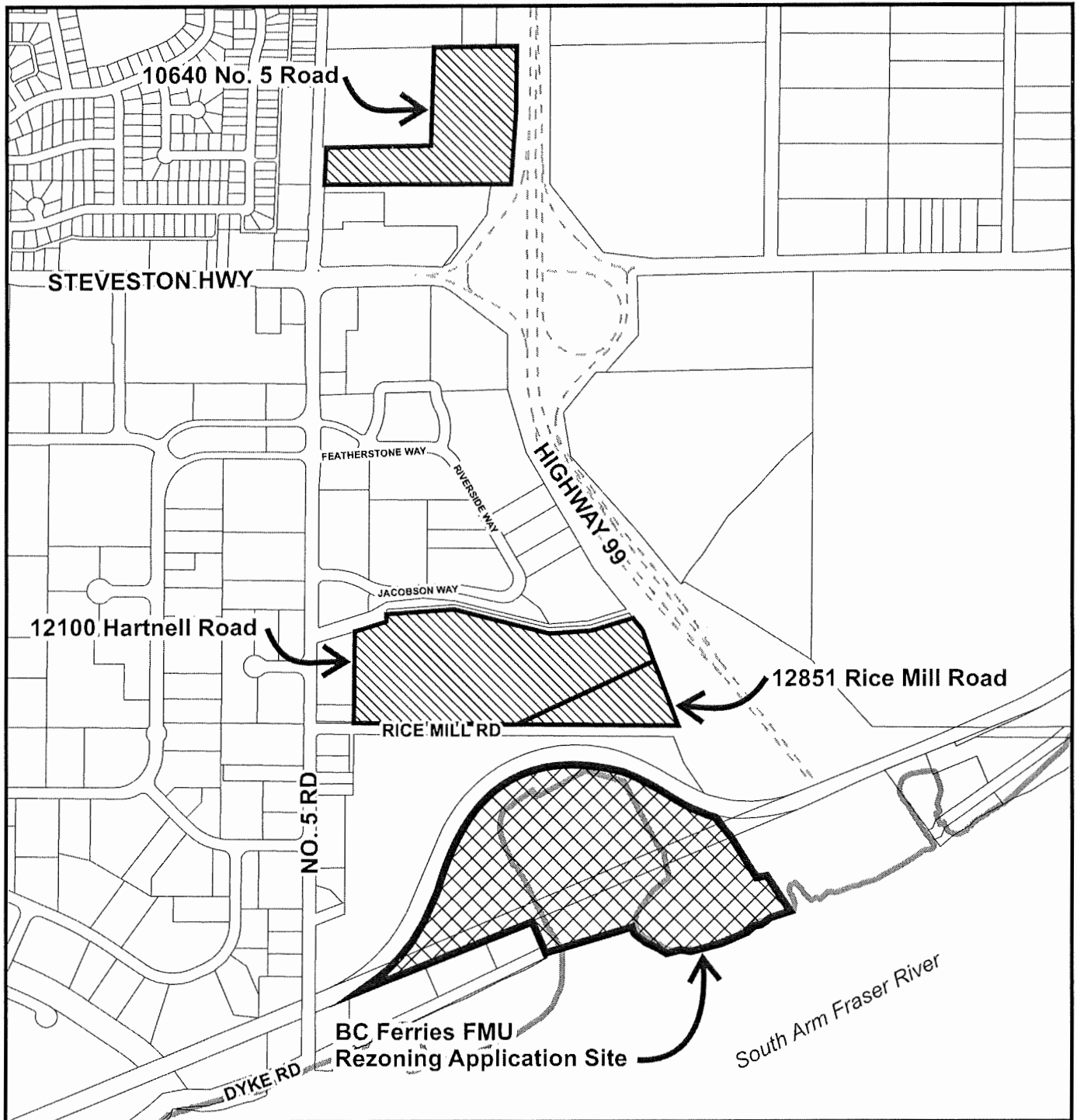


City Property near northwest corner of Highway 99 and Steveston Highway





City of
Richmond



Property Context Map

PLN - 125

Original Date: 08/13/19

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee

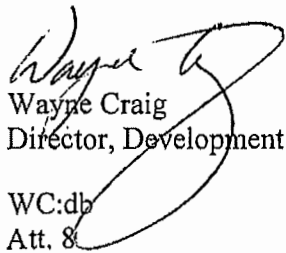
To: Planning Committee **Date:** June 3, 2019
From: Wayne Craig **File:** RZ 18-824565
 Director, Development
Re: **Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agricultural (AG1) and Light Industrial (IL) to a Site Specific Zone**

Staff Recommendation

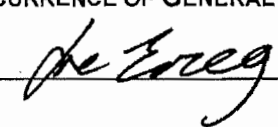
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 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

WC:db
 Att. 8

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

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.

AnalysisTransportation 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 post-construction 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 #: “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 1.5 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.

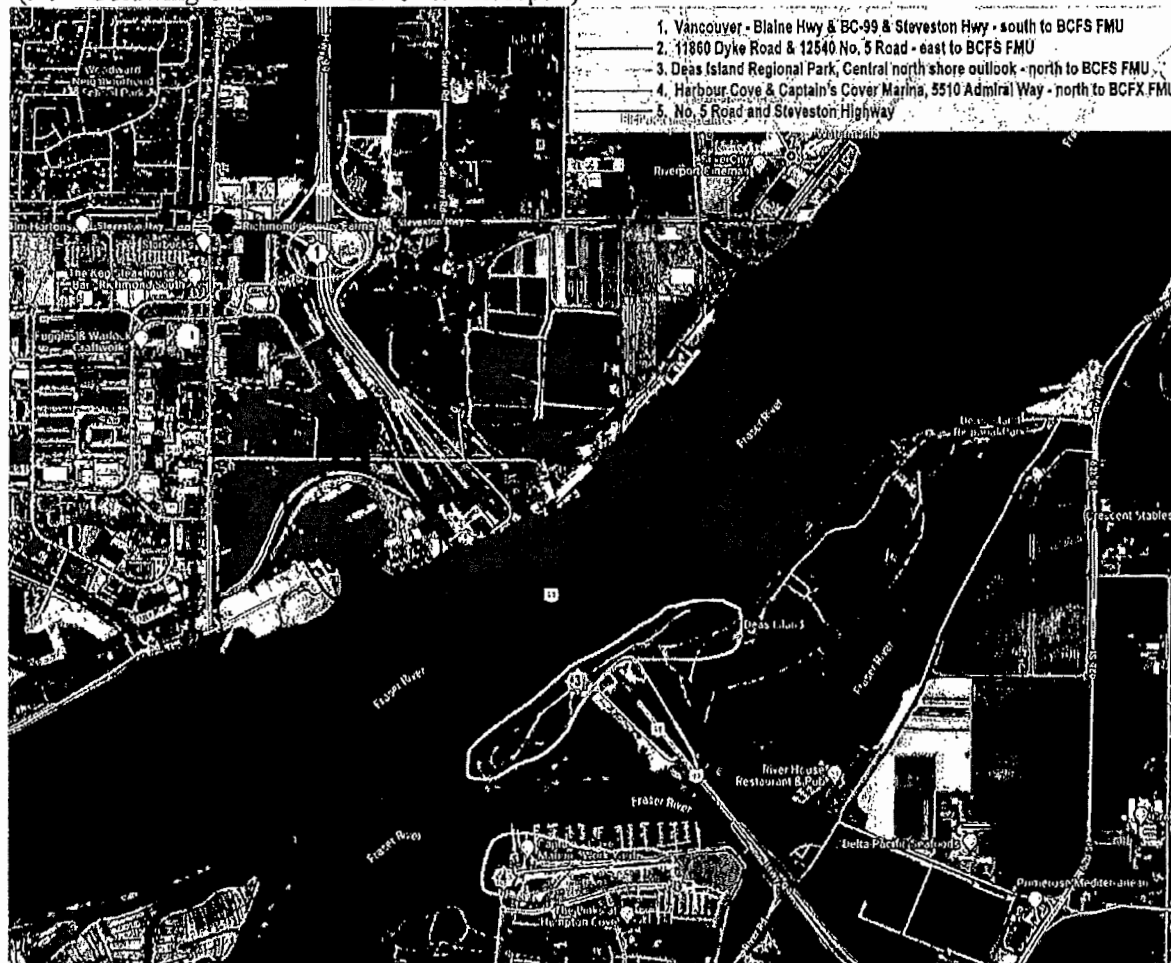
An 11.5m (38 ft.) wide steel and concrete pier with supporting pile structures will extend more than 70 m (230 ft.) into the Deas basin. A new sheet pile wall will be installed where the pier meets the land. The tower crane will be located at the end of the pier within the Deas Basin. The preliminary 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

Visual Impact Assessment Sensitivity and Viewpoint Locations
(from Goldwing Continuum Architects Inc. report)



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.



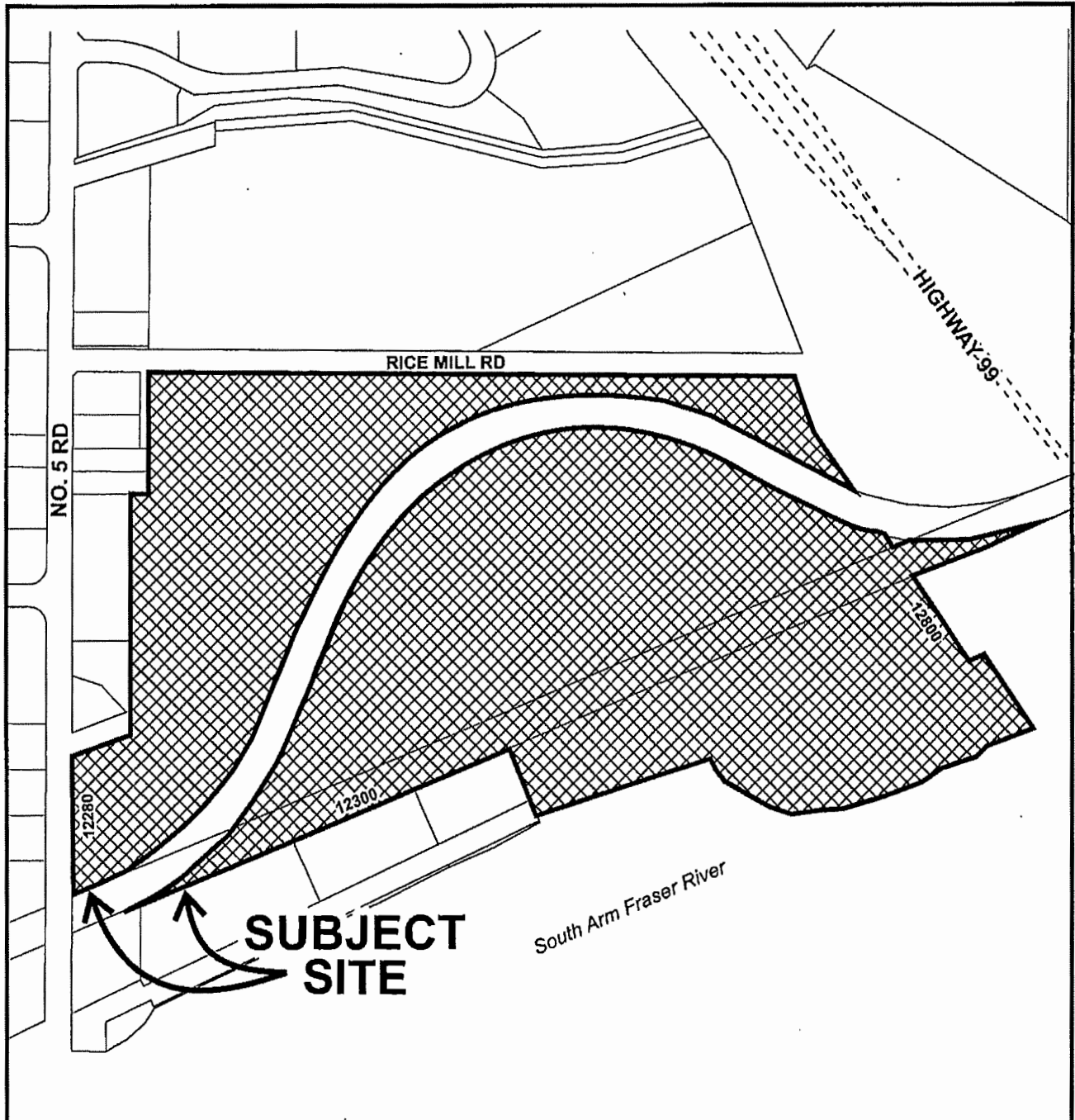
David Brownlee
Planner 2

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

PLN - 171
PLN - 144



City of
Richmond



RZ 18-824565

Original Date: 08/17/18

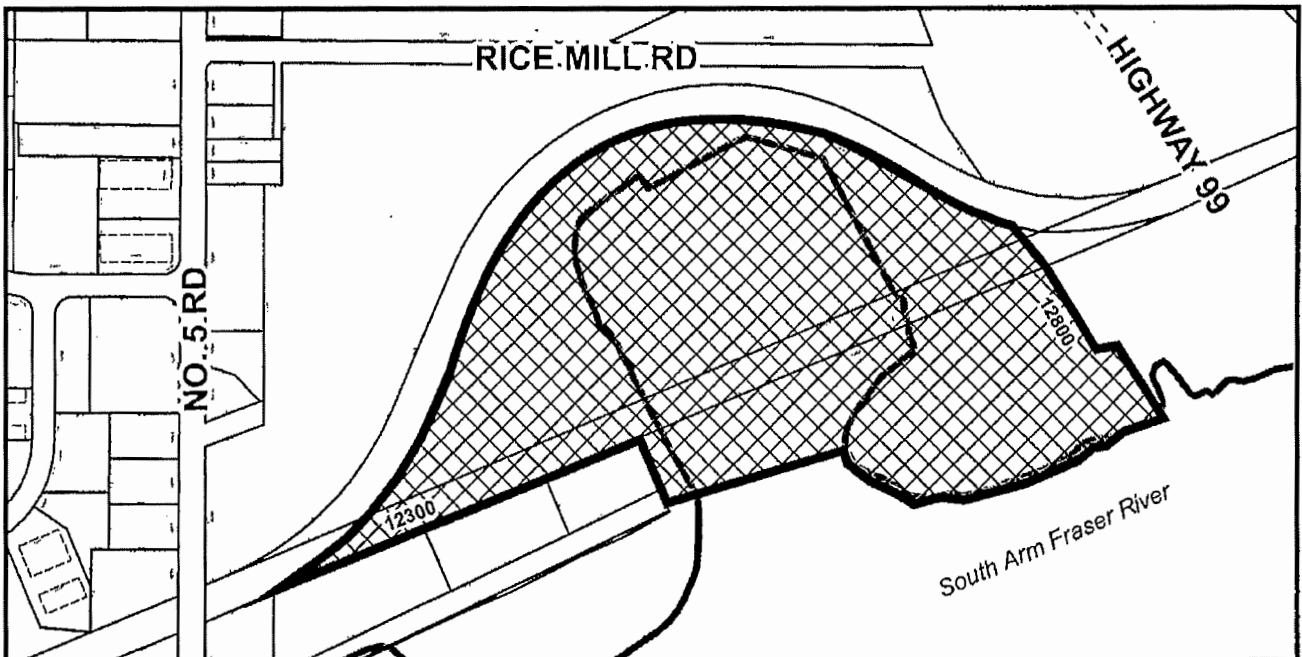
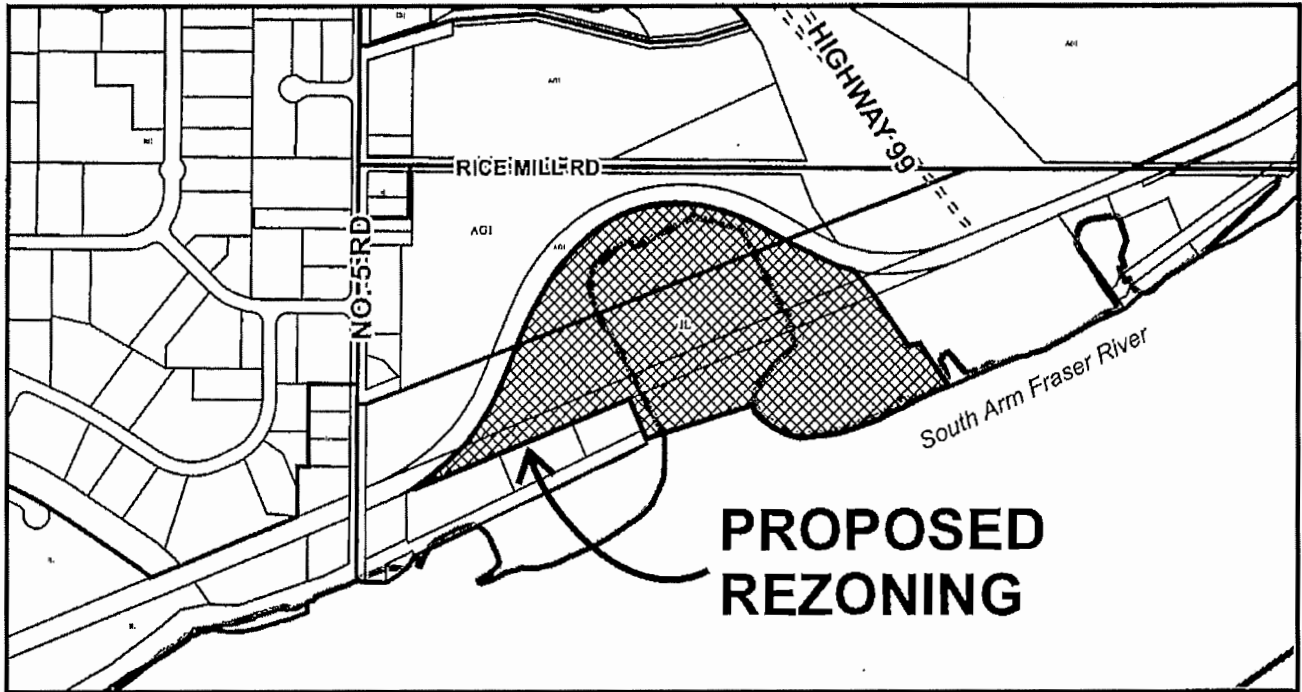
Revision Date:

Note: Dimensions are in METRES

PLN - 172
PLN - 145



City of
Richmond



RZ 18-824565

Original Date: 06/20/18

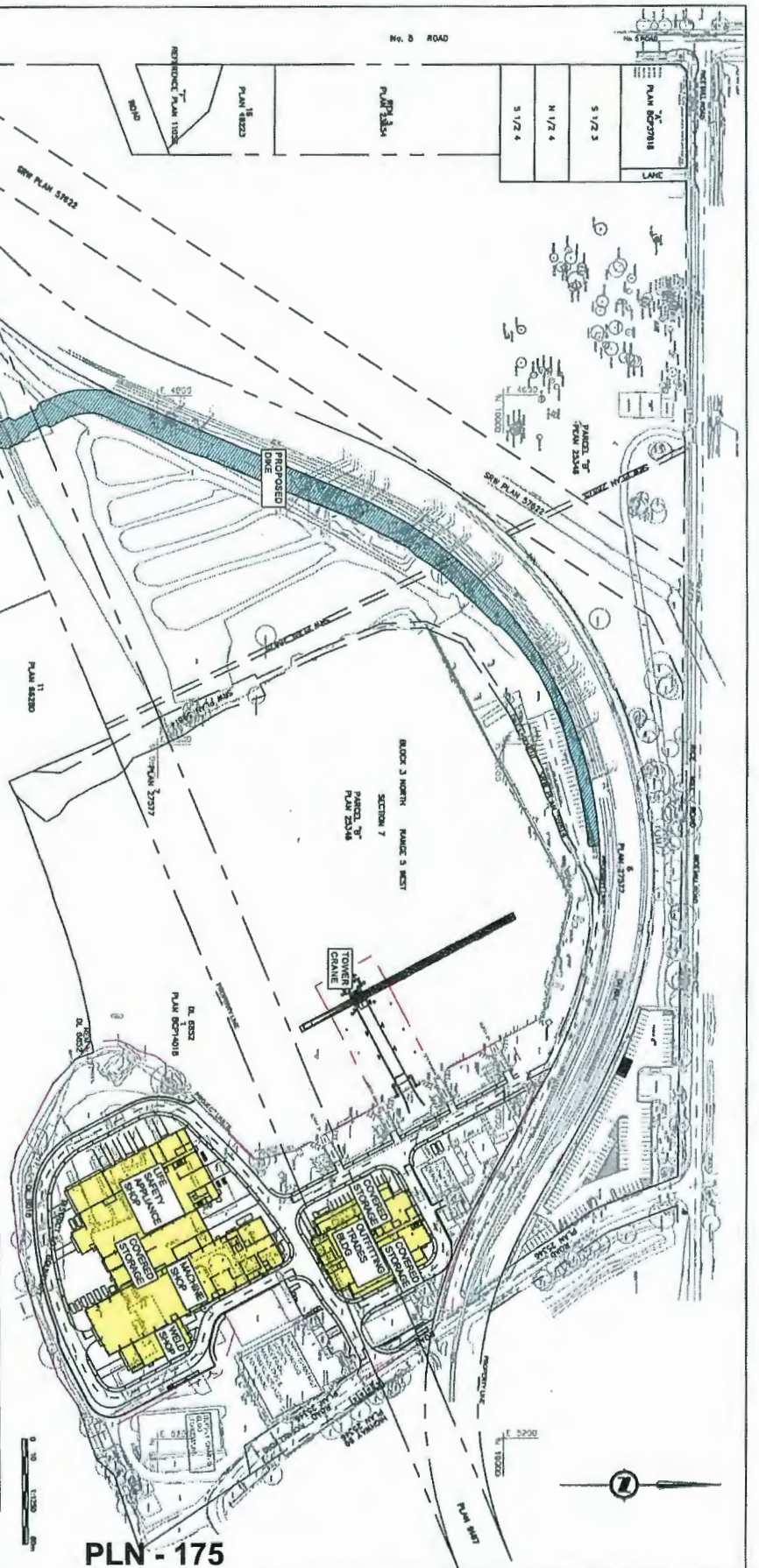
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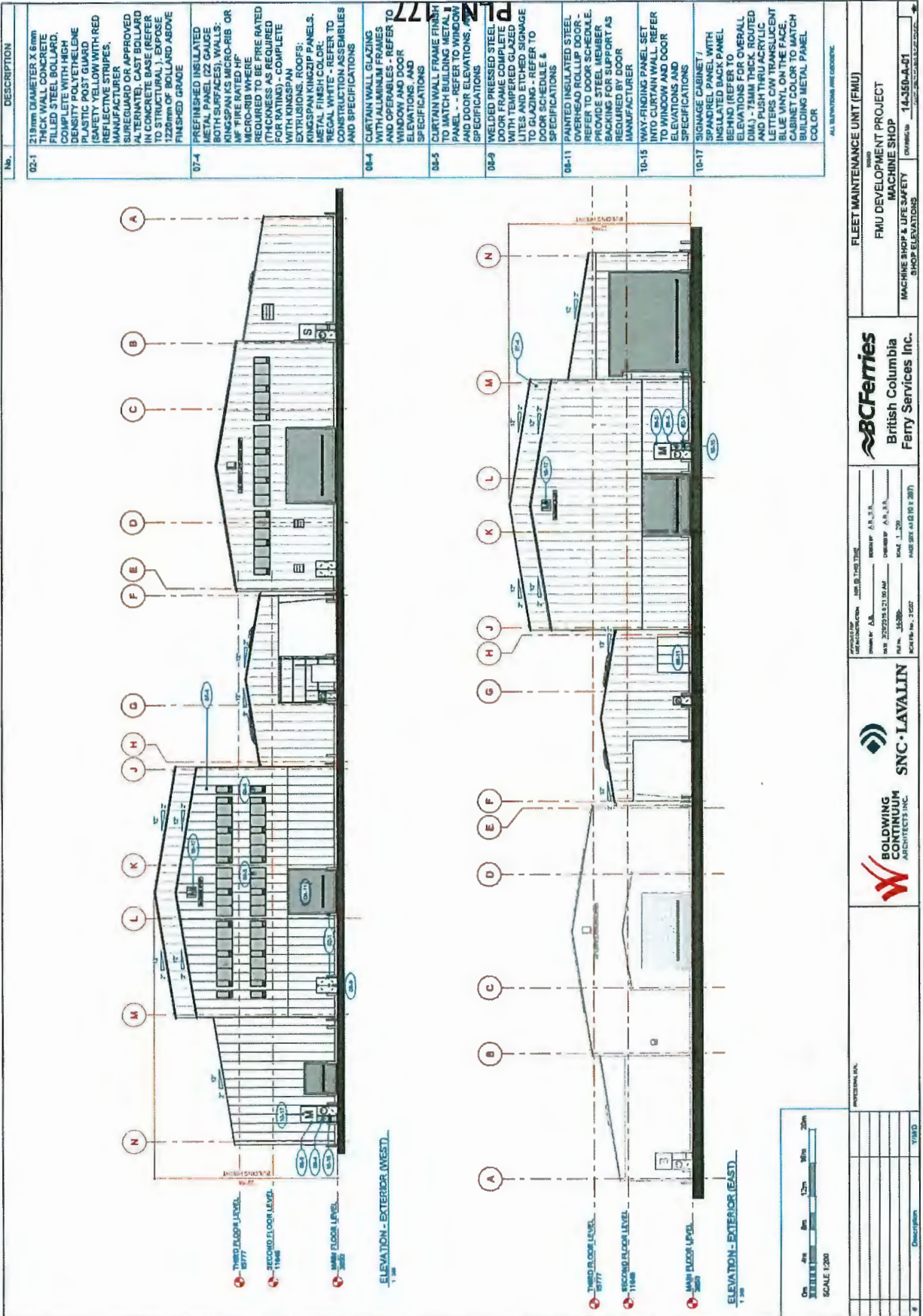
Note: Dimensions are in METRES

PLN - 173
PLN - 146

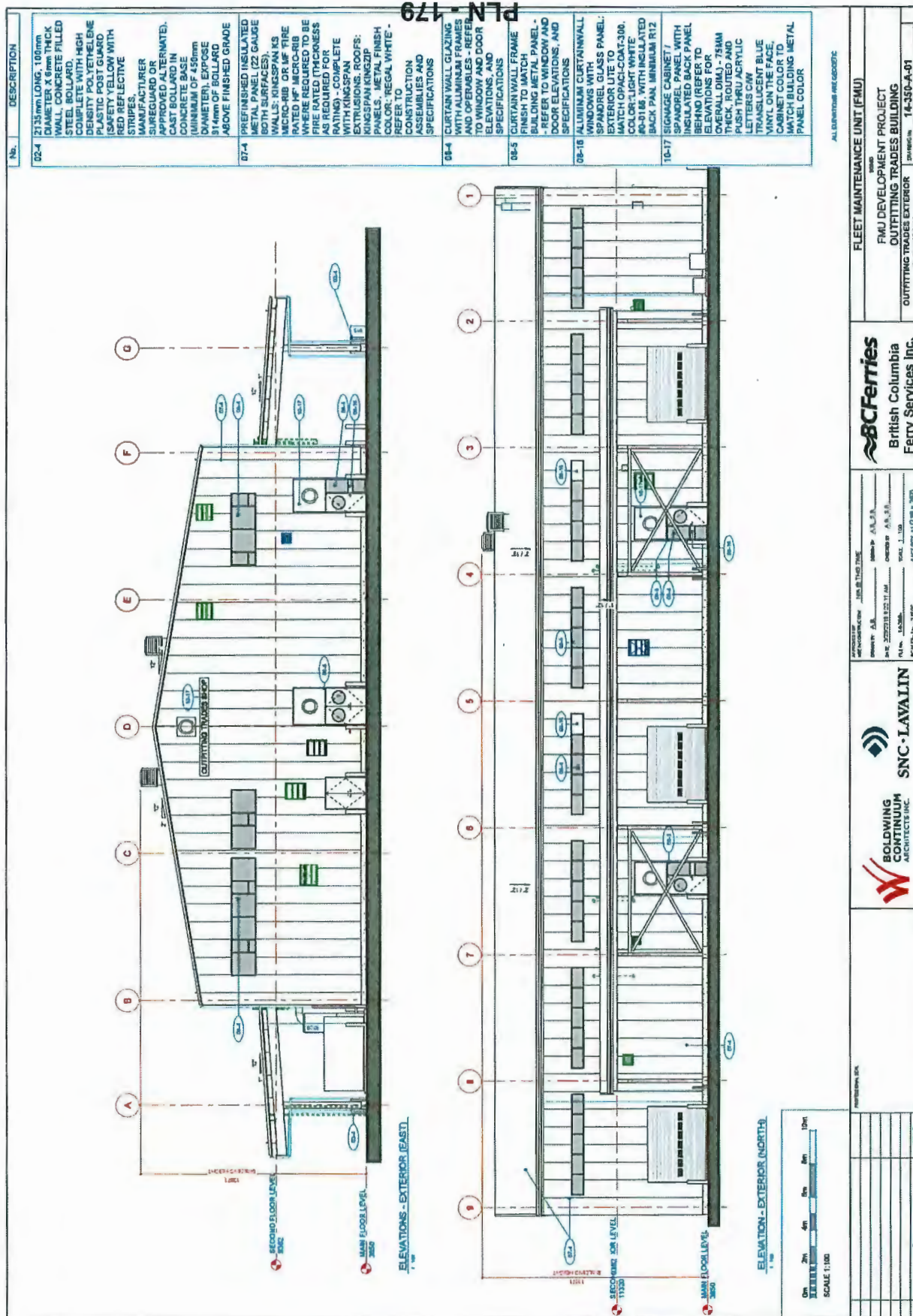
Conceptual Development Plans - Index

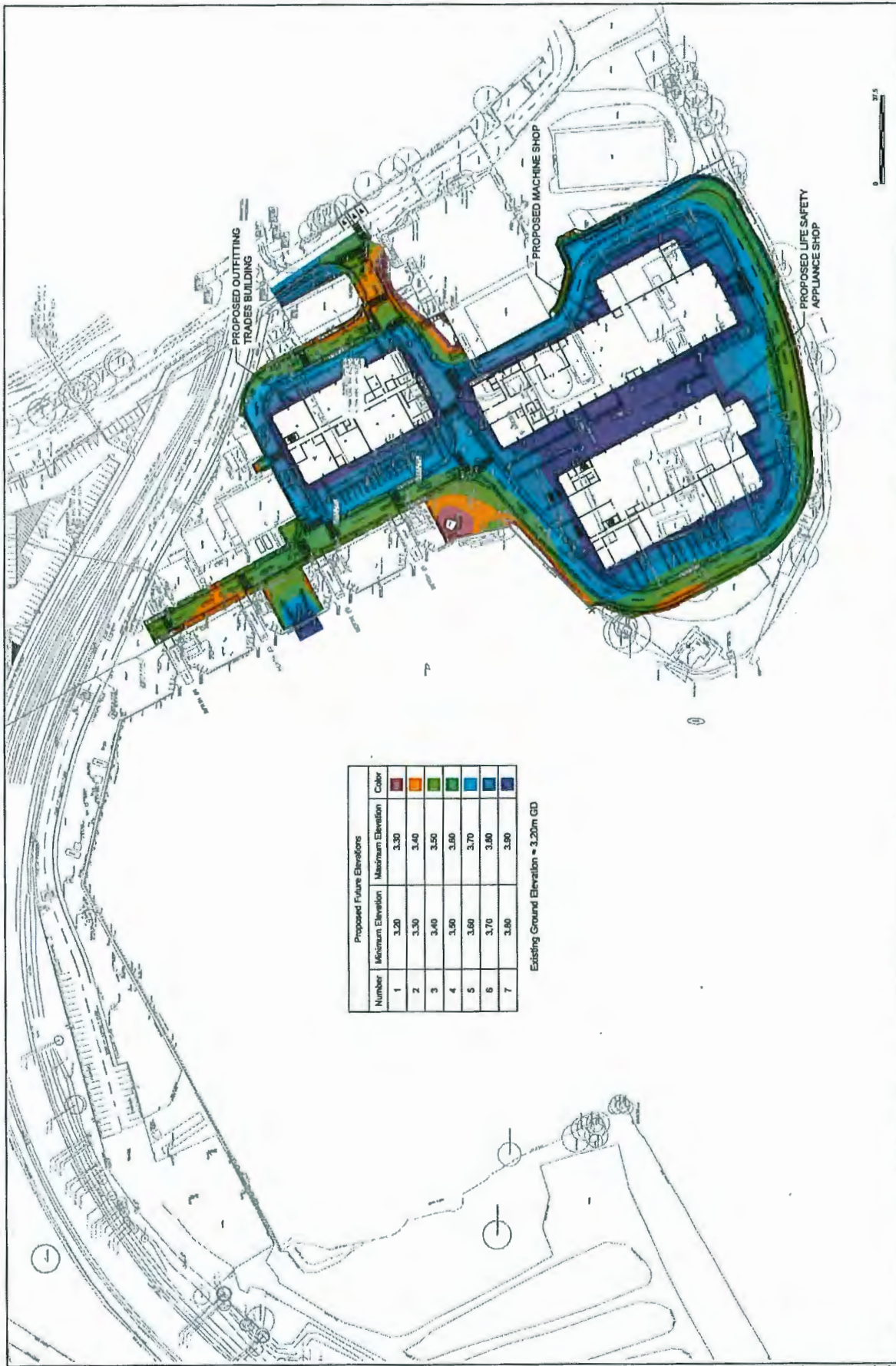
	Document:	Plan No.
1	Site Plan	a
2	Construction Phasing Plan	b
3	Building Elevation drawings	c-f
4	Basin Crane drawings	g-i
5	Grading Plan	j
6	Parking Plan	k-o
7	Waste Management Overlay Drawing	p
8	Environmentally Sensitive Areas and Riparian Management Areas	q
9	AREA in ESA SH-5 and IT-5 Impacted by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

[illegible]



Plan #c





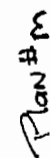
BC Ferries British Columbia Ferry Services Inc.		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT OVERALL SITE GRADING PLAN																			
REVISIONS <table border="1"> <thead> <tr> <th>Rev</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>A</td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> </tr> </tbody> </table>		Rev	Description	Date	A			B			C			D			E			PROJECT INFORMATION DRAWN BY: J. LAMARCA CHECKED BY: E. S. DESPINE DATE: 2014-02-28 SCALE: 1/200 FULL SIZE SHEET NO. 14-350-DK-C0053	
Rev	Description	Date																			
A																					
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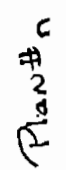
Plan # j



				FLEET MAINTENANCE UNIT (FMU)	
PREPARED FOR: FMU DRAWN BY: DLJ DATE: 10/07/21 FILE NO.: 14-350		PROJECT NO.: 14-350-DK-C9002 SHEET NO.: A		FMU DEVELOPMENT PROJECT OVERALL SITE	
REVISIONS		PARKING PLAN		14-350-DK-C9002	

Plan # K





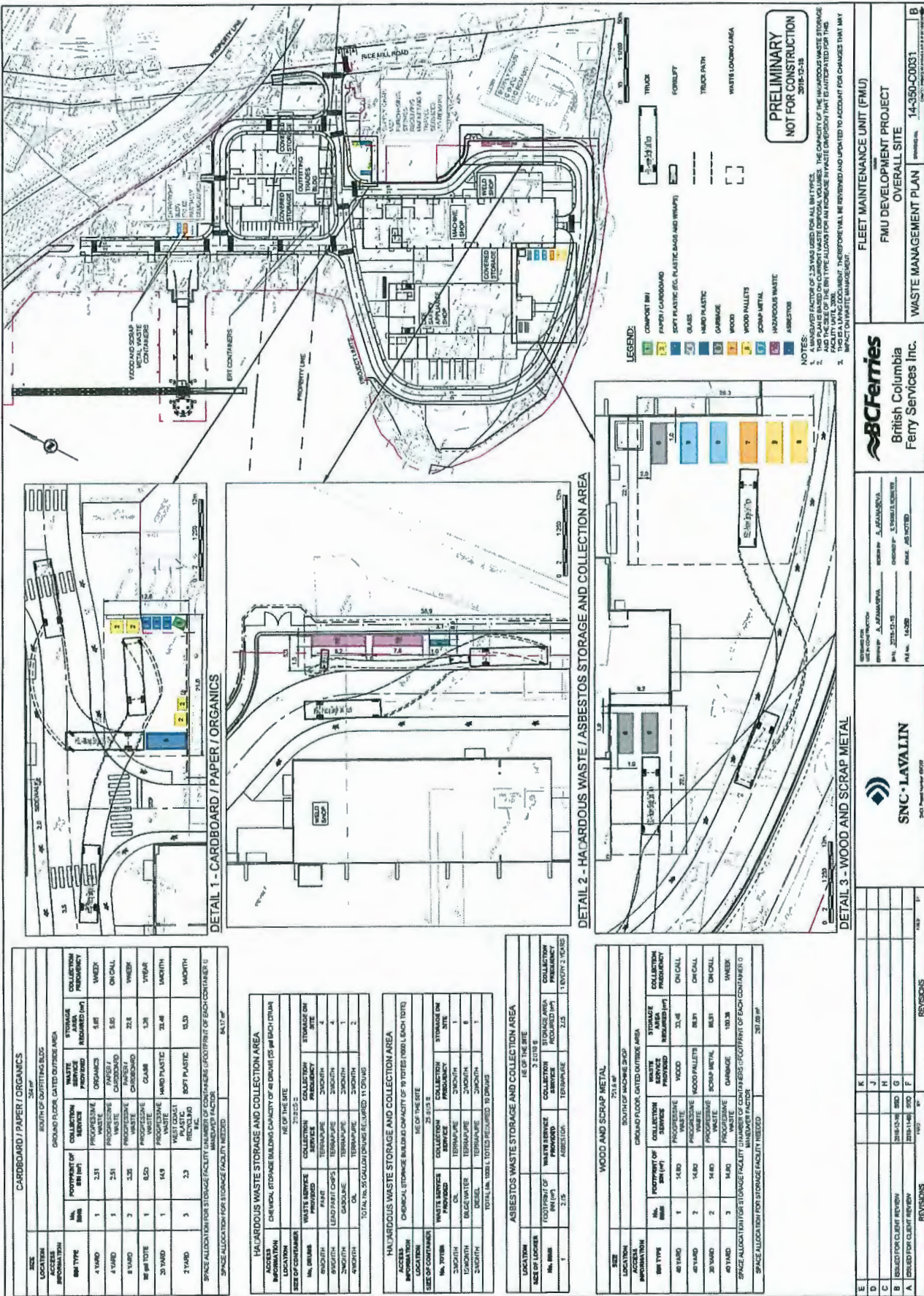
PLN - 188
PLN - 161



PRELIMINARY NOT FOR CONSTRUCTION 2018-04-04		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT OVERALL SITE																																													
PARKING PLAN		14-350-DK-C9002(d)																																													
SNC-LAVALIN SNC-Lavalin Group Inc.		BC Ferries British Columbia Ferry Services Inc.																																													
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PLN - 189
PLN - 162

Plan #0



PLN - 190
PLN - 163

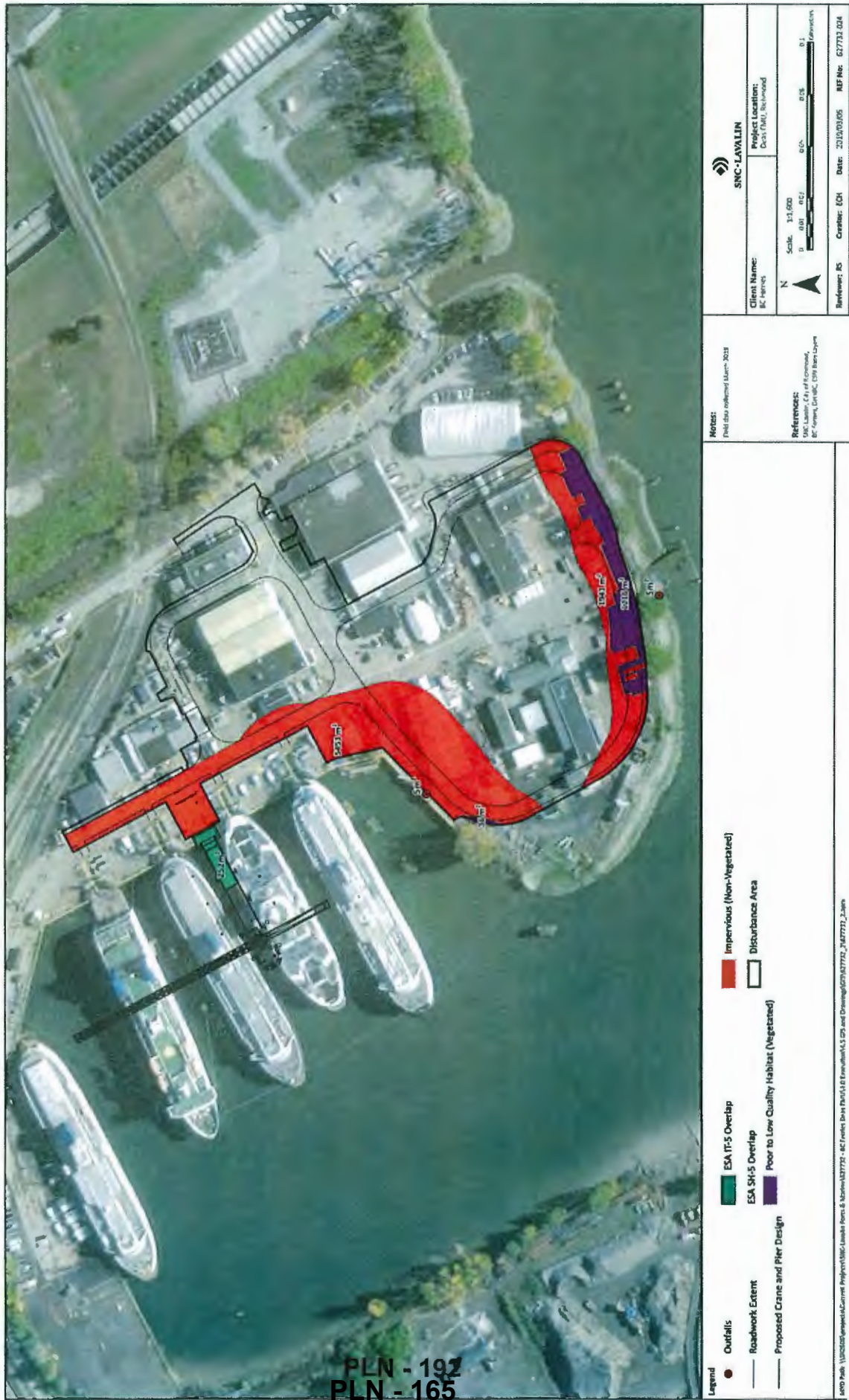
Plan # P

Figure 4: City of Richmond Environmentally Sensitive Areas and Riparian Management Areas

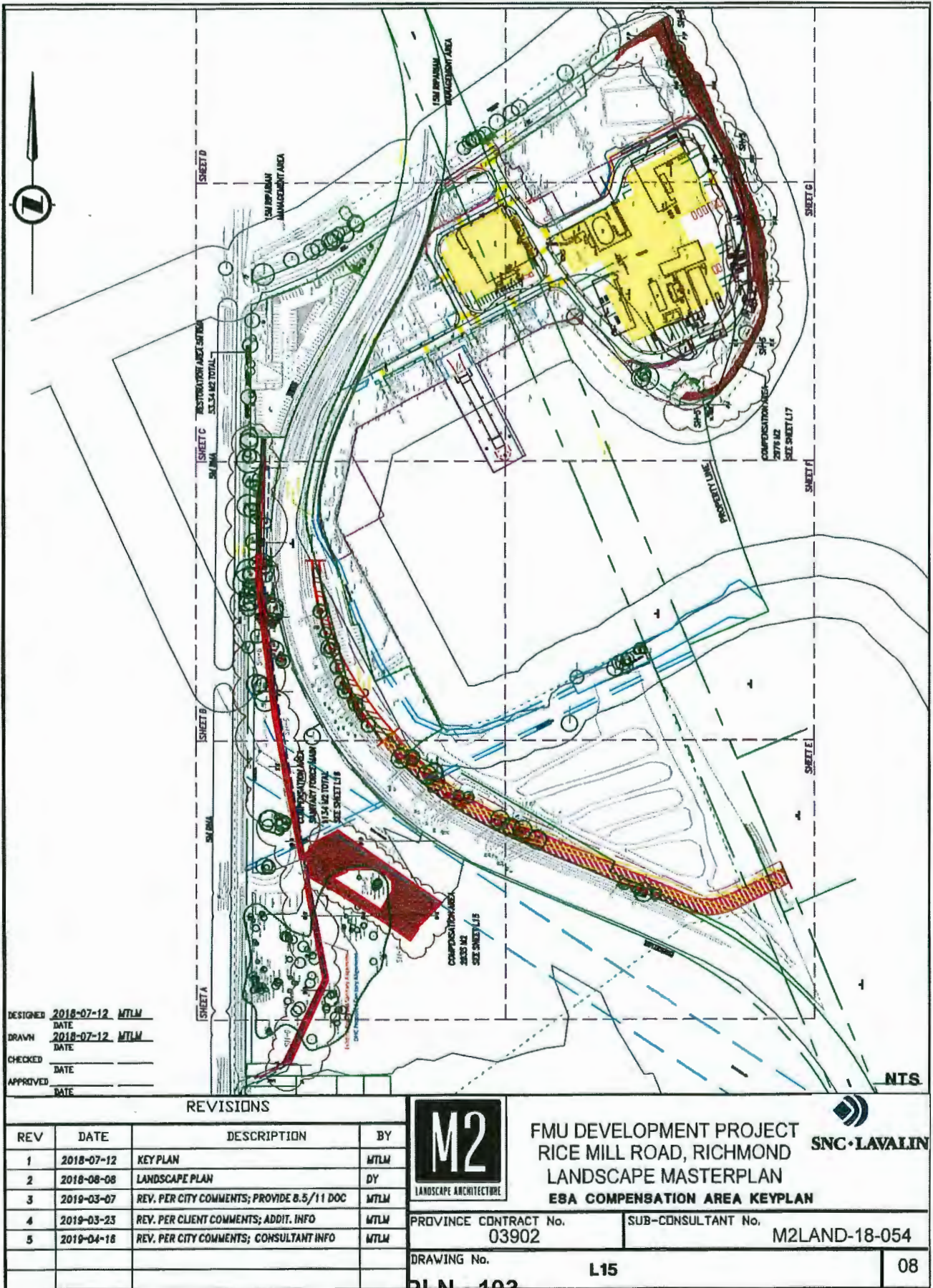


Plan # 8

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



Plan # S



PLN - 193
 PLN - 166

Plan # 4

ARBORIST

5-11

EXISTING TREE

5-11

EXISTING TREE REMOVED

ARBORIST SCOPE OF WORK AREA

ARBORIST 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

15M RIPARIAN MANAGEMENT AREA

ENVIRONMENTALLY SENSITIVE AREA (SH-5)

SHORELINE 30M ABOVE HIGH WATER MARK

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 TREES 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 FENCE 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 REPLACEMENT WILL BE AT A 2:1 RATIO, AS CONFIRMED BY THE CITY OF RICHMOND. WITH 82 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 LAVALIN

DATED: JUNE 04, 2019

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 OF THE ESA'S.

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 NESTING COLONIES ARE PRESENT IN OR NEAR THE SITE.

5. 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, OVERWINTERING HABITAT MODERATE TO GOOD. DESIGNATED A 15M 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, OVERWINTERING 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. 8028 M² OF SHORELINE (MAJORITY OF WHICH IS DEVELOPED 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 COORDINATION WITH SNC. SEE SHEETS L13-L15 FOR SUGGESTED SHAPES 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 PROMOTE OPTIMAL SOIL-WATER BUDGET CONDITIONS FOR ESTABLISHMENT. FOR THE REMAINDER OF THE FIRST YEAR, POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY. FOR THE NEXT TWO YEARS THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY DURING SPRING AND SUMMER.

DESIGNED 2018-07-12 MTLW

DATE

DRAWN 2018-07-12 MTLW

DATE

CHECKED

DATE

APPROVED

DATE

REVISIONS

REV	DATE	DESCRIPTION	BY
1	2018-07-12	KEY PLAN	MTLW
2	2018-08-08	LANDSCAPE PLAN	DY
3	2019-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLW
4	2019-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MTLW
5	2019-04-16	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLW



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN
CONSULTANT REPORT NOTES



PROVINCE CONTRACT No.

03902

SUB-CONSULTANT No.

M2LAND-18-054

DRAWING No.

L3


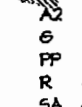
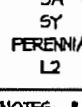
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PLN - 194
PLN - 167

PLANT SCHEDULE

SH-5 PLANT MATERIAL

M2 JOB NUMBER: 18-045

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
 15	ALNUS RUBRA	RED ALDER	8CM CAL; B4B
15	CORNUS NUTTALLII	PACIFIC DOGWOOD	8CM CAL; B4B
15	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	4M HT; B4B
 A2 311	ANAPHALIS MARGARITACEA	PEARLY EVERLASTING	#1 POT
G 810	SAULTHERIA SHALLOM	SALAL	#2 POT; 1M O.C.
PP 44	PHYSCARPUS CAPITATUS	PACIFIC NINE-BARK	#2 POT
R 446	ROSA NUTKANA	NOOTKA ROSE	#2 POT
SA 448	SAMBUCUS RACEMOSA	ELDERBERRY	#2 POT; 40CM
SY 335	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 30CM
 L2 344	LUPINUS POLYPHYLLUS	LARGE LEAF LUPINE	#2 POT


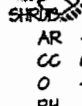
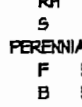
NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNRA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL 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 MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. 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

SH-5 PLANT MATERIAL

M2 JOB NUMBER: 18-045

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
 6	ACER MACROPHYLLUM	BIGLEAF MAPLE	8CM CAL; B4B
6	CORNUS NUTTALLII	PACIFIC DOGWOOD	8CM CAL; B4B
9	CRATAEGUS DOUGLASII	BLACK HAWTHORN	8CM CAL; B4B
4	MALUS FUSCA	PACIFIC CRABAPPLE	8CM CAL; B4B
 AR 412	ARONIA MELANOCARPA	CHOKEBERRY	#2 POT; 35CM
CC 643	CORNUS SERICEA	RED OSIER DOGWOOD	#2 POT; 50CM
O 410	HOLODISCUS DISCOLOR	OCEANSPRAY	#2 POT; 1M O.C. TRIANGULAR SPACING
RH 441	RUBUS PARVIFLORUS	THIMBLEBERRY	#2 POT
S 631	SALIX LASIANDRA	PACIFIC WILLOW	1.2M HT; B4B
 F 301	FRASARIA CHILOENSIS	COASTAL STRAWBERRY	#1 POT
B 310	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 CNRA 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 MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. 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.

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

REVISIONS

REV	DATE	DESCRIPTION	BY
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2	2018-08-08	LANDSCAPE PLAN	DY
3	2018-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLM
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5	2018-04-18	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLM



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN



E8A COMPENSATION PLANT LIST 8 SH-5 AND SH-6

PROVINCE CONTRACT No. 03902	SUB-CONSULTANT No. M2LAND-18-054
DRAWING No. L30	08

PLN - 195
PLN - 168

Plan # 1



HABITAT BALANCE SHEET

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*	
Disturbance 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

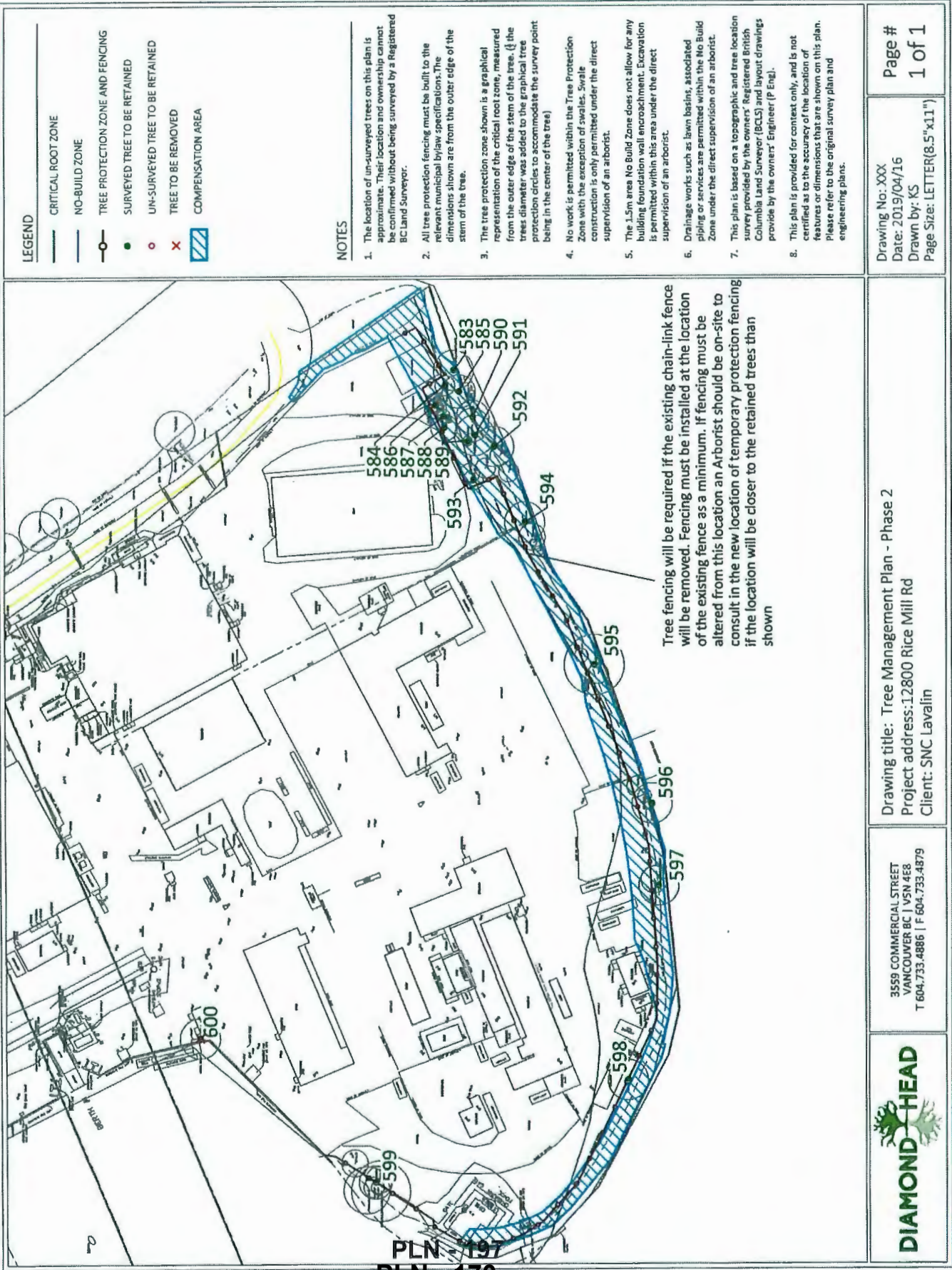
Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Sanitary force main	Upland forest, old field and shrublands ESA SH-6	Disturbed (poor to low quality), Shrubland, Upland Forest.	1,134		
Grassed Enhancement (hydroseeding 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	
Disturbance Summary			1,134	2,835	2.5:1

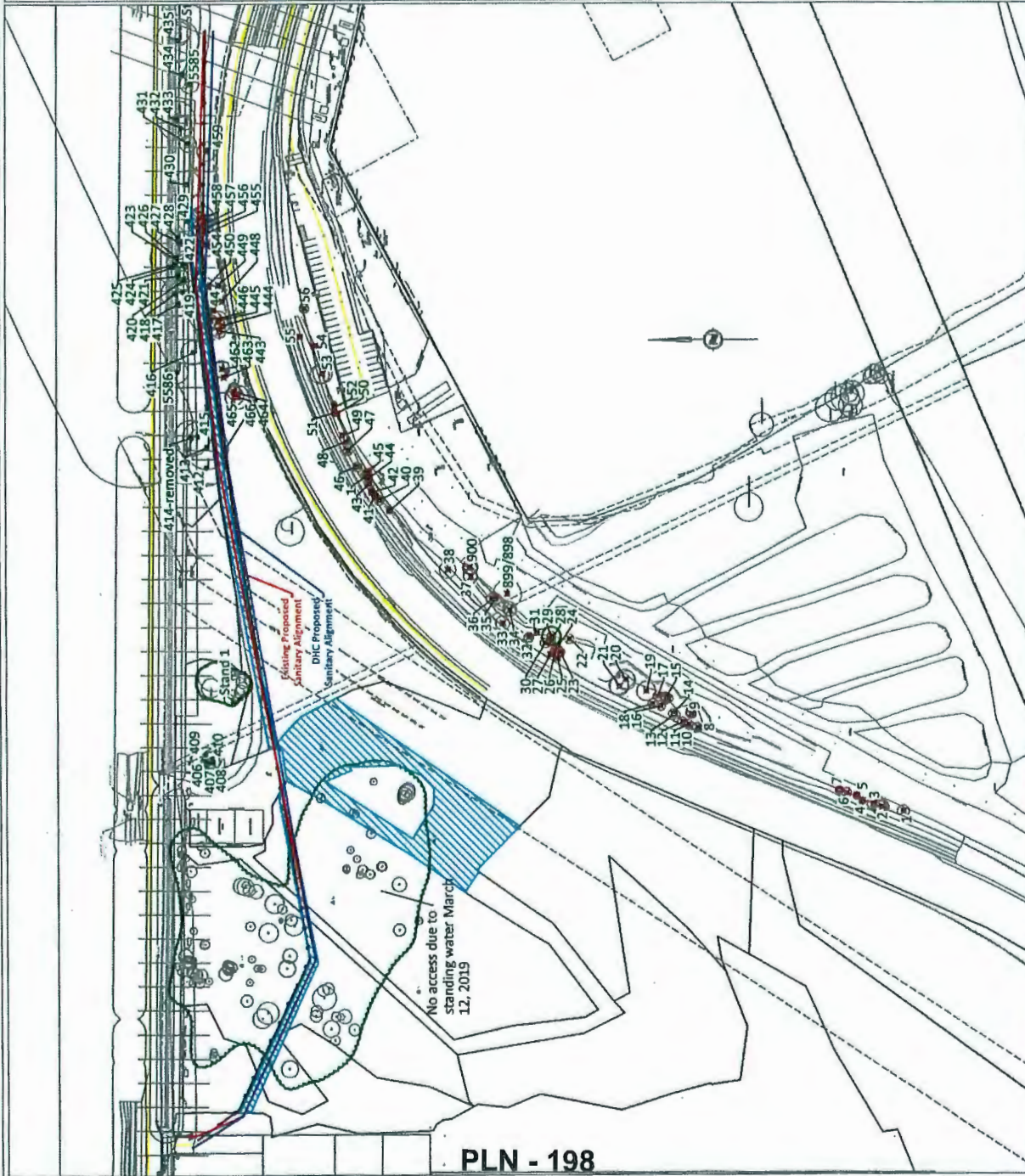
* Note: Although the 1,134 m² area of sanitary trenchline will be restored to enhance the habitat, it was not included in the total compensation area or compensation ratio calculation since the proposed grass habitat does not fully conform with the upland forest, shrublands and old fields designation 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		
Culvert Removal and Ditch Restoration	5 m RMA	Restored ditch		54	
5 m RMA Enhancement	5 m RMA	Restored ground surface and grass.		695	
Disturbance Summary			695	749	1.1:1

Plan # W





LEGEND

- CRITICAL ROOT ZONE
- NO-BUILD ZONE
- TREE PROTECTION ZONE AND FENCING
- SURVEYED TREE TO BE RETAINED
- UN-SURVEYED TREE TO BE RETAINED
- TREE TO BE REMOVED
- COMPENSATION AREA

NOTES

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (I the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
- No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
- The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
- Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
- This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
- This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

Drawing title: Tree Management Plan - Phase 3 and 4
Project address: 12800 Rice Mill Rd
Client: SNC Lavalin

3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886 | F 604.733.4879



Page #
1 of 1

Drawing No: XXX
Date: 2019/04/16
Drawn by: KW
Page Size: LETTER(8.5"x11")

Plan # x

PLN - 198
PLN - 171



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 m ² (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 (Z114)"
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 (m ²) *	Max. 245,065.5 m ² (2,637,863 ft ²)	Proposed New: 15,502.0 m ² (166,862 ft ²) Existing Retained: Max. 6,209.5 m ² (66,838.5 ft ²) Combined Total: 21,711.5 m ² (233,701 ft ²)	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 m ² (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	Variance
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

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

Pacific Region
3190 Hammond Bay Road
Nanaimo, BC V9T 6N7

Pêches et Océans
Canada

Région du Pacifique
3190 rue Hammond Bay
Nanaimo, CB V9T 6N7

Your file Votre référence

February 27, 2019

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:
 - Removal of two sets of dolphin piles where the crane and pier are proposed to be installed;
 - Installation of 23 piles using a vibratory hammer or impact hammer from a spud barge for the access pier and crane pad foundation;
 - 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;
 - Installation of a raised access pier and decking for the crane pad; and,
 - 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:
 - 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,
 - Site photos, dated March 14, 2018.

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- 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:
 - Updated scope of works;
 - Updated quantification and mitigation effects to CRA fish habitat; and,
 - 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;

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

- 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 μ Pa and a SELcum of 187 dB re: 1 μ Pa²·s. These thresholds are the most up-to-date for protection of fish from acoustic injuries in North America (<http://acousticstoday.org/wp-content/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,
- 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

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Sandy.Foxall@dfo-mpo.gc.ca. 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



**City of
Richmond**

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.
7. 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:

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;

- 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 development's 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.
- ii. *Segments 2 & 3:* an approximately 17 m wide (or as required to fit a standard City dike to elevation 5.5 m 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-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.
- 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.
- iv. Any crossings of the dike SRW proposed for this development must be reviewed and approved by the 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.
- v. The Developer shall coordinate the design and alignment of the Segment 1 dike and dike SRW with the 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.

- 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:

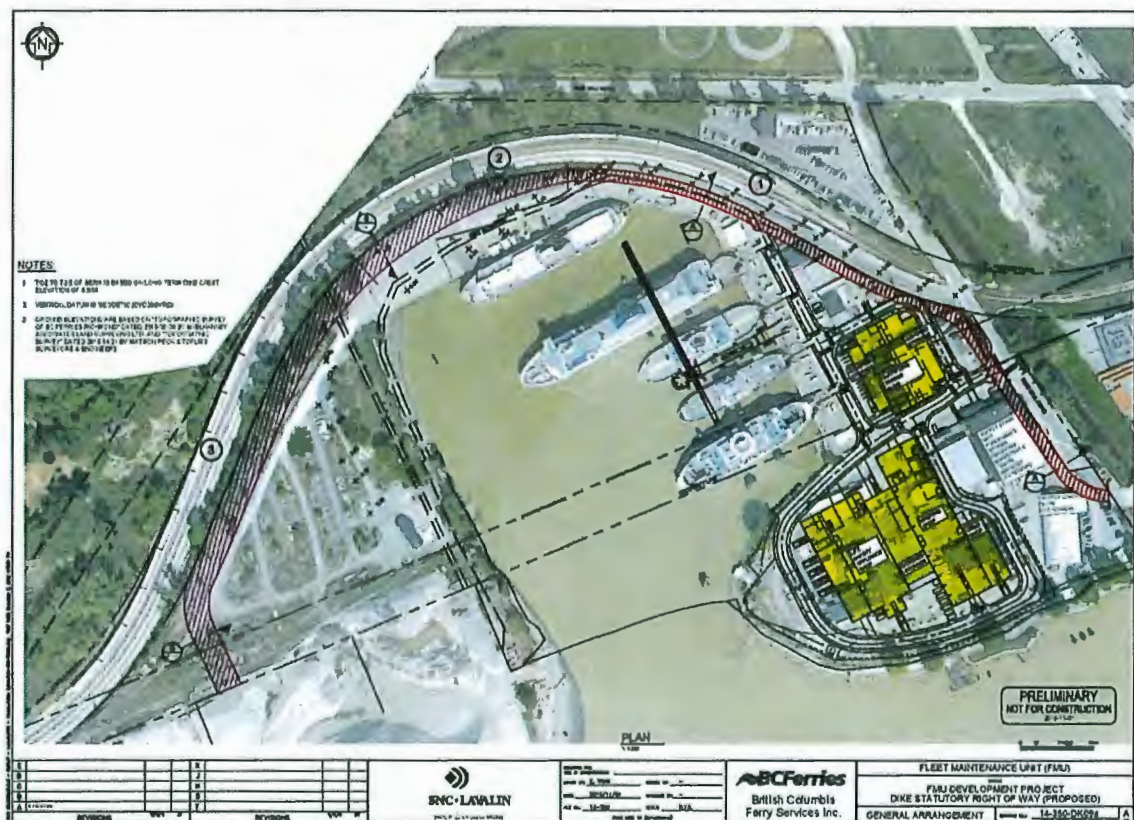
- a) Two redundant culvert crossings within the Riparian Management Area along the south side of Rice Mill Road are to be removed and the open watercourse reinstated and re-vegetated. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best 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 undertaken 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;
 - ii. confirm any potential impacts due to construction;

- 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, 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.

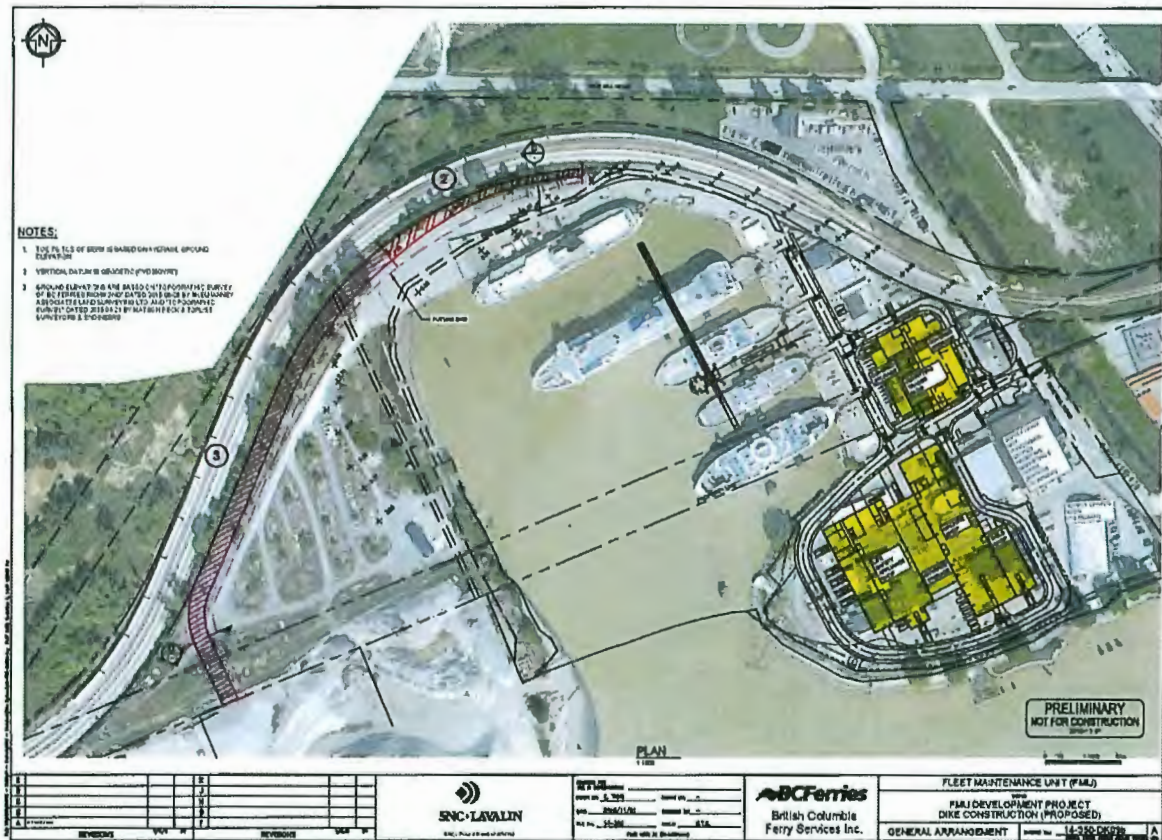
Appendix 1



PLN - 212
PLN - 185

Initial:

Appendix 2



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. 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.

PLN - 213
PLN - 186

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

23.14.3 Secondary Uses

- residential security/ operator unit
- outdoor storage

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.

3. 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

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

CITY OF RICHMOND
APPROVED by <i>AB</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

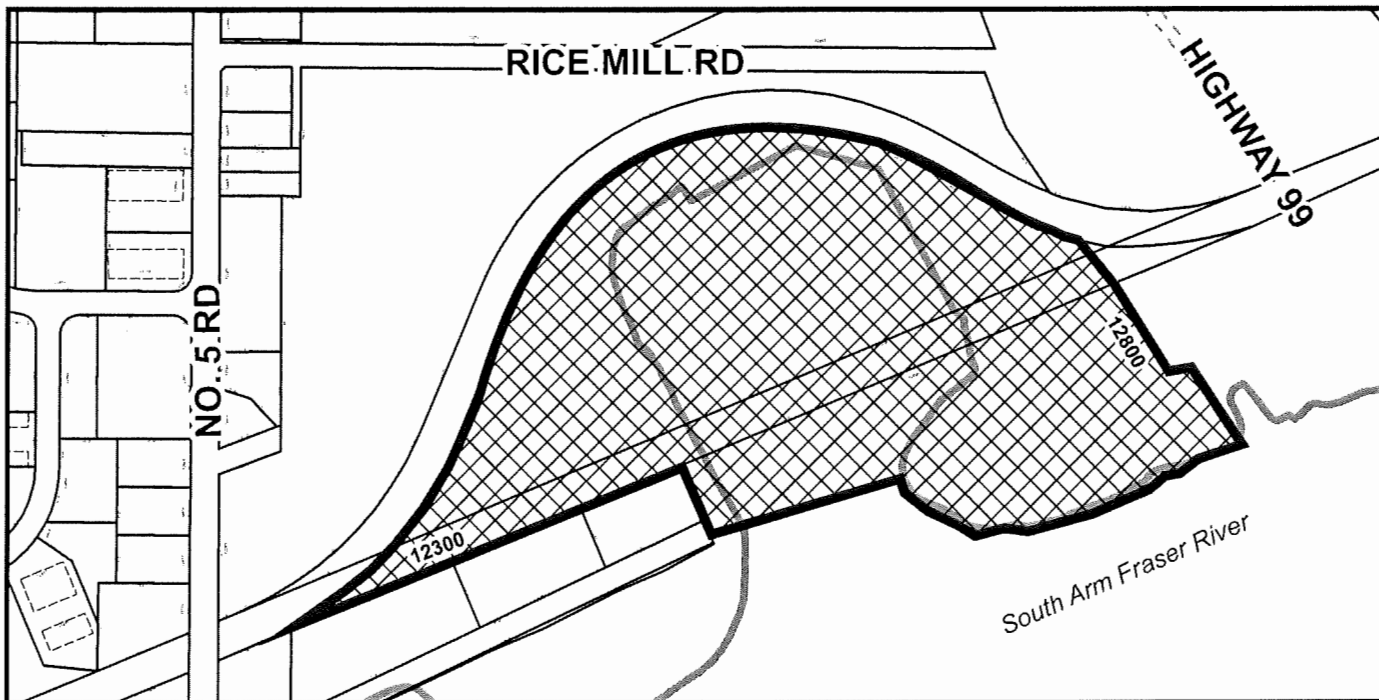
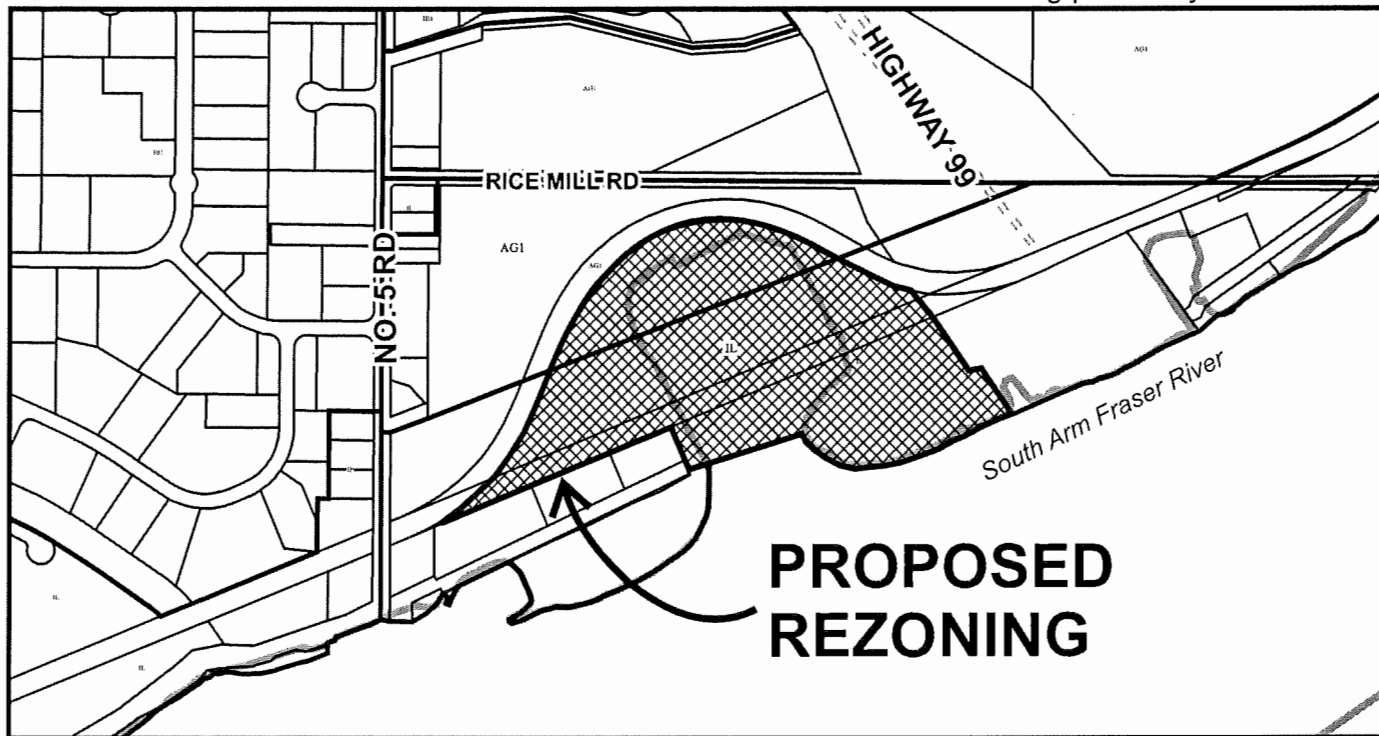
MAYOR

CORPORATE OFFICER



City of Richmond

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

PLN - 191



City of Richmond

Report to Committee

To: Planning Committee
From: Barry Konkin
Manager, Policy Planning
Date: August 20, 2019
File: 08-4057-08/2019-Vol
01
Re: **Market Rental Housing Policy One Year Report Back**

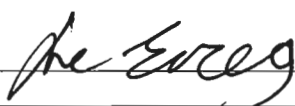

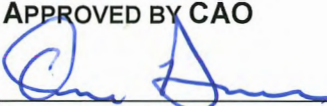
Staff Recommendation

That the report entitled, 'Market Rental Housing Policy One Year Report Back', dated August 20, 2019 from the Manager, Policy Planning, be received for information.

for 
Barry Konkin
Manager, Policy Planning
(604-276-4139)

Att. 4

BK:je

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

Staff Report

Origin

At the July 9, 2018 Council meeting, staff presented the report titled 'Market Rental Housing Policy' dated June 13, 2018 from the Manager, Policy Planning. At that meeting, bylaw amendments to the Official Community Plan and Zoning Bylaw were introduced and given first reading to establish new measures to protect the existing supply of market rental housing, provide assistance to tenants at the time of redevelopment, and incentivize the creation of new market rental housing in Richmond. At the same meeting, the following referral was adopted:

That staff review the Market Rental Housing Policy in one year, and report back.

Following the September 4th, 2018 public hearing, both Official Community Plan and Zoning Bylaw amendments were adopted by Council, establishing the new Market Rental Housing Policy. This report responds to the above noted referral.

This report supports Council's 2018-2022 Term Goal Theme #6 – Strategic and Well-Planned Growth:

6.5 *Ensure diverse housing options are available and accessible across the housing continuum.*

Analysis

Status of Rental Housing in Richmond

There continues to be strong demand for rental housing in Richmond. According to the 2016 census, there are an estimated 18,910 renter households in Richmond. The rental vacancy rate in Richmond remains extremely low, at 0.7%, and average rents continue to rise. Renters find housing in various forms of rental housing, including market rental, low-end market rental (LEMR) secured through development applications, cooperative housing and non-market housing. The rental housing stock also includes privately rented condominiums, single family houses, secondary suites and coach houses.

Between 2007 and 2019, the City's policies for securing new rental housing have been successful, with over 2,159 rental housing units secured either through rezoning applications and/or through Housing Agreements. 1,222 of these units have received final occupancy. This includes:

- 798 low-end market rental units (LEMR);
 - 257 units have been built and have occupancy;
- 529 non-market, social housing units;
 - 449 units have been built and have occupancy;

- 37 non-market live-work rental units for artists (ARTS units);
 - All 37 units have been built and have occupancy; and
- 794 market rental housing units;
 - 479 units have been built and have been issued occupancy.

An additional 1,105 secondary suites and 27 coach houses on single-family lots have been constructed and approved for occupancy since 2007. Secondary suites and coach houses are rented privately and are not secured through Housing Agreements under existing Council policy. Additional information on secondary suites and coach houses in Richmond are provided below (2007 to 2019).

- 199 secondary suites and 46 coach houses on single-family lots have been approved through rezoning applications;
- 1,247 secondary suites and 33 coach houses have been issued Building Permits on single-family lots;
 - 1,132 of which have been built and have occupancy; and
- 23 secondary suites in townhouses have been secured through rezoning applications (i.e., received Third Reading and/or Council adoption since 2017). Final occupancy has not been granted yet for any secondary suites in townhouses.

Market Rental Housing Progress: Update since Policy Adoption

The Market Rental Housing Policy, adopted September 4, 2018, included 8 policy directions that, working in combination, would potentially:

- Protect the stock of existing market rental housing;
- Support tenants of market rental housing who may be displaced by redevelopment; and
- Incentivize the construction of new market rental housing.

Market rental housing is rental housing provided by the private sector and rented at prevailing market rates, and is part of the housing continuum.

New Market Rental Units Secured Through Development Applications

Since adoption of the Market Rental Housing Policy, development applications for two projects with market rental housing have been approved or have received Third Reading from Council:

- 6551 No. 3 Road (CF Richmond Centre), with 200 market rental units (CP 16-752923); and
- 7960 Alderbridge Way, 5333 and 5411 No.3 Road, with 115 market rental units (RZ 15-692485 and DP 16-740262).

Development applications for five projects consisting of 296 new and replacement rental units are currently under review by Planning staff, including:

- 5500 No.3 Road (former Cactus Club site), with 149 market rental units proposed (RZ 19-858804);
- 9900 No.3 Road and 8031 Williams Road, with 33 market rental units proposed (RZ 18-835532);
- 3426, 3440, 3360 and 3380 Sexsmith Road, with 27 market rental units proposed (RZ 18-836107);
- 9086, 9080, 9100, 9180 Odlin Road, 4440 and 4420 Garden City Road, with 17 market rental units proposed (RZ 18-807620); and
- 8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road/3600 Sexsmith Road, and 3480, 3500, 3520, 3540/3560 Sexsmith Road, with 70 market rental units proposed (RZ 18-836123).

The majority of these projects propose to take advantage of incentives offered through the Market Rental Housing Policy, including density bonus provisions, reduced parking rates, and the waiving of certain planning fees.

Attachment 1 provides a detailed summary of in-stream and recently approved development applications which have market rental housing units.

Additional development applications for non-market rental housing projects are currently in circulation and are being reviewed by staff (Attachment 2). Although rents for the proposed units would be restricted and the units wouldn't meet the definition of market rental housing, the proposed new rental units would add to the city's stock of rental housing and contribute to the housing continuum. Development applications under review by staff include:

- 6071 Azure Road (RZ 19-867223): proposes redevelopment of a market rental site that includes a total of 489 units as a mix of market condominiums, seniors' rental housing and seniors' assisted living. The application would require an OCP amendment as it does not currently reflect the Neighbourhood Residential designation or the Market Rental Housing Policy requirements.
- 8131 and 8151 Bennett Road (RZ 18-808220): proposes 142 units including LEMR units, low to moderate end rental, and middle income rental, as defined by BC Housing. The applicant intends to seek assistance from BC Housing's Housing Hub program.
- 8520, 8540 and 8560 Railway Avenue (RZ 18-833724): proposes a mix of 20 market townhouses and LEMR townhouses.
- 5491 No.2 Road (DP 19-866690): proposes 80 affordable rental units with rents restricted to meet the needs of residents receiving provincial income assistance, as well as households with low and low to moderate incomes.

All applications are under staff review and are subject to change.

Family-Sized Market Rental Units

The Market Rental Housing Policy established a minimum requirement of 40% family-friendly (two or three bedroom) units for all multiple family residential developments.

Two development applications were in-stream prior to adoption of the Market Rental Housing Policy (7960 Alderbridge Way, 5333 and 5411 No.3 Road; and 6551 No.3 Road). The average percentage of family friendly units between the two projects is 47%, for a total of 147 family friendly units secured through rezoning.

The average percentage of family friendly units for applications currently under review is 44% or 119 units (as the applications are under review by staff, not all information has been provided by all applicants). The policy requirement helps to address the need for rental housing that is suitable for families, which comprise approximately 40% of Richmond's renter households. Staff do not recommend any changes to the policy. Refer to Attachment 1 for details.

Built Universal Housing features

To qualify for the density bonus incentive under the Market Rental Housing Policy, market rental units are required to have built universal housing (BUH) features. BUH features are listed in the Zoning Bylaw 8500, and include wider doorways, easy to grasp handles and sufficient space in bedrooms to accommodate wheelchairs. These features facilitate universal access and use of the dwelling, particularly for people with physical disabilities.

For rezoning applications that have already been approved, 224 out of the total 315 units will have BUH features (71%). Although BUH for all market rental units is a requirement of the market rental housing density bonus, neither project utilized the density bonus.

All applications under review which propose to utilize the density bonus for market rental housing will comply with the requirement to provide BUH features in all market rental units. This includes four out of five applications, and a total of 273 units out of 295 units currently proposed. The fifth application is not proposing to use the density bonus under the Market Rental Housing policy, and therefore is not proposing to provide 100% of units with BUH features; this project proposes to include only 10 out of 33 units with BUH features. Staff will continue to work with applicants to achieve BUH features in new market rental units. Staff do not recommend any changes to the policy. For details on BUH in specific applications, refer to Attachment 1.

Private Outdoor Space

Through the City's development application review, staff are working with applicants to ensure liveable and accessible open space is available to all future residents. Due to the increased associated construction costs, most applicants for market rental housing are citing challenges with providing private outdoor space in the form of balconies. Where private balconies are not feasible, staff will continue to work with applicants for rental housing projects to ensure a suitable ratio of open space per resident is provided, for example, through common outdoor amenity space in courtyards and on roof tops.

Rental Unit Ownership

The Market Rental Housing Policy currently does not specify the minimum number of rental units to be owned and managed as a block. This is particularly relevant where a mix of strata and rental housing is proposed within a single building or development. LEMR units are typically required to be owned in blocks of units, with the size of the block based on a case by case basis on the total number of units or the configuration of the development. For example, developments with fewer than 12 LEMR units are typically required through a Housing Agreement to maintain all LEMR units under single ownership.

Units may be dispersed throughout a development or clustered to facilitate management. Clustering of LEMR units is only accepted where the units are managed by a non-profit organization.

For market rental housing units, staff have been reviewing the ideal block for ownership and clustering of market rental units to ensure the units are available to the rental market (i.e. do not become owner occupied units) and to facilitate management of rental units.

Rezoning application 18-807620 (9086, 9080, 9100, 9180 Odlin Road, 4440 and 4420 Garden City Road), includes a mix of strata units and affordable rental units, along with 17 market rental units located in two buildings. The applicant has agreed to locate a mix of eight units in each and that the units located in each building must be maintained under a single ownership. Eight units is considered a reasonable number of units to be owned and managed under one entity, while also representing approximately half of the total number of market rental units in the development.

Staff will be following up with recommendations on stratification of rental units and the minimum number of rental units to be owned in the forthcoming report on Residential Rental Tenure Zoning.

Rental Housing Policy Context in British Columbia

The Ministry of Municipal Affairs and Housing released its Rental Housing Review Recommendations and Findings in December 2018. To be addressed over three phases, the recommendations focused on additional protection and resources for existing tenants, including changes to the *Residential Tenancy Act*, better access to information and resources, and enhanced renter's rights. The recommendations do not address construction, funding or incentives for new rental housing.

The National Housing Strategy is a 10-year, \$40-billion program led by the Canadian Mortgage and Housing Corporation (CMHC) and targets housing for middle and low income Canadians. CMHC has introduced several new programs to assist with the development of new rental housing and the repair of existing rental housing, while continuing to offer financial support through mortgage insurance (Attachment 3).

BC Housing primarily focuses on the provision of affordable housing and has various programs in place for at-risk communities. HousingHub was introduced in 2018 with a focus on middle income British Columbians with average incomes ranging from \$70,000 to \$150,000 annually,

depending on the community (Attachment 4). HousingHub works with industry groups to facilitate partnerships with suitable land, equity, low-cost financing and development expertise to create affordable rental and home ownership options. The program has \$7 billion available between 2018 and 2028 (Attachment 3). Planning staff are currently reviewing a development applications at 8131 and 8151 Bennett Road (RZ 18-808220) which intends to apply for assistance through the program.

The City is using a full toolbox, inclusive of policies, regulatory approaches, City-owned land, partnerships and advocacy, to increase the supply of affordable and market rental housing in Richmond. The City also recognizes that increasing the supply of affordable housing requires dedicated sources of capital funding, which must be provided by all levels of government. Accordingly, the City works to provide land and capital contributions towards affordable housing projects, which are intended to leverage significant sources of funding from the provincial and federal governments. Staff continue to work with BC Housing and staff from the Government of Canada to advocate for sources of funding for affordable housing developments in Richmond.

The City is currently playing a leadership role in partnership with the Pathways Clubhouse Society of Richmond and BC Housing to secure 80 affordable new housing units for low and moderate income at 5491 No.2 Road (DP 19-866690). Staff have also initiated conversations with BC Housing and the Canada Mortgage and Housing Corporation (CMHC) to advocate for specific funding commitments to respond to existing Council direction regarding permanent supportive housing in Richmond. Further information regarding this project will be brought forward to City Council in fall 2019.

Other Municipal Approaches

As rental vacancy rates remain low across the region and affordability remains a concern, numerous other municipalities in the Lower Mainland have been implementing measures to protect, encourage and secure new rental housing. City staff are monitoring the latest best practices across the Lower Mainland, and the Province.

The City of Richmond adopted its first Affordable Housing Strategy in 2007. Through the Strategy, Richmond was among the first municipalities in the region to have a comprehensive low income rental housing program. The 'Storeys' development, which provides housing for diverse groups in need, evolved from the program. The project was recognized for its innovation with an award of excellence from the Planning Institute of BC in 2018. An update to the Affordable Housing Strategy was adopted by Council in March 2018.

In September 2018, the City of Richmond also adopted the Market Rental Housing Policy, which supplemented existing OCP policies for protecting rental housing with additional policies to protect the stock of existing rental housing, support tenants of rental housing who may be displaced by redevelopment, and incentivize the construction of new market rental housing. This report responds to a Council referral to report back after one year on the Market Rental Housing Policy.

A report back on other municipal approaches to rental housing, including a comparison with Richmond approaches, will be included in the forthcoming report on Residential Rental Tenure Zoning. Planning staff will also continue to work closely with Affordable Housing staff to strengthen the City's housing policies across the housing continuum.

Financial Impact

None.

Conclusion

At the July 9, 2018 Council meeting, staff were directed to review and report back in one year on the Market Rental Housing Policy. The Market Rental Housing Policy was adopted on September 4, 2018 following a public hearing. Since adoption of the Market Rental Housing Policy, Richmond City Council has approved a total of 315 new market rental units through rezoning applications. Development applications for another five projects consisting of 296 new market rental units are currently under review by Planning staff. The majority of projects that are underway are taking advantage of the incentives introduced through the Market Rental Housing Policy, and are meeting requirements for family friendly units and Built Affordable Housing features.



Jeanette Elmore
Planner 2
(604-247-4660)

JE:cas

- Att. 1: Summary of Market Rental Housing Approved or in Circulation since September 4, 2018
- Att. 2: Summary of Non-Market Rental Housing Applications in Circulation
- Att. 3: Summary of CMHC Funding Programs through the National Housing Strategy
- Att. 4: Housing Hub Provincial Rental Supply Program Framework

Summary of Market Rental Housing Approved or In Circulation since September 4, 2018

	Address (Project Name)	Type of Application (File Number)	Status	Total Number of Multi-Family Units	Number of Market Rental Units	Notable Features
Approved or at Third Reading						
1	7960 Alderbridge Way, 5333 and 5411 No.3 Road (‘South Street’)	Rezoning and Development Permit (RZ 15-692485 and DP 16-740262)	Adopted	824	Total: 115 BUH: 24 Family friendly: 67	<ul style="list-style-type: none"> • mixed rental and strata housing • utilized market rental housing parking rate + 10% reduction for TDM • waived affordable housing requirements, public art rate and community planning contribution costs for the market rental floor area • includes approximately 38 LEMR units
2	6551 No. 3 Road (‘CF Richmond Centre’)	OCP Amendment (CP 16-752923)	3 rd Reading December 19, 2018	2,200	Total: 200 BUH: 200 Family friendly: 80	<ul style="list-style-type: none"> • mixed rental and strata housing • utilized market rental housing parking rate + 25% reduction for TDM for market rental floor area • waived affordable housing requirements and public art rate for market rental floor area • includes approximately 150 LEMR units
Total Market Rental Units Approved:					315	
Under Review						
1	5500 No.3 Road (‘former Cactus Club site’)	Rezoning (RZ 19-858804)	In circulation	149	149 BUH: 149 Family friendly: 63	<ul style="list-style-type: none"> • mixed-use project with ground level retail and 100% market rental • intend to utilize the market rental housing policy density bonus • intend to utilize market rental housing parking rate • anticipate waiving affordable housing requirements, public art rate and community planning contribution costs • application being fast tracked (applies to 100% market rental projects only)
2	9900 No.3 Road and 8031 Williams Road	Rezoning (RZ 18-835532)	In circulation	33	Total: 33 BUH: 10 Family friendly: 14	<ul style="list-style-type: none"> • mixed-use project with ground level retail and 100% market rental • OCP amendment required to re-designate 8031 Williams from Neighbourhood Residential to Neighbourhood Service Centre • intend to utilize market rental housing parking rate • anticipate waiving affordable housing,

PLN - 200

	Address (Project Name)	Type of Application (File Number)	Status	Total Number of Multi-Family Units	Number of Market Rental Units	Notable Features
						public art rate and community planning contribution costs • application being fast tracked (applies to 100% market rental projects only)
3	3426, 3440, 3360 and 3380 Sexsmith Road	Rezoning (RZ 18-836107)	In circulation	464	Total: 27 BUH: 27 Family Friendly: TBD	• mixed rental and strata housing • intend to utilize density bonus • anticipate waiving affordable housing, public art rate and community planning contribution costs for market rental housing floor area • includes approximately 50 LEMR units
4	9086, 9080, 9100, 9180 Odlin Road, 4440, 4420 Garden City Road	Rezoning (RZ 18-807620)	In circulation	174	Total: 17 BUH: 17 Family Friendly: 10	• mixed rental and strata housing • located in West Cambie Area Plan (WCAP) and required to include 5% affordable housing, 7.5% modest rent controlled units, and 2.5% market rental units • intend to utilize market rental housing density bonus to include 12 additional market rental units • includes approximately 9 LEMR and 15 modest rent controlled units • 40 rental units total • intend to utilize market rental housing parking rate for market rental floor area • anticipate waiving public art and community planning contribution costs for all market rental floor area
5	8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road/3600 Sexsmith Road, and 3480, 3500, 3520, 3540/3560 Sexsmith Road	Rezoning (RZ18-836123)	In circulation	1,222	Total: 70 BUH: 70 Family Friendly: 32	• mixed rental and strata housing • intend to utilize density bonus • anticipate waiving affordable housing, public art rate and community planning contribution costs for market rental housing floor area • includes approximately 135 LEMR units
Total Market Rental Units In Circulation					296 (note that this number may be subject to change during the review process)	

Summary of Non-Market Rental Housing Applications in Circulation


	Address (Project Name)	Type of Application (File Number)	Status	Total Number of Multi-Family Units	Number of Rental Units	Notable Features
1	6071 Azure Road	Rezoning (RZ 19-867223)	In circulation	489	Total: 195 BUH: TBD Family friendly: 25	<ul style="list-style-type: none"> • mix of seniors' rental (117 units), assisted living (78 units) and strata housing (294 units) • OCP amendment required to re-designate site from Neighbourhood Residential to Apartment Residential
2	8131 and 8151 Bennett Road	Rezoning (RZ 18-808220)	In circulation	142	Total: 142 BUH: 127 Family friendly: 77	<ul style="list-style-type: none"> • mixed rental and institutional uses • rental is proposed as low end market rental (LEMR) (20 units), low to moderate income rental (72 units) and middle income rental (50 units), in accordance with BC Housing definitions
3	8520, 8540 and 8560 Railway Avenue	Rezoning (RZ 18-833724)	In circulation	20	Total: 7 BUH: TBD Family friendly: 5	<ul style="list-style-type: none"> • mix of market townhouses (13 units) and low end market rental (LEMR) townhouses (7 units) • 0.2 FAR density bonus proposed to accommodate LEMR units • anticipate exemption from Affordable Housing contribution for all units, and from the public art contribution for LEMR units only • intend to use Affordable Housing parking rate for LEMR units
4	5491 No.2 Road	Development Permit (DP 19-866690)	In circulation	80	Total: 80 BUH: 80 Family friendly: 20	<ul style="list-style-type: none"> • residential rental only with rents restricted to income assistance (16 units), low income rates (40 units), and low to moderate income rates (24 units).
Total Rental Units Proposed:					424 (note that this number may be subject to change during the review process)	

Summary of CMHC Funding Programs through the National Housing Strategy

Program Name	Launch Date	Summary
National Housing Co-Investment Fund	May 2018	<ul style="list-style-type: none"> • provides low-cost repayable loans and capital contributions to create new or repair existing affordable housing that covers a broad range of housing needs • targets a spectrum of housing needs, from shelters to mixed use affordable/market rental housing to affordable homeownership. \$13.2 billion in funding available over 10 years.
Rental Construction Financing Initiative	April 2017	<ul style="list-style-type: none"> • provides low-cost insured loans to encourage the construction of rental housing. • specifically for rental apartment buildings that target middle-income individuals and are within areas across Canada where the need is clearly demonstrated. • \$13.75 billion in funding available over 10 years.
Affordable Housing Innovation Fund	September 2016	<ul style="list-style-type: none"> • provides repayable or forgivable loans and financial contributions to encourages new funding models and innovative building techniques to support the next generation of affordable housing in Canada. • \$200 million in loans available
Federal Lands Initiative	July 2018	<ul style="list-style-type: none"> • helps transfer surplus federal lands and buildings to be developed or renovated into affordable housing. • targets a spectrum of housing needs, from shelters to mixed-income rental housing to affordable homeownership. • eligible applicants receive the properties at a discount or at no cost. • more than 84 government properties are currently being reviewed to be made available for affordable housing projects.
Mortgage Loan Insurance		<ul style="list-style-type: none"> • mortgage loan insurance products to support the construction, purchase and refinancing of multi-unit residential rental properties, ranging from market rental housing to student housing. • provides access to preferred interest rates, lowering borrowing costs for multi-family residential properties, including renewal projects. • lower premiums where units are made affordable.
Seed Funding		<ul style="list-style-type: none"> • interest-free loans and non-repayable contributions to develop and preserve affordable housing • supports costs for predevelopment activities of new affordable housing supply as well as completing preservation activities related to the sustainability of existing housing projects



PROVINCIAL **RENTAL SUPPLY**



PROGRAM FRAMEWORK

May 2018

INTRODUCTION

In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where affordability is an issue.

The Provincial Rental Supply program is delivered by BC Housing through the HousingHub, with an aim to increase the supply of affordable housing for middle-income households across British Columbia. Units will typically be situated toward the independent range of the Housing Continuum. Increasing the supply and range of affordable housing options can promote self-sufficiency and help households move along the Housing Continuum (Figure 1).

Developments must be able to operate without any ongoing operating subsidies or other funding from BC Housing. Where projects involve supports or services to residents, additional funding from other project partners will be necessary.

This program framework outlines the overall program intent, goal, principles, target populations, core elements, standards and guidelines, monitoring and reporting requirements, and defines the roles and responsibilities of project partners in the delivery and management of the Provincial Rental Supply program.

Figure 1: Housing Continuum



PRINCIPLES

The following principles guide how BC Housing implements and administers the Provincial Rental Supply program, and our relationship with partners and government.

- 1. Affordable housing is established in communities where there is demonstrated need**
- 2. Sustainability**
 - a) Developments will be financially sustainable without additional financial assistance from BC Housing.
 - b) BC Housing considers environmentally sustainable practices a priority and encourages commitments to this end.
- 3. Consistency with regional and community priorities and plans**
 - a) Community and local/regional government support for the project should be evident.
 - b) Projects should be consistent with any Official Community Plans and strategies.
- 4. Project partners are expected to maximize their equity contribution to projects**

5. Transparent and accountable operations

- a) BC Housing will employ fair and consistent processes when evaluating and selecting projects.
- b) Project partners will maintain reliable and consistent records and fulfil reporting obligations to BC Housing.

PROGRAM PURPOSE

Goal: Increase the supply and range of affordable and appropriate rental housing options for middle-income households across British Columbia.

Objective: Create affordable rental housing in communities with housing need across British Columbia.

Outputs:

1. Interim construction financing for eligible project partners.
2. Take-out financing for eligible non-profit project partners.
3. New affordable rental units created in communities with housing need.

Outcomes:

1. More middle-income households living in affordable, appropriate housing.
2. Affordable housing is operated successfully over the expected life of the developments without operating subsidies or supplemental funding from BC Housing.

Indicators:

1. Number of new units created for eligible households.

FUNDING

Partner Contributions

Partnerships are an essential component of the Provincial Rental Supply program. BC Housing will partner with non-profits and private developers, faith groups, property owners, and federal and local governments, to locate, use, develop or redevelop land in communities where affordability is an issue. Partner contributions may include capital funding, land or other equity contributions.

Financing¹

BC Housing may provide interim construction financing for the development of affordable housing, including new construction, acquisitions and redevelopments. Interim financing may be approved up to 100% of the cost to complete the project.

BC Housing may also help eligible non-profit housing partners obtain take-out financing. BC Housing will make arrangements with NHA approved lenders to obtain low interest rates and favourable terms through a competitive tender and selection process conducted and approved by BC Housing. All approved BC Housing take-out loans will have Canada Mortgage and Housing Corporation (CMHC) loan insurance.

BC Housing will typically require the following security registered on title:

- Execution and registration of BC Housing's standard mortgage security package, and

¹ Financing is subject to BC Housing's Lending Criteria.

- A Section 219 restrictive covenant.

Security considerations will vary from project to project and will include a long-term operating agreement if CMHC-insured take-out financing is provided.

PROJECT ELIGIBILITY

BC Housing will consider proposals for funding through an open proposal call for submissions. The evaluation of submissions will be based on proponent and project eligibility, need and demand, lending criteria and available financing. The following minimum eligibility requirements must be met²:

1. The site must be suitable for affordable housing.
2. Housing must be for middle-income households. The project partner must own and control a mortgageable interest in the property.
3. The project partner will demonstrate present and future need and demand for affordable rental housing in the target community. Project partners should refer to the Need and Demand Study Document template for the recommended approach (see <https://www.bchousing.org/publications/housing-need-demand-template.pdf>).
4. The project partner must present a clear business case for the project, including demonstrated ability to maintain affordable rents over time, and demonstration that developments will be sustainable without operating subsidies or grants for capital repairs/replacements from BC Housing.
5. Project partners are encouraged to bring equity to the project such as cash, grants, municipal concessions or land.

While all project partners must meet the minimum eligibility requirements, BC Housing may apply additional criteria or prioritize projects based on available equity contributions, financing and other determining factors as indicated below:

- Greater need and demand/community impact
- Greater affordability
- Municipal and community support
- Larger equity contribution
- Geographic location

KEY PROGRAM ELEMENTS

Tenant Eligibility

The program targets middle-income households, with income thresholds for eligibility as follows:

- **Units with two or more bedrooms:** Middle-income households are those whose gross household income does not exceed the 75th income percentile for families with children, as determined by BC Housing from time to time.³
- **Units with less than two bedrooms:** Middle-income households are those whose gross household income does not exceed the 75th income percentile for families without children, as determined by BC Housing from time to time.⁴

² BC Housing may require additional guarantees or security in certain cases as it deems appropriate.

³ BC Housing determines this figure using data released by Statistics Canada - Income Statistics Division: *T1 Family File – Custom Tabulation British Columbian Couple Families (With Children)*.

⁴ BC Housing determines this figure using data released by Statistics Canada - Income Statistics Division: *T1 Family File – Custom Tabulation British Columbian Couple Families (Without Children)*.

For projects involving a mix of unit sizes, the corresponding income threshold will be applied to each unit.

Rents

Rents must be affordable for eligible tenants, as determined by BC Housing⁵, and remain affordable for a minimum period of ten (10) years⁶.

The rent structure will vary depending on the characteristics of the particular project, the tenant population served, and whether or not funding from other partners is layered into the project.

All units in the development must be rented at or below market, and at rents affordable for eligible households considering the location and average household income for the area.

Design Guidelines

Projects are encouraged to meet or exceed the BC Housing Design and Construction Guidelines (<https://www.bchousing.org/partner-services/asset-management-redevelopment/construction-standards>). Provincially funded units must meet high standards of environmental sustainability, including low greenhouse (GHG) emissions. Certifications may include LEED, R2000, Passive House, BC Energy Step Code or other equivalent.

ROLES AND RESPONSIBILITIES

BC Housing

- Evaluating project proposals.
- Facilitating financing.
- Providing technical assistance and advice.
- Monitoring and evaluating the success of the program.

Project Partners

- Coordinating the design and construction of developments.
- Day to day operations and management of the housing, including the provision of property management services.
- Identification and selection of tenants, including verification of their income.
- Periodic reporting to BC Housing.
- Ensuring the financial viability and long term operating success of the housing.

MONITORING AND REPORTING

Monitoring ensures program compliance and minimizes risk to all stakeholders: residents, project partners and BC Housing.

BC Housing's main interests are:

- Targeted households are being housed.
- Affordable rents are maintained.

⁵ Housing is considered affordable for a household when 30% or less of the household's gross income goes towards paying for housing.

⁶ Longer-term affordability requirements and operating agreements will apply in the event of take-out financing.

- Construction standards and value for money are met.
- Developments are financially viable with no operating subsidies from BC Housing.
- Buildings are maintained to an appropriate standard for their expected lifespan.
- Project partners meet legal and contractual obligations.

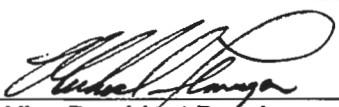
From time to time, the project partner is required to submit a report, using a template provided by BC Housing, addressing key requirements such as:

- Current financial statements.
- Current rent levels.
- Household incomes at move-in.

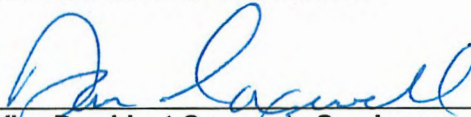
An on-site visit by BC Housing staff may occur from time to time, particularly where operational or financial issues arise.

SIGN-OFF

The Program Framework requires final sign-off by the Vice-President Development and Asset Strategies, and the Vice-President Corporate Services and Chief Financial Officer.



**Vice President Development and
Asset Strategies**



**Vice President Corporate Services and
Chief Financial Officer**



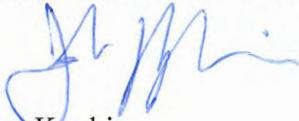
City of Richmond

Report to Committee

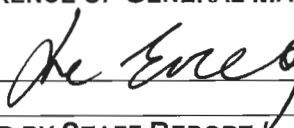

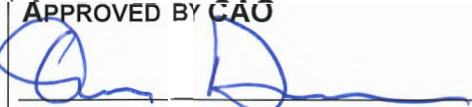
To: Planning Committee
From: Barry Konkin
Manager, Policy Planning
Date: August 20, 2019
File: 01-0157-30-
RGST1/2019-Vol 01
Re: **Richmond Response: Metro Vancouver's Referral to Amend the Metro 2040
Regional Growth Strategy as Requested by the City of Delta**

Staff Recommendation

That staff be directed as detailed in the report titled "Richmond Response: Metro Vancouver's Referral to Amend the Metro 2040 Regional Growth Strategy as Requested by the City of Delta" dated August 20, 2019 from the Manager, Policy Planning, to advise the Metro Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated June 10, 2019.

FOR 
Barry Konkin
Manager, Policy Planning
(604-276-4139)

Att. 2

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

Staff Report

Origin

As requested by the City of Delta, the Metro Vancouver Regional District Board has initiated the process to amend the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future) for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector in Delta, by changing the regional land use designation from “Agricultural” to “Industrial”, and to include the lands within the Urban Containment Boundary.

As a member municipality, the City of Richmond has been invited to provide written comments on the proposed amendments to the Regional Growth Strategy (Attachment 1). Although Metro Vancouver has indicated a deadline for comments by September 6, 2019 in their attached letter, Metro Vancouver staff have indicated they would be able to receive comments on the proposed amendment during the week of September 9-13, 2019, in time to be incorporated into a staff report for the October 4, 2019 Metro Vancouver Regional District Board meeting.

This report supports Council’s 2018-2022 Term Goal Theme #5 – Sound Financial Management:

- 5.4 *Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

Background

The subject property owner (MK Delta Lands Group) owns approximately 202 ha (500 ac) of land in or near Burns Bog in Delta. In 2015, the owner submitted applications to the City of Delta to amend the City’s Official Community Plan, the zoning bylaw, the sanitary sewer area, and for a development permit, to allow for the development of an industrial business park for the 62.7 ha (155 ac) property located at 7969 Highway 91 Connector. The application also required approvals from the Agricultural Land Commission (ALC) and Metro Vancouver.

In 2016, the City of Delta Council referred the application to the ALC for consideration to exclude the subject property from the Agricultural Land Reserve (ALR), and to include a separate 78.1 ha (193 ac) parcel at 7007 Highway 91, owned by the same property owner, into the ALR. In 2018, the ALC conditionally approved the exclusion of the subject property and inclusion of the second parcel.

In February 2019, the City of Delta formally submitted an application to amend the Regional Growth Strategy for the subject property to change the regional land use designation of the subject property from “Agricultural” to “Industrial”, and to include the lands within the Urban Containment Boundary.

As per the Regional Growth Strategy, for sites that are contiguous with the Urban Containment Boundary and are not located within the ALR, a land use designation amendment from “Agricultural” to “Industrial”, and the associated Urban Containment Boundary adjustment, requires a Type 3 minor amendment. This amendment process includes a notification period to allow all affected local governments to provide comment on the proposed amendment. Following the comment period, the Metro Vancouver Regional District Board will review all

comments received, and consider third and final reading of the amendment bylaw. The proposed amendment requires the amendment bylaw to be passed by a 50%+1 weighted vote by the Metro Vancouver Regional District Board. The amendment bylaw does not require a regional public hearing.

If the Regional Growth Strategy amendment is adopted, approval from the Greater Vancouver Sewerage and Drainage District (GVS&DD) would also be required to extend the Fraser Sewerage Area to include the subject property.

Proposed Amendment

The proposed amendment results in 43.8 ha (108.2 ac) of land being added to the regional industrial inventory, and following approval, 132 ha (328 ac) of land transferred to the City of Delta to be a part of the Burns Bog Ecological Conservancy Area (BBECA) to ensure the long term protection of Burns Bog. The removal of the subject property from the ALR has been offset by the inclusion of a larger parcel, which would also be a part of the BBECA, with a net gain of 15.4 ha (38 ac.) of land within the ALR.

Further detail of the proposal is described below.

Burns Bog Ecological Conservancy Area (BBECA): In 2004, Delta, along with senior levels of government, purchased 2,000 ha (4,942 ac) of Burns Bog and established the BBECA which is jointly owned and operated by the City of Delta and Metro Vancouver. In 2013, the City of Delta approved the addition of another 400 ha (988 ac) of land around the perimeter of the BBECA. Subject to approval of the proposed amendment to allow industrial uses for the subject property, the property owner has committed to transferring three lots that it owns, totaling 132 ha (328 ac), to the City of Delta. Those lands would then become part of the BBECA and would resolve the remaining land holdings by MK Delta Lands Group to ensure the long term protection of Burns Bog.

The proposed development of the subject property would include environmental and agricultural buffers around the perimeter of the proposed development to protect the BBECA by keeping development run-off and bog water separate. The buffers will also serve to reduce the effects of noise, light, dust and litter on the Bog.

Industrial Land Inventory: The addition of the subject property to the regional industrial lands inventory would provide an additional 43.8 ha (108.2 ac) of industrial land, which would be of local and regional benefit from an industrial-activity, goods movement, and employment generating perspective. Locally, the subject property is in an area contiguous with other industrial lands along the Fraser River, and is in close proximity to Sunbury, Tilbury, and other River Road industrial areas. Regionally, the subject property has direct access to the South Fraser Perimeter Route, a key regional transportation connector.

Agricultural Land Reserve: In 2018, the ALC conditionally approved the exclusion of the 62.7 ha (155 ac) subject property from the ALR and inclusion of the 78.1 ha (193 ac) property at 7007 Highway 91 into the ALR resulting in a net gain of 15.4 ha (38 ac.) of land within the ALR. The ALC granted conditional approval to exclude the subject property from the ALR provided that a buffer is provided to the adjacent property to the east to support agriculture.

Overall Assessment: As the proposal would not have a measurable impact to Richmond, staff would recommend that Council direct staff to prepare a letter under the Mayor's signature advising the Metro Vancouver Regional District Board that the City of Richmond has no objections to the proposed amendment.

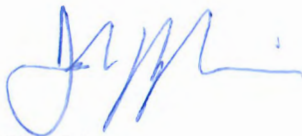
Financial Impact

None

Conclusion

The Metro Vancouver Regional District Board proposes to amend the Regional Growth Strategy for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector, by changing the regional land use designation from "Agricultural" to "Industrial", and to include the lands within the Urban Containment Boundary. If the proposed amendments are approved, the property owner would transfer 132 ha (328 ac) of land to the City of Delta to be a part of the Burns Bog Ecological Conservancy Area. The proposal would have no measurable impact to Richmond.

It is recommended that Council direct staff to prepare a letter under the Mayor's signature advising the Metro Vancouver Regional District Board that the City of Richmond has no objections to the Bylaw.



John Hopkins
Senior Policy Coordinator
(604-276-4279)

JH:le

- Att. 1: Letter and staff report from Metro Vancouver dated June 10, 2019
2: Supplemental materials submitted by the City of Delta to the Metro Vancouver Regional District



Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

JUN 10 2019

File: CR-12-01
Ref: RD 2019 May 24

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

Re: Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands Regional Growth Strategy Amendment Bylaw No. 1283, 2019

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend *Metro 2040: Shaping Our Future (Metro 2040)* for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector, by changing the regional land use designation from "Agricultural" to "Industrial" and to include the lands within the Urban Containment Boundary.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;*
- b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";*
- c) direct staff to notify affected governments as per Metro Vancouver 2040: Shaping Our Future Section 6.4.2; and,*
- d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".*

As required in both the *Local Government Act* and *Metro 2040*, amendment processes include a notification period to allow all affected local governments to provide comment on the proposed amendment. Following the comment period, Metro Vancouver will review all comments received, and consider third and final reading of the amendment bylaw.

The proposed amendment is a Type 3 minor amendment to *Metro 2040*, which requires an amendment bylaw be passed by Metro Vancouver by a 50%+1 weighted vote. No regional public hearing is required. For more information on regional growth strategy amendment procedures,

29776477

please refer to Sections 6.3 and 6.4 in *Metro 2040*. A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding consistency with *Metro 2040* is enclosed.

You are invited to provide written comments on the proposed amendment. Please provide your comments by Friday, September 6, 2019. Comments can be provided via Council resolution.

As per MVRD Board resolution (d), Metro Vancouver staff will be in contact with City of Delta staff to request additional information, as laid out in the report dated March 15, 2019.

If you have any questions with respect to the proposed amendment, please contact Gord Tycho, Senior Planner, Regional Planning by email at Gordon.Tycho@metrovanancouver.org or by phone at 604-456-8805.

Yours sincerely,



Sav Dhalliwal
Chair, Metro Vancouver Board

SD/CM/NC/gt

Encl: Report dated May 15, 2019, titled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands" (Doc #29622457)



To: MVRD Board of Directors

From: Neal Carley, General Manager, Planning and Environment

Date: May 15, 2019 Meeting Date: May 24, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

At its April 5, 2019 meeting, the Regional Planning Committee considered the attached report, supported the staff recommendation, and advanced the report to the Board. At its April 26, 2019 meeting, the MVRD Board withdrew the attached report from its agenda at the request of the applicant. The City of Delta expressed interest in bringing the application to two additional Standing Committees for information, and as a result appeared as a delegation at the May 2, 2019 Industrial Lands Strategy Task Force meeting and the May 15, 2019 Regional Parks Committee meeting.

Regional Planning staff provided a presentation to describe the Metro 2040 amendment process, and considerations in evaluating the proposed amendment's impacts on the regional growth strategy's goals and policy actions. Staff noted to Committee members that if any comments were provided, they would be conveyed to the Board with the attached report.

At the Industrial Lands Strategy Task Force meeting, members articulated:

- that if approved, the type of industrial development should be consistent with the parcel's location on the goods movement network and support trade-enabling uses;
- concern about potential impact on bog hydrology;
- the uniqueness of the proposal in having multiple parcels with which to meet a broad range of regional and local objectives; and
- the inclusion of land into the Agricultural Land Reserve seems challenging as a regional benefit given there is no intent to farm the land.

At the Regional Parks Committee meeting, members articulated:

- concern about the potential impacts of the proposed development on the bog, particularly regarding fill, settlement on the site and water management;
- desire for ongoing monitoring post construction;
- continued involvement of the Burns Bog Scientific Advisory Panel at the design, construction and monitoring phases;
- that if approved, lots A, B and C be included in the Burns Bog Ecological Conservancy Area;
- recognition that with the current zoning, lots A, B and C are at risk;
- concern about speculation and an anticipated proposal for the lot to the east;
- the challenges with these types of complex applications and the inherent trade-offs; and
- that if approved, the type of industrial development be limited to activities that will minimize potential impacts on the bog.

Attachment:

"Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands",
dated March 15, 2019

29622457



To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation
Gord Tycho, Senior Planner, Regional Planning

Date: March 15, 2019 Meeting Date: April 5, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
 - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
 - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
 - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
-

PURPOSE

To provide, for Regional Planning Committee and MVRD Board consideration, Metro Vancouver staff's analysis and recommendations regarding the City of Delta's proposed Type 3 Land Use Designation amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the MK Delta Lands (Attachment 1).

BACKGROUND

On February 12, 2019, the City of Delta submitted a proposed *Metro 2040* amendment to Metro Vancouver for the property located at 7969 Highway 91 Connector (Attachment 2). The proposed amendment is to change the regional land use designation of the subject property from "Agricultural" to "Industrial", and to include the lands within the Urban Containment Boundary.

On June 10, 2016, Delta Council gave 1st reading to Official Community Plan Amendment Bylaw No. 7505, and 2nd reading was given on July 5, 2016. A local public hearing was held on July 26, 2016 and the Bylaw was subsequently given 3rd reading. The application was then referred to the Agricultural Land Commission, seeking exclusion of the subject property from the Agricultural Land Reserve (ALR), complemented by a proposal to add a second parcel to the ALR. In September of 2018, the Agricultural Land Commission conditionally approved the exclusion of the subject property and inclusion of the second parcel.

SITE DESCRIPTION

The subject property is a 62.7 ha (155 ac) undeveloped site located at 7969 Highway 91 Connector, just south of Highway 17 (South Fraser Perimeter Road) and adjacent to the Burns Bog Ecological Conservancy Area (BBECA) (Figure 1). The subject property is owned by MK Delta Lands Group. It is located in the ALR, but the owner is currently satisfying exclusion conditions with the Agricultural Land Commission. To the east are privately-owned undeveloped lands located in the ALR, a provincial highway maintenance area and Highway 91. Industrial uses are located to the north and east in the Sunbury industrial business area across the Highway 91 Connector and Highway 17 along Nordel Way and River Road. To the south are Lots A, B, and C (also owned by MK Delta Lands Group), and the BBECA to the south and west.

Figure 1: Subject Property Map



In addition to the proposed regional land use redesignation of Lot 4, the three additional parcels noted are part of the overall proposal. The property owner has committed to transfer Lots A, B, and C to the City of Delta for protection from future development, and include Lot B in the ALR. Lots A, B, and C are located adjacent to the BBECA and Lots B and C are wooded.

Burns Bog Ecological Conservancy Area

Burns Bog is a raised bog ecosystem covering approximately 3,000 ha (7,413 ac) of the Fraser River delta between the south arm of the Fraser River and Boundary Bay. The largest undeveloped urban landmass in North America, Burns Bog is globally unique because of its chemistry, form, flora and size. The BBECA consists of approximately 2,000 ha (5,000 ac) of land that was purchased in 2004 in an agreement between senior levels of government, Metro Vancouver and the City of Delta. As part of this agreement, a conservation covenant was registered on title of these lands that ensures the ecological integrity of the lands is protected. The BBECA is jointly operated by Metro Vancouver and the City of Delta.

Table 1: Subject Property (Lot 4) - Summary

Parcel Location	7969 Highway 91 Connector, City of Delta	
Parcel Size	62.7 ha (155 ac)	
Proposed Development	Development of a 9-lot industrial subdivision over a developable area of 43.79 ha (108.2 ac). Remainder of area to occupied by internal roads and utilities, future highway access, and protection (buffer) / enhancement areas.	
	Current	Proposed
Urban Containment Boundary (UCB)	Outside of the UCB	Include the parcel within the UCB
Metro 2040 Designation	Agricultural	Industrial
City of Delta OCP Designation	Agricultural (A)	Industrial (I)
Municipal Zoning	I3 Extraction Industrial*	CD Comprehensive Development (site-specific)**
ALR	Exclusion granted by ALC subject to conditions (agriculture / environment buffers). History of peat extraction.	
* Extraction activities are subject to non-farm use approval by ALC.		
** Proposed CD Zone allows light industrial uses on the majority of the site with environmental buffers along the perimeter. Allowable light industrial uses include warehousing, wholesaling and distribution, transportation, communication, equipment sales, repair and servicing, etc., but restrict container storage and uses with higher potential for emissions of air contaminants and spills of hazardous materials.		

APPLICATION HISTORY

The subject property owner (MK Delta Lands Group) owns approximately 202 hectares (500 acres) of land in or near Burns Bog. In 2015, the owner submitted applications to the City of Delta to amend the City's Official Community Plan (OCP), the zoning bylaw, the sanitary sewer area, and for a development permit, to allow for the development of an industrial business park on the subject property.

The application also included requests to:

- exclude the subject property (Lot 4) from the ALR;
- amend the regional land use designation of Lot 4 in *Metro 2040* from Agricultural to Industrial, and include the lands within the Urban Containment Boundary;
- amend the Fraser Sewerage Area to include the subject property;
- include Lot B (one of three other lots owned by MK Delta Lands Group to the south) into the ALR (Figure 1); and
- transfer three other parcels of land owned by the property owner (i.e. Lots A, B and C) into public ownership.

In July 2016, City of Delta Council gave the OCP Amendment Bylaw 3rd reading, and referred the application to the Agricultural Land Commission for consideration to exclude the subject property from the ALR and to include Lot B into the ALR. In August 2017, the Agricultural Land Commission conditionally approved the application. In September 2018, the Agricultural Land Commission Executive Committee upheld the South Coast Panel's August 2017 decision.

Metro 2040 sets out that an ALR exclusion must be granted before Metro Vancouver can consider an application for amendment from the *Metro 2040*'s Agricultural designation (Section 2.3.4). The City of Delta and the owner are working with Agricultural Land Commission staff to finalize the conditions of approval.

Proposed *Metro 2040* Amendment

As per Section 6.3.4(f) of *Metro 2040*, for sites that are contiguous with the Urban Containment Boundary and are not within the ALR, a land use amendment from Agricultural to Industrial, and the associated Urban Containment Boundary adjustment, requires a Type 3 minor amendment to *Metro 2040* (i.e. an amendment bylaw passed by a majority weighted vote and no regional public hearing).

The proposed *Metro 2040* amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that the mapping in the City's OCP, the RCS and *Metro 2040* will be consistent. The City's amended RCS request will be forwarded to the MVRD Board for consideration should direction be given to initiate the regional growth strategy amendment, consistent with *Regional Growth Strategy Implementation Guideline #1: Regional Context Statements*.

ANALYSIS OF ALIGNMENT WITH *METRO 2040*

Metro 2040 provides a framework for assessing the proposed amendments. Consideration has been given to each of the five *Metro 2040* goals and applicable strategies, which are summarized below.

GOAL 1 – CREATE A COMPACT URBAN AREA

Strategy 1.1: Contain Urban Development within the Urban Containment Boundary

Given the location and site context of the subject property, an extension of the Urban Containment Boundary will likely not lead to a proliferation of applications. It is noted that there is one large property to the east that is currently in the ALR. If the redesignation application for the subject

property is successful, this large remaining parcel will be additionally isolated, and one can anticipate an increased likelihood of a future application for a *Metro 2040* amendment for that property.

GOAL 2 – SUPPORT A SUSTAINABLE ECONOMY

Strategy 2.2: Protect the supply of Industrial land

The addition of the subject property to the regional industrial lands inventory would provide an additional 43.8 ha (108.2 ac) of industrial land, which would be of local and regional benefit from an industrial-activity, goods movement, and employment generating perspective. Locally, the subject property is in an area contiguous with other industrial lands along the Fraser River, and is in close proximity to Sunbury, Tilbury, and other River Road industrial activities. Regionally, the subject property has direct access to the South Fraser Perimeter Road, a key transportation connector for moving people and goods in and through the region.

It is beyond the scope of the assessment of the proposed regional land use redesignation to consider the type and tenure of industrial activity planned for the subject property. That said, the specifics associated with type and tenure of activity do have regional implications. For example, if the site is developed as a strata development, having a large number of owners on site likely increases the impact risk to the adjacent Burns Bog. Conversely, with a shortage of large, flat, accessible distribution-oriented parcels available in the regional industrial land inventory, this site would serve well for a trade-enabling supportive use given its proximity to the Port and goods movement network.

Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

The subject property has a regional Agricultural land use designation as it was within the ALR at the time *Metro 2040* was adopted. As part of the application process, the owner sought to have the subject property excluded from the ALR. It had never been farmed. The Agricultural Land Commission has granted conditional approval to the exclusion subject to the addition of a buffer to the adjacent property to the east to support agriculture. In addition, \$6 million will be put toward drainage and irrigation improvements for Westham Island and East Delta, and, Lot B (approximately 78 ha) has been included in the ALR. There is a resulting net gain of approximately 15 ha (37 ac) of agricultural land in the proposal, and the Agricultural Land Commission states that Lot B is more agriculturally viable than Lot 4.

GOAL 3 – PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

Strategy 3.1: Protect Conservation and Recreation lands

The owner is proposing to transfer its remaining holdings in the area to the City of Delta, which has committed to manage these lands consistent in the BBECA. Lots A, B, and C, total 132.7 ha in size. All three parcels currently have a regional Conservation and Recreation land use designation, however these privately-owned lands are currently zoned Extraction-industrial (I3) in the City's zoning bylaw. This zoning permits a range of industrial extraction activities for sand, gravel, and peat, as well as related processing, such as crushing, screening, and stockpiling. The City of Delta application states that the transfer of these lands into public ownership protects additional bog lands from future development and resolves the remaining MK Delta Lands Group holdings adjacent to the bog.

An Environmental Effects Assessment for the subject property was prepared by Environmental Dynamics as part of the proposal. The study concludes that the proposed industrial development, in

conjunction with the transfer of approximately 132 ha (326 ac) of Lots A, B, and C to public ownership results in a net gain in ecologically-sensitive lands, vegetation, and wildlife habitat protection. The study also finds a net gain for all broad ecosystem types, save for herb dominated habitat. Metro Vancouver staff note that Lots 4, A, B, and C are entirely comprised of sensitive ecosystems in the Metro Vancouver Sensitive Ecosystem Inventory. Lots 4, A, and B are wetland bog, and exhibit evidence of past peat harvesting, but recovery is in progress for all three sites. Lot 4 is in moderately better condition than Lot B, and Lot C is a mix of wetland bog and wetland swamp.

Strategy 3.2: Protect and enhance natural features and their connectivity

Looking at the overall trade-offs for the environment given the four properties at play is one aspect to consider, but the potential impacts for the subject property of the amendment from Agricultural to Industrial and the potential impacts on the adjacent bog is of critical importance to consider. To mitigate and monitor the proposal, environmental buffers are proposed around the perimeter of the development area, with the objective of separating bog waters and any run-off from the proposed industrial development. The proposed protection and enhancement areas on the subject property total approximately 12 ha (30 ac). Water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. The owner has committed to 50 m buffers along the southern and western property border at the request of the Burns Bog Ecological Conservancy Area Scientific Advisory Panel.

The proposed development of the subject property will require up to 6 m (20 ft) of fill to raise the elevation and offset an anticipated 3 m of ground settlement. Potential impacts to the bog from surcharge loading and other construction activities are being addressed through water quality and water level monitoring. The introduction of fill to the site and the resulting sub-surface effects could have wide-ranging impacts including peat damage / fissures, a lowered water table, the intrusion of nutrient water, and an increased risk of fire and invasive species on the bog.

Metro Vancouver staff recommend that further information be sought from the City of Delta about the potential impacts and planned mitigation efforts for the addition of fill. Staff also recommend that the City of Delta consult with the Burns Bog Scientific Advisory Panel on these potential impacts.

GOAL 5 – SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

Strategy 5.2: Coordinating land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

The subject property is well positioned to support regional goods movement due to its proximity to the U.S. border, Roberts Bank Container terminal, and other industrial docks and facilities along the Fraser River (i.e. Sunbury, River Road, Tilbury). Immediate adjacency to Hwy 17 allows direct access to an important regional goods movement corridor, thereby minimizing impact on residential areas and improving safety.

REQUEST FOR ADDITIONAL INFORMATION

As part of the review of the proposed amendment submission, Metro Vancouver staff identified a number of areas that would benefit from further information from the City of Delta. Two of these areas deal with the width of the proposed environmental buffers for the subject property and clarity

on the potential impacts of site surcharge loading. In addition, Water and Liquid Waste staff are also seeking further information.

Delta's application noted that environmental buffers will be provided and that water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. In June 2016, the Burns Bog Scientific Advisory Panel recommended increasing the environmental buffers from 30 to 50 metres along both the west and south sides of the subject property. City of Delta staff have confirmed that, in response to the Scientific Advisory Panel's June 2016 comments, the property owner committed to increase the west perimeter buffer on the subject property from 30 m to 50 m.

City staff also stated that the plans, reports and detailed engineering servicing drawings will be revised to reflect the adjusted buffers should this application receive approval from Metro Vancouver. It has also been confirmed with the City of Delta the intent to have the Burns Bog Scientific Advisory Panel comment on any mitigation, maintenance and monitoring plans to be prepared for the environmental buffer as this application progresses.

Should the MVRD Board initiate the proposed amendment, staff will follow up with City staff regarding the following:

- 1) the rationale for maintaining the southern perimeter buffer width at 30 m and not 50 m.
- 2) Clarity on the information regarding the potential impacts of site surcharge loading, both over the short and long term and a rationale as to why the proposed surcharge loading of fill on Lot 4 is not expected to have an impact on the Bog's integrity.
- 3) Additional information on the anticipated impacts of the proposed amendment on the City's estimated water purchases from Metro Vancouver as a result of the proposed industrial development.
- 4) A request that, for consideration of the requested extension of the Fraser Sewerage Area, general design features be provided for the proposed sanitary system including projected flows.

Staff will provide any new information related to responses obtained to the above questions at the time it receives the comments from affected local governments and the MVRD Board considers subsequent readings of the amendment bylaw.

REGIONAL PLANNING ADVISORY COMMITTEE REVIEW

As per *Regional Growth Strategy Procedures Bylaw No. 1148, 2011* (amended in 2014) and *Regional Growth Strategy Implementation Guideline #2 Amendments to the Regional Growth Strategy*, the City of Delta application for the MK Delta Lands and staff assessment presented in this report was presented to the Regional Planning Advisory Committee at its meeting on March 15, 2019. No comments were made.

NEXT STEPS

Should the process for considering the *Metro 2040* amendment be initiated by the MVRD Board and the draft bylaw be given 1st and 2nd readings, staff will notify affected governments as per *Metro 2040* Section 6.4.2., and provide a comment period of approximately 45 days. The proposed amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that mapping in the City's OCP, RCS and *Metro 2040* will be consistent. The City of Delta will forward its Regional Context Statement to Metro Vancouver for consideration by the MVRD Board.

Should the initial readings of the amendment bylaw be given, staff anticipate reporting back to the MVRD Board at its July 2019 meeting with a summary of comments on the proposed amendment, the updated Regional Context Statement, and the draft amendment bylaw for consideration of 3rd and final reading. If approval is given, consideration of the City's requested extension of the Fraser Sewerage Area could then be considered by the Liquid Waste Committee and Greater Vancouver Sewerage & Drainage District Board.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
 - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
 - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
 - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
2. That the MVRD Board decline the proposed amendment for the MK Delta Lands and notify the City of Delta of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy*.

If the MVRD Board chooses Alternative 2, the City of Delta will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

SUMMARY / CONCLUSION

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend the regional land use designation for a property located at 7969 Highway 91 Connector in Delta. The City is requesting an amendment to the regional land use designation for the subject property from

Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary.

Should the amendment be approved, the property owner has committed to transfer three other lots that it owns, totalling 132 ha (328 ac), that are located adjacent to the Burns Bog Ecological Conservancy Area, to the City of Delta for protection from future development. In addition, one of those properties will also be included in the ALR, and funds will be provided by the owner to improve drainage and irrigation on agricultural lands elsewhere in the municipality.

Staff conclude that the proposed amendment will result in a net benefit to the municipality and region by: increasing the supply of industrial lands in the region; increasing land in the ALR and providing funds to improve the productivity of other agricultural lands; and increasing the protection of ecologically important lands contiguous with Burns Bog by eliminating the potential for permitted industrial extraction activities on three additional parcels by transferring them to public ownership.

Staff note a concern with the mitigation measures proposed for the industrial development on lands to be redesignated (Lot 4). There is likely a significant environmental impact to converting these lands to industrial uses, and an increased risk to the BBECA. Given that the parcel to the east of Lot 4 would be further isolated as a result of the proposal, the likelihood of a future application for its redesignation also increases.

As a result of the complete analysis, staff recommend Alternative 1, to initiate the proposed amendment and request further information from the City of Delta regarding proposed environmental mitigation measures for the subject property.

Attachments:

1. Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019.
2. City of Delta Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.) (*orbit doc #28905443*)

28905446

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1283, 2019**
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"

WHEREAS the Metro Vancouver Regional District (the "MVRD) Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;

WHEREAS the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

NOW THEREFORE the Metro Vancouver Regional District Board of Directors enacts as follows:

1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
 - a) Re-designating the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375) from Agricultural to Industrial, as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;
 - b) Extending the Urban Containment Boundary to encompass the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375), as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 7, 11, and 12, contained in Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 are deleted and replaced with Maps 2, 3, 4, 6, 7, 11, and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. This bylaw shall be cited as "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1283, 2019".

READ A FIRST TIME this _____ day of _____, 2019.

READ A SECOND TIME this _____ day of _____, 2019.

READ A THIRD TIME this _____ day of _____, 2019.

PASSED AND FINALLY ADOPTED this _____ day of _____, 2019.

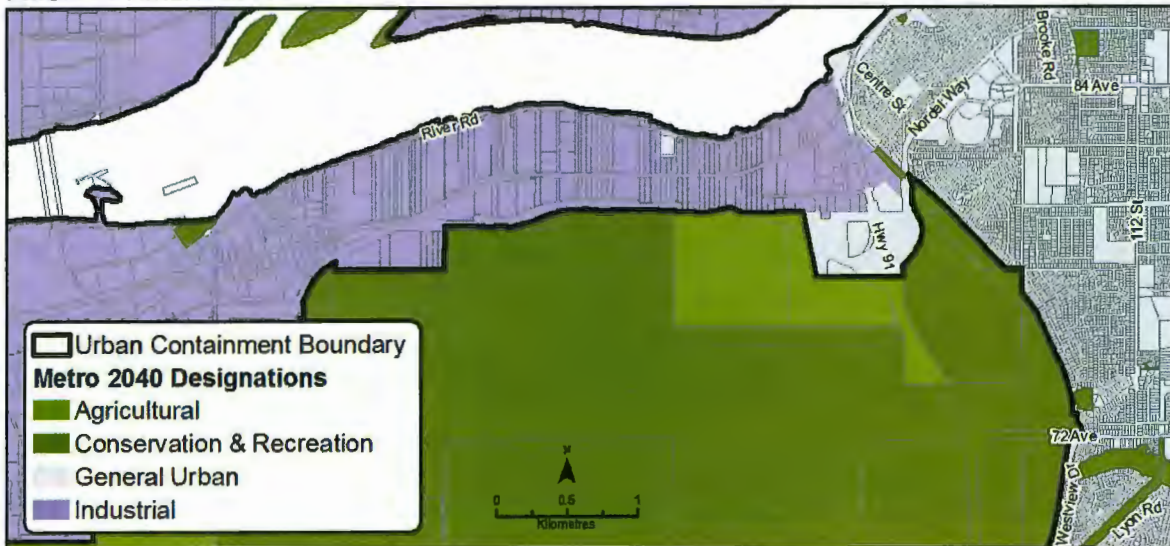
Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

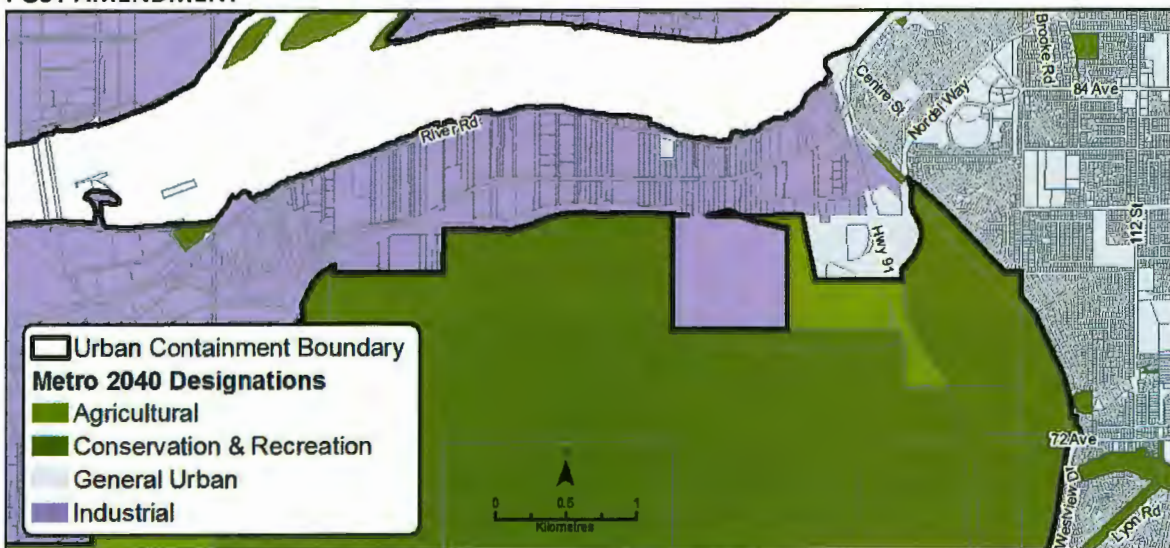
SCHEDULE A

The subject property at 7969 Highway 91 Connector includes lands redesignated from Agricultural to Industrial.

PRIOR TO AMENDMENT

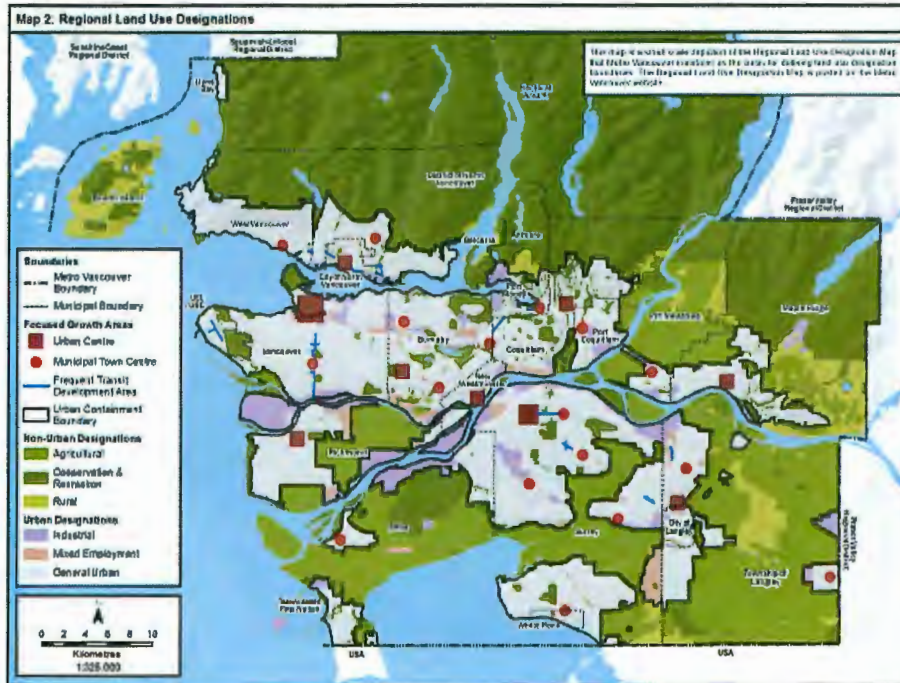


POST AMENDMENT

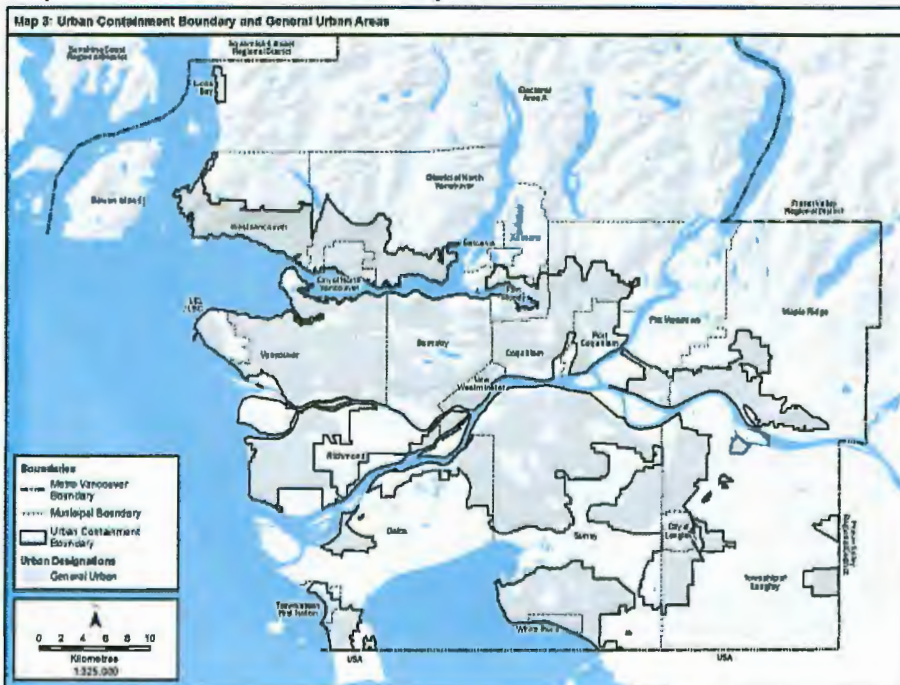


SCHEDULE B

Map 2 Regional Land Use Designations

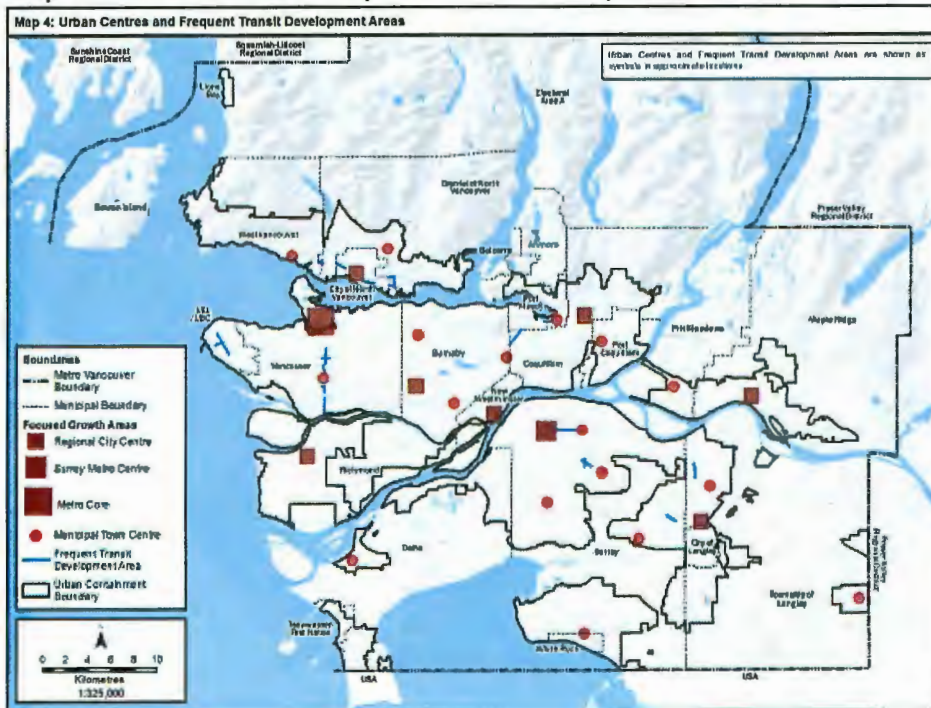


Map 3 Urban Containment Boundary and General Urban Areas



SCHEDULE B (continued)

Map 4 Urban Centres and Frequent Transit Development Areas

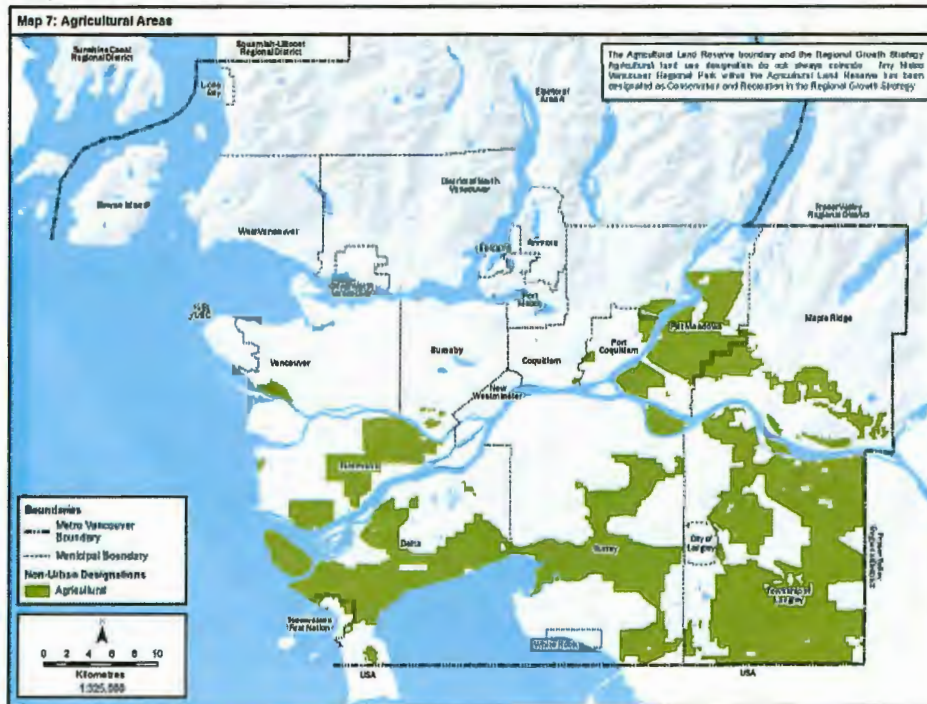


Map 6 Industrial and Mixed Employment Areas

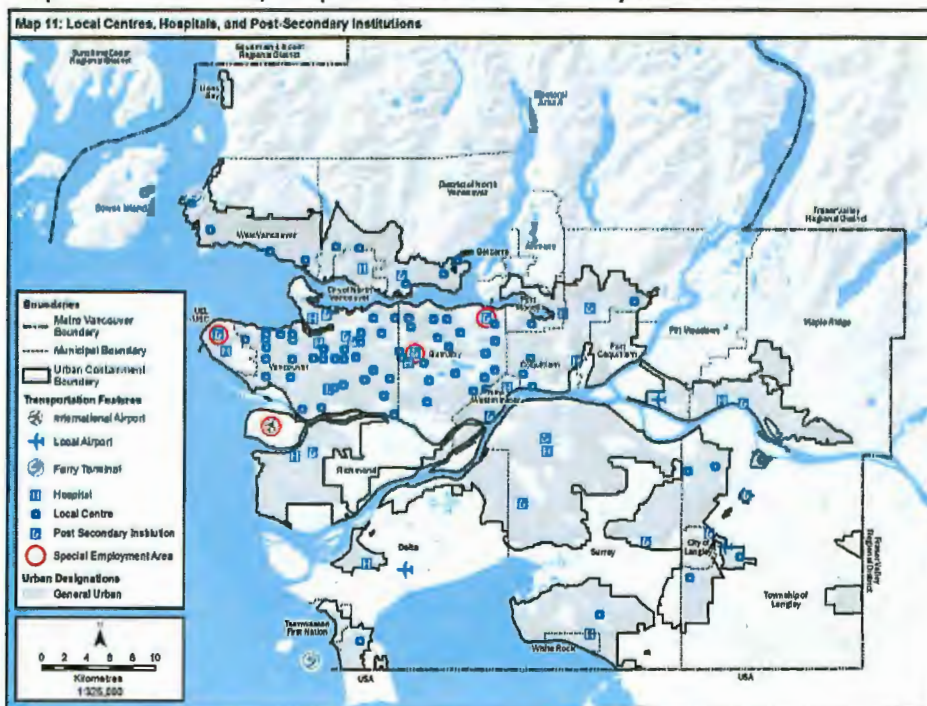


SCHEDULE B (continued)

Map 7 Agricultural Areas

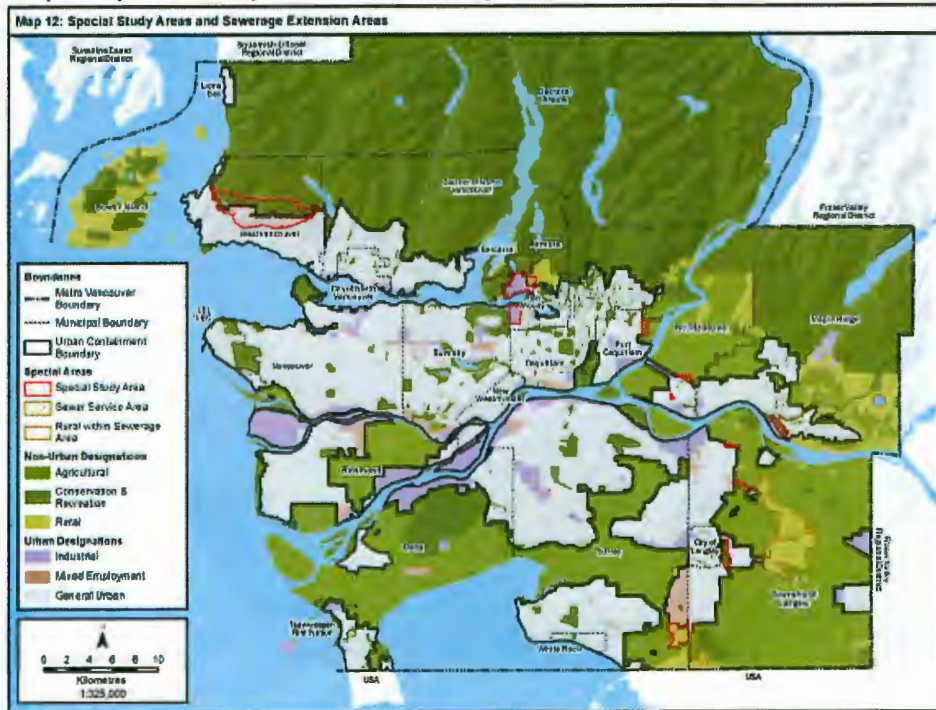


Map 11 Local Centres, Hospitals and Post-Secondary Institutions



SCHEDULE B (continued)

Map 12 Special Study Areas and Sewerage Extension Areas





CITY OF DELTA
Office of The Mayor, George V. Harvie



February 19, 2019

Sav Dhaliwal, Chair
 Metro Vancouver Board of Directors
 4730 Kingsway, Metro Tower III
 Burnaby, BC V5H 0C6

Dear Chair Dhaliwal,

Re: Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.)

The purpose of this letter is to refer the industrial development application for the MK Delta Lands Group to Metro Vancouver, and to seek approval of amendments to the Regional Growth Strategy and Fraser Sewerage Area.

Proposal

The MK Delta Lands Group application involves a master-planned industrial subdivision with environmental and agricultural buffers on the 62.7 ha (155 ac) site at 7969 Highway 91 Connector as shown on the Location Map on the following page. The site is located just south of Highway 17 (South Fraser Perimeter Road) and the existing Sunbury industrial business area and it is adjacent to the Burns Bog Ecological Conservancy Area (BBECA). The subject property is located within the Agricultural Land Reserve (ALR), but has received conditional approval for exclusion. The subject property is currently designated Agricultural (A) in Delta's Official Community Plan and zoned Extraction Industrial (I3) in Delta's Zoning Bylaw. The following is a summary of the proposed land use components which are illustrated on the development concept plan in Attachment A:

Proposed Land Use	Area
Industrial (developable area)	43.79 ha (108.2 ac)
Internal Roads and Utilities	3.38 ha (8.4 ac)
Future Highway Access	3.08 ha (7.6 ac)
Protection/Enhancement Areas:	
West and South Perimeter Buffer, Fill Slope and Maintenance Access	5.92 ha (14.6 ac)
North Undisturbed Area and Fill Slope	6.23 ha (15.4 ac)
East Perimeter Ditch and Fill Slope	0.3 ha (0.74 ac)
Total:	62.7 ha (155 ac)

Location Map



Environmental and Agricultural Benefits and Community Amenities

Given the location of the site, the applicant is proposing buffers around the perimeter of the development area to protect the adjacent BBECA by keeping development run-off and bog waters separate (refer to the BBECA mitigation buffer in Attachment A). The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north and east buffers would be on privately owned lands. Water quality and water level monitoring would be done before, during and after construction to ensure effective protection of the BBECA.

Access to the site is proposed from an improved connection to the Highway 91 Connector. The existing Highway 17 (SFPR) and Highway 91 Connector junction is a signalized at-grade intersection and is currently operating at capacity during the peak periods. To support the continual traffic growth on the SFPR and the Highway 91 Connector, the Province is undertaking improvements to the Sunbury Interchange involving grade separation of the intersection of Highway 91 Connector and SFPR, upgrade of the Highway 91 and Nordel Way interchange, and access improvements at River Road and SFPR. The proposed industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange project.

Should the industrial development application be approved, the applicant has committed to providing land dedication and \$11 million towards the following:

- Transferring the following lands to Delta:
 - 132.7 ha (328 ac) of land (Lots A, B and C) as shown on the Location Map. This would place additional bog lands in public ownership. These privately owned lands are currently located outside of the ALR and the BBECA. As part of this application, Lot B (7007 Highway 91) would be included in the ALR. Lots A, B and C are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development or disturbance.
 - 5.92 ha (14.6 ac) as shown as the BBECA mitigation buffer on Attachment A. This lot would contain an environmental buffer area along the west and south property lines and maintenance access.
- \$6 million towards agricultural drainage and irrigation improvements. The applicant commissioned a study to identify opportunities to improve agricultural capability and suitability on Westham Island that found that unless sufficient suitable irrigation water and improved drainage can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation and drainage system would increase the availability of non-saline irrigation water to Westham Island. Part of the financial contribution would also be set aside for East Delta drainage and irrigation improvements.
- \$5 million towards transportation improvements and community amenities as determined by Council.

Process

The proposal requires amendments to Delta's Official Community Plan and Zoning Bylaw, a sanitary sewer area extension and a development permit in order to allow for an industrial subdivision. The application also included a request to exclude the subject property from the ALR, a request to amend the Metro Vancouver Regional Growth Strategy to permit industrial uses on the subject property, and a request to include Lot B (7007 Highway 91) into the ALR. The

Provincial Agricultural Land Commission (ALC) has conditionally approved the exclusion and inclusion applications (refer to the ALC Decision section below).

This application has been under consideration since April 2015. Delta has, throughout that period, undertaken extensive analysis of the project and has consulted with the community. The consultation process included:

- Public Information Meeting hosted by the MK Delta Lands Group on February 25, 2016
- Public Information Meeting hosted by Delta on May 25, 2016
- Public Hearing on July 26, 2016

Throughout the application process, a number of technical studies have been completed. The application analysis is provided in the staff report dated June 10, 2016 which was considered by Council at their June 20, 2016 Regular Meeting. The studies and other documents are available through Delta's website at www.delta.ca/mkindustrial.

On June 20, 2016, Council gave first and second readings to Bylaws No. 7505, 7506 and 7507, and first, second and third readings to Bylaw No. 7508. On July 11, 2016, Council rescinded second reading of Bylaw No. 7505, and gave second reading to an amended bylaw that corrected an error in the regional land use designation. These bylaws would:

- amend the regional land use designation in the Regional Context Statement in Schedule A of the Official Community Plan from Agriculture to Industrial and extend the Urban Containment Boundary to include the subject property (Bylaw No. 7505);
- amend the land use designation for the subject property in the Future Land Use Plan in Schedule A of the Official Community Plan from Agricultural (A) to Industrial (I) (Bylaw No. 7506);
- rezone from I3 Extraction Industrial to Comprehensive Development Zone No. 474 (C.D. 474) to permit industrial uses on a majority of the site with environmental buffers along the perimeter (Bylaw No. 7507); and
- extend the Sewer Area boundary to include the subject property in Delta's Sewer Area and Metro Vancouver's Fraser Sewerage Area (Bylaw No. 7508).

On June 20, 2016, Council also received Development Permit LU007445 which would address environmental setbacks within the Streamside Protection and Enhancement (SPEA) Development Permit Area.

Bylaws No. 7505, 7506 and 7507 and Development Permit LU007445 were referred to the July 26, 2016 Public Hearing. At the Public Hearing there were:

- 25 speakers: 11 in support, 10 in objection, 3 with concerns, and 1 comment;
- 89 letters: 36 in support, 45 in objection and 8 with concerns; and

- 5 petitions in objection with a total of 1,416 hard copy signatures and 944 online.

At the Meeting Following the Public Hearing on July 26, 2016, Council gave third reading to Bylaws No. 7505, 7506 and 7507. On July 24, 2017, Council extended third reading of Bylaws No. 7505, 7506, 7507 and 7508 to December 31, 2018.

On July 26, 2016, Council also endorsed the following motions:

- THAT the Metro Vancouver Board be requested to amend "Greater Vancouver Regional Growth Strategy Bylaw No. 1136, 2010" by changing the regional land use designation of the property at 7969 Highway 91 Connector from Agriculture to Industrial and to include the subject property in the Urban Containment Boundary; and
- THAT the Metro Vancouver Board be required to approve "Delta Sewer Area Extension and Enlargement (MK Delta Lands Group – LU007445) Bylaw No. 7508, 2016" to extend the sewer area to include the property at 7969 Highway 91 Connector.

Referrals for the amendments to the Regional Growth Strategy and the Fraser Sewerage Area are now being undertaken following the ALC's recent conditional approvals (see below).

Provincial Agricultural Land Commission Decision

The applications to exclude the 62.7 ha (155 ac) property at 7969 Highway 91 Connector from the ALR and to include the 78.1 ha (193 ac) property at 7007 Highway 91 (Lot B) into the ALR were conditionally approved by the ALC on September 11, 2018. The majority of the ALC Executive Committee upheld an August 2017 conditional approval decision of the South Coast Panel. The key points of the decision include:

1. The proposed industrial property at 7969 Highway 91 Connector (subject property) has a history of peat extraction and has been disturbed to a greater extent than the property proposed for inclusion at 7007 Highway 91 (Lot B). The Panel found that both properties exhibit a bog ecosystem and that a cranberry operation would be the most suitable agricultural use; however, establishing a cranberry operation on the subject property would be unreasonably difficult due to the degree of disturbance exhibited. As such, the property at 7969 Highway 91 Connector is suitable for exclusion from the ALR.
2. Due to the lesser degree of disturbance and the greater probability of future agricultural remediation, 7007 Highway 91 (Lot B) is suitable for inclusion into the ALR.
3. A covenant that restricts agricultural uses on 7007 Highway 91 (Lot B) is not appropriate for a parcel within the ALR as it would preclude any future remediation and use of the property for agriculture. The Panel is opposed to a restrictive covenant or any future Official Community Plan and rezoning amendment that would prohibit agricultural uses on Lot B.

The ALR exclusion and inclusion approval are subject to the following conditions:

- Submission of a vegetative buffering plan, prepared by a qualified professional, for all boundaries of 7969 Highway 91 Connector that abut ALR lands consistent with section 3.8b in the Ministry of Agriculture and Lands' Guide to Edge Planning. The plan must be reviewed and approved by the ALC;
- Installation of the required vegetative buffering plan;
- Agriculture cannot be restricted on 7007 Highway 91 (Lot B) by covenant or otherwise; and
- Any future Official Community Plan or rezoning amendments for 7007 Highway 91 (Lot B) Connector must include agricultural uses and be subject to ALC review and approval.

ALC staff have advised that the exclusion conditions would be satisfied by the submission and approval of the vegetative buffering plan, registration of a covenant on the property at 7969 Highway 91 Connector between the applicant, Delta and the ALC for the installation and maintenance of the agricultural buffer and provision of a letter of credit for the cost of agricultural buffer to be held by the ALC. The applicant prepared a vegetative buffering plan that was accepted by ALC staff on January 24, 2019. Delta staff are in the process of preparing the terms of the covenant for the three parties to sign. Prior to registration of the covenant, the applicant would deposit the letter of credit, based on an accepted cost estimate, with the ALC. Delta staff will update Metro Vancouver on the status of the exclusion process when final confirmation is received from the ALC.

With respect to the ALC's conditions for 7007 Highway 91 (Lot B), Delta agreed to not restrict agriculture on the property by covenant or otherwise, and to include agricultural uses in any future Official Community Plan or zoning amendments for the property subject to ALC's review and approval. Having satisfied the conditions for inclusion, ALC staff advised in December 2018 that the property at 7007 Highway 91 (Lot B) would be added to the ALR.

Local and Regional Context

The Regional Growth Strategy Amendments Map provided in Attachment B illustrates the proposed regional land use designation amendment from Agriculture to Industrial and amendment to the Urban Containment Boundary to include the subject property. Metro Vancouver staff provided comments on the MK Delta Lands Group application on May 27, 2016. The comments identified regional factors, which should be considered should Council submit a request for a Regional Growth Strategy amendment and sanitary sewer area extension. Further discussion on the regional factors and technical information identified by Metro Vancouver and Delta staff response are provided in Attachments C and D to this letter, and were also included in the staff report dated June 10, 2016 to Council. Also attached is a certified copy of Bylaw No. 7508 to extend the sanitary sewer area (Attachment E).

In Delta's view, some of the significant regional benefits that would be generated by this proposal include the following:

- Dedication to Delta of 132.7 ha (328 ac) of land adjacent to the BBECA would protect these lands from future development and would place additional bog lands in public ownership.
- Environmental and agricultural buffer areas are proposed on the subject property around the perimeter of the development. The buffers would protect the adjacent BBECA by keeping development run-off and bog waters separate, and would mitigate potential conflicts between industrial and agricultural uses should the adjacent lands to the east within the ALR be farmed.
- This proposal would create an additional 43.79 ha (108.2 ac) of industrial lands for development which would contribute to Delta's and the region's supply of industrial lands.
- The loss of ALR lands is proposed to be offset by:
 - The inclusion of a 78.1 ha (193 ac) parcel (7007 Highway 91) with similar agricultural capability into the ALR.
 - The applicant's proposal to contribute a minimum \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta.

Conclusion

In forwarding this application to Metro Vancouver, we have prepared a comprehensive package that contains all of the information noted in Attachment F, including staff reports, minutes of Council meetings and the Public Hearing, applicable technical reports and the vegetative buffering plan for 7969 Highway 91 Connector.

Delta's request for an amendment to the Regional Context Statement will be forwarded to Metro Vancouver for consideration should the amendments to the Regional Growth Strategy and Fraser Sewerage Area be approved.

Should you require any further information, please contact Marcy Sangret, Director of Community Planning & Development, by phone at 604.946.3219 or email at msangret@delta.ca.

Yours truly,



George V. Harvie
Mayor

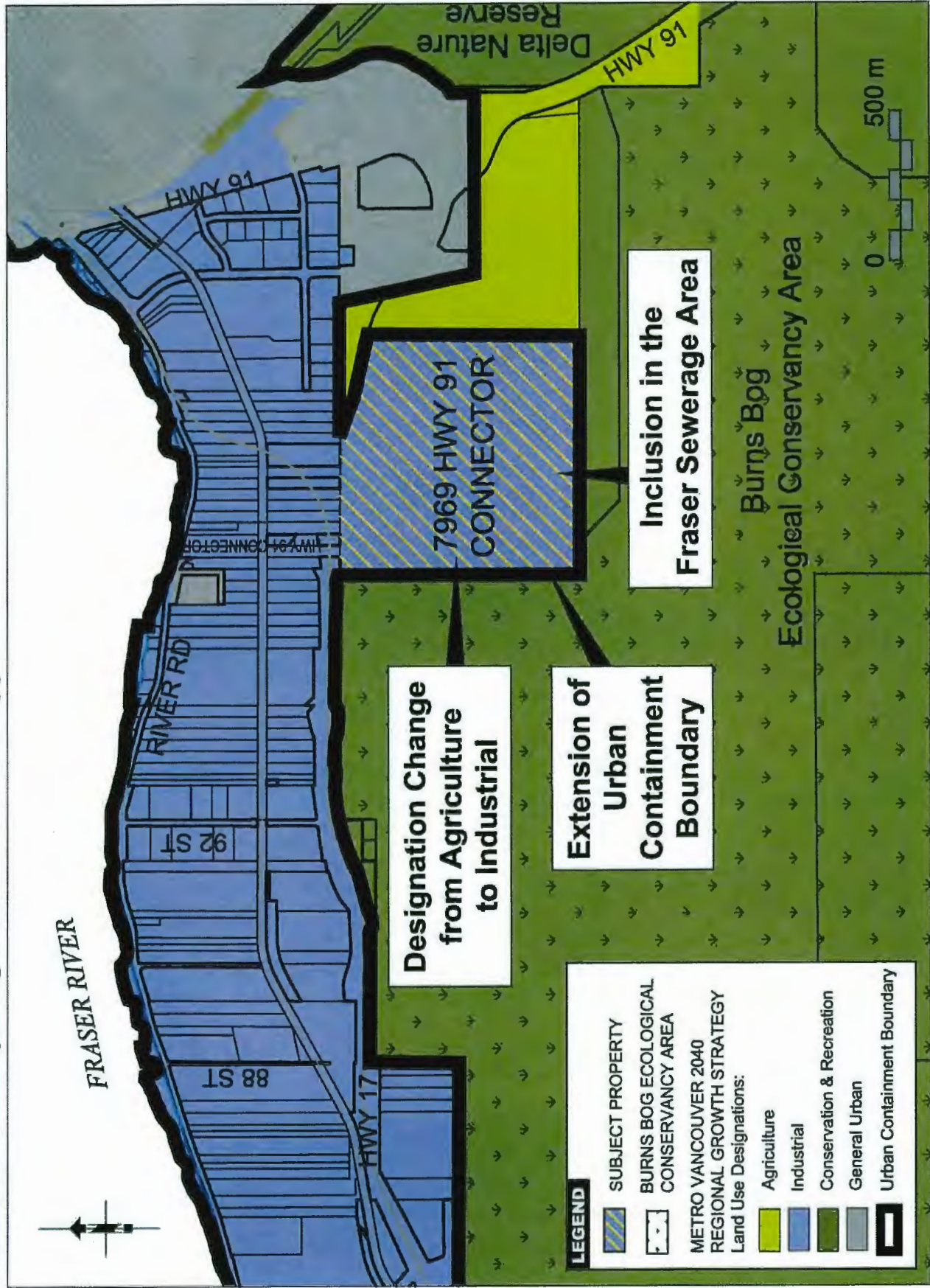
Enclosures:

- A. Development Concept Plan
- B. Proposed Regional Growth Strategy Amendments Map
- C. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
- D. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
- E. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
- F. List of Information Included in Referral Package to Metro Vancouver

cc: Delta Council
Metro Vancouver Board of Directors
Carol Mason, Commissioner/Chief Administrative Office, Metro Vancouver
Heather McNell, Director of Regional Planning & Electoral Area Services, Metro Vancouver
Mark Wellman, Senior Project Engineer, Liquid Waste Services, Metro Vancouver
Sean McGill, City Manager, City of Delta
Steven Lan, Director of Engineering, City of Delta
Marcy Sangret, Director of Community Planning & Development, City of Delta

PLN - 241

Amendments Requiring Metro Vancouver Approval



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**Regional Factors to Consider for the Proposed Regional Growth Strategy
Amendments for the MK Delta Lands Group Application**

The subject property at 7969 Highway 91 Connector is currently designated Agriculture in the Metro Vancouver Regional Growth Strategy, and is located outside of the regional Urban Containment Boundary. The following section responds to comments received by Metro Vancouver based on the preliminary application circulation for the proposed industrial business park application which would require amendments to the Regional Growth Strategy to change the regional land use designation of the subject property to Industrial and to include the property within the Urban Containment Boundary.

1) Support a Sustainable Economy (Goal 2)

2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.

The property is situated directly south of the Sunbury industrial business park area and is located in close proximity to both Highway 17 and Highway 91. The proposed industrial development would create an employment area that is located in close proximity to the North Delta community.

2.2 Protect the supply of industrial land.

Metro Vancouver studies show the demand for industrial land is increasing and the region will face a shortage in the next 10 to 15 years. The applicant has provided an Industrial Development, Market and Impact Study prepared by Site Economics Ltd., dated November 2015, which also provides an analysis of the industrial land supply with similar conclusions. This proposal would create an additional 43.79 ha (108.2 ac) of developable industrial lands which would contribute to Delta's and the region's supply of industrial lands.

2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

The property has a regional Agriculture land use designation and is located with the Agricultural Land Reserve; however, the Provincial Agricultural Land Commission has conditionally approved the subject property for exclusion. The applicant has provided an Agricultural Capability Assessment for the subject property prepared by PGL Environmental Consultants, dated March 2016. The assessment found that drainage improvements would be required to improve the agricultural capability of the lands to organic Class 4 soils with excess water. Given the property's proximity to the much larger Burns Bog Ecological Conservancy Area, surface drainage for any crops other than cranberries would be a significant undertaking.

The applicant proposes to offset the requested Agricultural Land Reserve exclusion for the subject property by:

- providing Delta with a \$6 million contribution towards drainage and irrigation improvements for Westham Island and East Delta. This proposal is based on the conclusions of the Agricultural Benefit for Westham Island Salinity Analysis by PGL Environmental Consultants, dated March 2016, that identified opportunities to improve agricultural capability and suitability on Westham Island. The study found that unless sufficient suitable irrigation water can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation system would increase the availability of non-saline irrigation water to Westham Island. Part of the contribution would also be set aside for East Delta drainage. Improvement options in the vicinity of Lorne Ditch would be reviewed. The applicant's proposal to contribute \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta; and
- including the property at 7007 Highway 91 (Lot B) as shown on the Location Map below, totaling 78.1 ha (193 ac) into the Agricultural Land Reserve.

Location Map



Inclusion of this property was not part of the original application as Lot B has considerable ecological values. However, it is recognized that there are existing environmentally sensitive lands located within the Burns Bog Ecological Conservancy Area that are also located within the Agricultural Land Reserve. The Provincial Agricultural Land Commission has approved inclusion of Lot B into the Agricultural Land Reserve. Should the industrial business park application be approved and the land transferred, Delta would manage Lot B consistent with the Burns Bog Ecological Conservancy Area and apply a conservation covenant.

2) Protect the Environment and Respond to Climate Change (Goal 3)

3.1 Protect Conservation and Recreation lands.

The applicant is proposing to transfer to Delta a total of 132.7 ha (328 ac) of land (Lots A, B and C). These lands have a regional land use designation of Conservation & Recreation. These privately-owned lands are currently located outside of the Burns Bog Ecological Conservancy Area. They are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership.

3.2 Protect and enhance natural features and their connectivity.

The applicant submitted an Environmental Effects Assessment, dated April 2016, prepared by Environmental Dynamics Inc. that found that the proposed industrial development would realize a net gain in ecologically sensitive lands, vegetation and wildlife habitat protection with the proposed transfer of 132.7 ha (328 ac) of land (Lots A, B and C as shown on the Location Map) to Delta for protection from development. Other than the change in habitat for the subject site, development impacts can be minimized through the implementation of mitigation measures for fish and fish habitat, wildlife and vegetation. A covenant would be registered on the subject property that would require implementation and monitoring of the proposed mitigation measures.

Environmental buffer areas are proposed around the perimeter of the development area on the subject property to protect the adjacent Burns Bog Ecological Conservancy Area by keeping development run-off and bog waters separate. In addition to the peat berm and perimeter ditches, the site would be surrounded by a fill slope that would transition from the development site down to the perimeter ditches. A fence would be placed at the top of the slope to prevent public access to the perimeter buffer areas and the adjacent Burns Bog Ecological Conservancy Area and to maintain continuity of the South Fraser Perimeter Road wildlife fence. The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for

the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north buffer and the east perimeter ditch and fill slope would be on privately-owned lands. Water quality monitoring would be done before, during and after construction to ensure effective protection of the Burns Bog Ecological Conservancy Area.

3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.

The industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange Project which would reduce congestion and the associated idling thereby improving local air quality and reducing greenhouse gas emissions from transportation.

The development itself would have a 3 m (10 ft) wide multi-use pathway to encourage walking and connectivity to public transit. Links to the local and regional cycling network would provide options for employees to seek alternative modes of transportation and thereby reducing greenhouse gas emissions.

The proposed design guidelines encourage the implementation of sustainable, energy-efficient design standards in building and site design. It is noted that energy-efficient design standards utilizing natural lighting, promoting renewable energy use and adhering to LEED standards would be implemented wherever applicable. Opportunities to incorporate renewable energy systems into buildings would also be pursued.

3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.

The development site would be elevated significantly above existing site grades to about 5.3 m geodetic with mineral fill. This is in excess of the design flood proofing grade and current height of the Fraser River dike.

Stormwater infrastructure proposed includes increased pumping capacity with a new pump station at the Silda outfall which would provide drainage for the project site as well as improving drainage for the existing Nordel Industrial area. This would accommodate the more intense storm events predicted due to climate change.

3) Support Sustainable Transportation Choices (Goal 5)

5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.

The development would have 3 m (10 ft) wide multi-use pathways on both sides of the internal roads to encourage walking and cycling. Possible links to the local and regional cycling network such as Highway 17 would provide options for employees to seek alternative modes of transportation.

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.

The proposed development is ideally positioned for supporting goods movement in the region due to its proximity to the US border, Roberts Bank Container Terminal, and other industrial docks and facilities along the Fraser River. As the site can be directly accessed from Highway 17, commercial truck traffic would be separated from residential areas thus improving community safety.

Sewer Area Extension Evaluation Summary and Sanitary Sewer Map

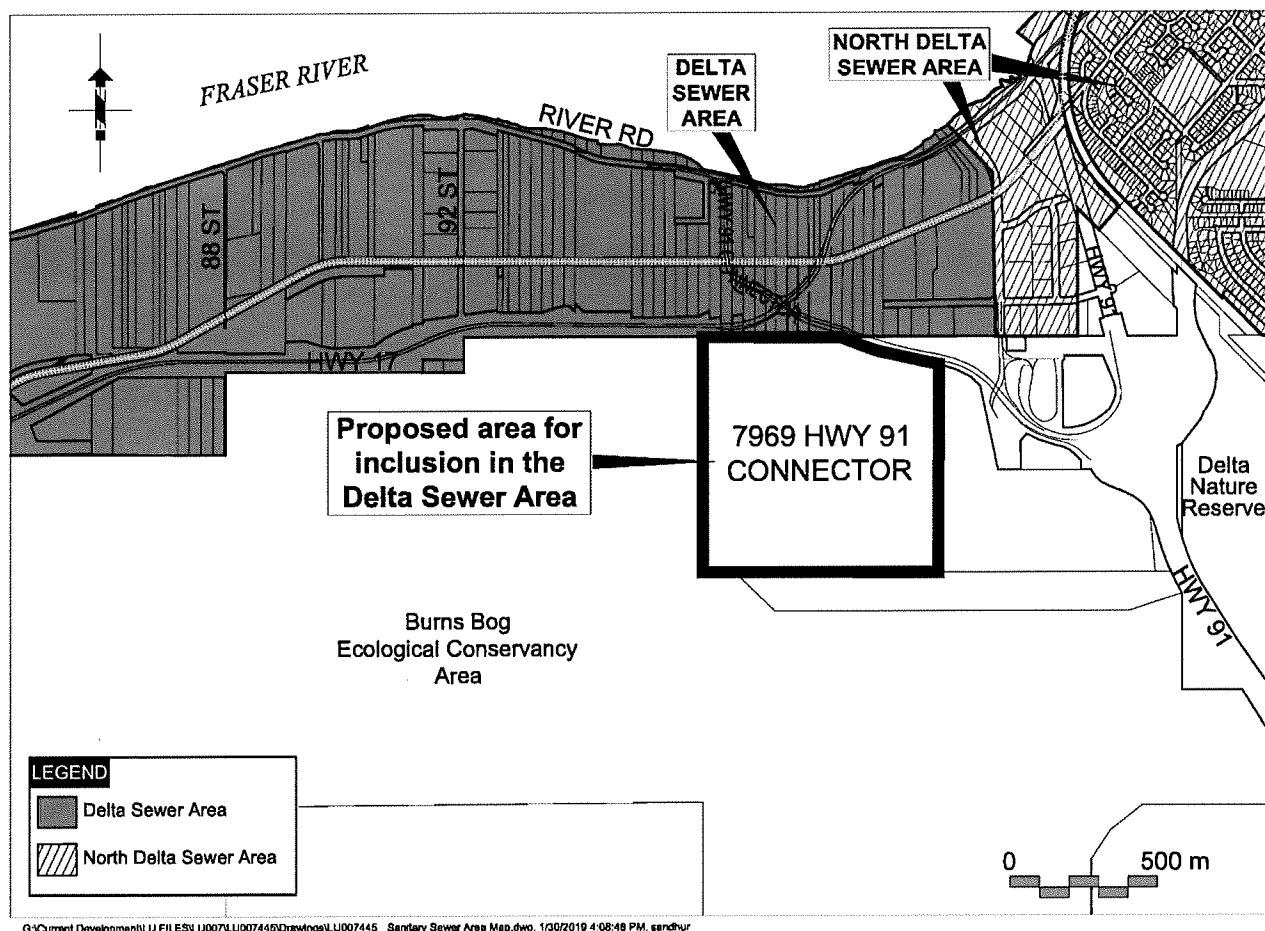
Applications to extend the Sewer Area are reviewed with consideration given to a number of factors including: consistency with local policy and land use designations; the technical, operation and financial impacts of the proposed extension; and the goals, objectives and land use designations of the Regional Growth Strategy.

An application is in process for the property at 7969 Highway 91 Connector to permit the property to be included in the Delta Sewer Area in order to allow for an industrial development with approximately 43.79 ha (108.2 ac) of net developable land into Delta's sanitary sewer system. The property is currently designated Agricultural in Delta's Official Community Plan and Agriculture in Metro Vancouver's Regional Growth Strategy and is outside of Metro Vancouver's Urban Containment Boundary. The property is also located within the Agricultural Land Reserve. The property is located adjacent to the Urban Containment Boundary and lands designated Industrial in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy. The applicant has submitted applications to exclude the property from the Agricultural Land Reserve, which the Provincial Agricultural Land Commission has conditionally approved, and to amend the land use designations in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy from Agricultural and Agriculture, respectively, to Industrial. The applicant is also requesting that the lands be included within Metro Vancouver's Urban Containment Boundary.

There is an existing 1,050 mm (41 in) diameter sanitary sewer forcemain located approximately 400 m (1,312 ft) north of the property. Sanitary flows from the property would be pumped to Delta's sanitary sewer forcemain from a proposed onsite sanitary sewer pump station. The average flow rate from the development is estimated at approximately 22 litres per second, and a peak discharge rate of 79 litres per second. This additional flow can be accommodated within Delta's collection system, and will enter into Metro Vancouver's South Surrey's Interceptor at the Tilbury Meter Chamber.

Metro Vancouver approval is required in order to extend the Sewer Area. The applicant is requesting consideration of their sewer area extension request in conjunction with the applications to amend the local and regional land use designations and to include the site in the Urban Containment Boundary. Sites within the Urban Containment Boundary which are designated Industrial would be eligible for sewerage services, subject to Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under the General Urban designation. In the absence of specific criteria, Delta staff have evaluated the proposal in the same manner as has been done for previous sewer area extensions. A summary of the areas evaluated is presented in the table below.

Financial	The proposed sewer extension would be paid for by the owner at the time of connection. There would be no capital cost to Delta or Metro Vancouver. If connected, the land owner would be charged regular sewer charges offsetting financial impacts of operating Delta's overall sewer system.
Land Use Compliance	The proposed industrial use requires an amendment to Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy.
Service Levels	The applicant has indicated that the anticipated average flow rate from the proposed industrial development is 22 litres per second, and a peak flow rate of 79 litres per second.
Technical/Operational	This incremental increase in flow can be accommodated within Delta's existing sanitary sewer collection system.
Local Community	The proposed industrial use would be compatible with the adjacent industrial uses along Nordel Way and River Way.
Regional Concepts	The applicant is requesting that the property be included in the Urban Containment Boundary in Metro Vancouver's Regional Growth Strategy



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THE CORPORATION OF DELTA

BYLAW NO. 7508

A Bylaw to extend the boundaries and area of the "Delta Sewer Area"

WHEREAS the Council of The Corporation of Delta has adopted a bylaw entitled "Delta Sewer Area Merger Bylaw No. 2551, 1976" which outlined areas specified as the "Delta Sewer Area" created for the purpose of providing a sanitary sewer system for the special benefit of the said areas;

AND WHEREAS it is deemed desirable and expedient to extend the specified area serviced by the sewer system;

NOW THEREFORE, the Municipal Council of The Corporation of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **"Delta Sewer Area Extension and Enlargement (MK Delta Lands Group– LU007445) Bylaw No. 7508, 2016"**.
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" shall be borne by all the owners of parcels of lands in the "Delta Sewer Area" as extended and enlarged by this bylaw.

3. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" and as extended from time to time is hereby further extended and enlarged to include the property described as "Proposed Sewer Area Extension" as shown outlined in bold on the plan attached hereto and identified as Schedule "A".

READ A FIRST time the 20th day of June, 2016.

READ A SECOND time the 20th day of June, 2016.

READ A THIRD time the 20th day of June, 2016.

THIRD READING EXTENSION APPROVED the 24th day of July, 2017.

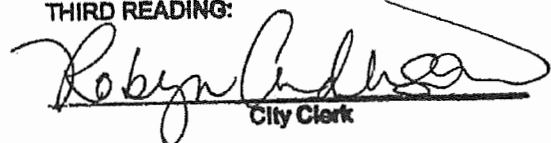
APPROVED BY the Greater Vancouver Sewer & Drainage District
the day of 201 .

FINALLY CONSIDERED AND ADOPTED the day of , 20 .

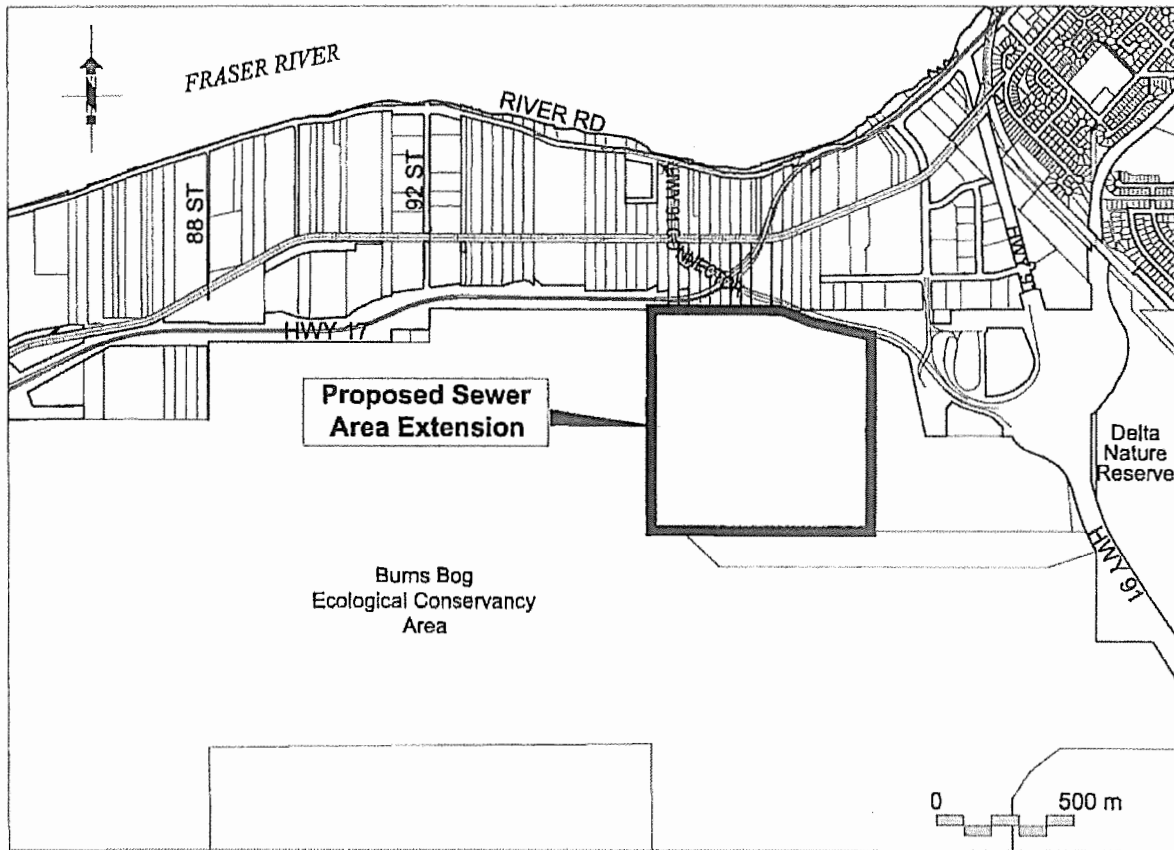
Lois E. Jackson
Mayor

Robyn Anderson
Municipal Clerk

CERTIFIED CORRECT AS AT
THIRD READING:



City Clerk



This is Schedule "A" to
"Delta Sewer Area Extension and Enlargement
(MK Delta Lands Group – LU007445) Bylaw
No. 7508, 2016"

Legal:
P.I.D. 000-915-025
Lot 4 District Lot 437 Group 2
New Westminster District Plan 1180 Except Plan EPP375

List of Information Included in Referral Package to Metro Vancouver

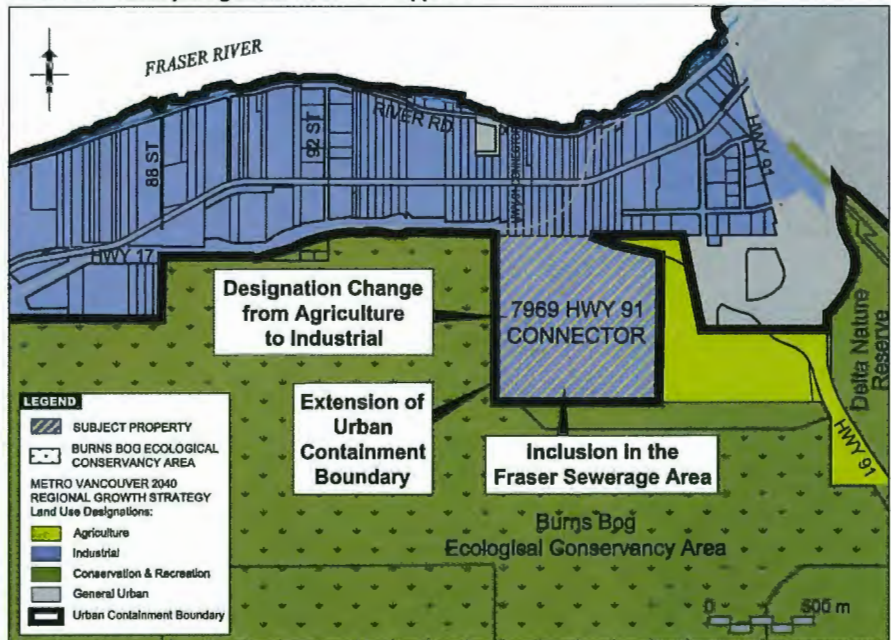
1. Cover Letter to Metro Vancouver Board Chair with attachments:
 - a. Development Concept Plan
 - b. Proposed Regional Growth Strategy Amendments Map
 - c. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
 - d. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
 - e. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
2. Staff Reports Dated:
 - a. June 10, 2016
 - b. July 5, 2016
 - c. January 29, 2019
3. Council Meeting Minutes:
 - a. Regular Council Meeting on June 20, 2016
 - b. Regular Council Meeting on July 11, 2016
 - c. Public Hearing on July 26, 2016
 - d. Meeting Following the Public Hearing on July 26, 2016
 - e. Regular Council Meeting on February 11, 2019
4. Provincial Agricultural Land Commission Decision dated September 11, 2018
5. Technical Reports:
 - a. Servicing Master Plan Design Brief dated May 6, 2016
 - b. Traffic Impact Study – Draft Report (Revision 3) dated April 14, 2016
 - c. Industrial Development, Market and Impact Study dated November 2015
 - d. Environmental Effects Assessment (Revision 3) dated April 2016
 - e. Agricultural Capability Assessment dated March 2016
 - f. Agricultural Benefit for Westham Island Salinity Analysis dated March 2016
6. Agricultural Buffer:
 - a. Vegetative Buffering Plan dated December 2018

Note: Additional information and documents relating to the MK Delta Lands industrial development application, including copies of presentations, can be found on Delta's website at www.delta.ca/mkindustrial.

Current Project Status

The proposed MK Delta Lands industrial development at 7969 Highway 91 Connector has received conditional approval for Agricultural Land Reserve exclusion from the Agricultural Land Commission and now requires Metro Vancouver's approval of an amendment to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary. Metro Vancouver approval is also required to extend the Fraser Sewerage Area to include the subject property. Delta referred the amendment requests to Metro Vancouver in February 2019.

Amendments Requiring Metro Vancouver Approval



Environmental & Agricultural Benefits and Land Transfer

Delta, in 2004, along with senior levels of government purchased 4,942 acres of Burns Bog. These protected lands are the Burns Bog Ecological Conservancy Area (BBECA) which is jointly owned and operated by Delta and Metro Vancouver. In 2013, Delta council approved the addition of another 988 acres of land around the perimeter of the BBECA. Staff are working with senior levels of government to complete this addition to the conservancy area.

Any development adjacent to the BBECA must be sensitive to the ecology of the Bog. The proposed development at 7969 Highway 91 Connector includes important features to protect the integrity of the adjacent conservancy area. Environmental and agricultural buffers around the perimeter of the proposed development will protect the BBECA by keeping development run-off and bog water separate. The buffers will also serve to reduce the effects of noise, light, dust and litter on the Bog. The buffer area will be built in the early phases of site preparation, in order to have the protection measures in place prior to fully developing the site.

As partial consideration for developing this property, MK Delta Lands is transferring to the City of Delta 328 acres of land at three locations currently zoned as I3 extraction industrial (Lots A, B, and C on the map on page 2). Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership. Delta is committed to managing these lands consistent with the BBECA.



Since the 155 acre property at 7969 Highway 91 Connector is being excluded from the Agricultural Land Reserve, Lot B, which is 193 acres, is being included in the Agricultural Land Reserve. Further the applicant is proposing a \$6 million contribution towards irrigation and drainage improvements that would benefit approximately 3,700 acres of agricultural lands in Delta.

Overall, this proposal allows for the industrial development of land best suited for that purpose and the preservation of more than twice that amount of land in areas where preservation is more appropriate.



Industrial Land and the Economic Benefits of the Development

Metro Vancouver has a shortage of industrial land. Because this type of land is in such short supply, innovative approaches are required to preserve, enhance, and add industrial land to the region's supply. The development site at 7969 Highway 91 Connector is ideally located along key transportation routes close to port industries and related industrial businesses. The location of this property allows the development to leverage recent and upcoming transportation infrastructure investments such as Highway 17, Alex Fraser Bridge improvements, and interchanges at Tilbury and Sunbury. This location offers the potential for locally and regionally significant economic benefits: 108 acres (net) of new industrial land in Delta, an estimated \$2.5 billion in direct and indirect economic benefits and an estimated 2,700 jobs post-construction.

Conclusion

The proposed development of 7969 Highway 91 Connector for industrial purposes will create important economic benefits for the region and protect in public ownership a significant amount of land for conservation purposes. The project represents an innovative approach to meeting the need for industrial land while acknowledging the importance of protecting environmentally significant land from future development.

After receiving conditional approval from the Agricultural Land Commission, this development requires Metro Vancouver's approval of an amendment to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary.

