



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Monday, July 17, 2017 – 7 p.m.

**Council Chambers, 1st Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1**

OPENING STATEMENT

Page

- 1. OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9628
RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9629**
(File Ref. No. RZ 13-628557, 12-8060-20-009628/9629) (REDMS No. 5180246, 5362906, 5338752, 534261, 5346590)

PH-8

[See Page PH-8 for full report](#)

- Location:** 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way
- Applicant:** New Continental Properties Inc.
- Purpose of OCP Amendment:** To add commercial education and university education uses to the hotel and office uses currently supported on the site.
- Purpose of Zoning Amendment:** To rezone the subject properties from “Land Use Contract 126 (LUC 126) and Auto-Oriented Commercial (CA)” to “High Rise Commercial (ZC39) – Bridgeport Gateway”, to permit development of two hotel towers, an office/education tower and associated secondary uses.
- First Reading:** June 12, 2017
- Order of Business:**
1. Presentation from the applicant.

Page

2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9628.

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2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629.

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2. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9676**

RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9677

(File Ref. No. RZ 15-699647, 12-8060-20-009676/9677) (REDMS No. 5280912 v.2, 5391660, 5391663)

PH-83

See Page PH-83 for full report

Location: 8091 Capstan Way

Applicant: GBL Architects

Purpose of OCP Amendment: To amend the City Centre Area Plan (CCAP) to allow, on a development specific basis, reductions in the minimum net development site size of properties utilizing the Village Centre Bonus.

Purpose of Zoning Amendment: To amend the "Residential / Limited Commercial (RCL5)" Zone to allow density to be calculated on land dedicated for public open space purposes, as permitted under current CCAP policy.

To rezone the subject property from "Auto-Oriented Commercial (CA)" to "Residential/Limited Commercial (RCL5)", to permit the construction of a 15,737 m² (169,393 ft²), two-tower development comprised of 128 market dwellings, 8 affordable housing dwellings, 75 hotel guest rooms, and ground-floor commercial units along the building's south and west sides.

First Reading: June 26, 2017

Order of Business:

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1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9676.

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2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9677.

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3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9682**
(File Ref. No. RZ 15-701939, 12-8060-20-009682) (REDMS No. 5378058, 5271445, 5302497)

PH-145

See Page PH-145 for full report

Location: 7760 Garden City Road

Applicant: Incircle Projects Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/F)” zone to “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)” zone, to permit development of four (4) three storey townhouse units with vehicle access from 7733 Turnill Street.

**Referred to
Public Hearing:** June 26, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9682.

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4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9724**
(File Ref. No. RZ 16-724066, 12-8060-20-009724) (REDMS No. 5397986, 1195062, 5399068)

PH-181

See Page PH-181 for full report

Location: 7591 Williams Road

Applicant: MaximR Enterprises Ltd.

Purpose: To rezone the subject property from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two lots, each to contain a principal dwelling and an accessory coach house above a detached garage, with vehicle access to/from the rear lane.

First Reading: June 12, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9724.



5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9731**
(File Ref. No. RZ 15-715406, 12-8060-20-009731) (REDMS No. 5415556, 5412665)

PH-201

See Page PH-201 for full report

Location: 9620, 9640, 9660 and 9680 Williams Road

Applicant: Eric Law Architect Inc.

Purpose: To create the “Medium Density Town Housing (ZT82) – Williams Road” Zone and to rezone the subject properties from “Single Detached (RS1/E)” to “Medium Density Town Housing (ZT82) – Williams Road”, to permit development of 28 townhouse units with access from Williams Road.

First Reading: June 26, 2017

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Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9731.



6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9723 (AMENDMENTS TO THE ZONING BYLAW TO UPDATE REFERENCES TO THE NEW SIGN BYLAW 9700)**

(File Ref. No. 12-8060-20-009700/9719/9720/9721/9723, 12-8000-03, 12-8060-02-83) (REDMS No. 5337264 v.4, 5413918, 5414400, 4384413, 4548429, 4556939, 4584872, 4397495, 4403117, 5195144, 5165807, 5144978, 5293139, 5293139, 5296715, 5337264, 5405303, 4892426, 5383708, 5383704, 5405127)

PH-233

See Page PH-233 for full report

Location: City-wide

Applicant: City of Richmond

Purpose: To align Richmond Zoning Bylaw 8500 with Richmond Sign Bylaw 9700 by deleting references to the former Sign Bylaw 5560 in specific zones and clarifying application of the new Sign Bylaw 9700 in other zones.

First Reading: June 12, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9723.



2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9723.



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7. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9737
BUILDING MASSING OF SINGLE FAMILY DWELLINGS**
(File Ref. No. 08-4430-01) (REDMS No. 5343082)

PH-482

See Page **PH-482** for full report

PH-599

See Page **PH-599** for staff memorandum regarding
Amendment to Bylaw 9737

PH-605

See Page **PH-605** for Info. Requested at the June 26, 2017 Council Meeting
Regarding a Specific Garage Side Yard Offset

See Supplementary Information for **Previously Distributed**
Surveys & Public Correspondence

See Supplementary Information Package for **Current (New)**
Public Hearing Correspondence

Location: City-wide

Applicant: City of Richmond

Purpose: To amend Richmond Zoning Bylaw 8500 to regulate the
massing of single family dwellings.

First Reading: June 26, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk
since first reading.
3. Submissions from the floor.

Council Consideration:

PH-599

1. Consideration of Amendment to Section 10 of Bylaw 9737 as described in
the staff memorandum dated July 12, 2017.

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2. Action on second and third readings of Richmond Zoning Bylaw 8500,
Amendment Bylaw 9737.

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3. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9737.

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ADJOURNMENT





City of Richmond

Report to Committee

To: Planning Committee

Date: May 30, 2017

From: Wayne Craig
Director, Development

File: RZ 13-628557

Re: Application by New Continental Properties Inc. and Affiliates for Rezoning of the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126"; at 8351 Sea Island Way from "Land Use Contract 126"; and, at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to "High Rise Commercial (ZC39) – Bridgeport Gateway"

Staff Recommendation

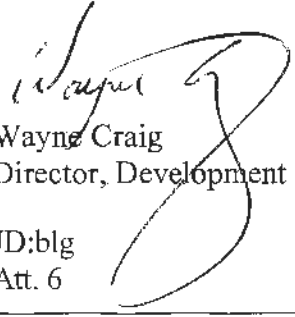
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,be introduced and given first reading.
2. That Bylaw 9628, 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 882 (3) (a) of the Local Government Act.
3. That Bylaw 9628, 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 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at

May 25, 2017

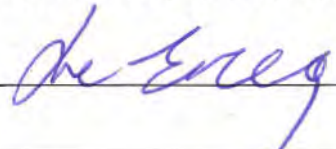
- 2 -

RZ 13-628557

8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.


Wayne Craig
Director, Development

JD:blg
Att. 6

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

Staff Report

Origin

New Continental Properties Inc. and Affiliates has applied to the City of Richmond for permission to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” (Attachment 1), in order to permit the development of high-density commercial and education uses on two linked development lots in the City Centre’s Bridgeport Village. Key components of the proposal concept (Attachment 2) include:

- A two-phase development.
- On the south-easterly development lot, a two tower with podium building combining restaurant, office, and education uses in one tower (Building A) and hotel and convenience retail uses in the other tower (Building B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.
- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space;
 - 17,785 m² (191,436 ft²) of hotel space;
 - 4,690 m² (50,483 ft²) of office space; and
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel on Parcel A+B and 95 rooms in the hotel on Parcel C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road featuring public art.

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate the inclusion of commercial education and university education (excluding dormitory and child care) uses on the subject site. As well, discharge of the existing Land Use Contract from the titles of the existing properties is required.

Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

Site and Surrounding Development

The subject site is located in Bridgeport Village (Attachment 4) between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing city lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

- To the North: Across Bridgeport Road and under construction, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (DP 12-624180).
Across Bridgeport Road and under application, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (RZ 12-598104).
Across Bridgeport Road and under construction, a two-storey, 0.5 FAR, retail, restaurant and office development with surface parking (DP 14-659747).
- To the South: Across Sea Island Way, a recently-approved rezoning and DP for a 3.5 FAR, podium and tower, retail, office and residential development, which will also include a new community centre, with a maximum height of 45 m (DP 16-745853).
- To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).
- To the West: An existing two-storey warehouse with surface parking.

Related Policies

1. Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the site as “Commercial”. The proposed rezoning and proposed OCP amendment are consistent with this designation.

City Centre Area Plan: The City Centre Area Plan (CCAP) Bridgeport Village Specific Land Use Map designates the site as “Urban Centre T5 (45 m)” and “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with these designations, except that OCP amendments are required to accommodate:

- the proposed commercial education and university education uses which are not currently supported on sites south of Bridgeport Road; and,
- utilization of up to one-half of the Village Centre Bonus floor area for combined commercial and university education uses.

The proposed OCP amendments are further discussed in the Analysis section of this report.

2. Other Policies, Strategies and Bylaws

Flood Protection Management Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in a combination of Area 1B (new residential land use prohibited) and Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed

rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement prior to final adoption of the rezoning bylaw.

Richmond Public Art Policy: The proposed development must address the Richmond Public Art Policy and provide for installation of art on the site or a financial contribution toward Public Art in the Bridgeport Village. The contribution will be secured before rezoning adoption with a combination cash deposit and Letter of Credit. The Please refer to Analysis Section 2 b) "Community Amenities" for further information.

Consultation

1. OCP Amendment

General Public: An OCP amendment application sign has been installed on the subject site noting the proposed addition of education uses to the list of uses supported by the City Centre Area Plan (CCAP) for this property. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. Referrals were made to Ministry of Transportation and Infrastructure (MoTI) and TransLink through the rezoning process. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only. The proposed OCP amendments do not permit K-12 schools and, as residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater	No referral necessary, as the proposed amendment refers to the

Stakeholder	Referral Comment (No Referral necessary)
Vancouver Regional District (GVRD)	addition of commercial and university education as a permitted use relative to the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Ministry of Transportation and Infrastructure (MoTI)	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to MoTI through the associated rezoning process.
TransLink	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to TransLink through the associated rezoning process.
Port Authorities (Vancouver Port Authority / Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary. However, as a courtesy, staff have notified VIAA of the proposed rezoning application and associated OCP amendment.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Miscellaneous Stakeholder Organizations (e.g. UDI)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Relevant Federal and Provincial Government Agencies	No referral necessary, except as included in this table, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.

2. Rezoning

General Public: A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign except from the representative of the owners of the adjacent orphan lot (8380 Bridgeport Road). The representative noted that they were aware of the proposed rezoning, that they had been approached by the developer and that the owner was not interested in selling the property at this time. Should the Planning Committee endorse this application and Council grant first reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area

resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was formally referred to or otherwise coordinated with external agencies as described below.

- Ministry of Transportation and Infrastructure (MoTI): The application was referred by staff to MoTI in 2013 and again in 2017. MoTI has provided the City with an extension of the previously provided preliminary approval, based on the rezoning drawings, road functional drawings and Transportation Study. The preliminary approval includes new deceleration lanes, access and egress restrictions for the subject site and the adjacent orphan lot, and, lane manoeuvring for vehicles and various sized trucks. Final approval of the road functional design for the Bridgeport Road and Sea Island Way frontages will be required prior to rezoning adoption.
- South Coast British Columbia Transportation Authority (TransLink): Staff have referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the proposed OCP amendment, the off-site design of the No. 3 Road area and implications for the regional transportation system. On this basis, TransLink is not opposed to staff advancing the OCP and rezoning report to Council. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide comment but expect that the applicant will work cooperatively to address all concerns as well as obtain Translink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting building permit issuance prior to final approval being received from TransLink.
- Trans Mountain Pipeline/Kinder Morgan Canada: There is an existing jet fuel pipeline in the Bridgeport Road right-of-way that runs past the subject site. Kinder Morgan has noted that standard Approved Pipeline Proximity Installation Permits for both on-site and off-site works may be required and these can be granted to the owner of the subject development if the owner conforms to standard requirements. Preliminary review between Kinder Morgan and the applicant has not identified any significant issues.

Analysis

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure; land use; density, height; siting conditions; and, community amenities.

1. Proposed OCP (CCAP) Amendment

Land Use: The proposed OCP (CCAP) land use amendments will allow commercial education and university education uses on the site. The range of education programs is expected to include ESL training, short term career training, private career college programs, privately and publically funded college diploma and associate degree programs and first and second year university

courses leading to subsequent study at a university. These programs would generally be offered in conjunction with New Continental's education services agency, Global Education Centre (GEC). The proposed facility would offer courses to local and international students and the duration of courses would range from 12 to 24 months. There would be approximately 58 staff.

The proposed OCP amendment would add "commercial education" and "university education" uses to the current list of uses supported on the subject site (i.e. office, hotel, institution and studio) in the Bridgeport Village Specific Land Use Map. Staff support the addition of these uses to the site, as discussed below, but recommend the university education use exclude accessory dormitory and child care uses due to the livability issues arising from vehicle and aircraft noise.

Connectivity: Education uses were not envisioned by the CCAP in Bridgeport Village south of Bridgeport Road because of concerns around poor transportation connectivity for students, a challenging pedestrian environment on Bridgeport Road and Sea Island Way and a lack of local services. Since the plan was adopted, many of these circumstances have improved. Capstan Station is expected to be constructed in the future and would be closer to the site than the existing Bridgeport Station. Capstan Village to the south is undergoing significant residential and commercial redevelopment and a new City Community Centre, offering recreation, cultural and community programming, will be provided in the Yuan Heng development across Sea Island Way from the subject site. In this evolving context, staff believe that the education uses may be considered if connectivity is further reinforced. To this end, the applicant has offered a voluntary rezoning contribution of \$697,119 for additional local area connectivity improvements. Specific recommendations for use of the funds, once identified, will be forwarded to Council in a separate report.

Density: The proposed amendments are structured to permit education uses as a component of the Village Centre Bonus floor area (up to half of the 1.0 FAR VCB), along with office uses. This is intended to ensure that the site is developed primarily with airport-related uses (e.g. hotels and offices supporting YVR), as well as to maintain a portion of the original VCB incentive to develop office uses. Staff note that the applicant has agreed to maintain the education floor area under a single strata title so that it can be easily converted to large tenant office space if the education facilities are no longer desirable or viable.

Hotel Use: Hotel use is permitted by the CCAP. Two hotels, designed to function as standard hotels, are being proposed on the subject site. There is some concern that these hotels may be used as student dormitories. To ensure that the student living arrangements are not compromised and that the hotels are being used as bona fide standalone commercial enterprises consistent with the City's land use, licensing and taxation objectives, registration of a legal agreement on title securing the owner's and assignee's commitment to a maximum on-site hotel stay of six months is a condition of rezoning bylaw adoption. Further, a non-strata agreement on each hotel must also be registered on title prior to rezoning approval.

Proposed Rezoning

The proposed rezoning is consistent with the Bridgeport Village Specific Land Use Map transects, Urban Centre T5 (35 m) and (45 m) (except for the commercial and university education uses which are the subject of the proposed OCP amendment). A new site-specific zone is proposed, "High Rise Commercial (ZC39) – Bridgeport Gateway ". The recommended

provisions reflect requirements regarding the amounts of hotel, office and education floor area, the location of education uses (in support of transportation connectivity objectives), site-specific height and siting parameters and parking and loading rates. Signed rezoning considerations are provided (Attachment 5).

2. CCAP Implementation Policies

The CCAP includes a variety of policies intended to address a community development needs arising from densification, as outlined in this section.

a) Utility, Transportation and Parks Infrastructure

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement.

City Utilities: The developer is required to undertake a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrades on Sea Island Way and the lane frontages.
- Storm sewer upgrades Bridgeport Road, No. 3 Road, Sea Island Way and the lanes.
- Various frontage improvements including street lighting.

A more detailed description of frontage and other infrastructure improvements is included in the Rezoning Considerations (Attachment 5). Required improvements to City utilities are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

Private Utilities: Undergrounding of private utility lines, location of private utility equipment on site and, if possible, relocation of a BC Hydro transmission pole and/or guy wires, are required.

Transportation Network: The CCAP encourages completion and enhancement of the City street and lane network. The following frontage and off-site street, lane and intersection improvements are required.

- Bridgeport Road: The roadway will be widened to accommodate MoTI travel and turning lane requirements, as well as a lighting strip. The City cross-section will include a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with a statutory right-of-way (SRW).
- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a raised bikeway, a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with an SRW.
- Sea Island Way: Sea Island Way currently has a wide off-street area of land that is City-owned, but under MoTI jurisdiction. MoTI has agreed to permit the developer to locate the standard City treed boulevard and sidewalk in this area, along the roadway, as well as create a plaza in the remaining space. Further, MoTI has expressed support for a building setback (1.5 m) along this frontage.
- Lanes: The various existing lanes will be upgraded to increase their travel widths and to add sidewalks. A new lane will be added at the western end of the site to create a second connection to Bridgeport Road and will be secured with an SRW. The Parcel A+B

turnaround as well as existing lane widenings will be secured with a combination of dedications and SRWs.

Preliminary Road Functional Drawings have been provided (Attachment 6).

Road enhancements along No. 3 Road to provide the new raised bike lane and a wider sidewalk will be eligible for DCC credits. All other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Parks and Open Space Network: The CCAP identifies No. 3 Road as part of the City's greenway system. In lieu of providing a linear greenway and consistent with the need to enhance the pedestrian environment at this busy double intersection, the proposal includes two plazas bordering No. 3 Road. The combined plazas will assist with the transition between Capstan Village and Bridgeport Village as well as marking transitions to and from the city, river and airport.

- *Public Realm Design – No. 3 Road North:* The application shows approximately 694 m² of plaza space at the corner of No. 3 Road and Bridgeport Road (not including required City sidewalks). The proposed plaza is subject to a number of 3rd party SRWs and will also be subject to a public-right-of-passage (PROP) SRW. Detailed design development will be undertaken through the DP and SA processes. Parks Department staff have requested significant tree planting in this area, the implementation of which will be subject to co-ordination with TransLink (guideway), MoTI and BC Hydro (transmission pole) limitations.
- *Public Realm Design – No. 3 Road South:* There is a large area of City land bordering Sea Island Way that is reserved for future widening of the highway. The applicant reviewed highway widening needs with MoTI and MoTI supports adjustments to this area for public realm use. The south-facing area connects with a large covered pedestrian plaza area between the hotel and office/education components on Parcel A+B that links the building entries and the streets and lane. Detailed design development of the required improvements will be undertaken through the DP and SA processes and will be co-ordinated with any MoTI requirements.

The greenway/ plaza (Parks) infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

b) Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

Density Bonusing: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map "Village Centre Bonus (VCB)" area and utilizes the available VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided back to the City in the form of floor area for a community amenity or a cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development, and limited amount of community amenity floor area (469 m²) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (\$3,281,593.00 calculated using the proposed floor area $[0.05 \times 1.0 \times 9,380 \text{ m}^2 \times \$6,997$

/m²)). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning (\$75,696.60 calculated using the proposed floor area [28,140 m² x \$2.69 / m²]).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution, which staff recommend be located in either or both of the public plaza areas. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%), based on the current contribution rates (e.g. a minimum of \$130,288.20 calculated using the proposed floor areas [28,140 m² x \$4.63]).

3. Other CCAP Development Policies

a) Transportation

Site Access - Off-site: Vehicular access/egress to the site will be provided via an internal laneway system connecting to Sea Island Way and Bridgeport Road.

Access/Egress - Orphan Lot: Existing parking for the orphan lot at 8380 Bridgeport Road is provided at the front and the rear of the building and is currently accessed from the City lane. Egress from the front parking area, which has angled spaces, is provided through the subject site (8360 Bridgeport Road/Parcel C) onto Bridgeport Road. MoTI does not support permanently retaining this egress and it must be removed when construction of the Bridgeport Road improvements is commenced toward the end of Phase 1 of the subject development (Parcel A+B and interim Parcel C). At that time, the applicant is proposing to provide a one way egress from the orphan lot front yard parking, through Parcel C, south to the east-west lane. This egress route is proposed to be provided as an SRW. As the proposed new SRW route requires the demolition of the existing building at 8360 Bridgeport Road and the existing building is intended to be used during construction of Phase 1, registration of the SRW will occur at the time that the Bridgeport Road egress is closed. In lieu of immediate registration of the SRW, an agreement will be registered on title in favour of the City and Province to ensure that the applicant provides the SRW at the appropriate time.

Site Access - On-site: Vehicular access is provided via the lane system to both drop-off/turnaround areas and parkade entrances on Parcel A+B and Parcel C. Truck access and loading is provided and will be the subject of further review during the DP review process.

Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1A) except for the education parking. Staff requested a consultant parking study to establish the appropriate rate for the education use in this location. The proposed rate of 0.4 spaces per student and 0.4 spaces per staff is based on existing mode splits observed at similar education facilities. Transportation staff support the proposed education parking rate, which is reflected in the proposed site-specific zone, as well as the overall parking proposal which includes the following TDM reductions:

- A 10 percent reduction for all uses due to shared parking;

- A 10 percent reduction for all uses with the provision of the following TDM measures:
 - Transit passes (similar to that of the U-Pass program) for all students in perpetuity.
 - End-of-trip cycling facilities (e.g. showers, toilets) for each gender for each of the proposed land uses.
 - Two parking spaces for car-share vehicles with the necessary PROP SROW registered.
 - One car-share vehicle for a minimum duration of three years.
 - Equipping of the car-share spaces with one electric vehicle (EV) quick-charge (240 V) charging station.
 - Equipping of 20% of all vehicle parking spaces with 240 volt plug in receptacles for the future addition of shared use charging stations.
- An additional 20 percent reduction for the commercial education uses with the provision of the following TDM measures:
 - Transit passes for all staff in perpetuity.
 - A shuttle bus provided in perpetuity for both staff and students.
 - Priority carpool parking for students and staff.
 - Equipping of the Class 1 bicycle spaces with 120V electric vehicle plug in receptacles for the future addition of shared use charging stations.
 - Voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.

All TDM measures associated with the commercial education use are to be implemented with Phase 1 development (Parcel A+B and interim C). Further, all car share and car pool spaces are to be provided in the Parcel A+B structure. Registration of legal agreements on title to secure various components of the TDM package is required prior to rezoning adoption.

Parking Location and Phasing: Some of the required parking for Parcel A+B is proposed to be located on Parcel C, first as surface parking (Phase 1) and then in a parkade (Phase 2). The applicant has provided a comprehensive proposal, as part of the consultant transportation study, to manage the transition from the surface parking to the constructed parkade. The physical design of the interim surface parking will be managed through the DP review process.

Parking – Orphan Lot: The design concept for future redevelopment of the orphan lot at 8380 Bridgeport Road demonstrates the need for between 73 and 82 parking spaces, depending on the Capstan Station status at the time of development. Sixteen of these spaces can be provided on the orphan lot and the remainder, between 57 and 66, will be accommodated on the subject site (Parcel C). Registration of a legal agreement for the provision of the required spaces for the future use of the orphan is a requirement of rezoning adoption.

Loading: The proposed loading calculation for medium size trucks is consistent with the Richmond Zoning Bylaw. For Parcel A+B, a total of four SU-9 loading trucks will be required. For Parcel C, two SU-9 spaces will be required. Staff support waiving the requirement for large truck loading spaces, as reflected in the proposed site-specific zoning, based on the results of the consultant study: the proposed uses would not typically involve deliveries with large semi-trailers and the lane network will be able to accommodate short-term large truck loading activities should such need arise. The proposed site-specific zone permits the waiving of the large loading spaces.

b) Ecology and Adaptability

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape system. The proposed development will contribute to the ecological network through a number of measures including:

- Provision of a significant number of new trees in or around the plaza areas along No. 3 Road, subject to coordination with MoTI, TransLink and other private utilities.
- Provision of street trees on all three street frontages.
- Provision of soft landscape in the back-of-curb public realm areas.
- Provision of intensive/extensive green roofs on the upper roof levels.

Further review of the landscape and green roof aspects of the proposal will occur within the DP process.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

4. Development Concept Review

The CCAP includes a variety of policies intended to shape development to be livable, functional and complementary to the surrounding public and private realm. Those policies most critical to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's unusual configuration, specific constraints (Canada Line guideway), urban impacts (adjacent arterial highways), urban design opportunities (multi-directional gateway) and combination of uses (education, office and hotel). There are three main tower elements that are interspersed with varied height midrise and podium elements. The varied massing, height and façade expression, as well as the allocation of uses across the site, provides for a more intimate grain on the street frontages than might typically be found on a development of this scale.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. Much of the proposed development is surrounded by wide City streets and widened lanes which mitigates potential impacts on both the surrounding public realm and surrounding private development. The only abutting adjacency is with the orphan lot and the applicant has provided conceptual drawings demonstrating its potential for development at 3.0 FAR and six storeys.

Form and Character: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines. Staff have identified the following issues to be resolved at the DP.

Phase 1 (Parcel A+B and interim parking on Parcel C)

- the site and functional planning to further develop:
 - the plaza and public realm to address general programming, circulation, design and landscaping requirements as well as improvements related to existing utilities and infrastructure;

- building entries and other indoor-outdoor relationships to enhance street public realm animation (*Note: More active uses should be provided at ground level along the Bridgeport Road side of building*);
- the general architectural form and character to further develop:
 - the façade expression of the Tower A in the context of the CCAP signature tower/gateway designation and to acknowledge and celebrate the education uses;
 - the upper levels of Tower A to add more visual interest to the skyline;
 - the laneside building facades to establish a finer urban grain and to provide more visual interest (*Note: The lane circulation is intended to operate as an extension of the public realm. Further, much of the building will be highly visible from the surrounding area*);
 - all large areas of curtain wall to add visual interest and reduce the sense of anonymity;
 - addition of weather protection and exploration of opportunities to add shading devices for both sustainability and visual interest;
- the interim surface parking lot to:
 - provide interim screening and landscaping;

Phase 2 (Parcel C)

- the site and functional planning to further develop:
 - provision of a public landscape feature in the Bridgeport Road setback area adjacent to the parkade to improve the public realm experience along this frontage;
- the general architectural form and character to further develop:
 - the Bridgeport Road parkade facade (Building C);

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing truck manoeuvring has been provided and will be further developed through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be further developed through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process. Specific design development should include:
 - Phase 2 (Parcel C)*
 - the orphan lot lane, parkade interface and consideration of potential CPTED issues.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site

and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

- Sustainability: Integration of sustainability features into the site, building and landscape design.

5. City-wide Policies

a) Tree Management

The applicant wishes to remove 5 on-site trees (Trees #169, 170, 178, 179 and 180). The 2:1 replacement ratio would require a total of 10 replacement trees, which the applicant has agreed to provide within the overall landscape plan that will be provided and reviewed through the DP application process. Tree protection is required for the 3 existing trees on the orphan lot at 8380 Bridgeport Road.

On the advice of Park staff, off-site tree replacement measures will include a contribution of \$9,100 (*7 trees x \$1,300*) to the Tree Compensation Fund and the provision of new frontage trees through the SA process.

6. Legal Encumbrances

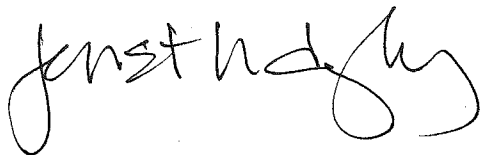
The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones. The applicant has provided a Charge Summary and Opinion prepared by a lawyer. Staff comment as follows.

- Statutory Rights of Way (SRW) pertaining to utilities that are in favour of the City may need to be discharged or amended subject to circumstances arising from preloading and/or SA civil design. These circumstances will be established within the SA process.
- The Covenant that restricts access from Bridgeport Road to the property at 8320 Bridgeport Road should be discharged (BR 25294).

Conclusion

The application by New Continental Properties Inc. and Affiliates to amend the OCP and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way in order to develop a high-density, mixed hotel, office and education complex is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed commercial uses will support the nearby airport as well as future development in Bridgeport Village. The proposed education uses will create an added layer of activity on the site and help invigorate the surrounding area. The built form will provide a strong identity for the site's gateway role, and, public realm enhancements will greatly improve the pedestrian experience at this high traffic location. Engineering, transportation and parks improvements, along with a voluntary OCP amendment contribution and cash-in-lieu density bonusing contributions, will help to address a variety of community development needs.

On this basis, it is recommended that OCP Bylaw 7100, Amendment Bylaw 9628 and Zoning Bylaw 8500, Amendment Bylaw 9629, be introduced and given first reading.



Janet Digby, Architect AIBC
Planner 3
(604-247-4620)

JD:blg

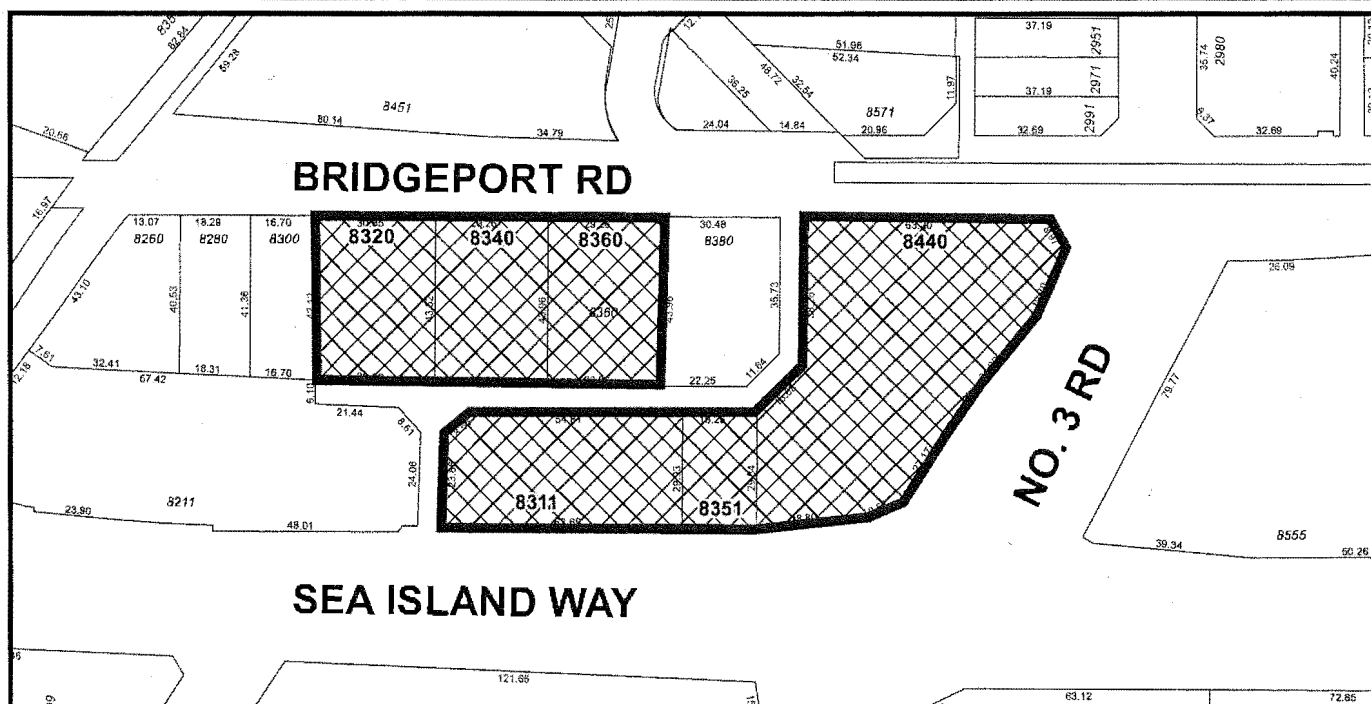
Attachments:

- | | |
|---------------|--|
| Attachment 1: | Rezoning Map /Aerial |
| Attachment 2: | Rezoning Proposal Conceptual Plans |
| Attachment 3: | Development Application Data |
| Attachment 4: | City Centre Bridgeport Village Specific Land Use Map |
| Attachment 5: | Rezoning Considerations |
| Attachment 6 | Preliminary Road Functional Drawings |

Enclosure



City of
Richmond



RZ 13-628557
PH - 24

Original Date: 03/05/14

Revision Date: 01/11/16

Note: Dimensions are in METRES



RZ 13-628557

Original Date: 02/05/13

Amended Date: 01/11/16

Note: Dimensions are in METRES



PERSPECTIVES A027

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 605 Burnside Street, Vancouver, BC V6C 2Z7 PH: 604 603 0855 Fax: 604 610 3510

MAY 3, 2017 RICHMOND, B.C.



PH - 27

PERSPECTIVES A028

PROPOSED MIXED USE DEVELOPMENT

NEW **CONTINENTAL PROPERTIES INC.**
2800 Park Place - 608 Burnaby Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 3518

MAY 3, 2017 RICHMOND, B.C.



PH - 28



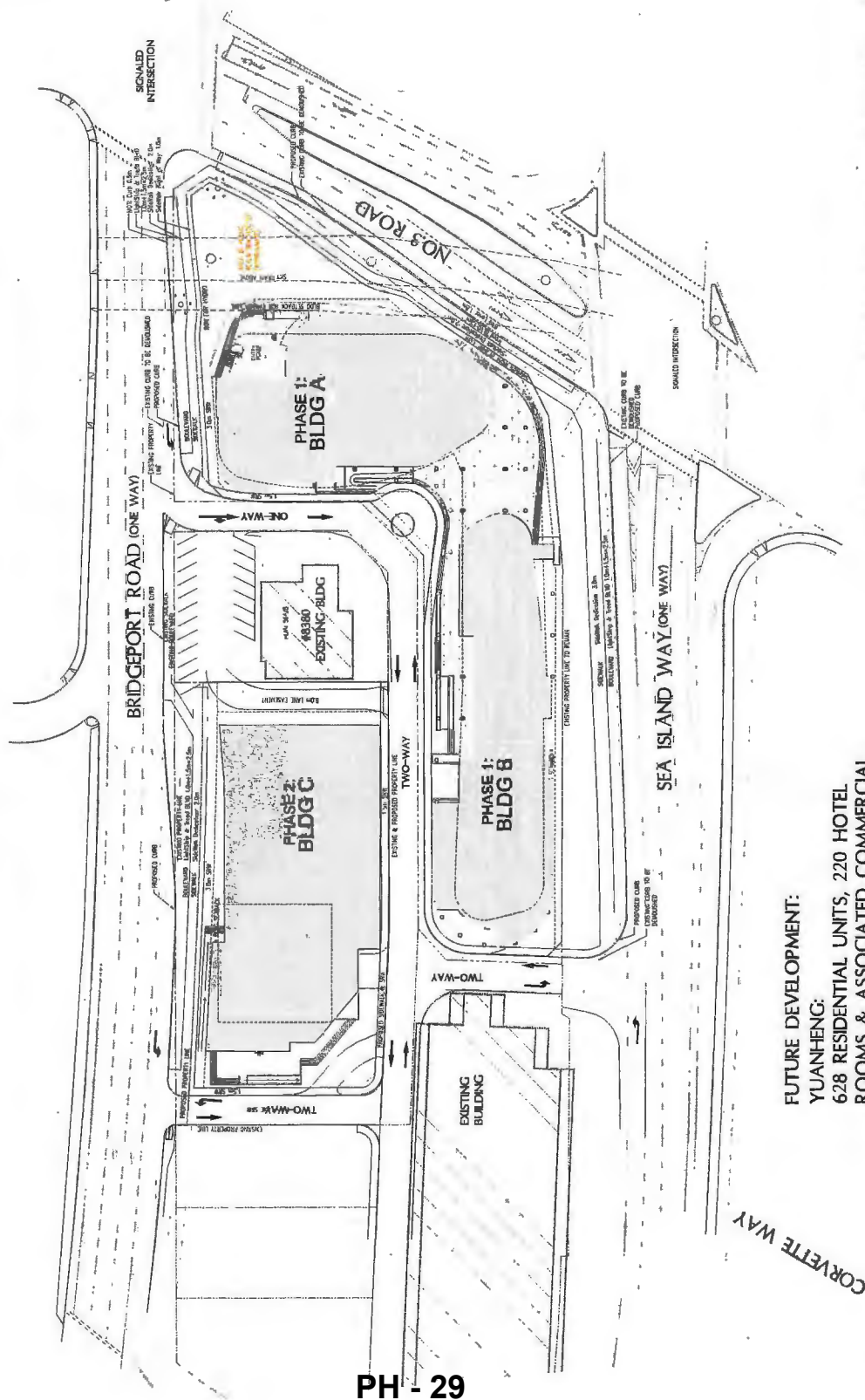
PERSPECTIVES A038

PROPOSED MIXED USE DEVELOPMENT

NEW **CONTINENTAL PROPERTIES INC**
2000 Park Place - 688 Burnside Street Vancouver BC V6C 2Z7 Ph: 604 693 8455 Fax: 604 693 3510

MAY 03, 2017 RICHMOND, B.C.

FUTURE DEVELOPMENT:
JINGON: 4 MILLION SF. OF
RETAIL, ENTERTAINMENT,
OFFICE, HOTEL & CONFERENCE



FUTURE DEVELOPMENT:

YUANHENG:
628 RESIDENTIAL UNITS, 220 HOTEL
ROOMS & ASSOCIATED COMMERCIAL

SITE PLAN WITH FUTURE DEVELOPMENT CONTEXT A005

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 656 Burrard Street, Vancouver, BC V5C 2Z7 Ph: 604 693 0056 Fax: 604 685 3510

MAY:3,2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- SERVICE AREA
- PAVEMENT
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PH - 30

BUILDING A+B: FLOOR PLAN LEVEL 1 011

PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

WA

301 - 1454 Marine St, Vancouver V6Z 2Z4
Tel: 604 683 3010 Fax: 604 683 3010

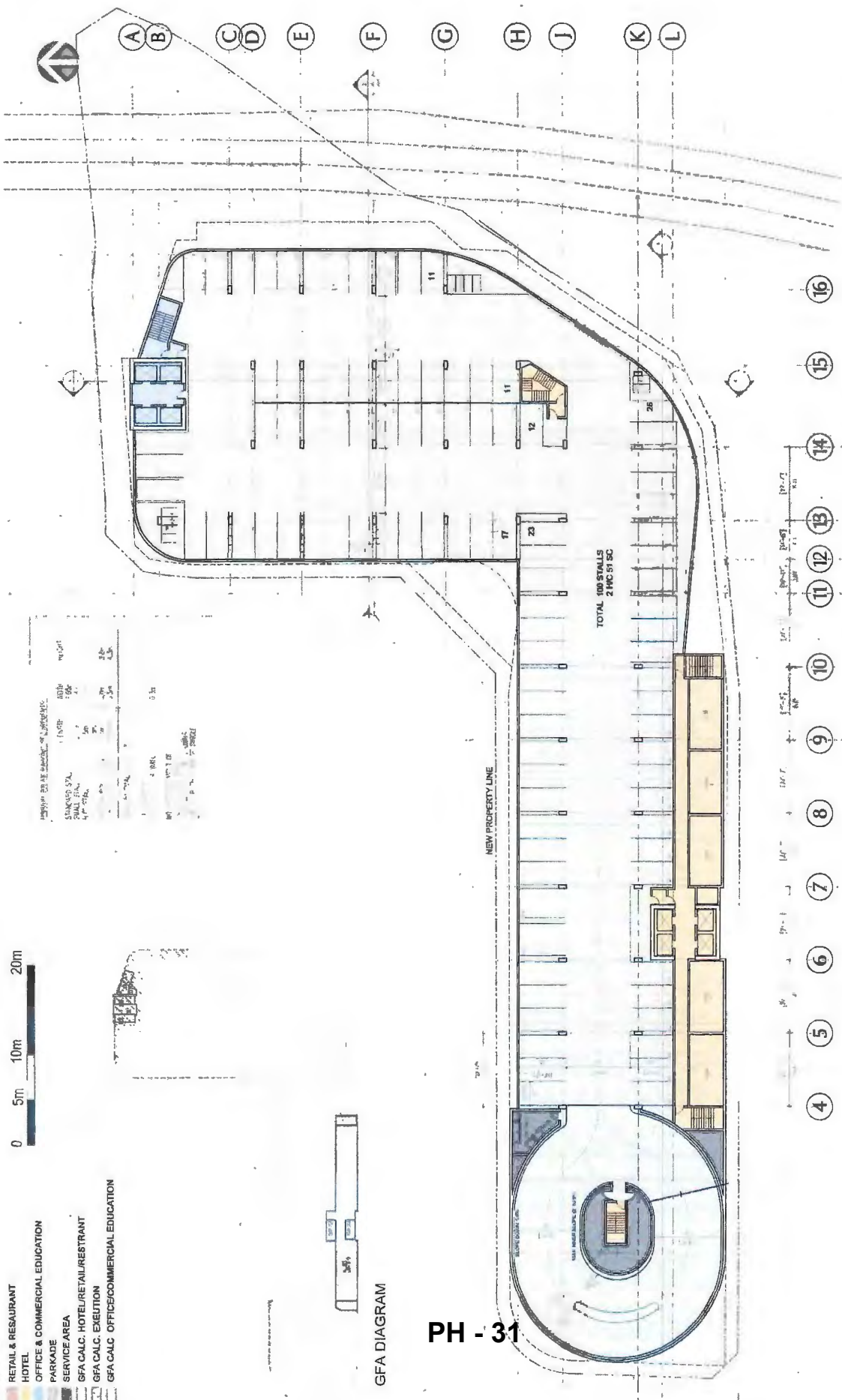
WENSLEY ARCHITECTURE LTD

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 606 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0852 Fax: 604 683 3010

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXELUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

0 5m 10m 20m



PH - 31

GFA DIAGRAM

BUILDING A+B: FLOOR PLAN LEVEL 2, 3, 4, A012

PROPOSED MIXED USE DEVELOPMENT

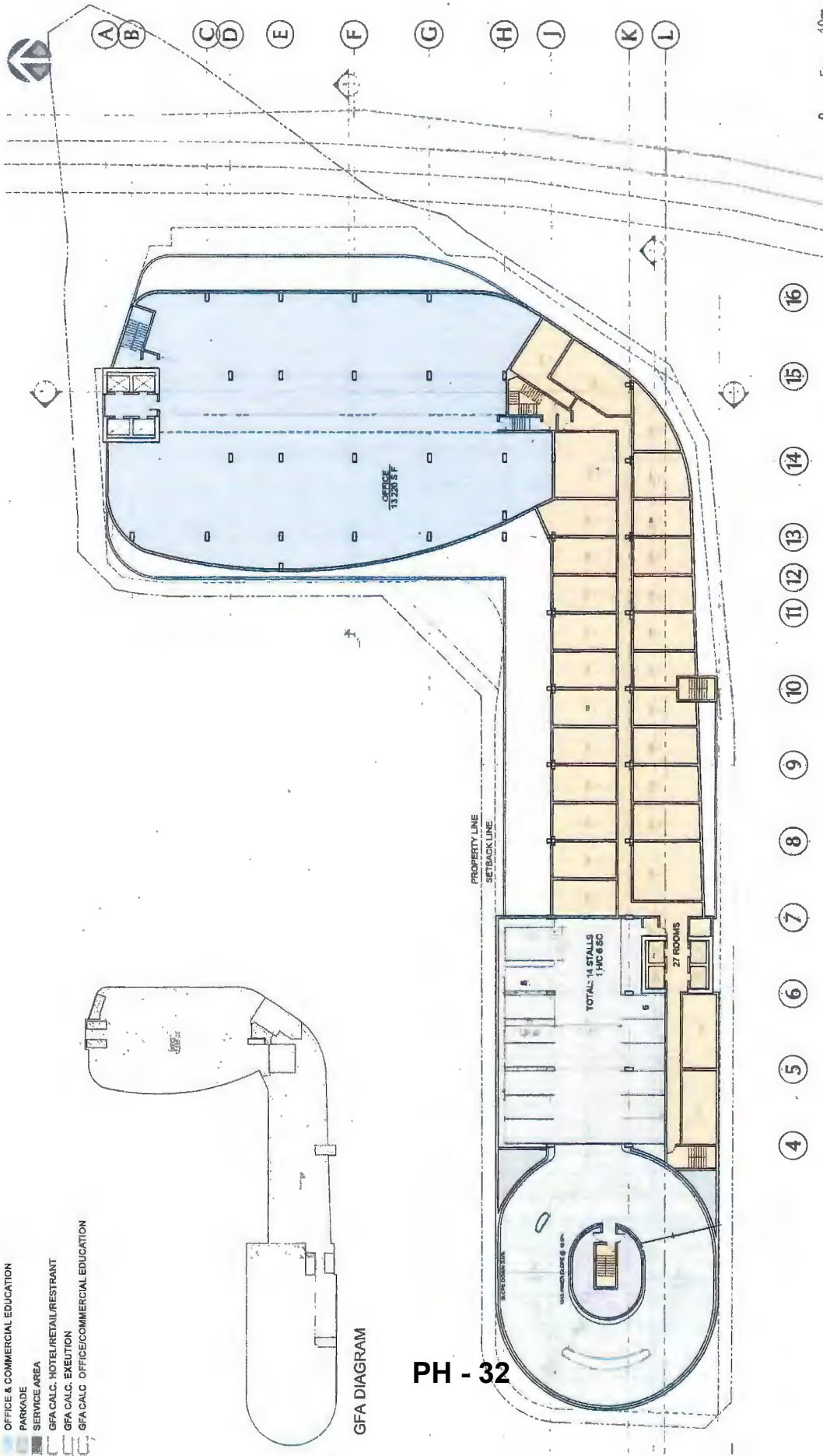
MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place, 600 Brant Street, Vancouver, BC V6C 2Z7. Ph: 604 691 0845 Fax: 604 691 1510

WA
201 - 1444 Bannockburn Ave., Suite 201
Oak Ridge, BC V6H 2G5
GSA 604-2339 WA Architecture Ltd
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PH - 32

BUILDING A+B: FLOOR PLAN LEVEL 5A013

PROPOSED MIXED USE DEVELOPMENT

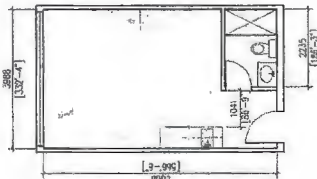
MAY.3.2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 606 Burnside Street Vancouver BC V6C 2Z7 Ph: 604 683 0859 Fax: 604 683 3510

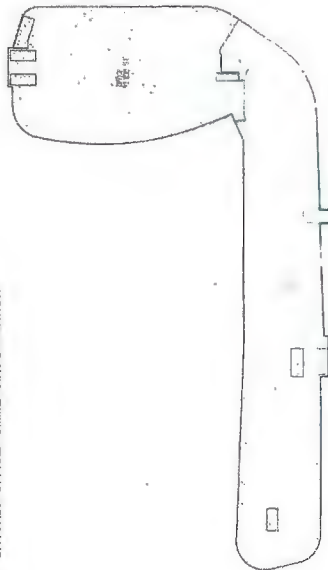
WA
201 - 1441 AVENUE ST. VICTORIA V8K 2Z6
604 683 3510 www.wensleyarchitecture.com
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

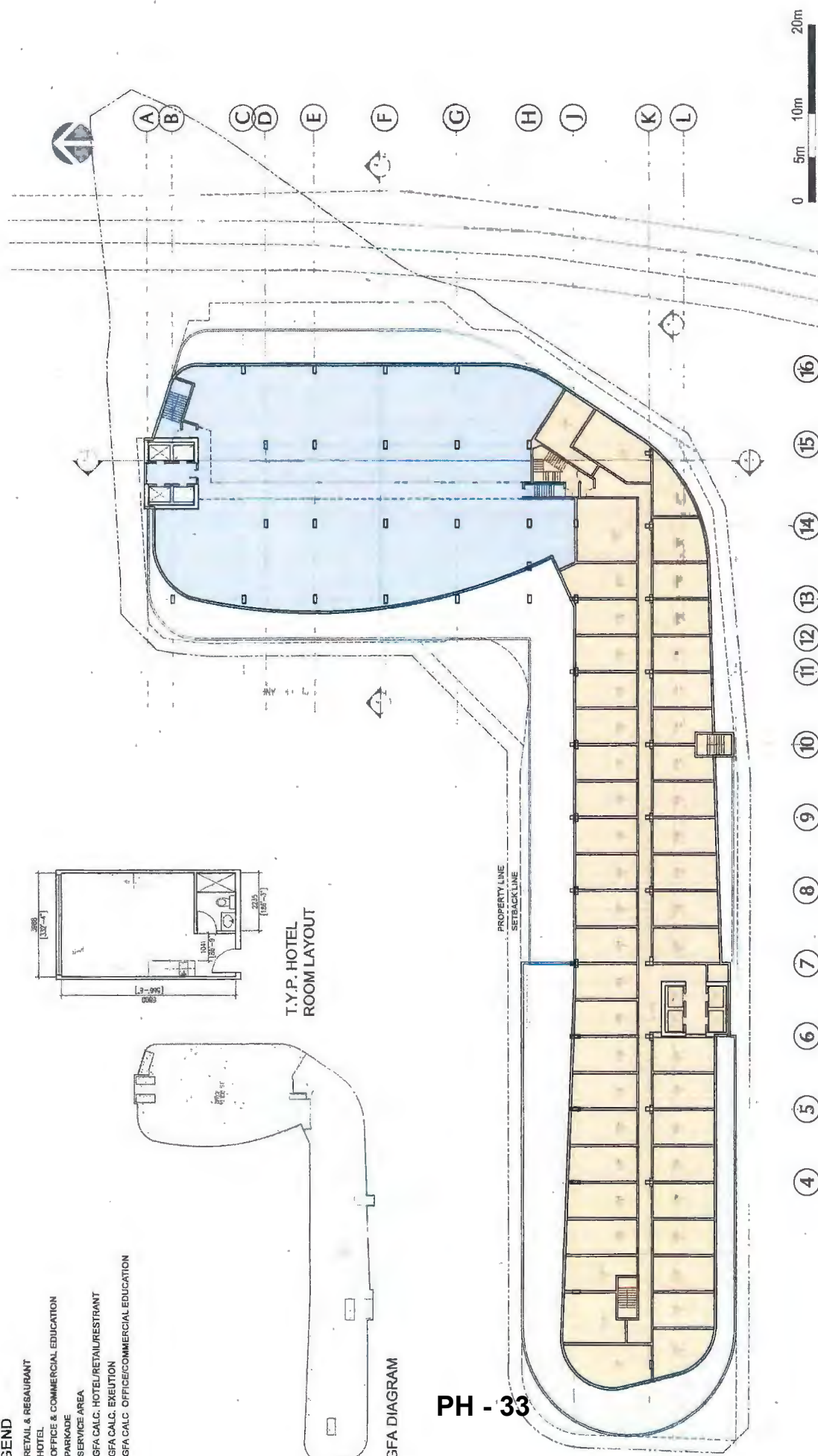


T.Y.P. HOTEL ROOM LAYOUT



GFA DIAGRAM

PH - 33



BUILDING B: FLOOR PLAN LEVEL 6, 7, 8
BUILDING A: FLOOR PLAN LEVEL 5, 6, 7 A014

PROPOSED MIXED USE DEVELOPMENT

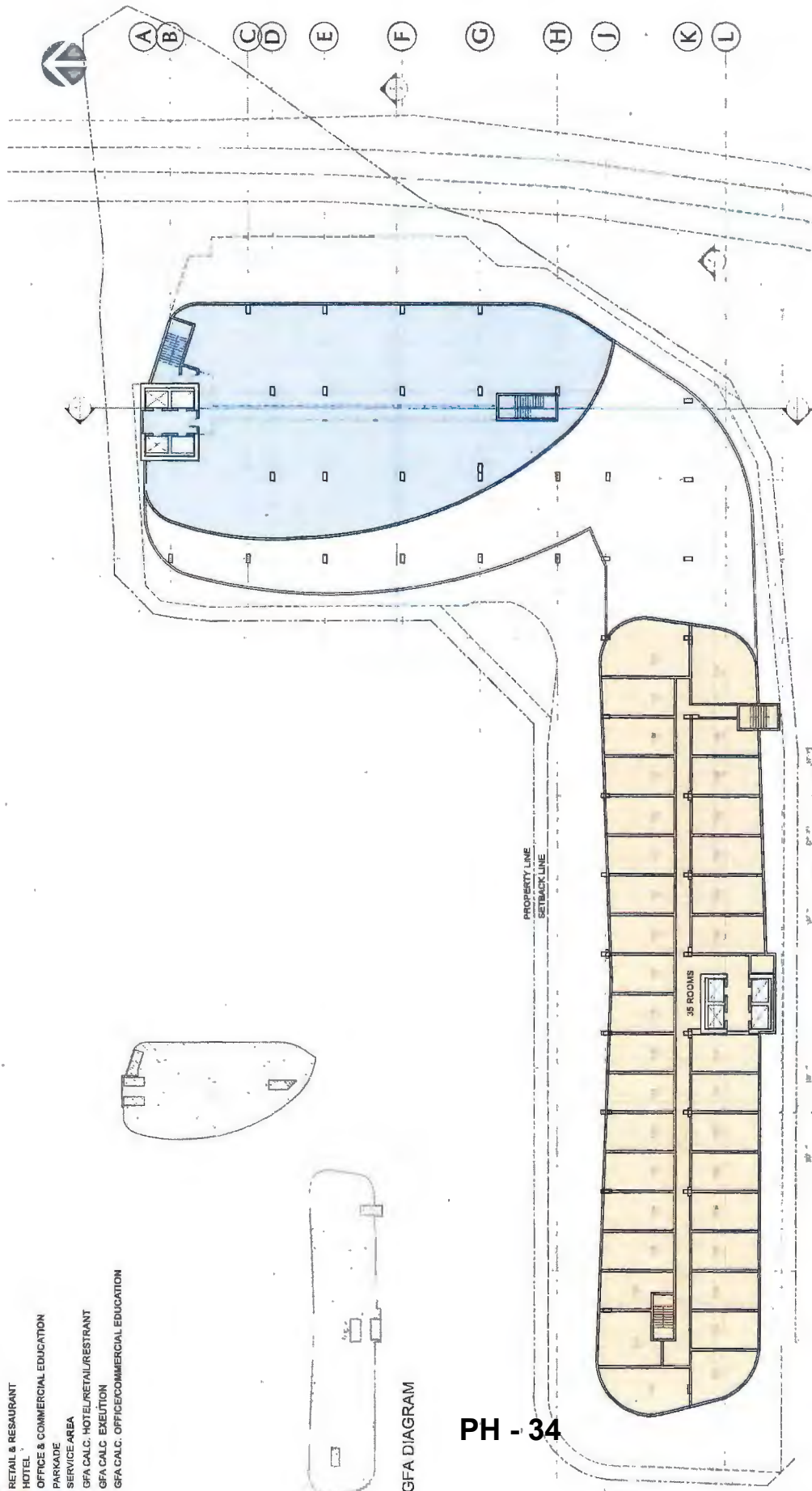
MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2007 Park Road - 100 Burnaby Street Vancouver, BC V6C 2Z7 Ph: 604 833 0854 Fax: 604 835 3510

WA
301 - 1000 Avenue St. N. - Vancouver, BC V6C 2Z7
604 833 3328 W: www.wensleyarch.com
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PH - 34

BUILDING B: FLOOR PLAN LEVEL 9, 10, 11
BUILDING A: FLOOR PLAN LEVEL 8, 9, 10 A015

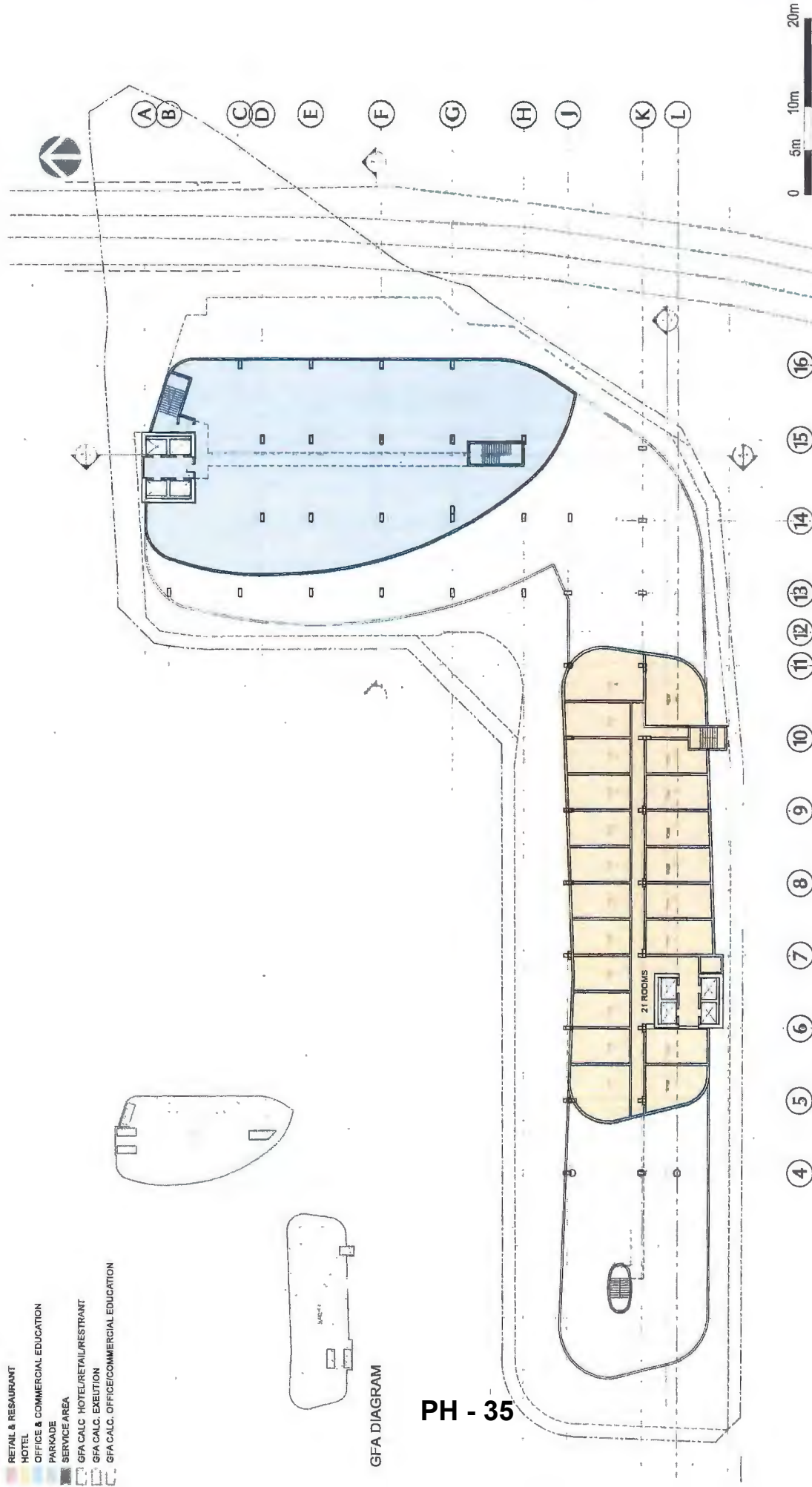
PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Pitt Street - 608 Burrell Street Vancouver BC V6C 2T7 Ph: 604 693 0965 Fax: 604 695 3610

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PH - 35

BUILDING B: FLOOR PLAN LEVEL 12
BUILDING A: FLOOR PLAN LEVEL 11-12 A016

PROPOSED MIXED USE DEVELOPMENT

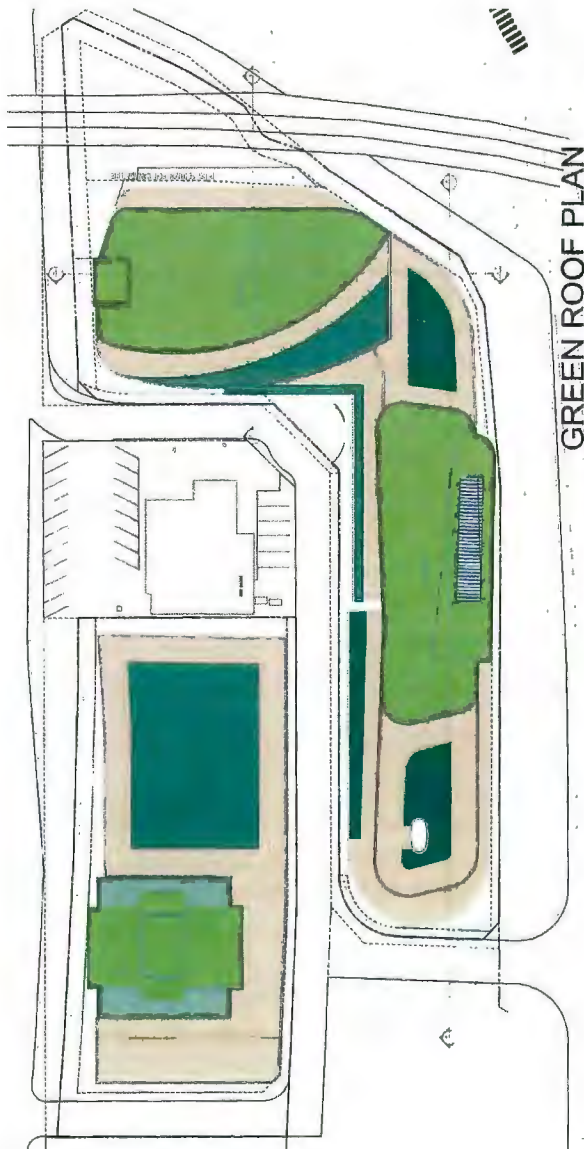
MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2001 Park Place - 6580 Burnside Street, Vancouver BC V6C 2T7 Ph: 604.623.1965 Fax: 604.623.3540

WA
201 1444 Avenue Rd. Vancouver, BC V6C 2T2
604.623.3529 • www.wensleyarchitect.com
WENSLEY ARCHITECTURE LTD

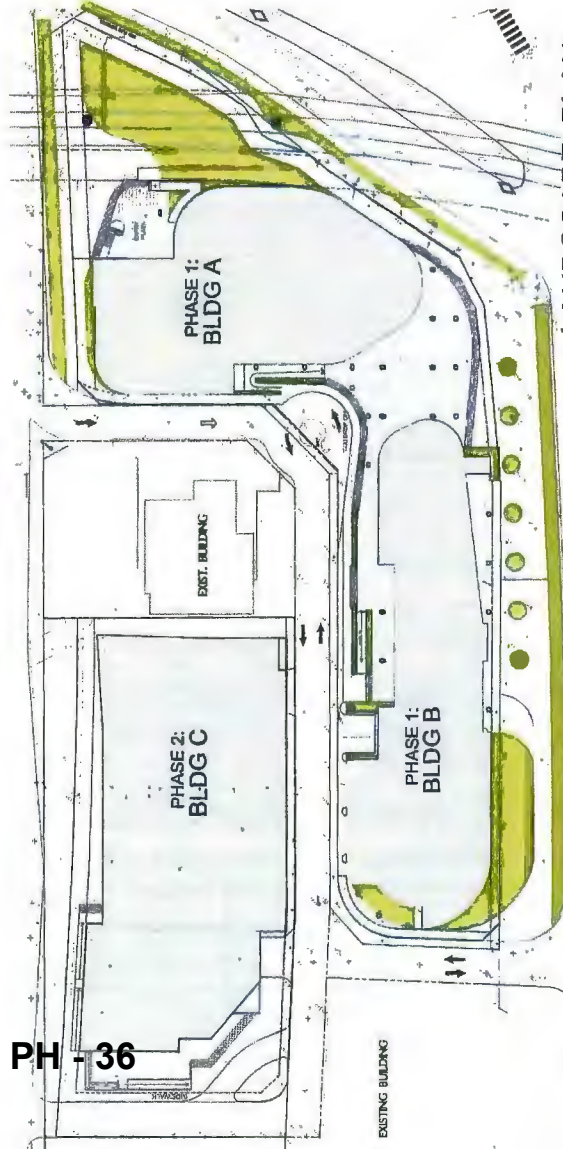
LEGEND

- COOL ROOF
- COOL ROOF PAVING
- GREEN ROOF
- REGULAR PAVING
- LEVEL 1 GREEN LANDSCAPE



GREEN ROOF PLAN

PH - 36



LANDSCAPE PLAN

BUILDING A+B GREEN ROOF PLAN 017

PROPOSED MIXED USE DEVELOPMENT

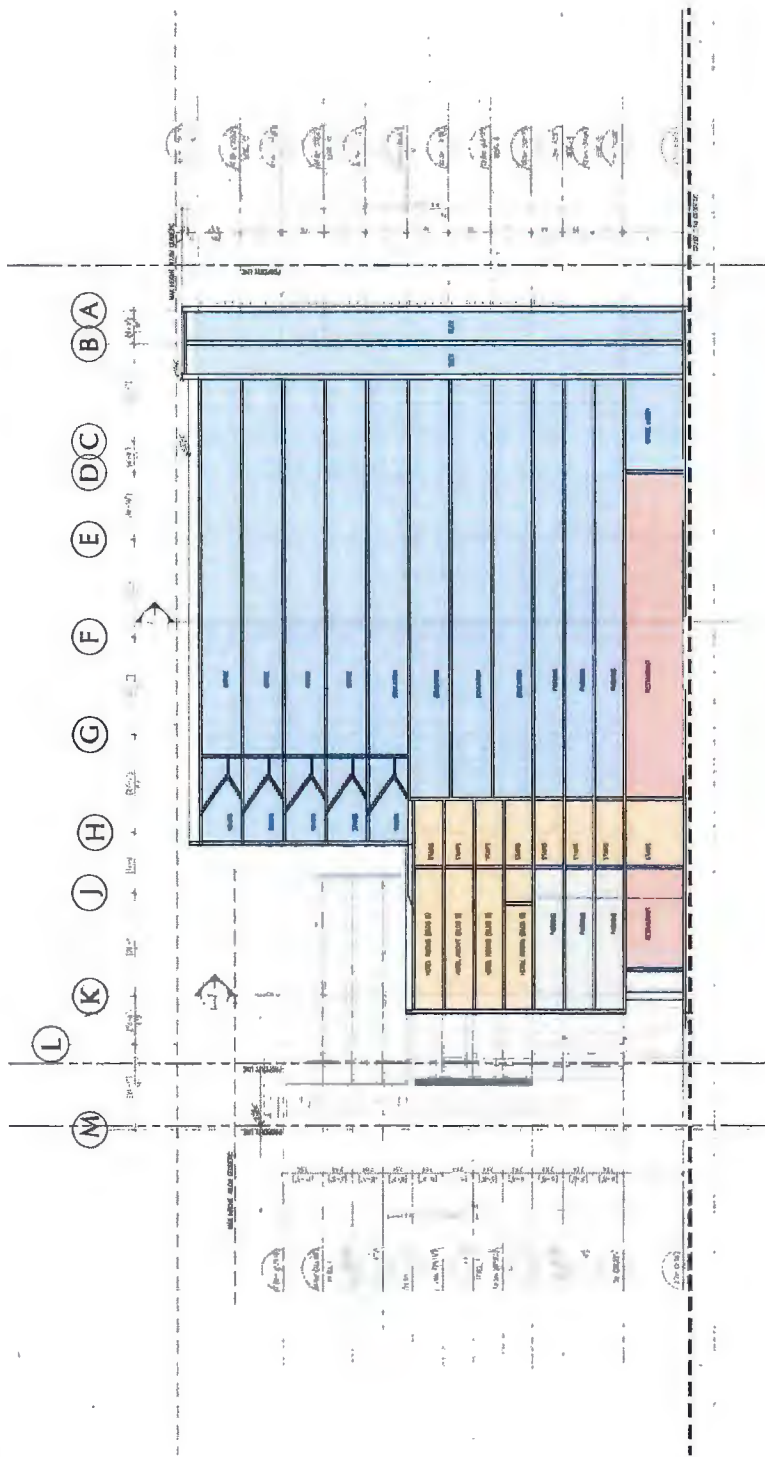
DECEMBER 16, 2016 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2620 Pitt Street 656 Burrard Street Vancouver BC V6C 2Z7 Tel: 604 683 0882 Fax: 604 592 3510

WA
101 - 1444 Abbott St. Vancouver BC V6J 2Z1
Tel: 604 330 0000 Fax: 604 330 0001
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



SECTION 3-3

PH - 38

BUILDING A+B SECTION A021

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

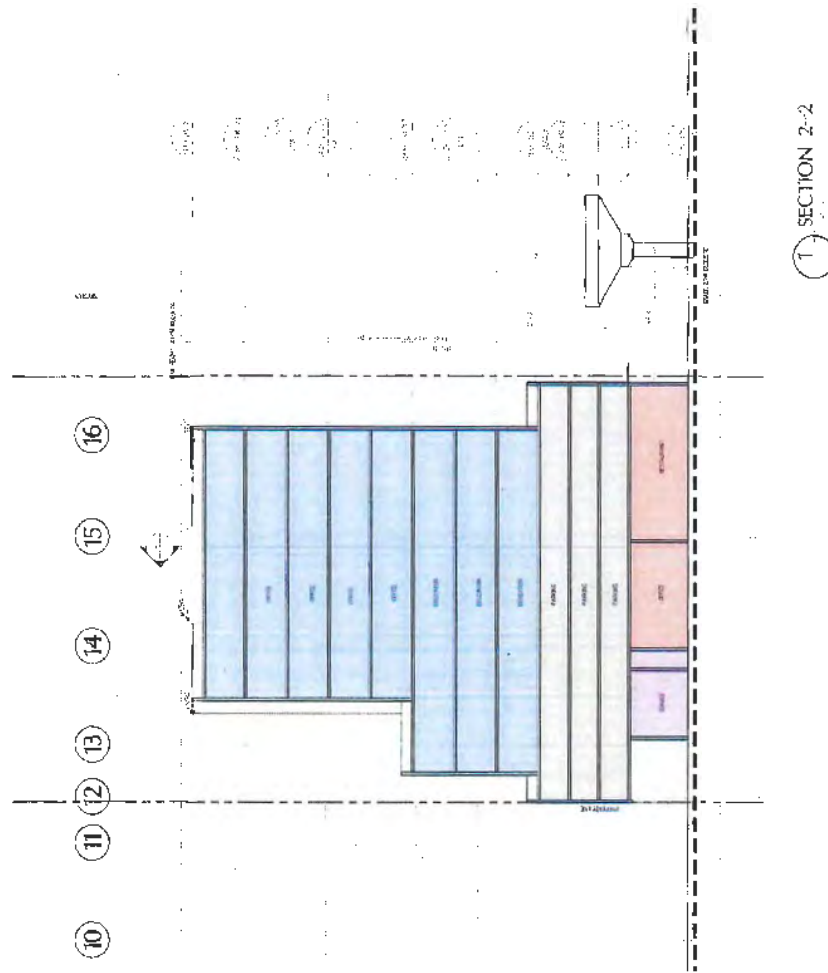
NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 600 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 695 0805 Fax: 604 695 5510

W
303 - 1444 Alberni St., Vancouver V6C 2Z2
604 683 3335 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKING
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

PH - 39



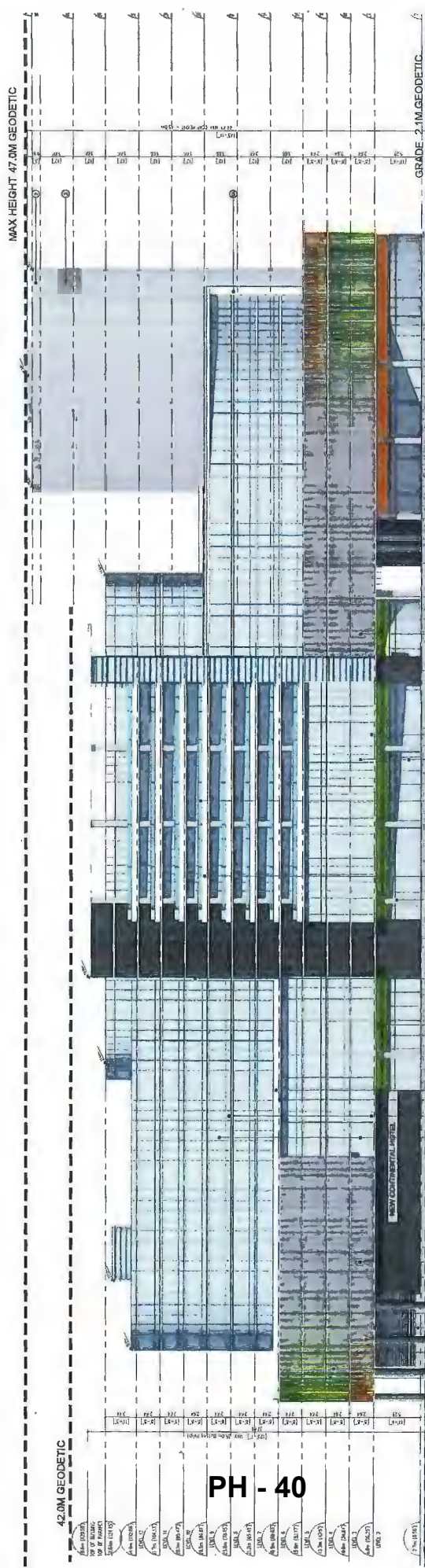
BUILDING A+B SECTION A022

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2008-2010-2012-2014-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743-2744-2745-2746-2747-2748-2749-2750-2751-2752-2753-2754-2755-2756-2757-2758-2759-2760-2761-2762-2763-2764-2765-2766-2767-2768-2769-2770-2771-2772-2773-2774-2775-2776-2777-2778-2779-2780-2781-2782-2783-2784-2785-2786-2787-2788-2789-2790-2791-2792-2793-2794-2795-2796-2797-2798-2799-2800-2801-2802-2803-2804-2805-2806-2807-2808-2809-2810-2811-2812-2813-2814-2815-2816-2817-2818-2819-2820-2821-2822-2823-2824-2825-2826-2827-2828-2829-2830-2831-2832-2833-2834-2835-2836-2837-2838-2839-2840-2841-2842-2843-2844-2845-2846-2847-2848-2849-2850-2851-2852-2853-2854-2855-2856-2857-2858-2859-2860-2861-2862-2863-2864-2865-2866-2867-2868-2869-2870-2871-2872-2873-2874-2875-2876-2877-2878-2879-2880-2881-2882-2883-2884-2885-2886-2887-2888-2889-2890-2891-2892-2893-2894-2895-2896-2897-2898-2899-2900-2901-2902-2903-2904-2905-2906-2907-2908-2909-2910-2911-2912-2913-2914-2915-2916-2917-2918-2919-2920-2921-2922-2923-2924-2925-2926-2927-2928-2929-2930-2931-2932-2933-2934-2935-2936-2937-2938-2939-2940-2941-2942-2943-2944-2945-2946-2947-2948-2949-2950-2951-2952-2953-2954-2955-2956-2957-2958-2959-2960-2961-2962-2963-2964-2965-2966-2967-2968-2969-2970-2971-2972-2973-2974-2975-2976-2977-2978-2979-2980-2981-2982-2983-2984-2985-2986-2987-2988-2989-2990-2991-2992-2993-2994-2995-2996-2997-2998-2999-3000-3001-3002-3003-3004-3005-3006-3007-3008-3009-3010-3011-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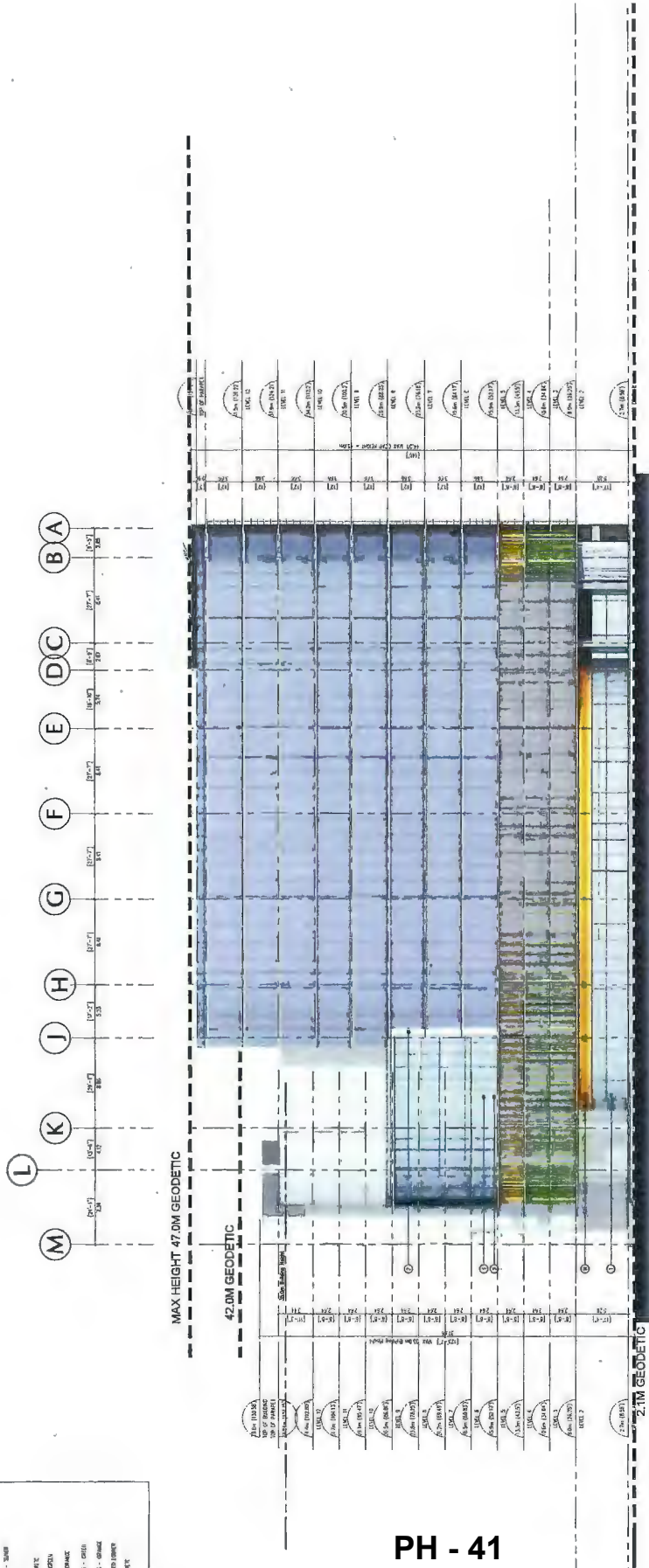
PROPOSED MIXED USE DEVELOPMENT
MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B SOUTH ELEVATION A023

NEW CONTINENTAL PROPERTIES INC
2500 Park Plaza - 666 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 683 3555 Fax: 604 683 3570

MATERIAL LEGEND	
1	CLASH MARK
2	WALL MARK
3	DOOR MARK
4	DOOR MARK - OPEN
5	DOOR MARK - SHUT
6	DOOR MARK - SHUT
7	DOOR MARK - SHUT
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PH - 41



BUILDING A+B EAST ELEVATION A024

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

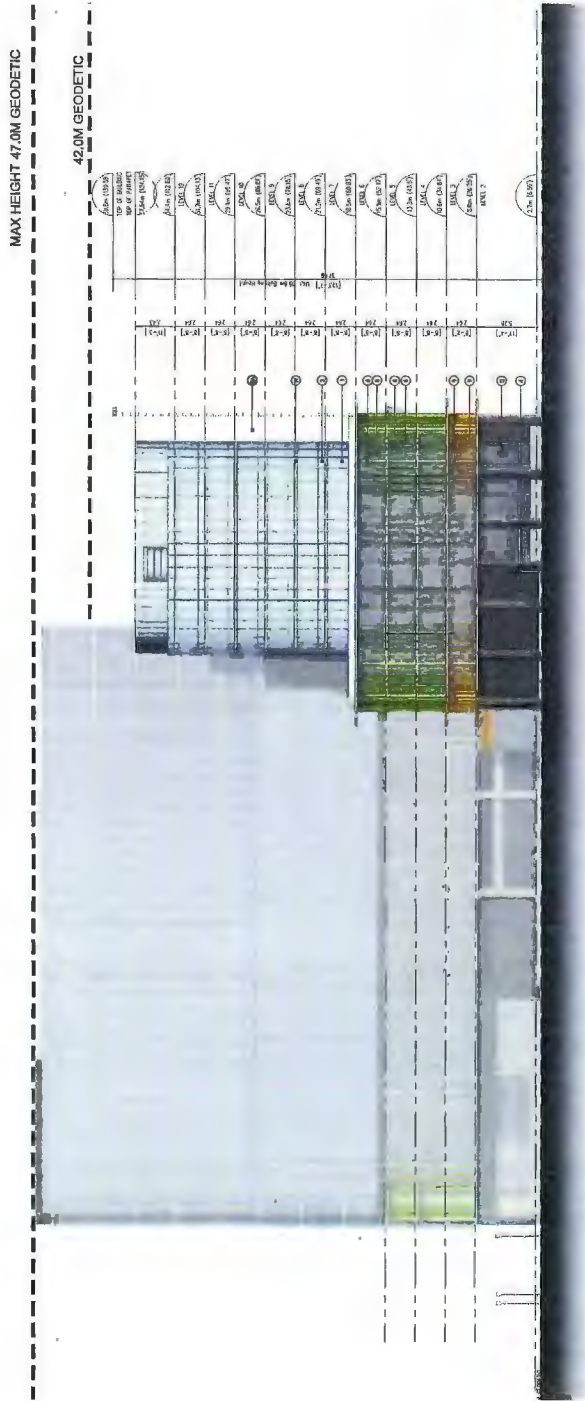
NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 898 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 605 0855 Fax: 604 605 3510

WA
201 - 1444 Albany St. Vancouver V6B 3J4
604 688 2600 www.wensleyarch.com
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MATERIAL LEGEND	
1	CONCRETE
2	GLASS
3	STEEL FRAMING
4	STEEL DECK
5	STEEL FRAMING - WALK
6	STEEL FRAMING - STAIR
7	STEEL FRAMING - ROOF
8	STEEL FRAMING - CORNER
9	STEEL FRAMING - CORNER
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PH - 42



BUILDING A+B WEST ELEVATION A025

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

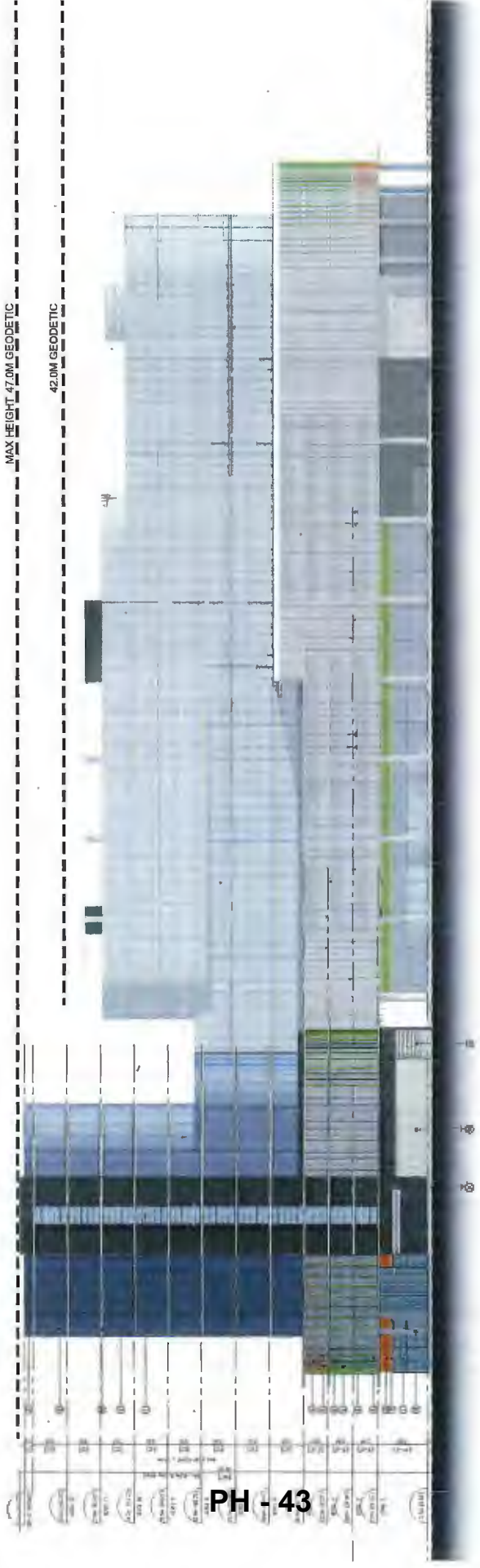
NEW CONTINENTAL PROPERTIES INC.
2800 Pitts Place - 688 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 605 0866 Fax: 604 605 3510

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2017 15444 AR2017-01, Vancouver: V05-236
604 605 0866 Ph: 604 605 3510

WENSLEY ARCHITECTURE LTD

MATERIAL LEGEND	
①	GLASS GLAZING
②	GLASS CURTAIN WALL
③	GLASS CURTAIN WALL - GLAZING
④	GLASS CURTAIN WALL - GLAZING
⑤	GLASS CURTAIN WALL - GLAZING
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㊿	GLASS CURTAIN WALL - GLAZING



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BUILDING A+B NORTH ELEVATION A026

PROPOSED MIXED USE DEVELOPMENT

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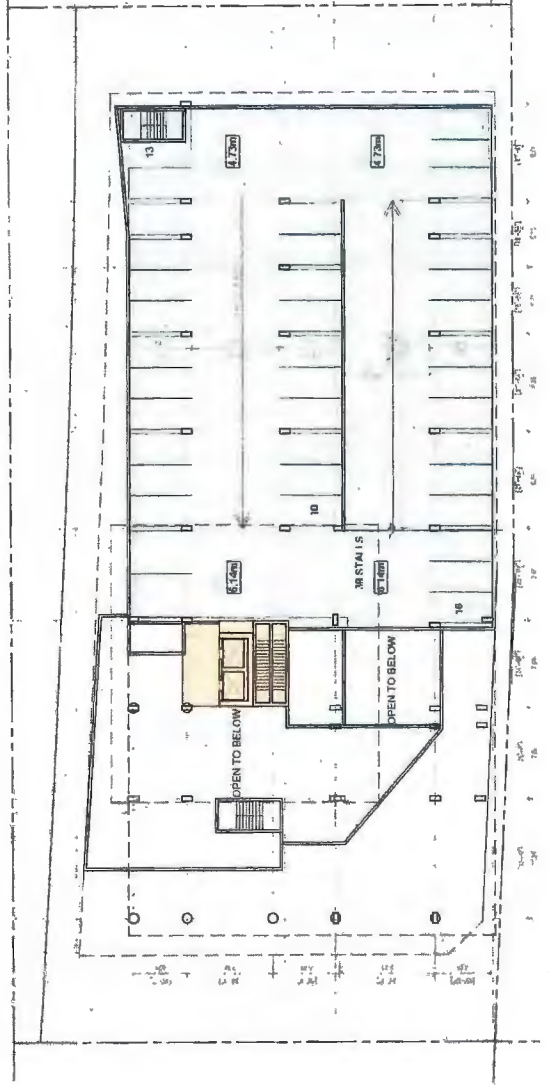
NEW CONTINENTAL PROPERTIES INC
 2600 First Place 608 Burnaby Street Vancouver, BC V6C 2Z7 PH 604-603-0855 FAX 604-603-2670

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



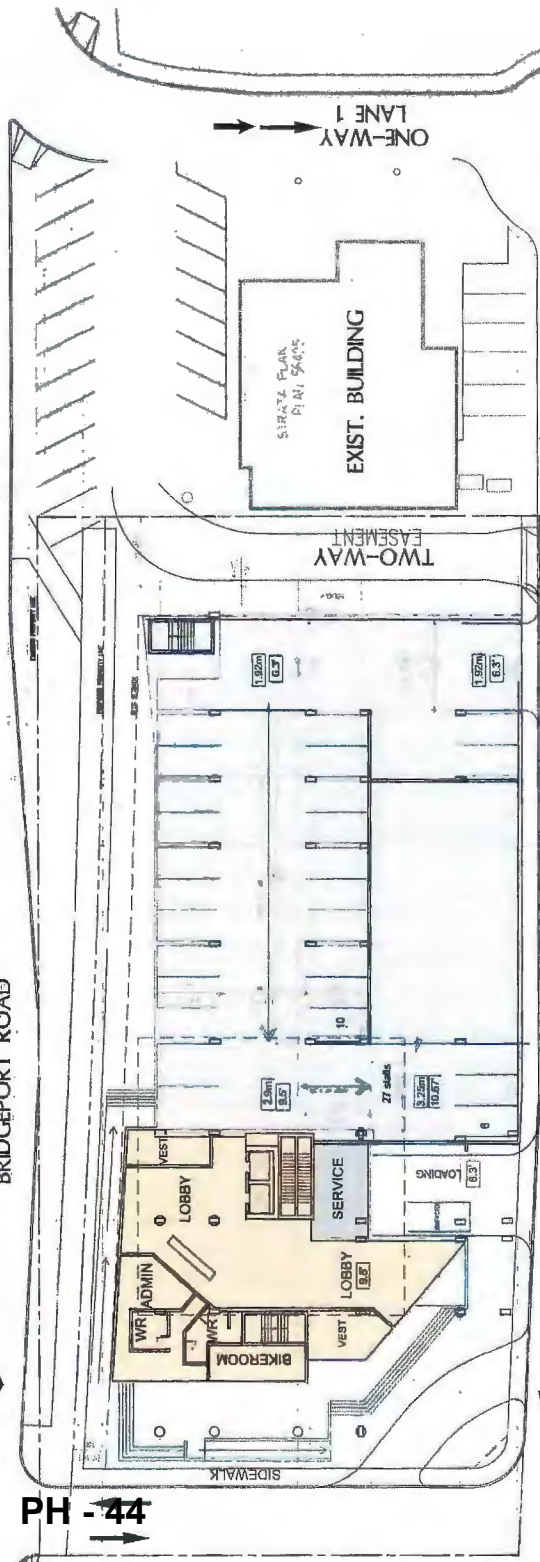
A B C D E F



1 FLOOR LEVEL 2

BRIDGEPORT ROAD

PH -44



1 FLOOR LEVEL 1

BUILDING C: FLOOR PLAN LEVEL 1 / LEVEL 2
A031

PROPOSED MIXED USE DEVELOPMENT

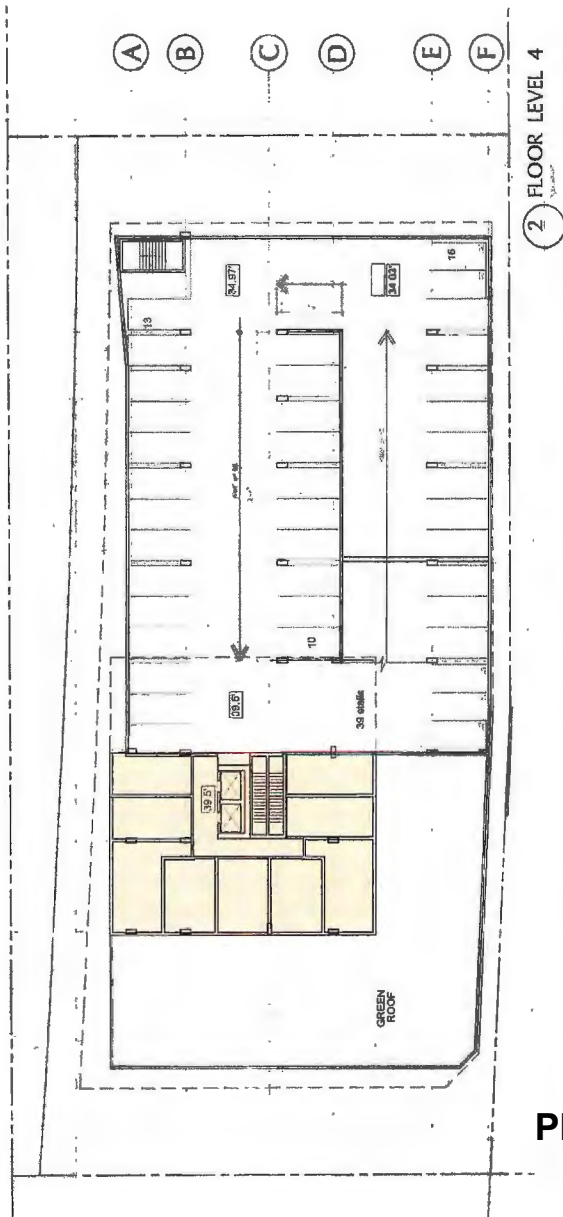
MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.

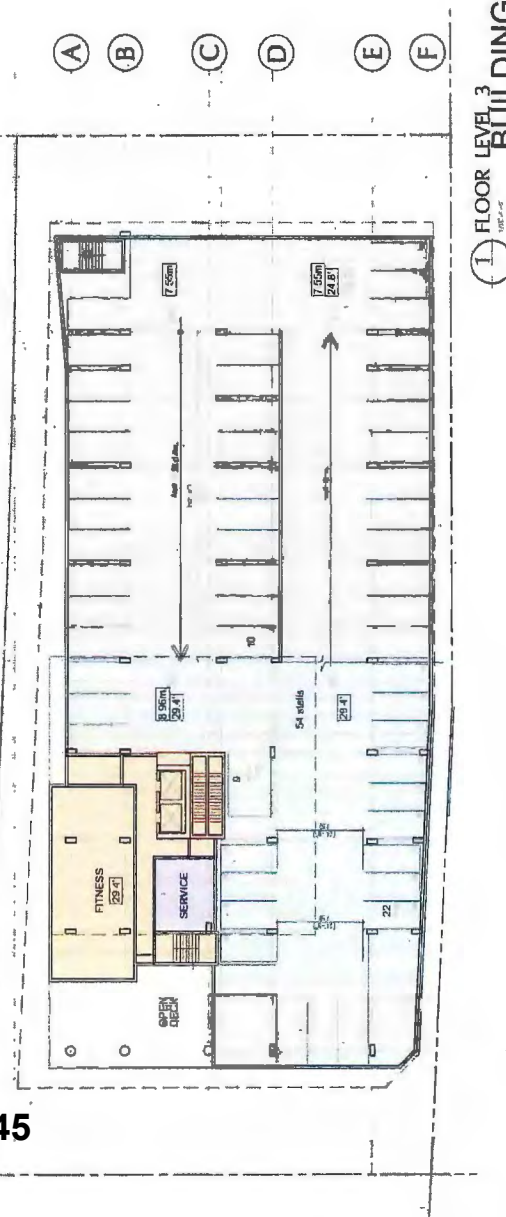
W.A. WENSLEY ARCHITECTURE LTD.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PH - 45



BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A032

PROPOSED MIXED USE DEVELOPMENT

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2800 Park Place - 855 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 3510

WA
301 - 1444 Alberni Dr., Vancouver, V6D 2Z4
604 683 9128 www.wensleyarch.ca
WENSLEY ARCHITECTURE LTD

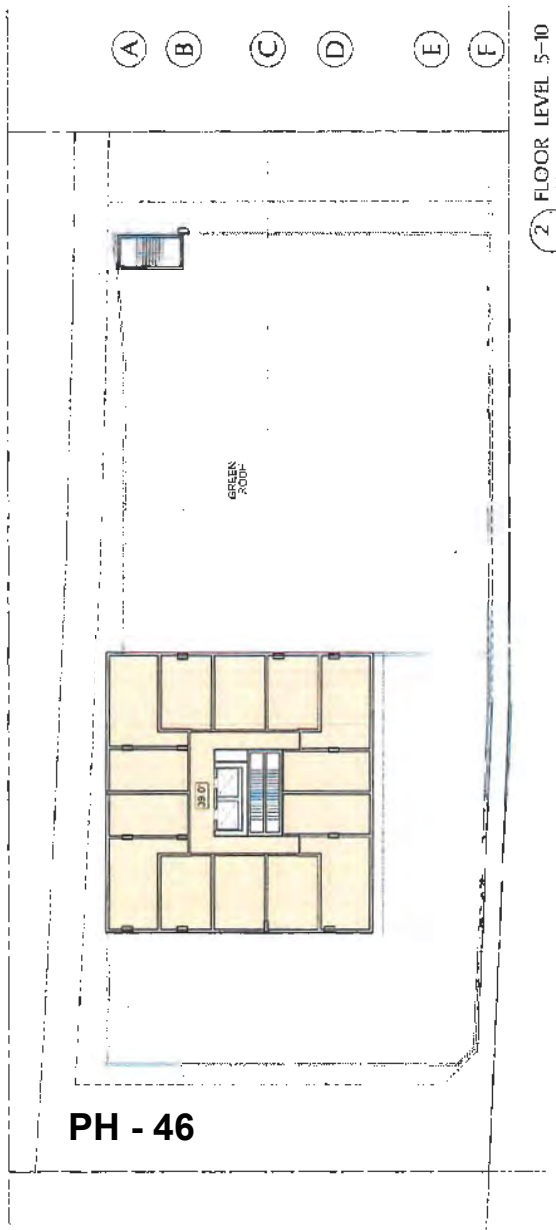


LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



3 FLOOR LEVEL 11



2 FLOOR LEVEL 5-10

4 ROOF PLAN

BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A033

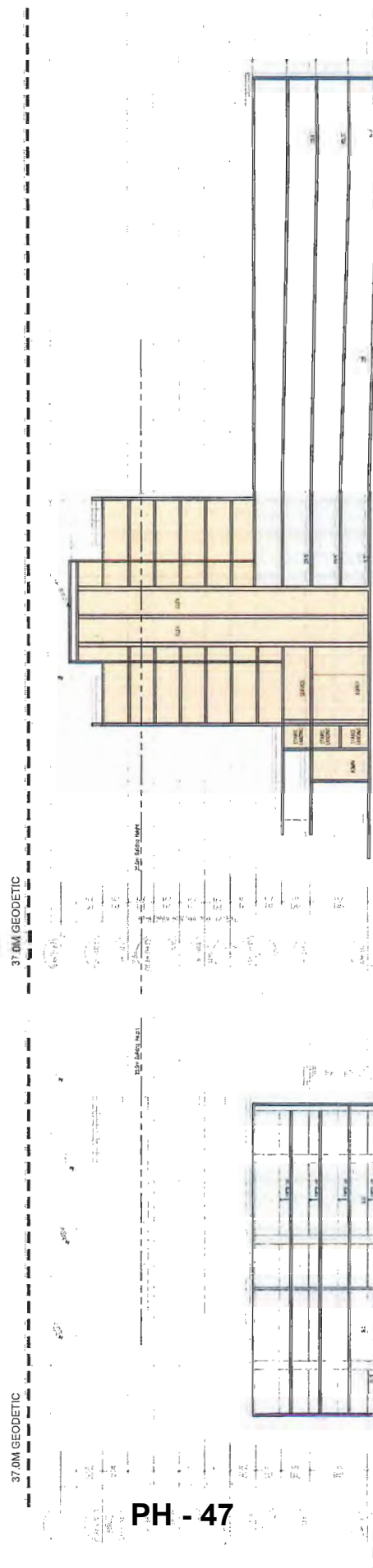
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NEW CONTINENTAL PROPERTIES INC.

2570 Park Square - 1000 Richmond Street, Vancouver, BC V6W 2M7 PH: 604-681-0844 FAX: 604-681-0840

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- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PH - 47

SECTION BLDG C 1-1

2) SECTION BLDG C 2-2

WA
200 West 40th Street, 2nd Floor, New York, NY 10018
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WENSLEY ARCHITECTURE LTD

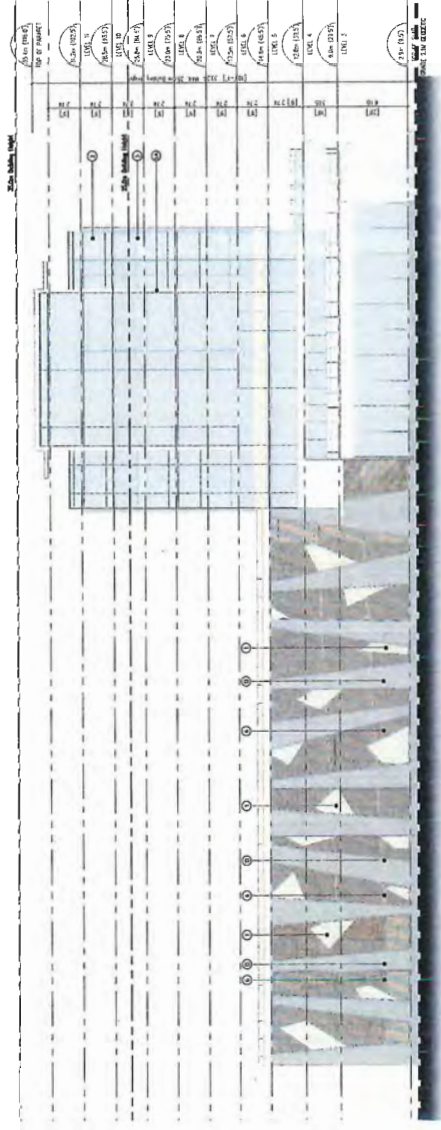
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BUILDING C SECTIONS A035

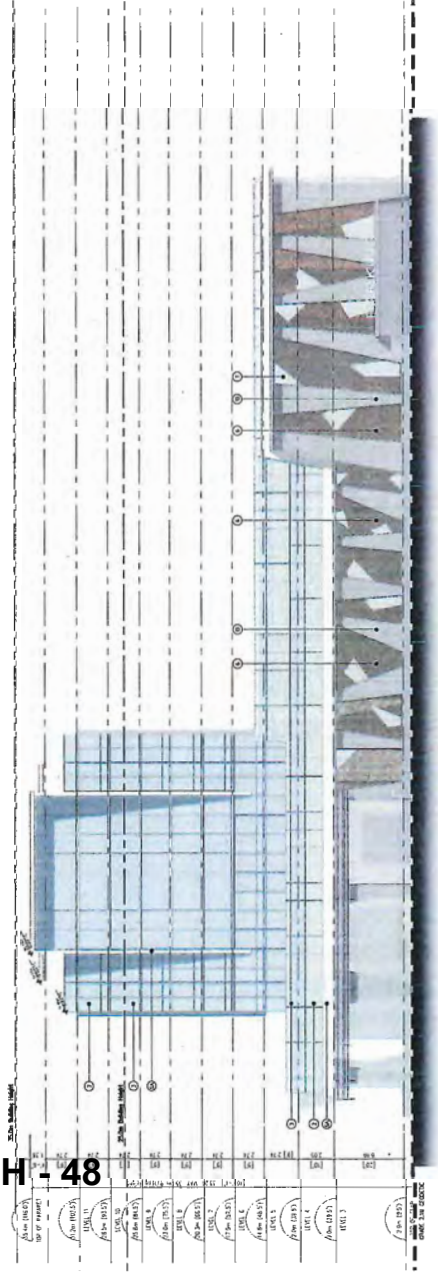
NEW CONTINENTAL PROPERTIES INC
2200 5th Ave. S.E. - 555 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 603 0850 Fax: 604 604 9510

MATERIAL LEGEND	
1	GLAZ CURT
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1 BLDG C NORTH ELEVATION

PH - 48



2 BLDG C SOUTH ELEVATION

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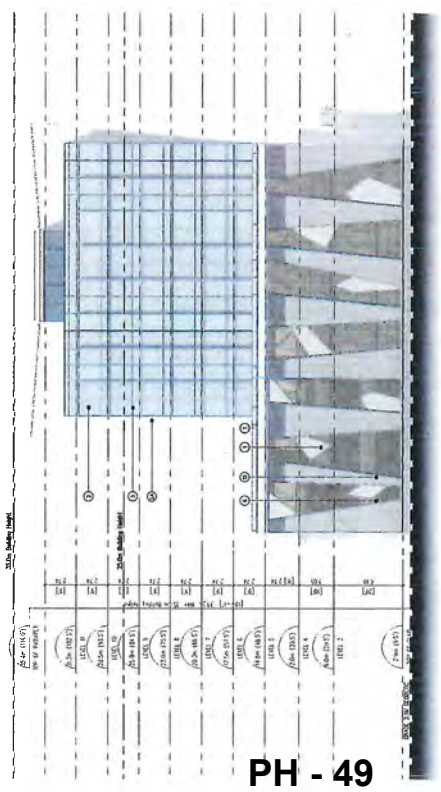
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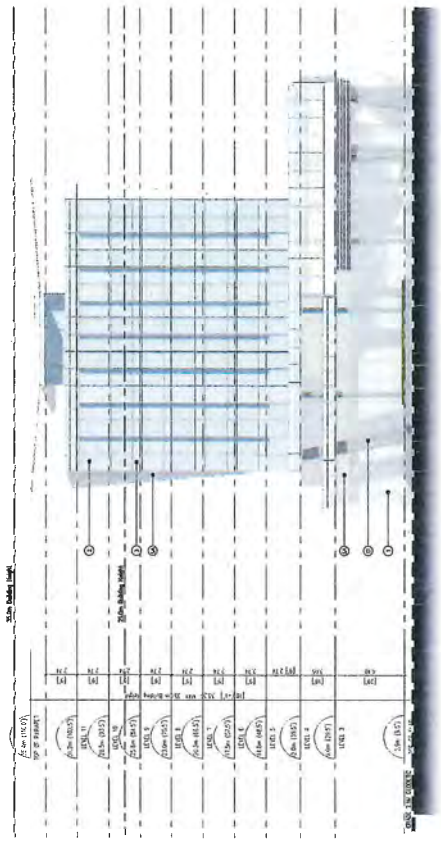
BUILDING C ELEVATIONS A036

NEW CONTINENTAL PROPERTIES INC
2007 Park View - 606 Burrard Street Vancouver BC V6C 2Z7 Ph: 604.607.6666 Fax: 604.607.3510

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
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1 BLDG C EAST ELEVATION



2 BLDG C WEST ELEVATION

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PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C ELEVATIONS A037

NEW CONTINENTAL PROPERTIES INC
2800 Park Place 606 Burrard Street Vancouver, BC V6C 2Z7 Tel: 604-606-6545 Fax: 604-606-2570



Development Application (RZ)
Data Summary

RZ 13-628557	
Address:	8320, 8340, 8360 & 8440 Bridgeport Road and 8311& 8351 Sea Island Way
Owner/Agent:	New Continental Properties Inc. / Danny Leung, Wydanco
Planning Area(s):	City Centre Area Plan – Bridgeport Village – T5 (45m) and T5 (35) – VCB Overlay – DPG Sub-Area A.4
Other Area(s):	Aircraft Noise Sensitive Use Area 1.B & 2 – Flood Construction Level Area A

RZ 13-628557	Existing	Proposed
OCP Designation:	Commercial	Commercial
Land Uses:	Commercial	Commercial & Education
Zoning:	LUC 126 and CA	ZMU39
Site Area (before and after dedications): Parcel A+B+C	10,441 m ²	9,380 m ²
Net Development Site Area (for floor area calculation):	N/A	9,380 m ²
Number of Residential Units:	0	0

RZ 13-628557	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	2.00	2.00	
Village Centre Bonus (VCB) (max):	1.00	1.00	
Total FAR (max):	3.00	3.00	
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	
Office FAR (max):	3.00	0.50	
Education FAR (max.):	0.50	0.50	
Commercial (hotel and secondary uses) (max):	18,760 m ²	18,760 m ²	
Office (max):	28,140 m ²	4,680 m ²	
Education (max):	4,680 m ²	4,680 m ²	
Floor Area FAR (max):	28,161 m ²	28,161 m ²	
Lot Coverage (max.):	90%	71% / 73%	
Setback – Bridgeport Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – No. 3 Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – Sea Island Way (min):	6.0 m / 1.5 m	1.5 m	
Setback – Canada Line (min):	6.0 m	6.0 m	
Setback – Lanes	0.0 m	0.0 m	
Setback – Interior Side Yard (min):	0.0 m	> 0.0 m	
Height Dimensional (geodetic) (max):	47.0 m / 42.0 m / 37.0 m	46.1 m / 37.65 m / 35.4 m	
Height Accessory (max):	5.0	n/a	
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	
Off-street Parking TTL – Pre-Capstan (Parcel A+B+C and Orphan) (min):	503	475	1 and 2
Off-street Parking TTL – Post-Capstan (Parcel A+B+C and Orphan) (min):	465	475	1 and 2

TDM Reduction (max):	10% / 20% (education)	10% / 20% (education)	
Class 1 Bicycle Parking (min):	127	129	
Class 2 Bicycle Parking (min):	132	132	
Loading – Medium (min):	6	6	
Loading – Large (min):	within lane system	within lane system	

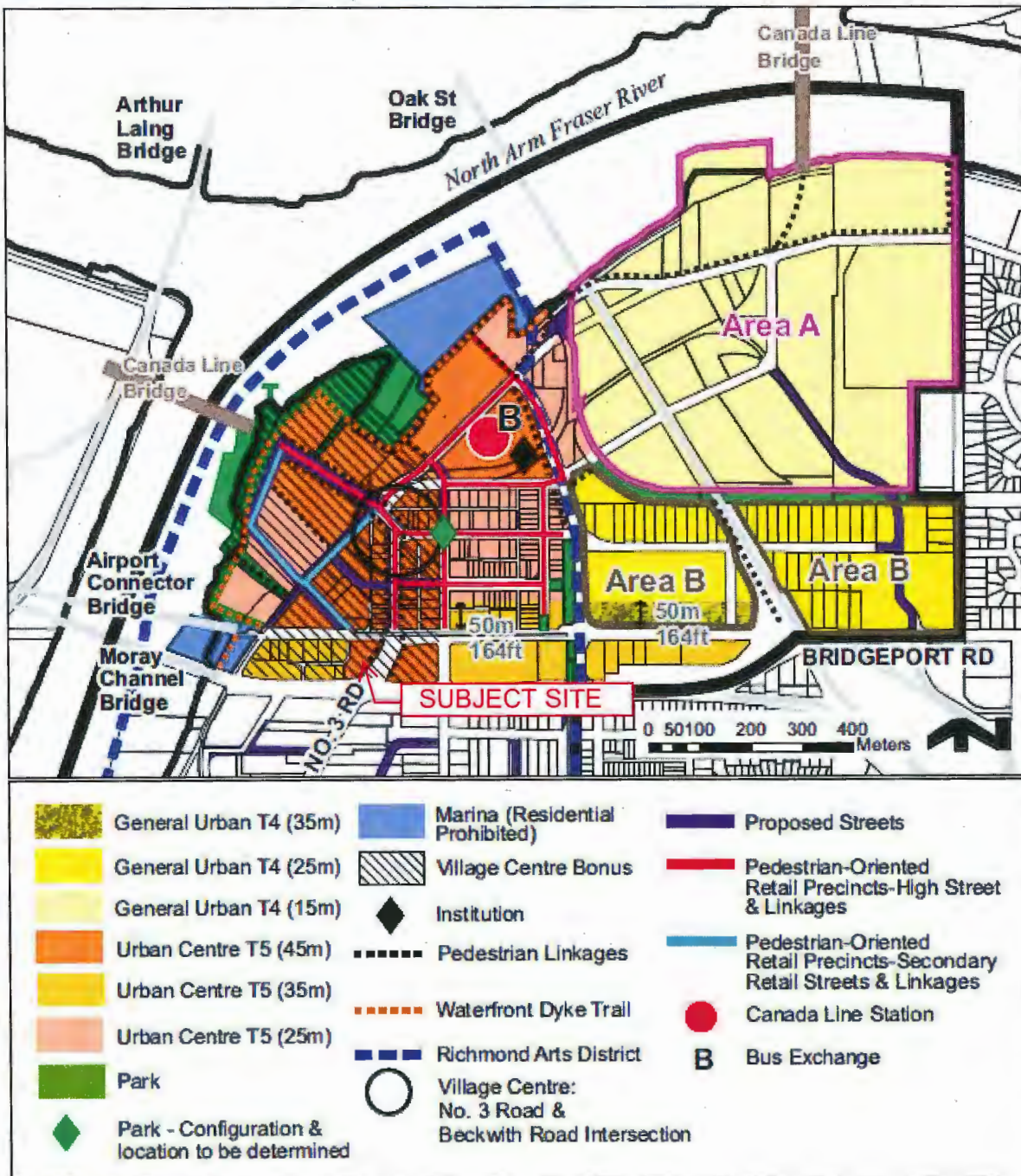
GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

NOTE 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. number of hotel rooms, floor areas), final parking requirements will be determined using the same methodology.

NOTE 2: The proposed parking makes assumptions regarding timing of Capstan Station, development of subject site Phase 1 and 2 and development of the orphan lot. Final parking provision will be required to meet the relevant conditions at the time of development permit approval.

Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041
2016/07/25





City of
Richmond

ATTACHMENT 5

OCP Amendment and Rezoning Considerations

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

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: RZ 13-628557

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. **(Ministry of Environment)** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. **(Provincial Ministry of Transportation & Infrastructure - Site)** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. **(Provincial Ministry of Transportation & Infrastructure - Off-site)** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. **(South Coast British Columbia Transportation Authority (TransLink))** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. **(Trans Mountain Pipeline/Kinder Morgan Canada)** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. **(BC Hydro)** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
 - Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. **(Statutory Rights-of-Way)** Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

- 14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
- 15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
- 16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses 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 that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
- 18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
- 20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
- 21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial and education use.

22. **(Vehicle Access and Egress)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under **(Egress – Orphan Lot)**.
23. **(Egress – Orphan Lot)** Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. **(Parking – Orphan Lot)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. **(Car Share Provisions)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

29. **(Electric Vehicle Provisions – Cars and Bicycles)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

- 30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
- 31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
- 32. **(District Energy Utility)** Registration of a covenant on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement will include, at minimum, the following terms and conditions:
 - a) 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;
 - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory-Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - 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. if required by the Director of Engineering, the owner provides to the City with security 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.

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).

34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,281,593.00 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \$6,997 / \text{m}^2$) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least \$75,696.60 (100% of the total floor area calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$2.69 / \text{m}^2$) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least \$130,288.20 (100% commercial floor area @ \$4.63 per square meter calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$4.63 / \text{m}^2$) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as $7 \times \$1,300$ per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
- design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - Council directions arising out of Public Hearing;
 - form and character objectives noted in the associated Report to Planning Committee;
 - comments of the Advisory Design Panel;
 - the requirements of TransLink related to Development Permit (DP) level consent;
 - technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. 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; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - i. 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.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
 - i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
 - i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole

STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
- iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
- v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.

e) At Developers cost, the City will:

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

(Sanitary Sewer Works)

f) The Developer is required to:

- i. No upgrade required to the existing sanitary sewers at the lane frontages.

g) At Developers cost, the City will:

- i. Cut and cap at main all existing sanitary service connections.
- ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
- iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

h) The Developer is required to:

- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.

Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.

- iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
- v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
- vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
- vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
- viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
- ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
- x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be

shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way 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 Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - 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 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.
 - iii. Undertake 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.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval

processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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.

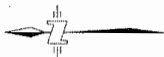
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

The legal 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.

3. 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

Signed

Date



PRELIMINARY

PH - 70

ATTACHMENT 5 -
SCHEDULE 1

1. *Staphylococcus aureus* (S. aureus)
 2. *Staphylococcus epidermidis* (S. epidermidis)
 3. *Staphylococcus saprophyticus* (S. saprophyticus)
 4. *Staphylococcus carnosus* (S. carnosus)
 5. *Staphylococcus sciuri* (S. sciuri)

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER
PART OF LOT A SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP68705

PLAN EPP70170

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT.
FOR ACCESS PURPOSES

BCGS 92G-015

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

THE INTENDED PLOT SIZE OF THIS PLAN IS 560 mm IN WIDTH BY
432 mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:200

INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND)

NAD83 (CSRS) 4.0.0 BC-1 (GVRC)

GRID BEARINGS ARE DERIVED FROM PLAN EPP68705

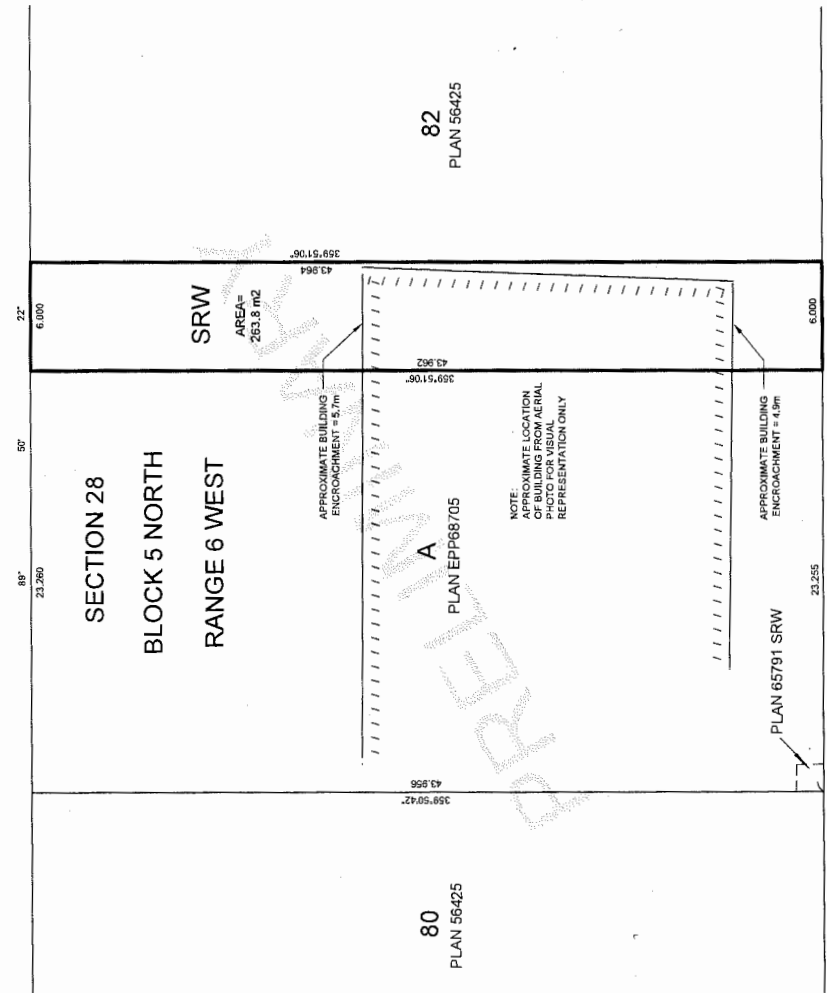
LEGEND:

m² DENOTES SQUARE METRE(S)

PH - 71



BRIDGEPORT ROAD



LANE

THIS PLAN IS BASED ON THE FOLLOWING
LAND TITLE AND SURVEY AUTHORITY OF BC
REGISTERED PLAN EPP68705

JASON C. HAMEL, BCLS (2011)
28TH DAY OF MAY, 2017

MAE HANNEY ASSOCIATES
LAND SURVEYORS LTD.
Suite 2300
13450 - 102 Avenue
Surrey BC
V4N 1C3
Canada
Tel 604 596 0391
FILE NO. 2117-0979-08 EXP
ECP DATE

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

ATTACHMENT 5 - SCHEDULE 2



Life Insurance

TITLE: 'INTERIM' FUNCTIONAL PLAN

DATE	12/27/20	TIME	10:00
BY	12/27/20	TIME	10:00
DATE	12/27/20	TIME	10:00
BY	12/27/20	TIME	10:00

MPT ENGINEERING CO. LTD.
11720 HONLEIGHWAY, RICHMOND, BC V7A 9K7 TEL: (604) 279-6231 FAX: (604) 279-6232
NEW CONTINENTAL PROPERTIES INC.

MPT DWG. No.: R15943--FP
SHT. No.: 1 OF 4

NOTES:

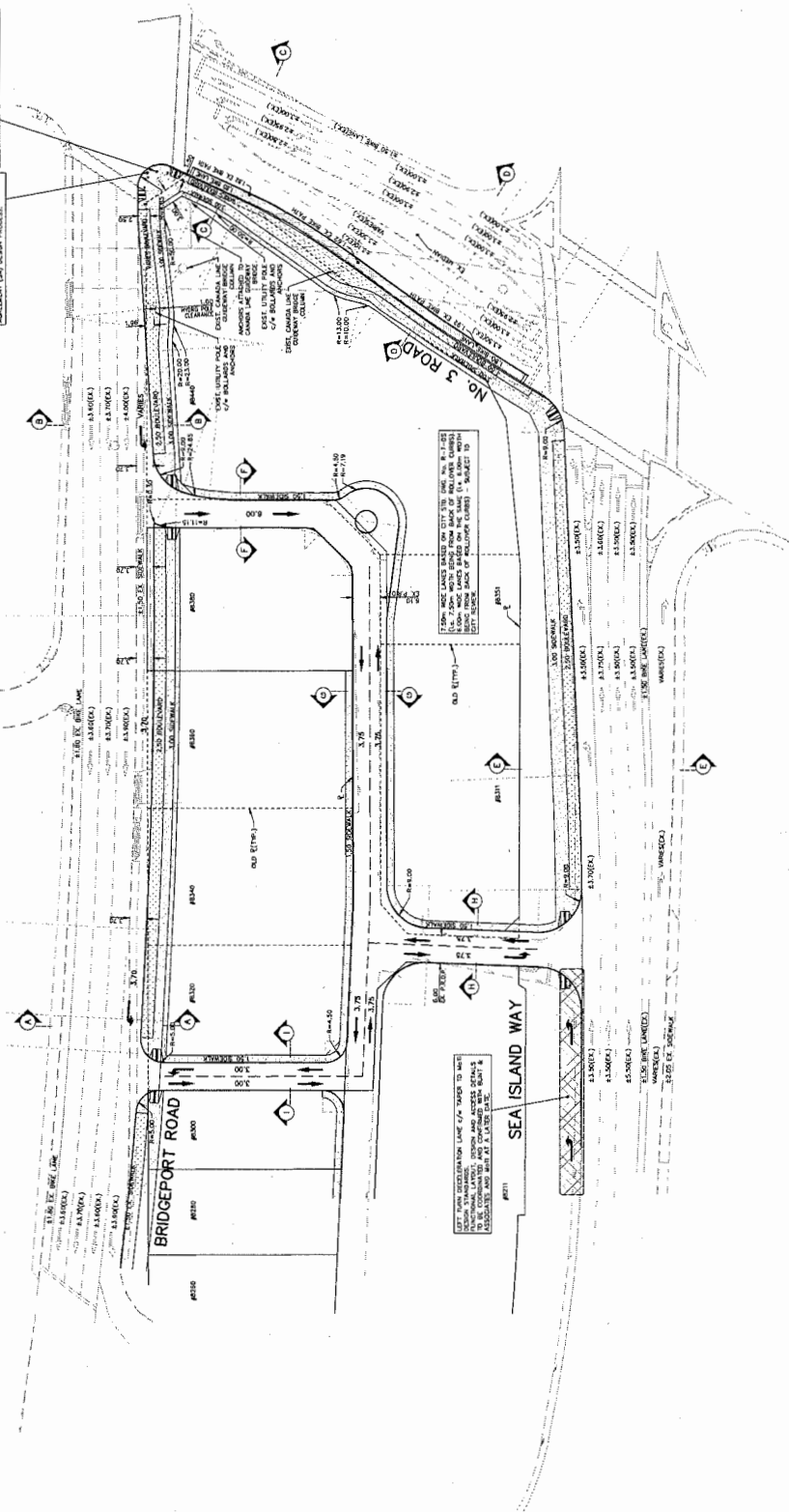
- ALL RESEARCHERS ARE TO RECEIVE PRIZES AND BURSARIES TO ENCOURAGE RESEARCH IN THE
FIELD OF

PHYSICS, GAS SCIENCES

[illegible]



CONFORMANCE TO THE CITY OF RICHMOND
AT THE 1/2" = 1' SCALE, THE FOLLOWING LOCATIONS ARE TO BE
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CONFORMANCE TO THE CITY OF RICHMOND
AT THE 1/2" = 1' SCALE, THE FOLLOWING LOCATIONS ARE TO BE



PH - 74

ULTIMATE
FUNCTIONAL PLAN
8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/
8311 & 8351 SEA ISLAND WAY
CITY FILE: RZ 13-62857

City of Richmond

ULTIMATE
FUNCTIONAL PLAN
8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/
8311 & 8351 SEA ISLAND WAY
CITY FILE: RZ 13-62857

DWG. No.:
SHEET: 3 OF 4

MPT ENGINEERING CO. LTD.
NEW CONTINENTAL PROPERTIES INC.

NOTES:

1. ALL REVISIONS ARE TO BE MADE IN THE FIELD AND NOT IN THE OFFICE.
2. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CLIENT.
3. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CLIENT.
4. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CLIENT.
5. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CLIENT.

DATE: 10/10/13

THESE PLANS ARE THE PROPERTY OF MPT ENGINEERING CO. LTD. AND ARE NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF MPT ENGINEERING CO. LTD.



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island
Way**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR, is located on a site fronting No. 3 Road, and, has a site area of between 8,000 m² and 11,000 m²”;

- b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUN 12 2017

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 22 (Site Specific Commercial Use Zones), in numerical order:

"20.39 "High Rise Commercial (ZC39) – Bridgeport Gateway"

20.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

20.39.2 Permitted Uses

- hotel
- office

20.39.3 Secondary Uses

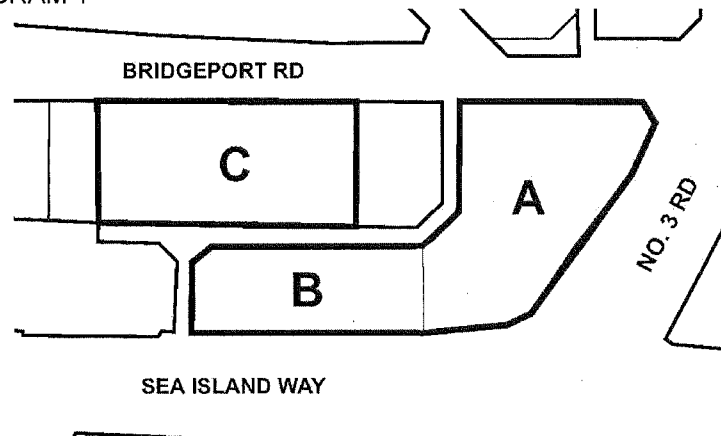
- retail, convenience
- restaurant

20.39.3A Additional Uses

- education, commercial
- education, university

20.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas "A", "B" and "C", as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 20.39.4.2, the reference to "2.0" is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within area "A", as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area "A", as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area "A", as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5, whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the "equivalent to construction value" rate of \$6997/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive; and
4. Notwithstanding Section 20.39.4.2 and Section 20.39.4.3, the maximum **floor area ratio** for areas "A" and "B" together, as shown in Diagram 1, is 2.50.

20.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas "A" and "B" together, as shown in Diagram 1, is 90% and for area "C", as shown in Diagram 1, is 90%.

20.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 3. Notwithstanding Section 20.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road**, **lane** or public purposes.

20.39.7 Permitted Heights

1. The maximum height for **principal buildings** located on the area identified as "A" in Diagram 1 in Section 20.39.4, is 47.0 m geodetic.
2. The maximum height for **principal buildings** located on the area identified as "B" in Diagram 1 in Section 20.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
3. The maximum height for **principal buildings** located on the area identified as "C" in Diagram 1 in Section 20.39.4 is 37.0 m geodetic.
4. The maximum **building height** for **accessory buildings** is 5.0 m.

20.39.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 3,400 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

20.39.9 Landscaping & Screening

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

20.39.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members; and
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

20.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as "A" in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 20.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory** and **child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. 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 designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:

- P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700
- P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425
- P.I.D. P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM
- P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1
- P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 57164
- P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9629”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

JUN 12 2017

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

CORPORATE OFFICE



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development


Date: May 30, 2017

File: RZ 15-699647

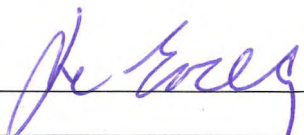
Re: Application by GBL Architects for Rezoning at 8091 Capstan Way from Auto-Oriented Commercial (CA) to Residential/Limited Commercial (RCL5)

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9676, to amend the definition of "Village Centre Bonus", Appendix 1 – Definitions, Schedule 2.10 (City Centre Area Plan), to change minimum net development site size requirements, be introduced and given first reading.
2. That Bylaw 9676, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9676, 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 9677, which makes minor amendments to the "Residential / Limited Commercial (RCL5)" zone specific to 8091 Capstan Way and rezones 8091 Capstan Way from "Auto-Oriented Commercial (CA)" to "Residential / Limited Commercial (RCL5)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:sch
Att.

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

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to rezone lands at 8091 Capstan Way, from “Auto-Oriented Commercial (CA)” to “Residential/Limited Commercial (RCL5)”, to permit the construction of a two-tower, high-density, mixed use development in the City Centre’s Capstan Village area (Attachments 1 & 2). The proposed development includes a combined total floor area of 15,737 m² (169,393 ft²), comprised of:

- a) 11,2418 m² (120,995 ft²) of residential uses (136 units), including:
 - 10,679 m² (114,945 ft²) market residential (128 units); and
 - 562 m² (6,050 ft²) of affordable housing (8 units); and
- b) 4,496 m² (48,398 ft²) of commercial uses, including:
 - 3,597 m² (38,719 ft²) hotel, including 75 guest rooms; and
 - 900 m² (9,688 ft²) of pedestrian-oriented commercial at grade.

Amendments are proposed to the:

- a) City Centre Area Plan (CCAP) to allow the City to exercise discretion in the minimum net development site size of properties utilizing the Village Centre Bonus (VCB); and
- b) “Residential/Limited Commercial (RCL5)” zone to permit the calculation of density on land dedicated for public open space purposes, as per existing CCAP policy with respect to public open space and road dedications (excluding road widening) that are not identified for land acquisition purposes in Richmond’s Development Cost Charge program.

Road and engineering improvements required with respect to the subject development, including upgrades to the Skyline (sanitary) Pump Station, will be designed and constructed at the developer’s sole cost through the City’s standard Servicing Agreement processes (secured with a Letter of Credit).

Voluntary developer contributions for the future construction of the Capstan Canada Line station will be submitted by the developer prior to Building Permit issuance, based on the rate in effect at the time of Building Permit issuance, as per City policy.

Findings of Fact

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

Surrounding Development

The subject site is a vacant, 5,007 m² (1.2 ac) lot bounded by Capstan Way on the south (a CCAP-designated greenway and off-street bike route) and Corvette Way on the west and north (a local residential street). Development surrounding the subject site includes the following:

To the South: Across Capstan Way is a large area of low density, commercial properties zoned “Auto-Oriented Commercial (CA)” and designated under the CCAP for medium and high density, mid- and high-rise, residential and mixed use development.

To the North: Across Corvette Way is “Wall Centre” (3099, 3111, and 3333 Corvette Way), an existing three-tower, mixed hotel/residential development zoned “Residential/Hotel

(ZMU5) – Capstan Village (City Centre)” and developed to a similar height and density as that proposed for the subject development at 8091 Capstan Way.

To the East: Abutting the subject site is the first phase of a recently approved, three-phase, high-rise, mixed use development targeted for occupancy in 2020 (YuanHeng “View Star”, RZ 12-603040/DP 16-745853), which phase is comprised of 6 residential towers (535 units) with townhouses along Corvette Way and pedestrian-oriented commercial uses fronting Capstan Way. (Phase 2 of YuanHeng “View Star”, including a new City community centre, will be located north of Phase 1 and is targeted for occupancy in 2021.)

To the West: Across Corvette Way is the third (final) phase of the above noted development (YuanHeng, RZ 12-603040/DP 16-745853), which phase will be comprised of two residential towers (approximately 75 units) oriented towards a new riverfront park and is targeted for occupancy in 2023.

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and other City policies (e.g., affordable housing). An overview of these considerations is provided in the “Analysis” section of this report.

NAV Canada Building Height: A letter has been submitted by a BCLS registered surveyor confirming that the proposed building heights are in compliance with Transport Canada regulations.

Public Consultation

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

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

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 amendment.

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

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral Necessary)
BC Land Reserve Co.	No referral necessary, as the Land Reserve is not affected.
Richmond School Board	No referral necessary, as the proposed amendment does not provide for increased residential development.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.

Stakeholder	Referral Comment (No Referral Necessary)
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as First Nations are not affected.
TransLink	No referral necessary, as the proposed amendment does not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment does not affect port or related uses.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment does not affect the OCP Aircraft Noise Sensitive Development (ANSO) policy.
Richmond Coastal Health Authority	No referral necessary, as the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment does not affect Government Agencies.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9676, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed amendment only affects commercial uses in the City Centre and will not generate increased residential development. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, developments that generate less than 50 additional school-aged children (i.e. approximately 295 units greater than existing OCP levels) do not need to be referred to the School District. This application involves no additional residential units over and above current OCP levels. (Staff will refer the proposed OCP amendment to the School District as a courtesy.)

Analysis

The developer has applied to rezone the subject site to permit the construction of a two-tower, high-density, mixed use development comprised of 136 residential units (including 8 affordable housing units), 75 hotel guest rooms, and ground floor commercial uses. This proposal is consistent with current OCP and CCAP policies applicable to the subject site, with the exception of minimum development site size, for which an amendment to the CCAP is proposed.

A. CCAP Amendment

To facilitate the subject development, the applicant has requested that the definition of Village Centre Bonus (VCB) in Appendix 1 of the CCAP be amended to permit the City to exercise discretion in the minimum net development site size of properties to which the Bonus may be applied. As currently written, the VCB definition requires eligible properties to have a net development site area of at least:

- a) 4,000 m² (1.0 ac) for projects achieving a density of 3.0 FAR or less; and
- b) 8,000 m² (2.0 ac) for projects achieving a higher density.

These size requirements are intended to help ensure that sites benefitting from the Bonus can reasonably accommodate the additional density and, where applicable, facilitate road network and other improvements. In some instances, however, these conditions may be satisfied despite smaller site sizes (i.e. due to location, lot configuration, frontage conditions, and/or other factors), including for example:

- a) An approved 3.0 FAR project at 8540 Alexandra Road (RZ 08-423207), for which the CCAP was amended in 2011 on a site-specific basis to permit the Bonus to be applied even though the site was just 2,869 m² (0.7 ac) in size, rather than the CCAP minimum of 4,000 m² (1.0 ac); and
- b) The subject development at 8091 Capstan Way, for which staff's review indicates that all necessary road dedications and a density of 3.5 FAR can be satisfactorily accommodated, including the Bonus, even though the site is just 5,007 m² (1.2 ac) in size, rather than the CCAP minimum of 8,000 m² (2.0 ac).

Staff recommend that the current VCB minimum site sizes are retained in the VCB definition as a guide, but that the definition is amended, as per OCP Amendment Bylaw 9676 (see attached), to allow reduced site sizes where it can be demonstrated to the satisfaction of the City that the outcome will be consistent with the broader development, livability, sustainability, and urban design objectives of the CCAP.

B. Proposed Zoning Amendment & Requested Variance

To facilitate the subject development and provide for voluntary developer contributions in compliance with CCAP policy (i.e. affordable housing, Capstan Station Bonus, and community amenity space), the applicant has requested that 8091 Capstan Way be rezoned from "Auto-Oriented Commercial (CA)" to "Residential/Limited Commercial (RCL5)", a standard zone expressly intended for use in Capstan Village's designated high-density, high-rise, mixed use area. In addition, to accommodate site specific conditions, the developer has proposed the following:

- a) Zoning Amendment: A minor amendment to the "Residential/Limited Commercial (RCL5)" zone to permit the calculation of density on land dedicated for public open space purposes.
 - This is consistent with existing CCAP policy, which allows density to be calculated on public open space and road dedications (excluding road widening) that are not identified for land acquisition purposes in Richmond's Development Cost Charge program. The affected portion of the subject site is a 184 m² (1,979 ft²) public open space area required with respect to the Capstan Station Bonus (Attachment 7, Schedule B). The Bonus permits the requisite public open space to be secured through Statutory Right of Way and/or dedication, with the understanding that the developer is permitted to calculate density on the affected area regardless of how it is secured. The space will be designed and constructed, at the developer's sole cost, as an expansion of the Capstan greenway improvements approved through the adjacent development east of the subject site (YuanHeng, RZ 12-603040). As the proposed public open space is contiguous with Capstan Way and the approved Capstan greenway area east of the subject site was secured as road dedication, staff recommend that the subject site's public open space area is likewise secured as road dedication.

Note: The affected 184 m² (1,979 ft²) dedication excludes land required for road widening purposes along the site's frontages (shown in Attachment 7, Schedule A).

- b) Zoning Variance: A reduced setback, from 3.0 m (9.8 ft.) to 2.0 m (6.6 ft.), along the site's north side.

- This will enable the subject development's townhouse setbacks to match those of the recently approved townhouses east of the site (YuanHeng, Phase 1 / DP 16-745853).

C. Affordable Housing Strategy

The developer proposes to provide 562 m² (6,050 ft²) of affordable (low-end market rental) housing (8 units), constructed to a turnkey level of finish at the developer's sole cost and secured with the City's standard Housing Agreement. The proposed floor area represents 5% of the development's maximum residential floor area, as per the City's Affordable Housing Strategy. Units shall be dispersed throughout the development's north tower and will include a mix of townhouse- and apartment-type units. All 1-storey affordable housing units will satisfy Richmond's Basic Universal Housing (BUH) standards and a proposed 2-storey townhouse will include aging-in-place features.

Occupants of the affordable housing units will enjoy shared use of all on-site indoor and outdoor residential amenity spaces. These amenity spaces, together with parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations, will be provided by the owner/operator at no additional charge to the affordable housing occupants.

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Apartment-Type Units (i.e. 1 storey units with shared lobby/corridor access)</i>				
1-BR	50 m ² (535 ft ²)	\$950	\$38,000 or less	4
2- BR	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
<i>Townhouse-Type Units (i.e. 1 or 2 storey units with shared lobby/corridor access & private street-front entrances)</i>				
1-BR + den	50 m ² (535 ft ²)	\$950	\$38,000 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
TOTAL	562.0 m² (6,049.8 ft²)	Varies	Varies	8

(1) May be adjusted periodically, as provided for under adopted City policy.

(2) "Project Targets" may be amended, to the City's satisfaction, via the project's Development Permit process.

D. Community Amenity Contributions

- a) Capstan Station Bonus (CSB): The CSB and "Residential/Limited Commercial (RCL5)" zone permit a residential density bonus of 0.5 FAR for Capstan Village sites that (i) contribute funds towards the future construction of the Capstan Canada Line station and (ii) provide public open space over and above other City open space requirements. The developer proposes to utilize the permitted bonus density and, through the subject rezoning, satisfy the CSB's requirements as follows:

- Register a legal agreement on title requiring a contribution of approximately \$1.1 million to the Capstan Station Reserve prior to Building Permit issuance (the actual value of which shall be based on the approved number of dwellings and City rate in effect at the time of Building Permit issuance); and
- Grant 680 m² (7,320 ft²) of land for public open space purposes (i.e. plaza, bike path, and related landscaping) to the City in a combination of Statutory Rights of Way and

dedication, based on the City rate of 5 m² (54 ft²) per dwelling unit and 136 units (Attachment 7, Schedule B).

Note: The size of the development's public open space contribution shall be fixed regardless of any decrease in the number of units at Development Permit or Building Permit stages. A covenant shall be registered on title limiting the maximum number of units to 136, based on an analysis indicating that the site cannot reasonably accommodate more than 680 m² (7,320 ft²) of ground-level public open space.

- b) Village Centre Bonus (VCB): The VCB and "Residential/Limited Commercial (RCL5)" zone permit a non-residential density bonus of 1.0 FAR for designated VCB sites that construct 5% of the bonus density on-site as community amenity space or, in the event the City determines that community amenity space should be located off-site, provides a construction-value cash contribution to the City to facilitate its off-site construction (by others). The developer proposes to utilize the permitted bonus density and, as recommended by the Community Services Division, has agreed to make a \$1,572,935 cash contribution to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, based on a Construction Value Contribution Rate of \$6,997/m² (\$650/ft²) and 225 m² (2,420 ft²) of off-site amenity space (i.e. 5% of the maximum permitted VCB bonus floor area). (In the event that the contribution is not provided within one year of the application receiving third reading of Council, the Construction Value Contribution Rate will be increased annually based on the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver.
- c) Public Art: The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated along key public open space corridors (e.g., Capstan greenway). In light of this, staff recommend acceptance of the developer's offer to make a voluntary contribution of at least \$113,917 towards public art, based on City-approved rates and the maximum buildable floor area permitted under the subject site's proposed "Residential/Limited Commercial (RCL5)" zone, excluding affordable housing (as indicated in the table below). Prior to rezoning adoption, the developer will prepare a public art plan for consideration by the Richmond Public Art Advisory Committee and, as required, Council, followed by the registration of legal agreements on title to secure the implementation of the approved plan to the City's satisfaction.

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.81/ft ²	\$93,106
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.43/ft ²	\$20,811
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	Varies	\$113,917

- d) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute \$40,385.75 towards future City community planning studies, based on \$2.69/m² (\$0.25/ft²) and 15,751 m² (163,343.0 ft²), the maximum permitted buildable floor area under the proposed "Residential/Limited Commercial (RCL5)" zone, excluding affordable housing.

E. Transportation

The CCAP requires road widening and bike network improvements around the subject site, and the Zoning Bylaw provides for parking reductions for Capstan Village developments that incorporate transportation demand management and other measures to the City's satisfaction. In light of this, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost. In brief, this includes:

- a) Widening Capstan Way and Corvette Way to accommodate road, sidewalk, and related upgrades, together with an off-site bike path and landscape features along the Capstan greenway;
- b) Minimizing potential pedestrian and cycling conflicts by limiting vehicle access to one shared residential/commercial driveway on the site's north frontage (away from the Capstan greenway);
- c) \$30,000 towards the City's implementation of a bus shelter and/or related accessibility features, as determined to the satisfaction of the City;
- d) Providing a hotel shuttle bus (at the developer's sole cost), together with designated on-site bus parking/passenger loading facilities and a contract with a bus operator for a minimum of three years (all of which will be secured, prior to rezoning, with a legal agreement on title);
- e) Providing end-of-trip cycling facilities (e.g., showers, change rooms) co-located with Class 1 (secure) bike storage spaces provided for the project's commercial tenants and employees; and
- f) Securing 50% of total commercial parking (with a covenant on title) for short-term use by the general public (i.e. 35 spaces of 70 total commercial spaces will be secured for hourly use).

F. Sustainability

The CCAP encourages the coordination of private and City development and infrastructure objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, the developer has agreed to the following:

- a) District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its future connection to a DEU system. (The utility will be constructed by others).
- b) Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000.0 m² (21,527.8 ft²) in size meet LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy. A LEED Checklist is attached (Attachment 5). Design development will be undertaken through the Development Permit process.
- c) Electric Vehicle (EV) Facilities: The OCP includes minimum rates for the provision of EV charging equipment for residential parking and Class 1 bike storage. The developer's proposal:
 - Exceeds OCP standards for residential parking (100% energized spaces versus 20% energized and 25% roughed-in); and
 - Meets OCP standards for Class 1 bike storage (10% energized).

- d) Flood Management Strategy: The CCAP encourages measures to enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the developer has agreed to build to the City's recommended Flood Construction Level of 0.3 m (1.0 ft.) above the crown of the fronting road for residential lobbies and street-oriented commercial and 2.9 m (9.5 ft.) GSC for all other uses.
- e) Aircraft Noise Sensitive Development (ANSD): The subject site is situated within ANSD "Area 3", which permits all ANSD uses (i.e. residential, child care, hospital, and school) provided that a restrictive covenant is registered on title and appropriate noise attenuation measures are implemented. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.
- f) Accessible Housing: Richmond's OCP seeks to meet the needs of the city's aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities. To address the City's policy:
- All lobbies, common areas, and amenity spaces will be barrier-free;
 - All units will include aging-in-place features (e.g., blocking in walls for grab bars, lever handles, etc.); and
 - 24% of residential dwellings (i.e. 33 of 136 units) will comply with Richmond's Basic Universal Housing (BUH) standards, including 20% of market units (i.e. 26 of 128 units) and 88% of affordable housing units (i.e. 7 of 8 units).

G. Site Servicing & Frontage Improvements

The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades and related public and private utility improvements, as determined to the satisfaction of the City. The developer's design and construction of the required improvements shall be implemented through the City's standard Servicing Agreement (SA) process, secured with a Letter of Credit, as set out in the attached Rezoning Considerations (Attachment 7). Prior to rezoning adoption, the developer will enter into the Servicing Agreement, which generally shall include road, water, drainage, and sanitary sewer upgrades along all street frontages, together with upgrades to the Skyline Pump Station (to be undertaken in coordination with adjacent development, YuanHeng / SA 16-748500).

H. Tree Retention & Replacement

There are no existing trees on or around the subject site. No tree replacement or protection is required.

I. Development Phasing

The developer does not propose to phase the design or construction of the development (i.e. one Development Permit application and one Building Permit application). A covenant will be registered on title prior to rezoning adoption requiring that, in the event the developer wants to phase the occupancy of the project, key features will be completed and ready for occupancy in the first phase (i.e. affordable housing, commercial short-term parking, residential amenity spaces, hotel shuttle bus facilities, and all works subject to the project's Servicing Agreement).

J. Built Form and Architectural Character

The developer proposes to construct a high-rise, high density, mixed use development along the designated Capstan greenway, within walking distance of the riverfront, a recently approved City community centre, and the future Capstan Canada Line Station. The proposed development is consistent with CCAP policy for the provision of land (via a combination of dedication and Statutory Rights of Way) to facilitate required transportation and public open space improvements. Likewise, the proposed form of development, which combines articulated streetwall building elements and towers, generally conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

- a) A strong urban concept contributing towards a high-density, high-amenity, mixed-use, transit-oriented environment, comprising a boutique hotel (on the project's first 4 floors), street-oriented commercial, and a variety of dwelling types (including 57% family-friendly, 2- and 3-bedroom units);
- b) Variations in massing contributing towards streetscape interest, solar access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- c) An articulated building typology with a distinct identity and human scale, including a playful zigzag frame and projecting canopy;
- d) Sensitivity to existing residential neighbours (Wall Centre), by locating commercial and hotel uses to the development's south and west sides and orienting townhouses to Corvette Way;
- e) A coordinated approach to recently approved adjacent development (YuanHeng/DP 16-745853) with respect to building setbacks, building heights, tower spacing, and uses; and
- f) Opportunities to contribute towards a high amenity public realm, particularly along Capstan Way.

Development Permit (DP) approval, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, design development is encouraged with respect to the following items.

- a) **Skyline:** Streetwall heights have been minimized and the centre of the site has been opened up to maximize landscaped podium rooftop space and enhance cross-site views and sun for neighbours. This has resulted in two towers of equal height. Opportunities to sculpt the towers to enhance their individual identities and skyline interest should be explored (together with a coordinated strategy for concealing rooftop equipment).
- b) **Residential Streetscape:** Further attention is encouraged along the north side of the site to enhance the interface of the north tower and townhouses with the street. The proposed siting of the development's amenity building and indoor pool along this frontage (at the podium rooftop) presents a special opportunity for creating visual interest and a distinctive residential setting.
- c) **Commercial Streetscape:** Opportunities should be explored to support a vibrant, pedestrian-oriented, commercial streetscape that contributes to the animation and amenity of the area, especially along Capstan Way frontage (e.g., public art; coordination of the building's dynamic expression with retail/hotel identities; signage; furnishings and related features).

- d) Capstan Station Bonus Public Open Space: The size and location of the project's proposed public open space proposed satisfies CCAP and RCL5 rates. (Attachment 2) Information is required regarding the area's programming and landscaping to ensure they satisfy City objectives.
- e) Stand-Alone Hotel: The proposed hotel, which utilizes Village Centre (commercial) Bonus floor area, will be operated independently of the development's residential uses. To facilitate this, a legal agreement (to be registered on title prior to rezoning adoption) will require features such as separate circulation and emergency exiting. More information is required to ensure the hotel design satisfies these requirements.
- f) Common Amenity Spaces: The proposed indoor and outdoor common amenity spaces satisfy OCP and CCAP DP Guidelines rates. (Attachment 4) More information is required with respect to the programming, design, and landscaping of these spaces (including their interface with adjacent development) to ensure they will satisfy City objectives.
- g) Private Amenity Spaces: The City has adopted guidelines for the provision of private outdoor space for residential uses. An assessment of proposed private amenity areas will be undertaken through the DP process.
- h) Accessibility: Through the DP process the design and distribution of accessible units and common spaces and uses will be refined.
- i) Sustainability: A LEED Checklist is attached. (Attachment 5) Opportunities to better understand and enhance the building's performance in coordination with its architectural expression will be explored through the Development Permit process.
- j) Emergency Services: Through the DP process, Fire Department response points, an addressing plan, and related provisions for firefighting must be addressed.
- k) Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating surveillance, defensible space, and related measures will be reviewed within the development permit process.
- l) Parking and Loading: A draft functional plan showing internal vehicle circulation, truck manoeuvring, and related features has been provided and will be finalized through the DP process.
- m) Waste Management: A draft waste management plan has been submitted and will be finalized through the DP process.

K. Legal Encumbrances

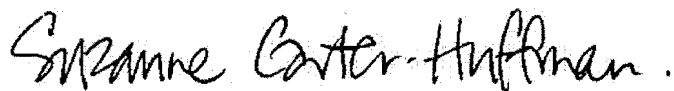
Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets, such as road works, 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 \$5,000. This will be considered as part of the 2019 Operating Budget.

Conclusion

GBL Architects has applied to the City for permission to rezone 8091 Capstan Way, from Auto-Oriented Commercial (CA) to Residential/Limited Commercial (RCL5), for the construction of a 15,737 m² (169,393 ft²), high-rise development in the City Centre's Capstan Village area, comprised of 136 dwellings, 75 hotel guest rooms, and 900 m² (9,688 ft²) of pedestrian-oriented commercial space at grade. Proposed amendments to the CCAP and RCL5 zone will, if approved, allow the City to exercise discretion in the minimum net development site size of Village Centre Bonus developments (including 8091 Capstan Way) and, as per current CCAP policy, permit the calculation of density on part of the subject development's required road dedication. An analysis of the developer's proposal shows it to be well designed and consistent with the CCAP's development, livability, sustainability, and urban design objectives. On this basis, it is recommended that OCP Amendment Bylaw 9676 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, be introduced and given first reading.



Suzanne Carter-Huffman
Senior Planner/Urban Design

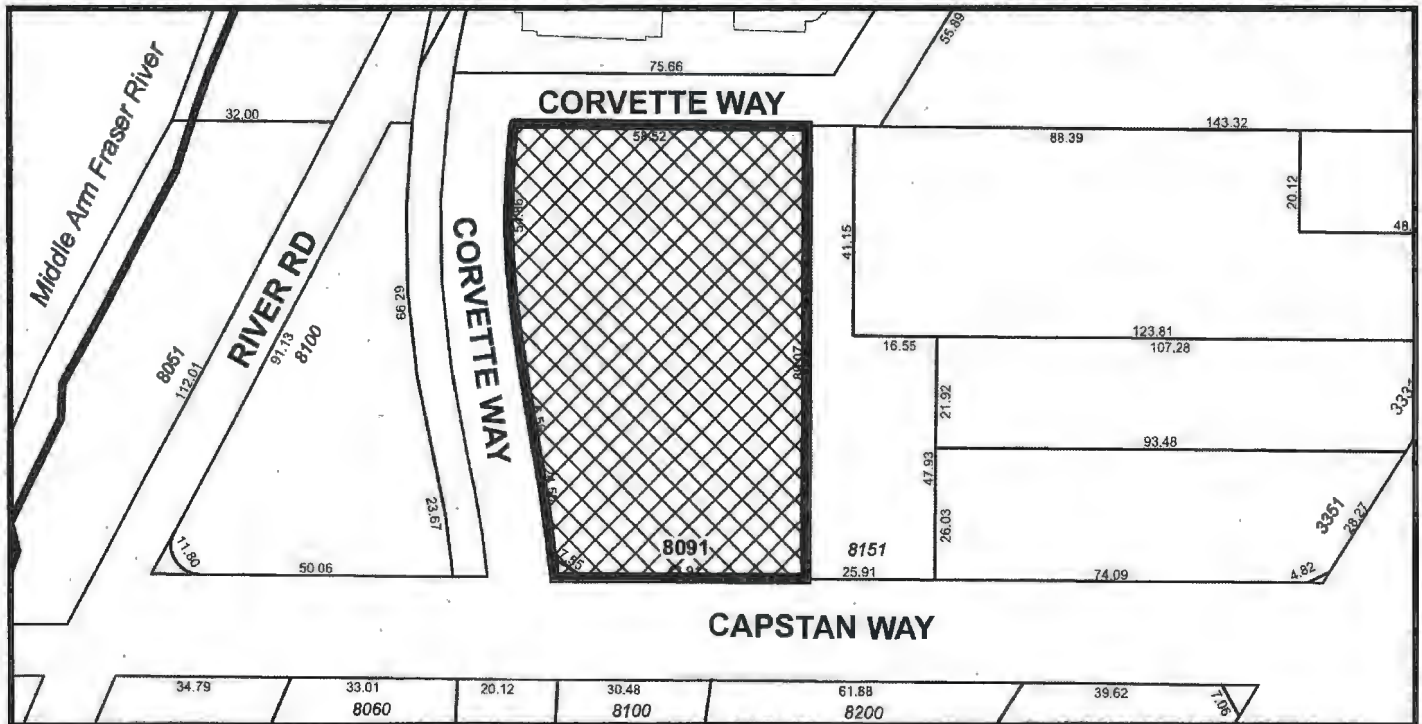
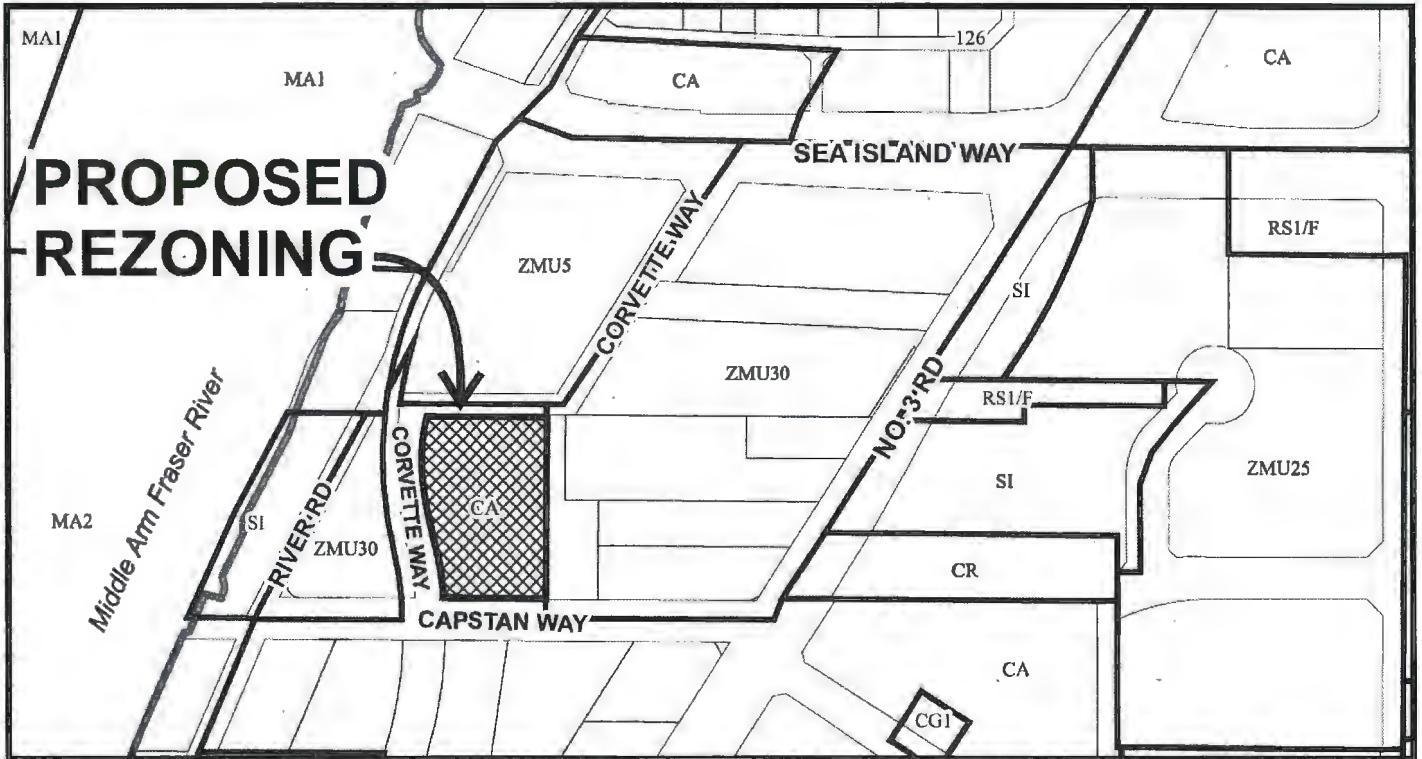
SPC:cas

Attachments:

- 1) Location Map
- 2) Aerial Photograph
- 3) City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
- 4) Development Application Data Sheet
- 5) LEED Checklist (REDMS #5405086)
- 6) Conceptual Development Plan
- 7) Rezoning Considerations (REDMS #5341841):
 - Schedule A - Preliminary Road Dedication Plan (REDMS #5395734)
 - Schedule B - Preliminary Capstan Station Bonus Public Open Space Plan (REDMS #5341841)
 - Schedule C - Preliminary Functional Roads Plan (REDMS #5404734)

ATTACHMENT 1

Location Map



RZ 15-699647

Original Date: 07/13/15

Revision Date: 06/09/17

Note: Dimensions are in METRES

ATTACHMENT 2
Aerial Photograph

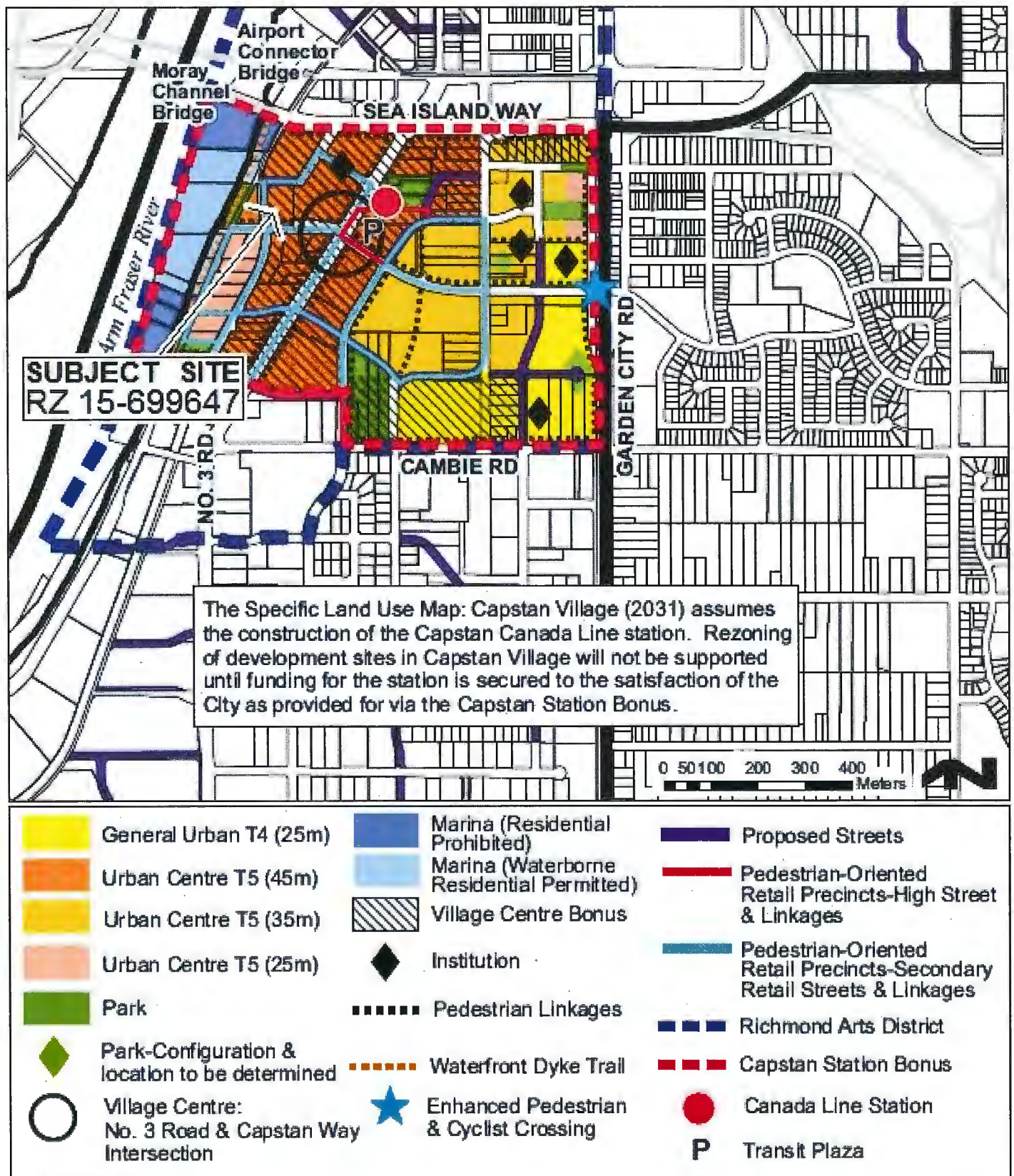


RZ 15-699647

Original Date: 07/13/15

Revision Date: 06/09/17

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031)



RZ 15-699647

Address: 8091 Capstan Way

Applicant: GBL Architects

Planning Area(s): City Centre (Capstan Village)

	Existing	Proposed
Owner	<ul style="list-style-type: none"> 0892691 B.C. Ltd., Inc. 	<ul style="list-style-type: none"> No change
Site Size	<ul style="list-style-type: none"> 5,006.6 m2 (53,890.6 ft2) 	<ul style="list-style-type: none"> After road dedication: 4,496.3 m2 (48,398.0 ft2) After road & additional Capstan Station Bonus (CSB) dedication: 4,312.4 m2 (46,418.6 ft2)
Land Uses	<ul style="list-style-type: none"> Vacant 	<ul style="list-style-type: none"> High density, high-rise mixed residential, hotel & retail uses
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> Urban Centre T5 (45 m)/2.0 FAR Capstan Station Bonus (CSB)/0.5 FAR Village Centre Bonus (VCB)/1.0 FAR 	<ul style="list-style-type: none"> No change, EXCEPT the Plan is proposed to be amended to permit the City discretion in the minimum size of sites that may use the Village Centre Bonus (VCB)
Zoning	<ul style="list-style-type: none"> Automobile Oriented Commercial (CA) 	<ul style="list-style-type: none"> Residential / Limited Commercial (RCL5)
# Units	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> 136 max (limited by a covenant on title), including:
Unit Mix	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Market units: 128, including - - 42% 1-BR units (54) & 58% 2/3-BR "family" units (74) Affordable housing units: 8, including - - 63% 1-BR units (5) & 47% 2 & 3-BR "family" units (3) (including 2 townhouse-type units)
Accessible Housing	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Basic Universal Housing (BUH): 33 units (24% of total), including: - Market units: 26 (20% of market units) - Affordable units: 7 (88% of affordable units) Aging-in-Place: All units not designed to BUH standards will include aging-in-place features (e.g., blocking in walls for grab bars, lever door handles, etc.)
Hotel	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 75 guest rooms
Aircraft Noise Sensitive Development	<ul style="list-style-type: none"> "Area 3"/Moderate Aircraft Noise – All uses permitted. Covenant, acoustic report, air conditioning capacity, etc. are required. 	<ul style="list-style-type: none"> As per existing City policy
Capstan Station Bonus (CSB)	<ul style="list-style-type: none"> Cash contribution @ City approved rate at the time of Building Permit approval Public open space @ 5.0 m2 (53.8 ft2) per unit 	<ul style="list-style-type: none"> Estimated cash contribution: +/- \$1,141,402 CSB public open space: 680.0 m2 (7,319.5 ft2), including: - Dedication: 183.9 m2 (1,979.4 ft2) - SRW: 496.1 m2 (5,340.1 ft2)

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> 3.5 FAR max., including: - Residential: 2.5 FAR max - Commercial: 1.0 FAR min 	<ul style="list-style-type: none"> As per City policy, adjusted for the additional CSB dedication, as follows: - Total: 3.65 FAR - Residential: 2.61 FAR - Commercial: 1.04 FAR 	None permitted
Buildable Floor Area - Total	<ul style="list-style-type: none"> 15,737.1 m2 (169,393.0 ft2) max. 	<ul style="list-style-type: none"> 15,737.1 m2 (169,393.0 ft2) 	None permitted

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Buildable Floor Area - Residential	<ul style="list-style-type: none"> 11,240.8 m² (120,995.0 ft²) max, including: <ul style="list-style-type: none"> 95% market: 10,678.8 m² (114,945.2 ft²) 5% affordable housing: 562.0 m² (6,049.8 ft²) 	<ul style="list-style-type: none"> 11,240.8 m² (120,995.0 ft²), including: <ul style="list-style-type: none"> 95% market: 10,678.8 m² (114,945.2 ft²) 5% affordable housing: 562.0 m² (6,049.8 ft²) 	None permitted
Buildable Floor Area - Commercial	<ul style="list-style-type: none"> Village Centre Bonus (VCB): 4,496.3 m² (48,398.0 ft²) max A construction-value cash contribution is recommended in lieu of an on-site community amenity 	<ul style="list-style-type: none"> 4,496.3 m² (48,398.0 ft²), including: <ul style="list-style-type: none"> Retail: 900.0 m² (9,688.0 ft²) Hotel: 3,597.1 m² (38,719.0 ft²) A construction-value cash contribution is proposed in lieu of the construction on-site of a community amenity (as per City direction) 	None permitted
Lot Coverage	<ul style="list-style-type: none"> Building: 90% max 	<ul style="list-style-type: none"> Building: 90% 	None
Lot Size	<ul style="list-style-type: none"> For RCL5 zoned sites: 4,000.0 m² (43,055.6 ft²) min. 	<ul style="list-style-type: none"> After road & additional Capstan Station Bonus (CSB) dedication: 4,312.4 m² (46,418.6 ft²) 	None
Setbacks to Property Lines	<ul style="list-style-type: none"> Public Road: 6.0 m (19.7 ft.) min, but may be reduced to 3.0 m (9.8 ft.) if a proper interface is provided Interior Side: Nil 	<ul style="list-style-type: none"> Capstan Way: 11.5 m (37.8 ft) Corvette Way (west): 3.0 m (9.8 ft.) Corvette Way (north): 2.0 m (6.6 ft.) Interior Side: Nil 	Corvette Way: Reduce by up to 1.0 m
Tower Spacing	<ul style="list-style-type: none"> 24.0 m (78.7 ft.) min between towers on-site 12.0 m (39.4 ft.) min to interior property line 	<ul style="list-style-type: none"> 24.0 m (78.7 ft.) min between towers on-site 12.0 m (39.4 ft.) min to interior property line 	None
Height	<ul style="list-style-type: none"> 47.0 m (154.2 ft.) GSC 	<ul style="list-style-type: none"> 47.0 m (154.2 ft.) GSC 	None
Parking Spaces – Total (Parking Zone 1)	<ul style="list-style-type: none"> 193 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Residential: 123 Retail: 30 (Shared with Visitors) Hotel: 40 	<ul style="list-style-type: none"> 193 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Residential: 123 Commercial: 70 (50% “public” & 50% “assignable” spaces) 	None
Parking Spaces - Residential (Parking Zone 1)	<ul style="list-style-type: none"> 123 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Market @ 0.9/unit x 128 = 116 min Affordable @ 0.81/unit x 8 = 7 min Visitor parking (25 spaces) shared with commercial (not for exclusive visitor use) 	<ul style="list-style-type: none"> 123 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Market @ 0.9/unit x 128 = 116 Affordable @ 0.81/unit x 8 = 7 Visitor parking (25 spaces) shared with commercial uses (i.e. not only for visitors) 	None
Parking Spaces - Retail (Parking Zone 1)	<ul style="list-style-type: none"> 30 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Ground: 3.375/100.0 m² (1,076.4 ft²) gla x 883.0 m² (9,505.0 ft²) = 30 	<ul style="list-style-type: none"> 70 “Commercial Parking” spaces, including: <ul style="list-style-type: none"> 50% (35) min “public parking” for short-term use by the general public 50% (35) max “assignable parking” designated, sold, leased, or otherwise assigned to for the exclusive use of specific persons or businesses 	None
Parking Spaces - Hotel (Parking Zone 1)	<ul style="list-style-type: none"> 40 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Guest rooms: 0.375/ room x 75 = 29 Meeting/lounge: 7.5/100 m² (1,076.4 ft²) gla x 136.0 m² (1,464.0 ft²) = 11 		
Tandem Parking	<ul style="list-style-type: none"> 50% max of market residential spaces: 57 	<ul style="list-style-type: none"> None proposed 	None
Accessible Parking	<ul style="list-style-type: none"> 2% (min) of spaces provided 	<ul style="list-style-type: none"> As per City policy 	None
Loading	<ul style="list-style-type: none"> 3 medium truck spaces 	<ul style="list-style-type: none"> 3 medium truck spaces 	None
Class 1 Bike Storage (Secure)	<ul style="list-style-type: none"> 182, including: <ul style="list-style-type: none"> Market units: 1.25/unit x 128 = 160 Affordable units: 1.25/unit x 8 = 10 Retail/Hotel: 0.27/100.0 m² (1,076.4 ft²) gla greater than 100.0 m² x 4,380.1 m² (47,147.0 ft²) = 12 	<ul style="list-style-type: none"> 182, including: <ul style="list-style-type: none"> Market units: 160 Affordable units: 10 Retail/Hotel: 12 	None

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Class 2 Bike Storage (Unsecure)	<ul style="list-style-type: none"> 40, including: <ul style="list-style-type: none"> Residential: $0.2/\text{unit} \times 136 = 27.2$ Retail: $0.4/100.0 \text{ m}^2 (1,076.4 \text{ ft}^2) \text{ gla}$ greater than $100.0 \text{ m}^2 \times 783.0 \text{ m}^2 (8,428.1 \text{ ft}^2) = 3.1$ Hotel: $0.27/100.0 \text{ m}^2 (1,076.4 \text{ ft}^2) \text{ gla}$ greater than $100.0 \text{ m}^2 \times 3,497.1 \text{ m}^2 (37,642.5 \text{ ft}^2) = 9.4$ 	<ul style="list-style-type: none"> 40 spaces 	None
Electric Vehicle (EV) Charging Equipment	<ul style="list-style-type: none"> Residential Parking: 20% of spaces with 120V service & 25% pre-ducted for future 120V service Class 1 Bikes: 10% of bikes with 120V service 	<ul style="list-style-type: none"> Residential Parking: 100% of spaces with 120V or 240V service Class 1 Bikes: 10% of bikes with 120V service 	None
End-of-Trip Facilities	<ul style="list-style-type: none"> Recommended Transportation demand Management (TDM) measure For the use of commercial tenants 	<ul style="list-style-type: none"> 2 change rooms (lockers, showers, washrooms & grooming stations) Co-located with Class 1 (commercial) bike storage 	None
Amenity Space – Indoor:	<ul style="list-style-type: none"> 272.0 m² (2,927.8 ft²) min. 	<ul style="list-style-type: none"> 360.0 m² (3,875.0 ft²) 	None
Amenity Space – Outdoor:	<ul style="list-style-type: none"> 1,247.2 m² (13,425.3 ft²) min, including: <ul style="list-style-type: none"> OCP: $6.0 \text{ m}^2 (64.5 \text{ ft}^2)/\text{unit} \times 136 = 816.0 \text{ m}^2 (8,783.4 \text{ ft}^2) \text{ min.}$ CCAP: 10% of net site = $431.2 \text{ m}^2 (4,641.9 \text{ ft}^2)$ 	<ul style="list-style-type: none"> 2,189.4 m² (23,566.1 ft²), including: <ul style="list-style-type: none"> Residential shared space @ podium rooftop: $1,693.3 \text{ m}^2 (18,226.0 \text{ ft}^2)$ Public open space @ grade: $496.1 \text{ m}^2 (5,340.1 \text{ ft}^2)$ 	None

CAPSTAN WAY

PH - 102

4		Credit 3	Water Use Reduction	2 - 4 Low-flow fixtures will be specified
8		3	24	35 Points
Energy & Atmosphere				
✓		Prereq 1	Fundamental Commissioning of Building Energy Systems	Required
✓		Prereq 2	Minimum Energy Performance	Required
✓		Prereq 3	Fundamental Refrigerant Management	Required
6	1	Credit 1	Optimize Energy Performance	1 - 19 A whole building energy model will be completed to confirm the points
	12			1 - 7
	7	Credit 2	On-Site Renewable Energy	2
	2	Credit 3	Enhanced Commissioning	2 Life cycle calculations will guide equipment selection to achieve this credit.
2		Credit 4	Enhanced Refrigerant Management	3
	3	Credit 5	Measurement and Verification	2 2-year contract for 35% of electricity supplied from renewable sources if required.
	2	Credit 6	Green Power	

Yes ? No

4	3	7	Materials & Resources	14 Points
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✓			Preq 1 Storage and Collection of Recyclables	Required
		3	Credit 1.1 Building Reuse: Maintain Existing Walls, Floors, and Roof	1-3
		1	Credit 1.2 Building Reuse: Maintain Interior Non-Structural Elements	1
2			Credit 2 Construction Waste Management	1-2 80% diversion rate targeted
		2	Credit 3 Materials Reuse	1-2
1	1		Credit 4 Recycled Content	1-2 Preference will be given to materials with recycled / regional materials
1	1		Credit 5 Regional Materials	1-2 Preference will be given to materials with recycled / regional materials
	1		Credit 6 Rapidly Renewable Materials	1 Review options for product specifications
		1	Credit 7 Certified Wood	1

Yes ? No

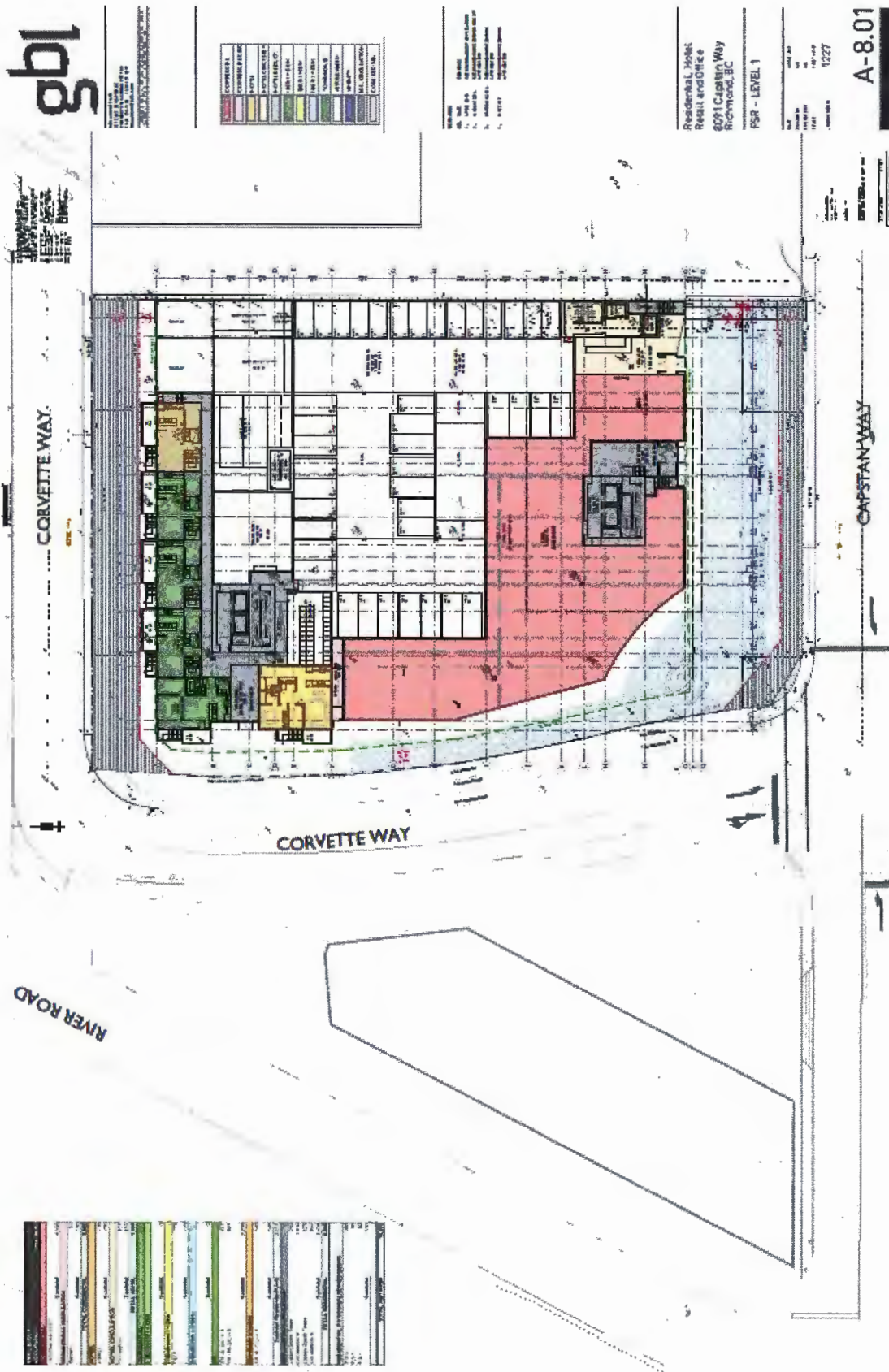
9	5	1	Indoor Environmental Quality	15 Points
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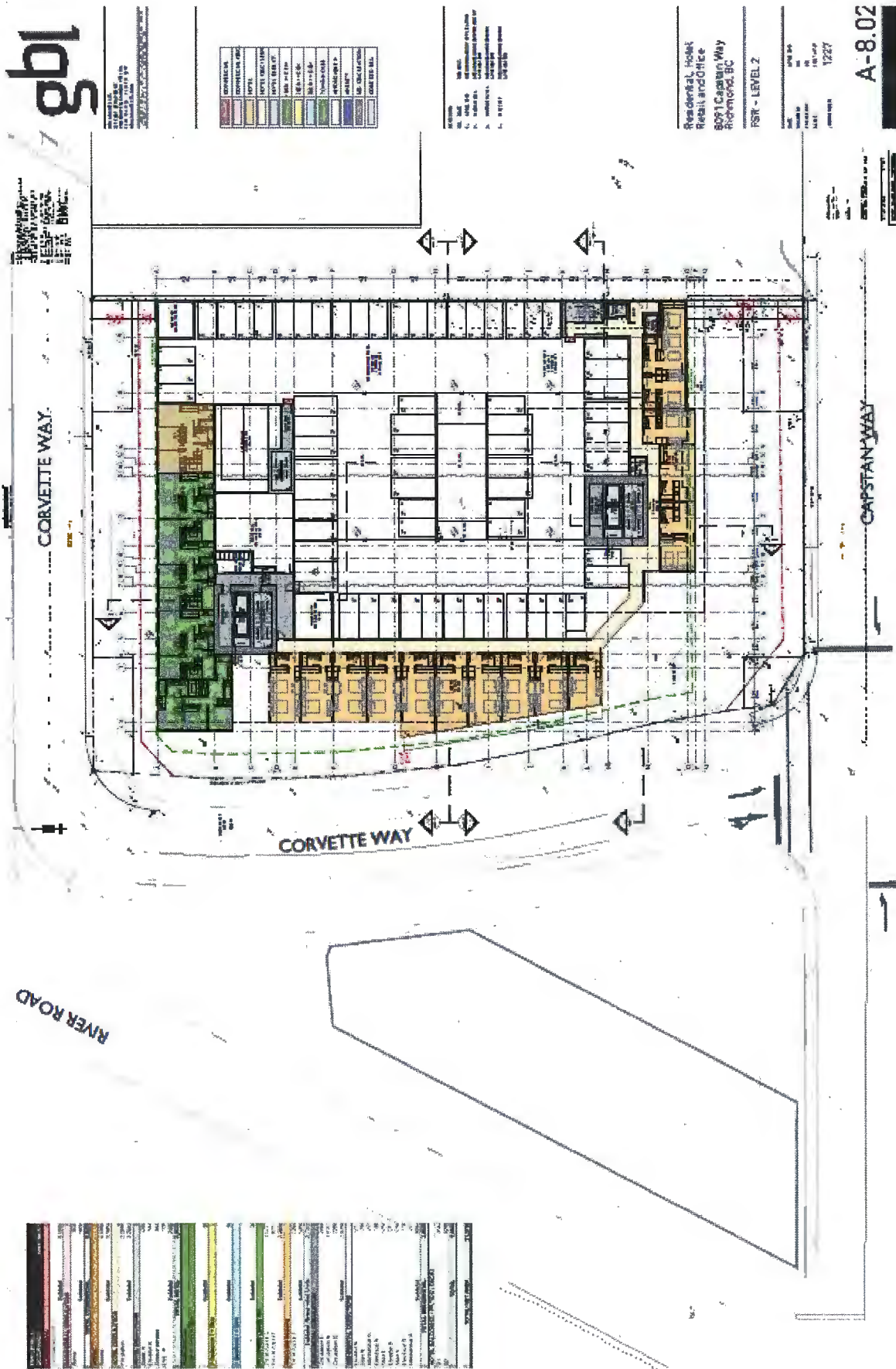
✓			Preq 1 Minimum Indoor Air Quality Performance	Required
✓			Preq 2 Environmental Tobacco Smoke (ETS) Control	Required
1			Credit 1 Outdoor Air Delivery Monitoring	1 Case 1 install CO2 monitors in densely occupied areas and flow station on air handling units
0	1		Credit 2 Increased Ventilation	1 Increase ventilation Rates 30% above ASHRAE 62.1
1			Credit 3.1 Construction IAQ Management Plan: During Construction	1 IAQ management plan will be executed by contractor
1			Credit 3.2 Construction IAQ Management Plan: Before Occupancy	1 Flush out or testing will be performed before occupancy
1			Credit 4.1 Low-Emitting Materials: Adhesives and Sealants	1 Low-emitting materials will be specified for the project
1			Credit 4.2 Low-Emitting Materials: Paints and Coatings	1 Low-emitting materials will be specified for the project
1			Credit 4.3 Low-Emitting Materials: Flooring Systems	1 Low-emitting materials will be specified for the project
	1		Credit 4.4 Low-Emitting Materials: Composite Wood and Agrifibre Products	1 review options for product specifications
	1		Credit 5 Indoor Chemical and Pollutant Source Control	1 MERV13 filters and appropriate space separation will be provided, and 3m long entryway systems will be evaluated
1			Credit 6.1 Controllability of System: Lighting	1
	1		Credit 6.2 Controllability of System: Thermal Comfort	1
1			Credit 7.1 Thermal Comfort: Design	1 Design to meet ASHRAE Standard 55-2004
		1	Credit 7.2 Thermal Comfort: Verification	1
	1		Credit 8.1 Daylight and Views: Daylight	1
1			Credit 8.2 Daylight and Views: Views	1

Yes ? No		4 0 2		Innovation in Design		6 Points	
1				Credit 1.1	Innovation in Design	1	Exemplary Performance: Access to public transportation
			1	Credit 1.2	Innovation in Design	1	Exemplary Performance: 100% parking underground
1				Credit 1.3	Innovation in Design	1	Exemplary Performance: 30% EV charging stations.
			1	Credit 1.4	Innovation in Design	1	Urban agriculture
1				Credit 1.5	Innovation in Design	1	Reduced Mercury in Lighting
1				Credit 2	LEED® Accredited Professional	1	
Yes ? No		3 0 1		Regional Priority		4 Points	

				Credit 1	Durable Building	1	
1				Credit 2.1	Regional Priority Credit	1	Construction waste management
1				Credit 2.2	Regional Priority Credit	1	Water use reduction
1				Credit 2.3	Regional Priority Credit	1	Development density







gbl

453-050-1150
453-050-1150
453-050-1150

CORVETTE WAY

RIVER ROAD

CORVETTE WAY

CAPSTAN WAY

Item	Description	Quantity	Unit	Price	Total
1	Excavation	100	m³	15.00	1500.00
2	Foundation	200	m²	25.00	5000.00
3	Structure	300	m³	35.00	10500.00
4	Roofing	100	m²	10.00	1000.00
5	Interior Finishes	400	m²	12.00	4800.00
6	Exterior Finishes	200	m²	8.00	1600.00
7	Landscaping	50	m²	5.00	250.00
8	Site Work	100	m²	3.00	300.00
9	Utilities	50	m	2.00	100.00
10	Other	10	m	1.00	10.00
Total					33250.00

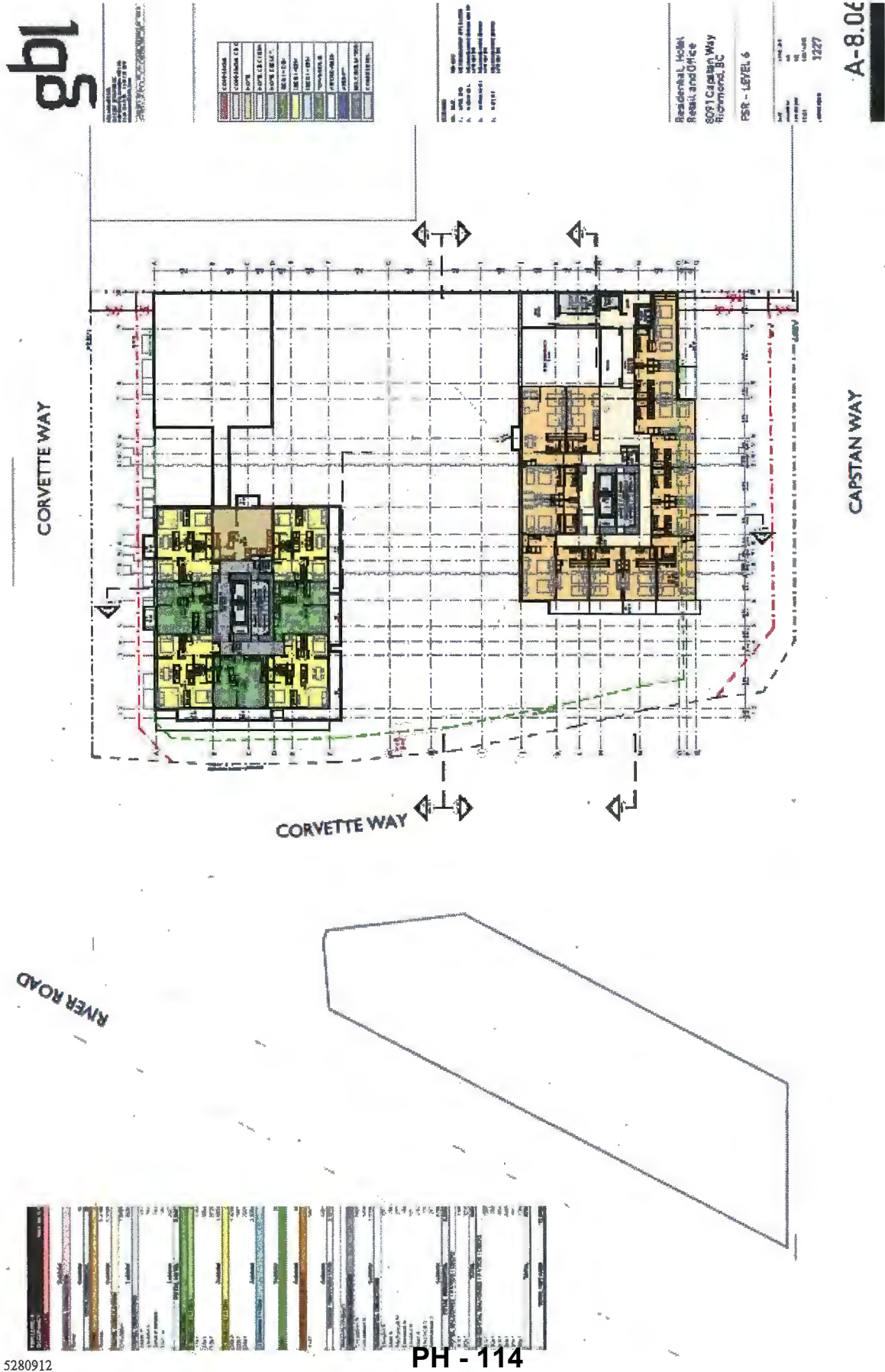
Item	Description	Quantity	Unit	Price	Total
1	Excavation	100	m³	15.00	1500.00
2	Foundation	200	m²	25.00	5000.00
3	Structure	300	m³	35.00	10500.00
4	Roofing	100	m²	10.00	1000.00
5	Interior Finishes	400	m²	12.00	4800.00
6	Exterior Finishes	200	m²	8.00	1600.00
7	Landscaping	50	m²	5.00	250.00
8	Site Work	100	m²	3.00	300.00
9	Utilities	50	m	2.00	100.00
10	Other	10	m	1.00	10.00
Total					33250.00

Item	Description	Quantity	Unit	Price	Total
1	Excavation	100	m³	15.00	1500.00
2	Foundation	200	m²	25.00	5000.00
3	Structure	300	m³	35.00	10500.00
4	Roofing	100	m²	10.00	1000.00
5	Interior Finishes	400	m²	12.00	4800.00
6	Exterior Finishes	200	m²	8.00	1600.00
7	Landscaping	50	m²	5.00	250.00
8	Site Work	100	m²	3.00	300.00
9	Utilities	50	m	2.00	100.00
10	Other	10	m	1.00	10.00
Total					33250.00

Residential, Home
Health and Office
6091 Capstan Way
Richmond, BC
PSR - LEVEL 3

Item	Description	Quantity	Unit	Price	Total
1	Excavation	100	m³	15.00	1500.00
2	Foundation	200	m²	25.00	5000.00
3	Structure	300	m³	35.00	10500.00
4	Roofing	100	m²	10.00	1000.00
5	Interior Finishes	400	m²	12.00	4800.00
6	Exterior Finishes	200	m²	8.00	1600.00
7	Landscaping	50	m²	5.00	250.00
8	Site Work	100	m²	3.00	300.00
9	Utilities	50	m	2.00	100.00
10	Other	10	m	1.00	10.00
Total					33250.00

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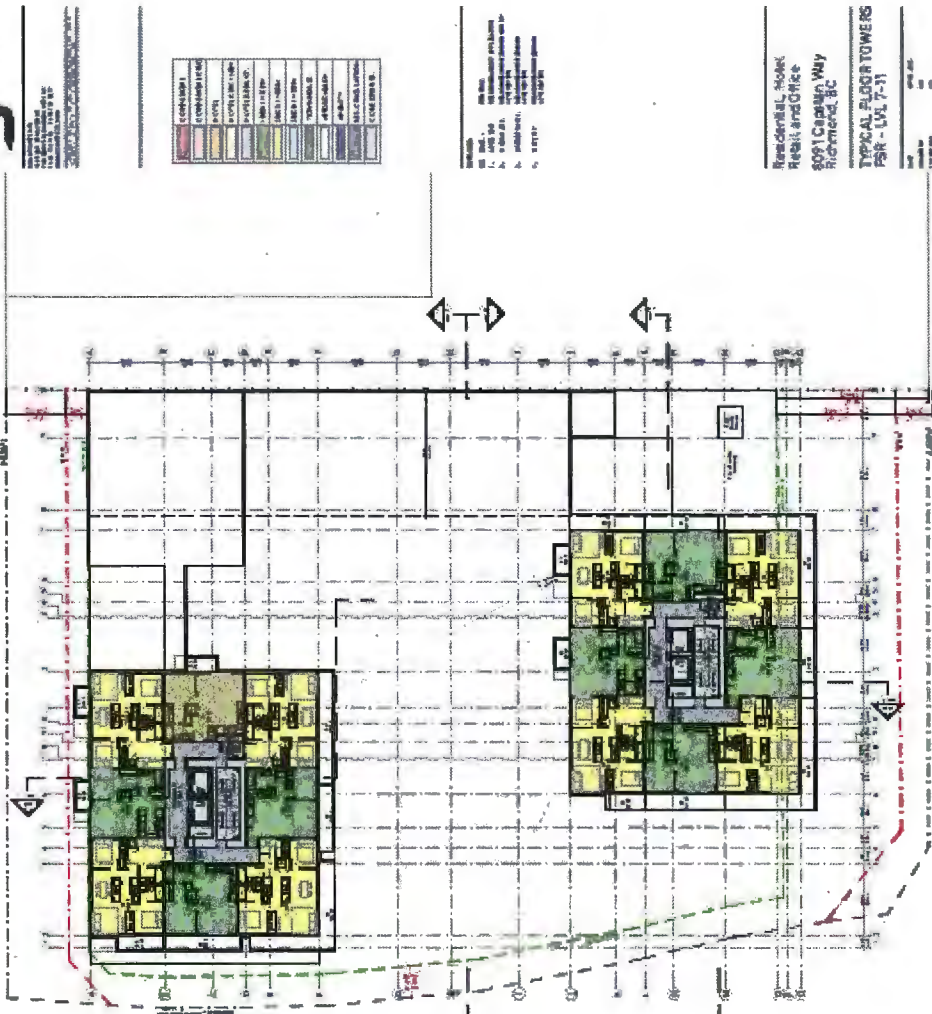
RIVER ROAD

CORVETTE WAY

CORVETTE WAY

CAPTAN WAY

NO.	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE
1	CEILING	SQ. FT.	1,200	1.50	1,800.00
2	FLOOR	SQ. FT.	1,200	1.50	1,800.00
3	WALL	SQ. FT.	1,200	1.50	1,800.00
4	DOOR	EA.	10	150.00	1,500.00
5	WINDOW	EA.	20	75.00	1,500.00
6	STAIR	SQ. FT.	1,200	1.50	1,800.00
7	ROOF	SQ. FT.	1,200	1.50	1,800.00
8	FOUNDATION	SQ. FT.	1,200	1.50	1,800.00
9	MECHANICAL	SQ. FT.	1,200	1.50	1,800.00
10	ELECTRICAL	SQ. FT.	1,200	1.50	1,800.00
11	PLUMBING	SQ. FT.	1,200	1.50	1,800.00
12	PAINT	SQ. FT.	1,200	1.50	1,800.00
13	LANDSCAPE	SQ. FT.	1,200	1.50	1,800.00
14	TOTAL				21,600.00

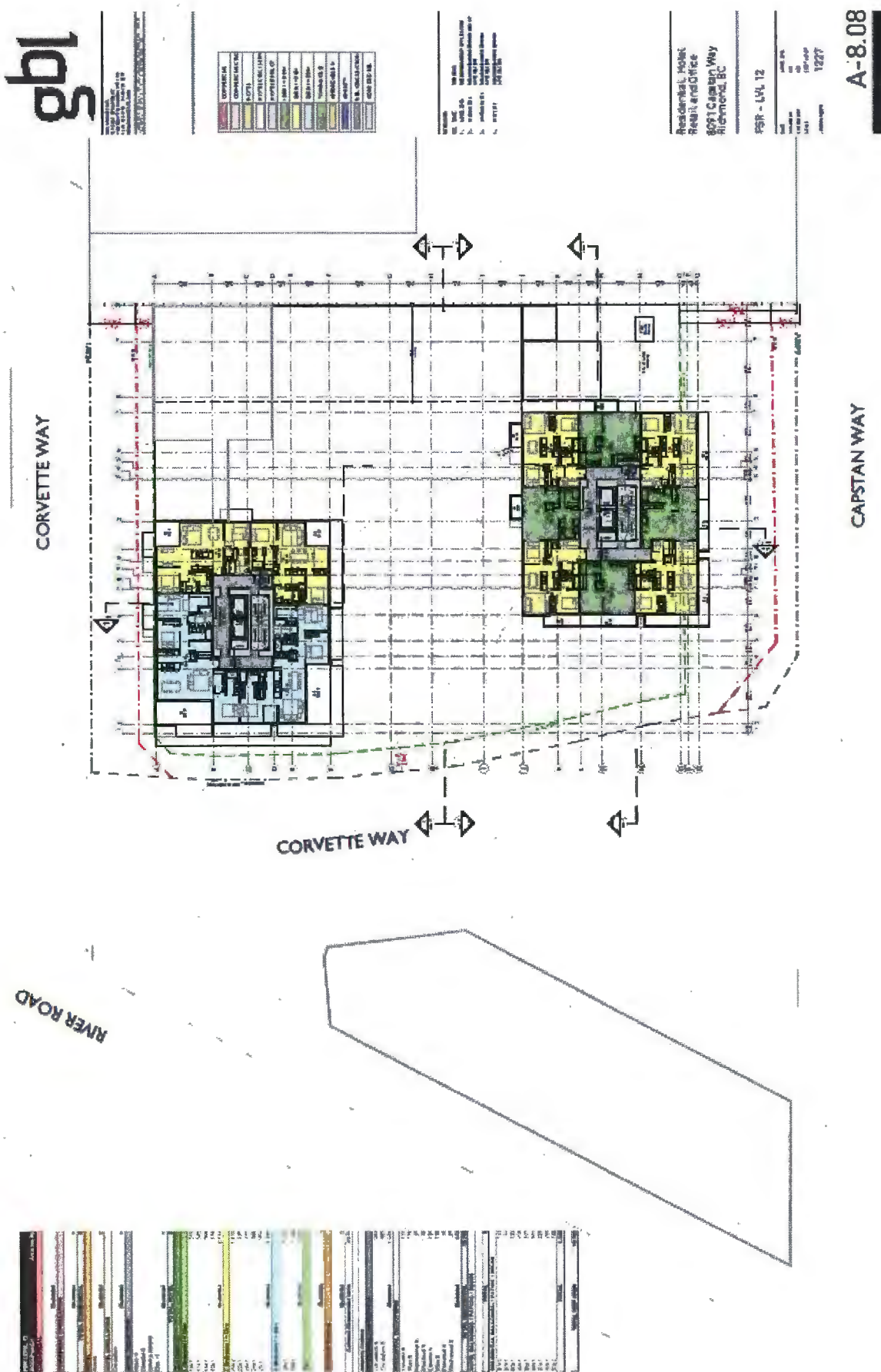


NO.	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE
1	CEILING	SQ. FT.	1,200	1.50	1,800.00
2	FLOOR	SQ. FT.	1,200	1.50	1,800.00
3	WALL	SQ. FT.	1,200	1.50	1,800.00
4	DOOR	EA.	10	150.00	1,500.00
5	WINDOW	EA.	20	75.00	1,500.00
6	STAIR	SQ. FT.	1,200	1.50	1,800.00
7	ROOF	SQ. FT.	1,200	1.50	1,800.00
8	FOUNDATION	SQ. FT.	1,200	1.50	1,800.00
9	MECHANICAL	SQ. FT.	1,200	1.50	1,800.00
10	ELECTRICAL	SQ. FT.	1,200	1.50	1,800.00
11	PLUMBING	SQ. FT.	1,200	1.50	1,800.00
12	PAINT	SQ. FT.	1,200	1.50	1,800.00
13	LANDSCAPE	SQ. FT.	1,200	1.50	1,800.00
14	TOTAL				21,600.00

Notes:
1. All work to be in accordance with the specifications and drawings.
2. All materials to be of the highest quality and approved by the architect.
3. All work to be completed within the specified time frame.
4. All work to be done in accordance with the local building codes.

Residential, Hotel
Health and Office
8091 Captan Way
Richmond, BC
TYPICAL FLOOR TOWERS
PSR - LX 7-11
Scale: 1/4" = 1'-0"
Date: 12/27

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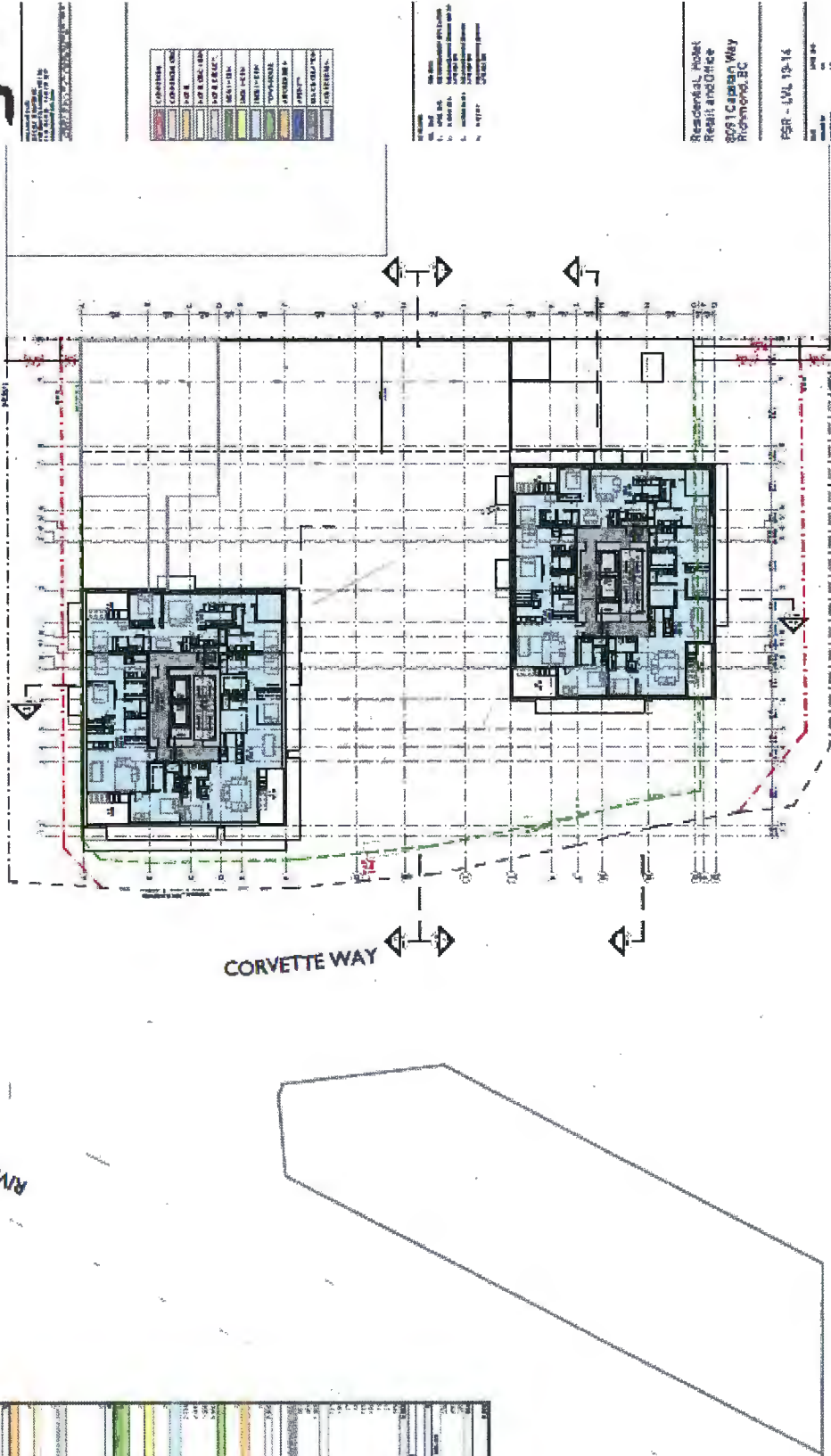
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RIVER ROAD

CORVETTE WAY

CORVETTE WAY

CAPTAN WAY



CONSTRUCTION	CONSTRUCTION
CONCRETE	CONCRETE
ASPHALT	ASPHALT
PAVEMENT	PAVEMENT
GRAVEL	GRAVEL
SOIL	SOIL
ROCK	ROCK
WOOD	WOOD
STEEL	STEEL
GLASS	GLASS
BRICK	BRICK
STONE	STONE
PLASTER	PLASTER
PAINT	PAINT
LANDSCAPE	LANDSCAPE
UTILITIES	UTILITIES

NOTES:
1. SEE PLAN FOR CONSTRUCTION DETAILS.
2. SEE PLAN FOR CONSTRUCTION DETAILS.
3. SEE PLAN FOR CONSTRUCTION DETAILS.
4. SEE PLAN FOR CONSTRUCTION DETAILS.
5. SEE PLAN FOR CONSTRUCTION DETAILS.
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9. SEE PLAN FOR CONSTRUCTION DETAILS.
10. SEE PLAN FOR CONSTRUCTION DETAILS.

Residential, Hotel
Retail and Office
8091 Captan Way
Richmond, BC

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Scale: 1/8" = 1'-0"
Date: 12/27
Sheet: 1227

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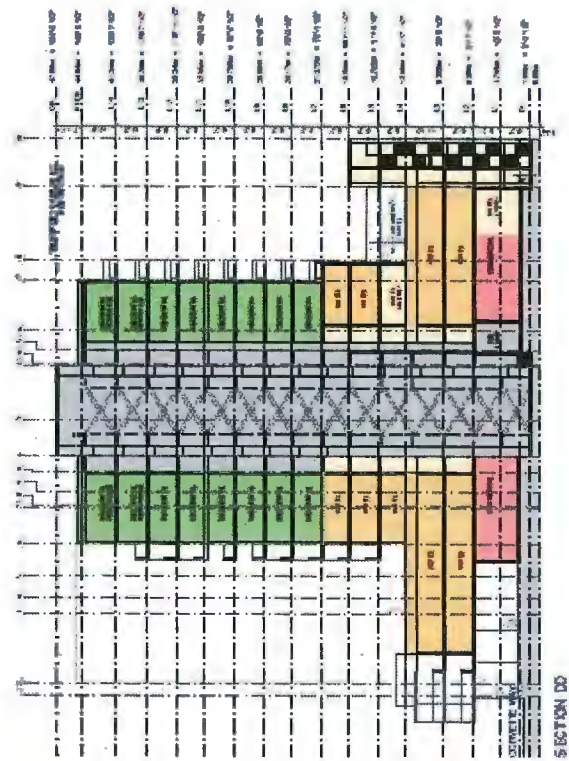
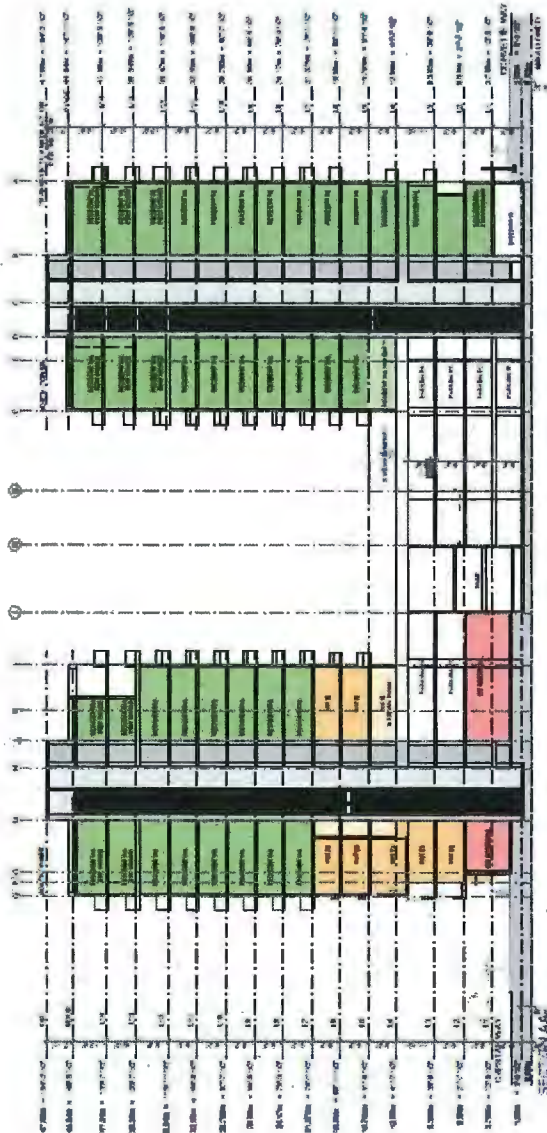
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1000 10th Ave
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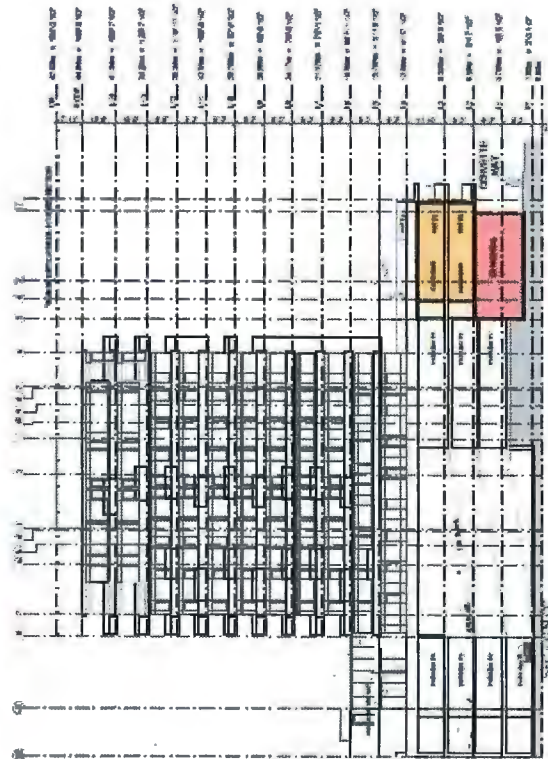
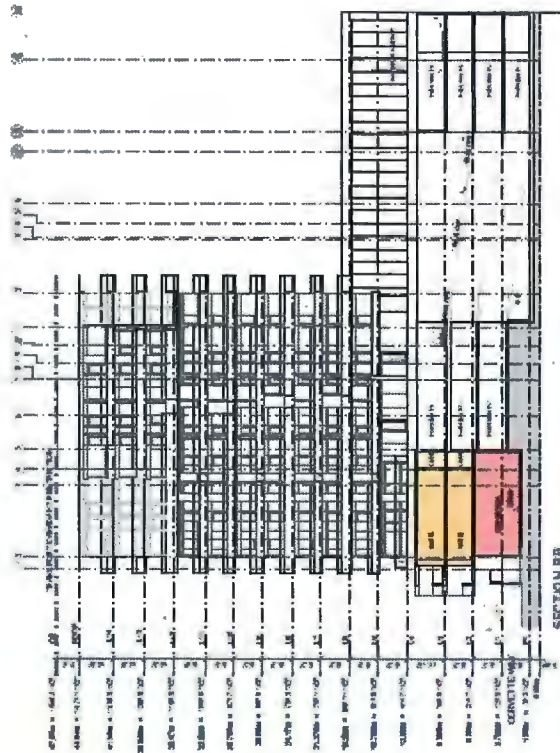
Residential, Hotel
Retail and Office
8071 Capistrano Way
Richmond, BC

SECTION AA
SECTION DD

Scale
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1:200
1:500
1:1000

A-4.01





15

中華民國八十八年九月
 中華民國八十八年九月
 中華民國八十八年九月

Year	Number of cases	Number of deaths
1990	1,000	100
1991	1,200	120
1992	1,400	140
1993	1,600	160
1994	1,800	180
1995	2,000	200
1996	2,200	220
1997	2,400	240
1998	2,600	260
1999	2,800	280
2000	3,000	300
2001	3,200	320
2002	3,400	340
2003	3,600	360
2004	3,800	380
2005	4,000	400
2006	4,200	420
2007	4,400	440
2008	4,600	460
2009	4,800	480
2010	5,000	500
2011	5,200	520
2012	5,400	540
2013	5,600	560
2014	5,800	580
2015	6,000	600
2016	6,200	620
2017	6,400	640
2018	6,600	660
2019	6,800	680
2020	7,000	700

Residential, Hotel
Retail and Office
SCM Capital Way
Richmond BC

SECTION 05
SECTION 06

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	

A-4.02



Address: 8091 Capstan Way

File No.: RZ 15-699647

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, the developer is required to complete the following:

1. OCP Bylaw: Final Adoption of OCP Amendment Bylaw 9676.
2. Ministry of Transportation & Infrastructure (MOTI): Final MOTI Approval must be received.
NOTE: Preliminary MOTI approval is on file (REDMS #5242351) and will expire on November 29, 2017.
3. NAV Canada Building Height: Submit a letter of confirmation from a surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
4. Road Dedications:
 - 4.1. Dedication of two strips of land along the north and south sides of the subject site for road widening purposes, as shown on the Preliminary Road Dedication Plan (**Schedule A**), including:
 - 4.1.1. Corvette Way: 352.10 m² (3,789.97 ft²) along the lot's entire north side, generally measuring 5.81 m (19.05 ft.) wide (to which Development Cost Charge credits shall NOT apply); and
 - 4.1.2. Capstan Way: 159.90 m² (1,721.15 ft²) along the lot's entire south side, generally measuring 3.11 m (10.19 ft.) wide (to which Development Cost Charge credits may apply).
 - 4.2. Capstan Way & Corvette Way Corner: Dedication of an 11.90 m² (128.09 ft²) area of City land ("Area B") that was previously secured by the City for road purposes, but never dedicated.
5. Capstan Station Bonus (CSB): Registration of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, until the developer satisfies the terms of the Capstan Station Bonus (CSB) as provided for via the Zoning Bylaw. More specifically, the developer shall provide for cash and public open space contributions as follows:
 - 5.1. Capstan Station Reserve Contribution: The preliminary estimated cash contribution is as shown in the following table. The actual value of the developer contribution shall be based on the actual number of dwelling units and the City-approved contribution rate in effect at the time of Building Permit* approval.

TABLE 1

Phase	No. of Dwellings <i>Preliminary estimate</i>	CSB Contribution Rate <i>Effective to Sep 30, 2017</i>	CSB Voluntary Contribution <i>Preliminary estimate</i>
1 only	136	\$8,392.66/dwelling	\$1,141,401.70
TOTAL	136	\$8,392.66	\$1,141,401.70

- 5.2. Public Open Space Contribution: Granting of at least 680.0 m² (7,319.5 ft²) of publicly-accessible open space to the City, in a combination of dedication and Statutory Right-of-Way (SRW), based on 5.0 m² (53.82 ft²) per dwelling unit and a maximum of 136 dwellings. More specifically, prior to rezoning adoption the developer shall:
 - 5.2.1. Maximum Number of Dwellings: Register a covenant and/or alternative legal agreement on title, to the City's satisfaction, to restrict the maximum number of dwellings on the subject site to 136.
NOTE: This is consistent with findings of the rezoning review that indicate the subject site cannot reasonably accommodate more than 680.0 m² (7,319.5 ft²) of CSB public open space.
 - 5.2.2. Publicly-Accessible Open Space: Provide public open space to the City, generally as shown on the Preliminary Capstan Station Bonus Public Open Space Plan (**Schedule B**). The ultimate configuration of these open space features shall be confirmed to the satisfaction of the City through the

Development Permit (DP 15-699652) review and approval processes, but the size of each feature shall not be less than the areas indicated below.

- a) Dedication: 183.9 m² (1,979.4 ft²) of additional road dedication for expanded pedestrian / bicycle circulation and related landscape features contiguous with the site's fronting streets.

NOTE: Proposed amendments to the subject site's RCL5 zone provide for the developer to calculate density on this additional road dedication. (Development Cost Charge credits shall NOT apply.)

- b) Capstan Way Plaza: 496.1 m² (5,340.1 ft²) secured as a landscaped SRW area contiguous with Capstan Way and complementary to its designated role in the City Centre Area Plan as an enhanced pedestrian and cycling route, which SRW area may include, among other things, an off-street-bike path, pedestrian walkway, and special landscape features.

- The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access and related landscape features for the use and enjoyment of pedestrians and cyclists, which may include, but may not be limited to, a paved walkway, off-street bike path, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public access to fronting on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction, via a Development Permit (DP 15-699652) or Servicing Agreement*, at the sole cost and responsibility of the developer, as determined to the City's satisfaction; and
 - Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and/or furnishings as determined to the City's sole satisfaction via the Development Permit (DP 15-699652) or Servicing Agreement* review and approval processes.
- In addition, the right-of-way shall provide for:
 - Building encroachments, provided that any such encroachments do not project into the right-of-way beyond that which would be otherwise permitted under the Zoning Bylaw (had the right-of-way not been in effect) or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit (DP 15-699652) and, exclusive of supporting structural elements (e.g., columns), there is a clear distance of at least 2.3 m between the finished grade of any portion of the right-of-way intended as a pedestrian or bicycle route (path) and the underside of any encroachment;
 - Public art; and
 - City utilities, traffic control (e.g., signals), and/or related equipment; and
- The right-of-way shall not provide for:
 - Building encroachments situated below finished grade; or
 - Driveway crossings.
- "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part, unless the permit includes the SRW area, to the City's satisfaction.
- No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), unless the permit includes the SRW area, to the City's satisfaction.
- "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, final Building Permit* inspection granting occupancy.

6. Driveway Crossings: Registration of a restrictive covenant(s) and/or other legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to one driveway, which shall be located along the portion of Corvette Way abutting the lot's north side.
7. Village Centre Bonus (VCB) Amenity Contribution: The City's acceptance of the developer's voluntary cash contribution in the amount of \$1,572,935, to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a construction value amenity transfer rate of \$650/ft² and an amount of transferred amenity based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed RCL5 zone, as indicated in the table below.

TABLE 2

Use	Maximum Permitted VCB Area as per RCL5 Zone	VCB (5%) Community Amenity Space Area	Construction Value Contribution Rate	Min. Voluntary Cash-in-Lieu Developer Contribution
VCB	4,496.3 m ² (48,397.8 ft ²)	224.8 m ² (2,419.9 ft ²)	\$650.00/ft ²	\$1,572,935.00
TOTAL	4,496.3 m² (48,397.8 ft²)	224.8 m² (2,419.9 ft²)	\$650.00/ft²	\$1,572,935.00

In the event that the contribution is not provided within one year of the application receiving third reading of Council (Public Hearing), the Construction Value Contribution Rate (as indicated in the table above) shall be increased annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive.

8. Hotel: Registration of a restrictive covenant(s) and/or other legal agreement(s) on title to ensure that the use and operation of the proposed hotel are consistent with City policy with respect to the Village Centre Bonus and Residential/Limited Commercial (RCL5) zone, which permit bonus density on the subject site for non-residential purposes only. More specifically:
 - 8.1. The meaning of hotel shall comply with the Richmond Zoning Bylaw definition and, for the purposes of the subject development, the meaning of hotel shall also include, but may not be limited to, requirements that a hotel shall:
 - 8.1.1. Be a stand-alone building, which for the purposes of the subject development shall mean it is located over, under, and/or beside other uses on the lot, but functions independently of those other uses except as described below;
 - 8.1.2. Contain guest rooms for use as transient rental accommodation, together with complementary uses and spaces required directly or indirectly in support of the guest rooms (e.g., recreation/leisure facilities, meeting/convention facilities, restaurant, retail, administration, and back of house uses);
 - 8.1.3. Not contain any dwelling unit(s) or other residential use(s) or space(s), including residential amenity space;
 - 8.1.4. Not share a common interior corridor, lobby, emergency exit, or other indoor space(s) or use(s) with the resident(s) of any dwelling(s) on the lot, EXCEPT that:
 - a) Guests, visitors, and employees of the hotel and residents and visitors of the dwellings may have shared use of the parking structure on the lot, as determined to the satisfaction of the City through an approved Development Permit*;
 - b) If so determined by the developer, the residents of dwellings on the lot may make use of any recreation/leisure facilities provided as part of the hotel (provided that the Richmond OCP residential amenity space requirements for the dwellings are satisfied as part of the residential portion of the development on the lot, exclusive of the hotel's recreation/leisure facilities); and
 - c) Hotel and residential uses may share a common wall, floor, or other features, as required to demise the two uses;
 - 8.1.5. Be permitted to be subdivided as an air space parcel, provided that any such air space parcel does not include any dwellings units or other residential uses; and
 - 8.1.6. Be permitted to be subdivided into two or more strata lots, provided that in the event of subdivision, the owner shall not, without the prior written consent of the City, sell or transfer less than five (5) hotel guest rooms in a single or related series of transactions with the result that when the purchaser

or transferee of the hotel guest rooms becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) hotel guest rooms.

- 8.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (excluding parking), unless the approved Development Permit includes the hotel and plans are attached to the subject restrictive covenant to make clear the size, location, and related features of the hotel, to the satisfaction of the City.
- 8.3. Following Development Permit issuance, the City may permit alterations to the design of the hotel, provided that any such alterations comply with an approved Development Permit and the subject restrictive covenant is amended or replaced, as determined to the satisfaction of the City.
9. Phasing: Registration of a legal agreement(s) on title on the lot to prohibit development of the subject site in more than one phase or stage, except in compliance with the following:
 - 9.1. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part, unless the permit includes the entirety of the proposed development as understood by the City through the rezoning process, to the City's satisfaction;
 - 9.2. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), unless the permit includes the entirety of the proposed development as understood by the City through the rezoning process, to the City's satisfaction; and
 - 9.3. "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until all the features secured via legal agreements prior to rezoning adoption (including, but not limited to, the Capstan Way Plaza, affordable housing and related features, hotel shuttle bus facilities, electric vehicle charging facilities, commercial parking, and Servicing Agreement works) and all the features required with respect to the approved Development Permit (DP 15-699652) (including, but not limited to, indoor and outdoor residential amenity spaces) are completed to the satisfaction of the City and, as applicable, have received final Building Permit* inspection granting occupancy.
10. Flood Construction: Registration of a flood indemnity covenant(s) on title, as per Flood Plain Designation and Protection Bylaw, Area "A" (i.e. minimum flood construction level of 2.9 m GSC).
11. Aircraft Noise Sensitive Development (ANSO): Registration of the City's standard "mixed use" aircraft noise sensitive use covenants on title to the subject site, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, prior to each Development Permit (DP 15-699652) and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of confirmation prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within dwelling units must achieve CMHC standards follows:

TABLE 3

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

12. View and Other Development Impacts: Registration of a restrictive covenant(s) on title, to the satisfaction of the City, requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light potentially, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, the covenant shall notify residential tenants in the subject mixed use building of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, hotel, and other uses and activities. The owner-developer shall notify all initial purchasers of the

potential development impacts. Furthermore, prior to each Development Permit (DP 15-699652) and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of confirmation prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures are incorporated into the building design.

13. District Energy Utility (DEU): Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to DEU, which covenant(s) and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - 13.1. "No building" will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, 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;
 - 13.2. If a DEU is available for connection, no final Building Permit* 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; and
 - 13.3. If a DEU is not available for connection, then the following is required prior to the earlier of subdivision* (stratification) or final Building Permit* inspection permitting occupancy of a building:
 - 13.3.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 13.3.2. 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;
 - 13.3.3. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 13.3.4. If required by the Director of Engineering, 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.
14. Transitional Parking and Transportation Demand Management (TDM) Strategy: City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements in compliance with Zoning Bylaw requirements with respect to Parking Zone 1A (Capstan Village) and TDM-related parking reductions.
 - 14.1. Cash-in-Lieu Contribution: City acceptance of the developer's voluntary contribution in the amount of \$30,000 towards the City's implementation of a bus shelter and/or related accessibility features, to the satisfaction of the City.
 - 14.2. Hotel Shuttle Bus Facilities: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance, until the developer provides for a hotel shuttle bus facilities to the City's satisfaction. More specifically, as determined to the City's satisfaction:
 - 14.2.1. The hotel shuttle bus facilities shall include the following:
 - a) A parking/loading space for exclusive hotel shuttle bus use, which, unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process, shall:
 - Be not smaller than a medium loading space (as defined by the Zoning Bylaw), unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process; and
 - Be located on the ground floor of the building's parking structure;
 - b) A passenger area for waiting and embarking/disembarking, located adjacent to the parking/loading space with direct, safe, lit, weather-protected, and universal access to the hotel's ground floor public spaces (e.g. lobby) for the convenience of hotel guests and the public;

- c) A hotel shuttle bus, which shall, unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process, be equivalent in size to a SU-9 truck; and
- d) Related features (e.g., signage, hotel entrance).

14.2.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:

- a) Designs the building to provide for the hotel shuttle bus facilities;
- b) Secures the parking/loading space, passenger area, and related features, as required, via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements;
- c) Enters into a contract with an operator for the hotel shuttle bus facilities (for a minimum term of 3 years) and/or alternative legal agreement(s) securing, among other things, the developer's commitment to:
 - Providing the hotel shuttle bus at no cost to the operator; and
 - Ensuring that the hotel shuttle bus and facility will be 100% available for use upon Building Permit issuance granting occupancy of the first building on the lot or as otherwise determined to the satisfaction of the operator and the City;
- d) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of the hotel shuttle bus, the value of which shall be determined to the satisfaction of the Director of Transportation and Director of Development; and
- e) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the hotel shuttle bus facilities are not operated for hotel shuttle purposes as intended via the subject rezoning application (e.g., operator's contract expires and is not renewed), if the City so determines in its sole discretion, the control of the hotel shuttle facilities shall be transferred to the City, at no cost to the City, and the City, at its sole discretion, without penalty or cost, shall determine how the hotel shuttle bus facilities shall be used going forward.

14.2.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required hotel shuttle bus facilities to the satisfaction of the City.

14.2.4. "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required hotel shuttle bus facilities is completed to the satisfaction of the City and has received final Building Permit* inspection granting occupancy.

14.3. End-of-Trip Cycling Facilities & "Class 1" Bike Storage for Non-Residential Uses: Registration of a restrictive covenant on the subject site for the purpose of requiring that the developer/owner provides, installs, and maintains end-of-trip cycling facilities and "Class 1" bike storage on site for the use of the non-residential tenants of the building on the lot, to the satisfaction of the City as determined via the Development Permit (DP 15-699652) review/approval processes. More specifically:

14.3.1. The developer/owner shall, at its sole cost, design, install, and maintain on the lot:

- a) One end-of-trip cycling facility for each gender for the shared use of the development's non-residential tenants; and
- b) "Class 1" bike storage spaces for non-residential tenants of the building, as per the Zoning Bylaw, which storage must include 120V electric vehicle (EV) charging stations (i.e. duplex outlets) for the shared use of cyclists at a rate of 1 charging station for each 10 bike storage spaces or as per the Zoning Bylaw and Official Community Plan rates in effect at the time of Development Permit (DP 15-699652) approval, whichever is greater;

14.3.2. An end-of-trip cycling facility shall mean a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time;

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- 14.3.3. For ease of use and security, the required end-of-trip cycling facilities shall be located immediately adjacent to the building's non-residential "Class 1" bike storage and the building's elevator/stair core, as determined to the satisfaction of the City via an approved Development Permit (DP 15-699652);
 - 14.3.4. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses to the satisfaction of the City;
 - 14.3.5. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements; and
 - 14.3.6. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is staged, "no occupancy" shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses receives final Building Permit* inspection granting occupancy.
15. Commercial Parking: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on the lot restricting the use of parking provided on-site in respect to non-residential uses (as per the Zoning Bylaw). More specifically, Commercial Parking requirements for the lot shall include the following.
- 15.1. Commercial Parking shall mean any non-residential parking spaces, as determined to the satisfaction of the City through an approved Development Permit (DP 15-699652), including spaces required for the use of:
 - 15.1.1. The general public;
 - 15.1.2. Businesses and tenants on the lots, together with their employees, visitors, and guests; and
 - 15.1.3. Residential visitors.
 - 15.2. Commercial Parking shall include:
 - 15.2.1. No less than 50% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term (e.g., hourly) parking by the general public; and
 - 15.2.2. No more than 50% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses.
 - 15.3. Public Parking spaces shall:
 - 15.3.1. Include, but may not be limited to, 85% of the commercial parking spaces located at the entry level of the lot's parking structure or as otherwise determined to the satisfaction of the Director of Transportation;
 - 15.3.2. Include residential visitor parking (in the form of shared parking), which residential visitors shall be permitted to use the Public Parking on the same terms as members of the general public; and
 - 15.3.3. Be available for use 365 days per year for a daily duration equal to or greater than the greater of the operating hours of transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.
 - 15.4. Commercial Parking shall not include tandem parking.
 - 15.5. Commercial Parking must, with respect to both Public Parking and Assignable Parking, include a proportional number of handicapped parking spaces, small car parking spaces, and spaces equipped with electric vehicle

charging equipment, as per the Zoning Bylaw and legal agreements registered on title with respect to the subject rezoning.

- 15.6. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 15.7. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required Commercial (Public and Assignable) Parking and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City's objectives.
- 15.8. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required Commercial (Public and Assignable) Parking and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is staged, "no occupancy" shall be permitted of the building (excluding parking), in whole or in part, until, on a lot-by-lot basis, 100% of the Public Parking spaces required with respect to the lot receive final Building Permit* inspection granting occupancy.
16. Tandem Parking: Registration of a legal agreement(s) on title on the lot to prohibit tandem parking (i.e. where two parking spaces are provided in a tandem arrangement).
17. Electric Vehicle (EV) Charging Equipment for Vehicles and "Class 1" Bike Storage: Registration of legal agreement(s) on the lot requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging equipment within the building for the use of building residents, commercial tenants, guests, customers, and other users as determined to the satisfaction of the City. More specifically:
 - 17.1. Electrical vehicle (EV) equipment shall be provided as indicated in the table below or the City-approved rates in effect at the time of Development Permit (DP 15-699652) issuance, whichever is greater.

TABLE 5

Electric Vehicle (EV) Charging Equipment by Use	# Units	Vehicle Parking			Class 1 Bike Storage		
		Est. # Parking Spaces (1)	Energized Space (3)		Est. # Bikes (1)	Energized Equipment (4)	
			Min. Rate (2)	Est. EV #		Min. Rate (2)	Est. EV #
RESIDENTIAL	136	123	100%	123	170	10%	17
▪ Market Units	128	116	100%	116	160	10%	16
▪ Affordable Housing	8	7	100%	7	10	10%	1
NON-RESIDENTIAL	N/A	N/A	N/A	N/A	13	10%	2

- (1) "Est. # Parking Spaces" and "Est. # Bikes" are the estimated minimum numbers required by the development under the Zoning Bylaw. The actual numbers will be confirmed prior to Development Permit (DP 15-699652) issuance.
- (2) "Min. Rate" for Vehicle Parking and Class 1 Bike Storage are fixed (%) rates. The "Est. EV #" is the product of those fixed rates and the "Est. # Parking Spaces" or "Est. # Bikes", as applicable. The actual numbers will be confirmed prior to Development Permit (DP 15-699652) issuance.
 NOTE: For the Class 1 Bike Storage, the minimum rate shall be understood to mean that, on a bike storage room-by-bike storage room basis, (i) one "Energized Equipment" shall be provided for each 10 bikes, or portion thereof, accommodated in the bike room; and (ii) the required "Energized Equipment" shall be located to facilitate its shared use by multiple users of the bike storage room.
- (3) "Vehicle Parking – Energized Space" means all the infrastructure required for the charging of an electric vehicle, including all electrical equipment (including metering), cabling and associated raceways, and connections, with the exception of the Electric Vehicle Supply Equipment (EVSE).
 NOTE: 120V OR 240V service shall be permitted, as determined by the developer, at the developer's sole discretion.
- (4) "Class 1 Bike Storage – Energized Equipment" means an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related features necessary to supply the required electricity for the operation of such an outlet.

- 17.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and "Class 1" bike storage and related features (e.g., permanent signage to facilitate the intended uses of the EV equipment and way-finding, pedestrian access routes, proportional distribution) to the satisfaction of the City.

- 17.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit (DP 15-699652) and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City’s objectives and complies with this legal agreement(s).
- 17.4. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (exclusive of parking), until the required electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit* are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on a lot is staged, “no occupancy” shall be permitted of the first stage of building occupancy on a lot, in whole or in part (excluding parking), until 100% of the electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features required with respect to the lot receive final Building Permit* inspection granting occupancy.
18. **Affordable Housing:** The City’s acceptance of the developer’s offer to voluntarily contribute affordable (low-end market rental) housing constructed to a turnkey level of finish on the lot at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City’s standard Housing Agreement and Covenant(s) to secure the affordable housing units. The form of the Housing Agreement and Covenant(s) shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenant(s) may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit (DP 15-699652) for the lot and other non-materials changes resulting thereof and made necessary by the Development Permit (DP 15-699652) approval requirements, as determined to the satisfaction of the Director of Development, and Manager, Community Social Development. The terms of the Housing Agreement and Covenant(s) shall indicate that they apply in perpetuity and provide for, but will not limited to, the following:
- 18.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of at least 562.0 m² (6,049.8 ft²), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 5% of the subject development’s total maximum residential floor area permitted on the lot under the proposed RCL5 zone (i.e. 5% of 11,240.8 m² / 120,995.0 ft²); and
- 18.2. The developer shall, as generally indicated in the table below:
- 18.2.1. Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City’s Affordable Housing Strategy and guidelines for Low End Market Rental housing, unless otherwise agreed to by the Director of Development and Manager, Community Social Development;
- 18.2.2. Achieve the Project Targets for the total number of affordable housing units and unit mix or as otherwise determined to the satisfaction of the Manager, Community Social Development through the project’s Development Permit (DP 15-699652) approval processes; and
- 18.2.3. Design and construct all affordable housing units, except 2-storey townhouse units, to comply, at a minimum, with Richmond Zoning Bylaw requirements for Basic Universal Housing (BUH) units. All units must include aging-in-place features, such as lever handles and blocking in walls for the future installation of grab bars by others.

TABLE 6

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Apartment-Type Units (i.e. 1 storey units with shared lobby/corridor access)</i>				
1-BR	50 m ² (535 ft ²)	\$950	\$38,000 or less	4
2- BR	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Townhouse-Type Units (i.e. 1 or 2 storey units with shared lobby/corridor access & private street-front entrances)</i>				
1-BR (1 storey)	50 m ² (535 ft ²)	\$950	\$38,000 or less	1 (with den)
3-BR (2 storey)	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
TOTAL	562.0 m ² (6,049.8 ft ²)	Varies	Varies	8

(3) May be adjusted periodically, as provided for under adopted City policy.

(4) All units (except the 2-storey townhouse) shall meet Richmond Basic Universal Housing (BUH) standards or better.

- 18.3. The affordable housing units shall be dispersed, generally as indicated in the developer's rezoning proposal (2 townhouse-type units with private street-front entrances plus 1 apartment-type unit at each of Levels 3, 4, 6, 7, 8, and 9) or as determined to the City's satisfaction through the Development Permit (DP 15-699652) review and approval processes.
- 18.4. Occupants of the affordable housing units on the lot shall, to the satisfaction of the City, as determined prior to Development Permit (DP 15-699652) approval, enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP and City Centre Area Plan (CCAP) requirements.
- 18.5. Parking, "Class 1" bike storage, and related electric vehicle (EV) charging equipment shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and legal agreements registered on title with respect to the subject rezoning at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or assigned use of the parking spaces, bike storage, EV charging equipment, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit (DP 15-699652) issuance or as otherwise determined to the satisfaction of the City.
- 18.6. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Manager, Community Social Development.
- 18.7. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
 - 18.7.1. Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - 18.7.2. Takes all necessary steps to ensure that the Housing Covenant accurately reflects the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit (DP 15-699652); and
 - 18.7.3. As required, registers additional legal agreements on title to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit (DP 15-699652) review and approval processes.
- 18.8. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking), until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 18.9. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.
19. **Public Art:** City acceptance of the developer's offer to make a voluntary contribution towards public art, the terms of which voluntary developer contribution shall include the following.
 - 19.1. The value of the developer's voluntary public art contribution shall be at least \$113,917, based on the minimum Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed RCL5 zoning. **PH-131** affordable housing, as indicated in the table below.

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TABLE 7

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.81/ft ²	\$93,106
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.43/ft ²	\$20,811
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	Varies	\$113,917

- 19.2. Prior to rezoning adoption, the developer shall submit a Public Art Plan for the subject site, which Plan shall be:
- 19.2.1. Prepared by an appropriate professional;
 - 19.2.2. Based on a contribution value of at least \$113,917;
 - 19.2.3. Consistent with applicable City policy and objectives (e.g., the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage planning undertaken by the City for Capstan Village), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services;
 - 19.2.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services; and
 - 19.2.5. Implemented by the developer, as required by legal agreement(s) registered on title to prior to rezoning adoption.
- 19.3. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
- 19.3.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the lot and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption); and
 - 19.3.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the Plan's implementation, the value of which contribution shall be at least \$113,917.
- 19.4. "No occupancy" shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the lot until:
- 19.4.1. The developer, at his/her expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City and pre-approved by Council, or within a statutory right-of-way on the developer's lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan);
 - 19.4.2. The developer, at his/her expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and
- NOTE: It is the understanding of the City that the artist's rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.
- 19.4.3. The developer, at his/her expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to

the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:

- a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- c) The maintenance plan for the public art prepared by the artist(s); and
- d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

20. Community Planning: The City's acceptance of the developer's voluntary contribution in the amount of \$40,385.75, towards future City community planning studies, based on \$0.25/ft² and the maximum permitted buildable floor area under the proposed RCL5 zone (excluding affordable housing), as per the City Centre Area Plan and indicated in the table below.

TABLE 8

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rate	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.25/ft ²	\$28,736.30
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.25/ft ²	\$12,099.45
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	\$0.25/ft²	\$40,835.75

21. Development Permit: The submission and completion of processing of a Development Permit (DP 15-699652) to a level deemed acceptable by the Director of Development.
22. Servicing Agreement* (SA): Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various related engineering, transportation, and parks works, all to the satisfaction of the City.

NOTE:

- i. Parks works shall be limited to frontage improvements along Capstan Way and Corvette Way, which works shall be designed and constructed in coordination with the Transportation requirements and, for the purpose of these Rezoning Considerations, described as part of the Transportation requirements.
- ii. The developer shall be responsible for ensuring that the approved design is coordinated with SA works required with respect to the development of neighbouring properties and subject to concurrent review and approval by the City.
- iii. Prior to rezoning adoption, all works identified via the subject development's SA* must be secured via a Letter(s) of Credit. All works shall be completed prior to final Building Permit* inspection granting occupancy of the first building on the subject site (exclusive of parking), in whole or in part.
- iv. Development Cost Charge (DCC) credits may apply.

Servicing Agreement (SA)* works will include, but may not be limited to, the following:

22.1. Engineering Servicing Agreement * Requirements:

- 22.1.1. Water Works: Using the OCP Model, there are 197 L/s of water available at a 20 psi residual at the Capstan Way frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Watermain upgrades are required as indicated below to improve flows and provide offsite fire protection service. At the Developer's cost, the City will complete all proposed watermain tie-ins. The Developer is required to:
 - a) 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 Stage and Building designs.

- b) Install approximately 110 m of new 200 mm diameter watermain and fire hydrants along the east side of the north-south leg of Corvette Way. The new watermain shall be tied-in to the existing watermain along Capstan Way and the east-west leg of Corvette Way.
- c) Extend the existing watermain along the east-west leg of Corvette Way to the west to facilitate tie-in of the new watermain along the north-south leg of Corvette Way.
- d) Upgrade approximately 60 m of existing 150 mm diameter watermain to a 200 mm diameter watermain along Capstan Way frontage.

22.1.2. Storm Sewer Works: The Developer is required to:

- a) Direct all drainage to the ditch along the west side of the future River Road (currently the railway right-of-way). Perform a drainage analysis to the major conveyance on Cambie Road and upgrade approximately 120 meters of existing 375 mm and 450 mm diameter storm sewers to minimum 600 mm or OCP size storm sewer along the north-south aligned Corvette Way. Tie-in to the south shall be to the existing ditch along the west side of River Road just south of Capstan Way via a new manhole and headwall. Tie-in to the north shall be to the existing storm sewers along the east-west aligned Corvette Way via a new manhole.
- b) Extend the existing storm sewer along the east-west aligned Corvette Way up to 15 m to the west to facilitate tie-in (via a new manhole) of the new storm sewer along the north-south leg of Corvette Way. The manhole at the existing storm sewer junction shall be removed.
- c) Upgrade approximately 80 meters of existing 375 mm diameter storm sewers to minimum 750 mm or OCP size storm sewer within Capstan Way. The tie-in to the west side shall be to the new storm sewer at Corvette Way and tie-in to the east shall be to the existing storm sewers along the north side of Capstan Way via new manholes.
- d) Upgrade the existing headwall at the tie-in point of the ditch to the box culvert on Cambie Road to MMCD standards, and upgrade the pipe connecting the headwall and box culvert to the size determined within the drainage analysis.
- e) Perform additional upgrades as identified within the drainage analysis.

22.1.3. Sanitary Sewer Works: The Developer is required to:

- a) Due to the large developments in the Skyline sanitary catchment, the load on the Skyline Pump Station has increased. In order to accommodate these large developments, the Skyline pump station requires upgrades, including new equipment and mechanical upgrades to the pump station. These upgrades will be accomplished through the large developments adjacent to the pump station: the YuanHeng development at 3031 No 3 Road (RZ 12-603040) and this development at 8091 Capstan Way. Through the adjacent development YuanHeng, the existing kiosk will be upgraded, a new transformer installed, and rights-of-ways for the pump station equipment secured. 8091 Capstan Way shall upgrade the pumps within the existing wet well and install a back-up generator within the right-of-way secured through the YuanHeng development. The design and construction of the new pumps and generator, and all related equipment, conduits, etcetera, shall be incorporated within the servicing agreement for the offsite works for 8091 Capstan Way at the Developer's cost. If the servicing agreement for 8091 Capstan Way proceeds prior to the servicing agreement for the YuanHeng development, the Developer shall pay a cash-in-lieu contribution for the design and construction of the generator; the pumps shall still be incorporated within the servicing agreement for 8091 Capstan Way.
- b) Upgrade approximately 120 m of existing 200 mm diameter sanitary main to 375 mm diameter or OCP size at an alignment located west of the road centerline along the north-south leg of Corvette Way. Aligning the new sanitary main along the west side of the road will eliminate conflicts with the Metro Vancouver trunk sewers at the south side of Capstan Way. Removal of the existing railway tracks may be required to facilitate the sanitary sewer construction along the west side of Corvette Way. The PH-134 sanitary sewers shall tie-in to the existing sanitary

sewers along the south side of Capstan Way and along the east-west leg of Corvette Way via new manholes. Tie-in at the south side of Capstan Way shall be at the west side of the Metro Vancouver trunk sewers.

- c) Remove existing manhole SMH57280 at the south west corner of the Capstan Way and Corvette Way intersection.

22.1.4. Frontage Improvements: The Developer is required to:

- a) Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the east property line of the development. The developer is required to coordinate with the private utility companies.
- b) Pre-duct for future hydro, telephone and cable utilities along all road frontages. Capacity is required for all services currently located in River Road between Capstan Way and Corvette Way.
- c) 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 submitted prior to the RZ staff report progressing to Planning Committee and shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an above-ground 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 4 m W X 5 m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5 m W X 3.5 m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2 m W X 1.5 m (deep)
 - Traffic signal controller cabinet – Approximately 3.2 m W X 1.8 m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8 m W X 2.2 m (deep)
 - Shaw cable kiosk – Approximately 1 m W X 1 m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1 m W X 1 m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
- d) Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.

22.1.5. Street Lights: Provide street lighting along the east-west and north-south legs of Corvette Way and along Capstan Way. The following shall be confirmed through the SA processes:

- a) Capstan Way @ the north side of the street:
 - Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
 - Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway, but EXCLUDING any flower basket holders, flower basket irrigation, or duplex receptacles.
- b) Corvette Way @ the east and south sides of the street:
 - Pole colour: Grey

- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or flower basket irrigation.
- Pedestrian lighting: Not applicable.

22.1.6. General Items: The Developer is required to:

- a) Provide, prior to first SA design submission, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission.
- b) Coordinate the site preparation works (e.g., soil densifications, etc.) and SA* design and construction with BC Hydro.
- c) Additional legal agreements, as determined via the subject development's SA(s)* and/or Development Permit (DP 15-699652), 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.

22.2. Transportation Servicing Agreement * Requirements: The developer shall be responsible for the design and construction of frontage works, generally as shown in the approved Preliminary Functional Roads Plan (**Schedule C**), which was based on achieving the following road cross-sections (together with tie-ins to conditions beyond the frontages of the subject site), as determined to the City's satisfaction.

22.2.1. Traffic Signal Works: Pre-ducting for future signals at the Capstan Way/Corvette Way intersection.

22.2.2. Frontage Improvements:

- a) East-West Corvette Way (described from south to north):
 - 2.0 m wide concrete sidewalk at the new property line;
 - 1.5 m wide landscaped boulevard, which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Grass and/or a combination of low evergreen plants and paving elements providing pedestrian access between on-street parking and the sidewalk (e.g., stepping stones, suspended slabs), but excluding tree grates;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 0.15 m wide curb; and
 - Road widening to achieve a 12.0 m wide driving surface (measured from face-of-curb to face-of-curb), including two curb-side parking lanes (2.7 m wide each) and two general purpose travel lanes (3.3 m wide each).
- b) North-South Corvette Way (described from east to west):
 - 2.0 m wide concrete sidewalk at the existing property line;
 - 1.5 m wide landscaped boulevard, which may include, but may not be limited to, the following, as determined to the City's satisfaction:

- Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Grass and/or a combination of low evergreen plants and paving elements providing pedestrian access between on-street parking and the sidewalk (e.g., stepping stones, suspended slabs), but excluding tree grates;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 0.15 m wide curb;
 - Road widening to achieve a minimum 9.5 m wide interim driving surface (measured from face-of-curb on the east to pavement edge on the west), including one curb-side parking lane along the street's east side (2.7 m wide), a northbound general purpose travel lane (3.3 m wide), and a southbound general purpose travel lane (3.5 m wide); and
 - Interim road side barriers and shoulder.
- c) Capstan Way (described from south to north, using the existing marked centre line as the reference point):
- 6.6 m wide driving surface for westbound traffic;
 - 0.15 m wide curb;
 - A landscaped boulevard of varying width (tapering to a minimum width of 1.5 m near Corvette Way), which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures, but typically excluding structural soil);
 - Some combination of low evergreen plants and related features;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 2.5 m wide off-street bike path, including a 2.2 m wide asphalt bike framed by 0.15 m wide flush concrete bands along both sides;
 - 1.0 m wide landscaped buffer strip, which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench, with or without tree grates (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Some combination of low evergreen plants and paving elements providing pedestrian access between the bike path and the sidewalk (e.g., stepping stones, suspended slabs);
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements); and
 - 2.0 m wide concrete sidewalk at 107 proposed property line.

Initial: _____

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 15-699647) with respect to the development's Development Permit (DP 15-699652).
2. Additional Requirements: Discharge and registration of additional right-of-way(s) and/or legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, Manager of Real Estate Services, Manager of Community Social Services, and Senior Manager of Parks.
3. Waste Management Plan: As part of the permit drawings, submit a Plan (i.e. drawings and related specifications), to the City's satisfaction, indicating the nature of all waste management-related facilities proposed on the subject site and their compliance with City bylaws and policies, including, but not limited to, carts/bins (e.g., uses, types, and numbers), waste/holding rooms (e.g., uses, locations, sizes, and clear heights), loading facilities (e.g., locations, sizes, and clear heights), pedestrian/vehicle access (e.g., routes and vehicle turning templates), and related features, as required (e.g., signage, janitor sinks, floor drains, lighting, ventilation, safety measures, and door/gate operations).

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 15-699647) and/or Development Permit issuance (DP 15-699652) with respect to the development's Building Permit*.
2. Construction Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Accessibility: Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Construction Hoarding: 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:

- Items marked with an asterisk (*) require a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

SIGNED COPY ON FILE

Signed _____

Date _____

SCHEDULE A
Preliminary Road Dedication Plan (REDMS #5395734)

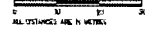
**SUBDIVISION PLAN OF
LOT 41 EXCEPT: PARCEL B (BYLAW PLAN 73014) PLAN 27115 AND
PARCEL B BYLAW PLAN 73014,
BOTH OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT**

PLAN EPP

BCDS 926.013

LEGEND

SCALE 1:500



THE INTENDED PLAT DATE OF THIS PLAN
IS THREE HOURS IN THE MONTH OF MAY 1992
WHEN PLATTED AT A SCALE OF 1:500

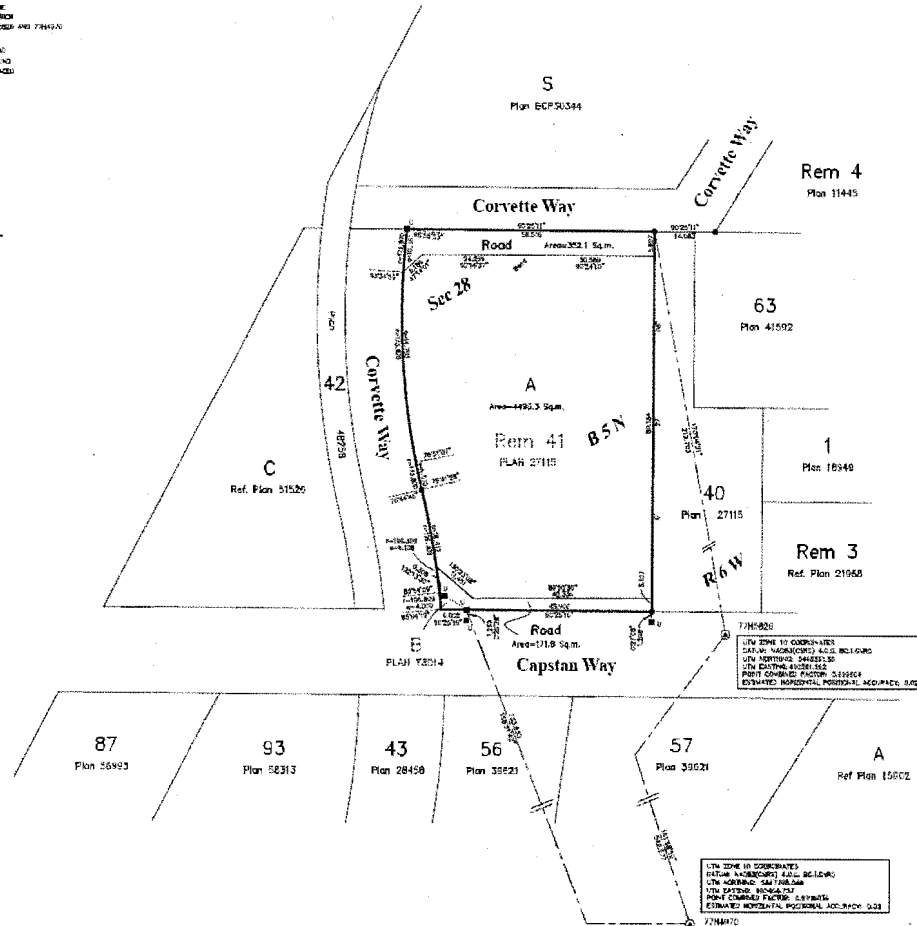
INTERPRETED SURVEY DATA FROM BROWNE, B.C.
DATED 1989/10/10, IS USED.

ONLY MEASUREMENTS ARE DERIVED FROM OBSERVATIONS BETWEEN
EXISTING CONTROL MONUMENTS 774084 AND 774075

THE UTM COORDINATES AND ESTIMATED HORIZONTAL
POSITIONAL ACCURACY NOTED ARE DERIVED FROM
COMBINED TOTAL SURVEY OBSERVATIONS TO EXISTING
CONTROL MONUMENTS 774084 AND 774075

THIS PLAN SHOWS HORIZONTAL, GROUND-LEVEL
DISTANCES UNLESS OTHERWISE SPECIFIED
TO CORNER AND DISTANCES
WALL-TO-WALL DISTANCES BY THE
AVERAGE CORNER-TO-CORNER DISTANCE
HAS BEEN DERIVED FROM MONUMENTS 774084 AND 774075

- ⊙ INDICATES CONTROL MONUMENT FOUND
- ⊙ INDICATES STAKE/NO MONUMENT FOUND
- ⊙ INDICATES STAKE/NO MONUMENT FOUND



DRAFT

**M.Y. AND ASSOCIATES
LAND SURVEYING LTD.**
2010 FIVE - 10TH STREET
VANCOUVER, B.C. V6M 4E7
TEL: (604) 683-1510
FAX: (604) 683-1510

THIS PLAN LIES WITHIN THE JURISDICTION OF
THE APPROVING OFFICER FOR THE CITY OF BURNABY
THIS PLAN LIES WITHIN THE
CITY OF BURNABY
THE FIELD SURVEY REPRESENTED BY
THIS PLAN WAS COMPLETED ON
THE 10 DAY OF OCTOBER, 2001
EUGENE D. HODGE, B.C.L.S.

SCHEDULE B
Preliminary Capstan Station Bonus Public Open Space Plan (REDMS #5341841)

gbl

1000 WESTERN AVENUE
 VANCOUVER, BC V6H 3G7
 TEL: 604.681.1234
 FAX: 604.681.1235
 WWW.GBLINC.COM

REVISIONS

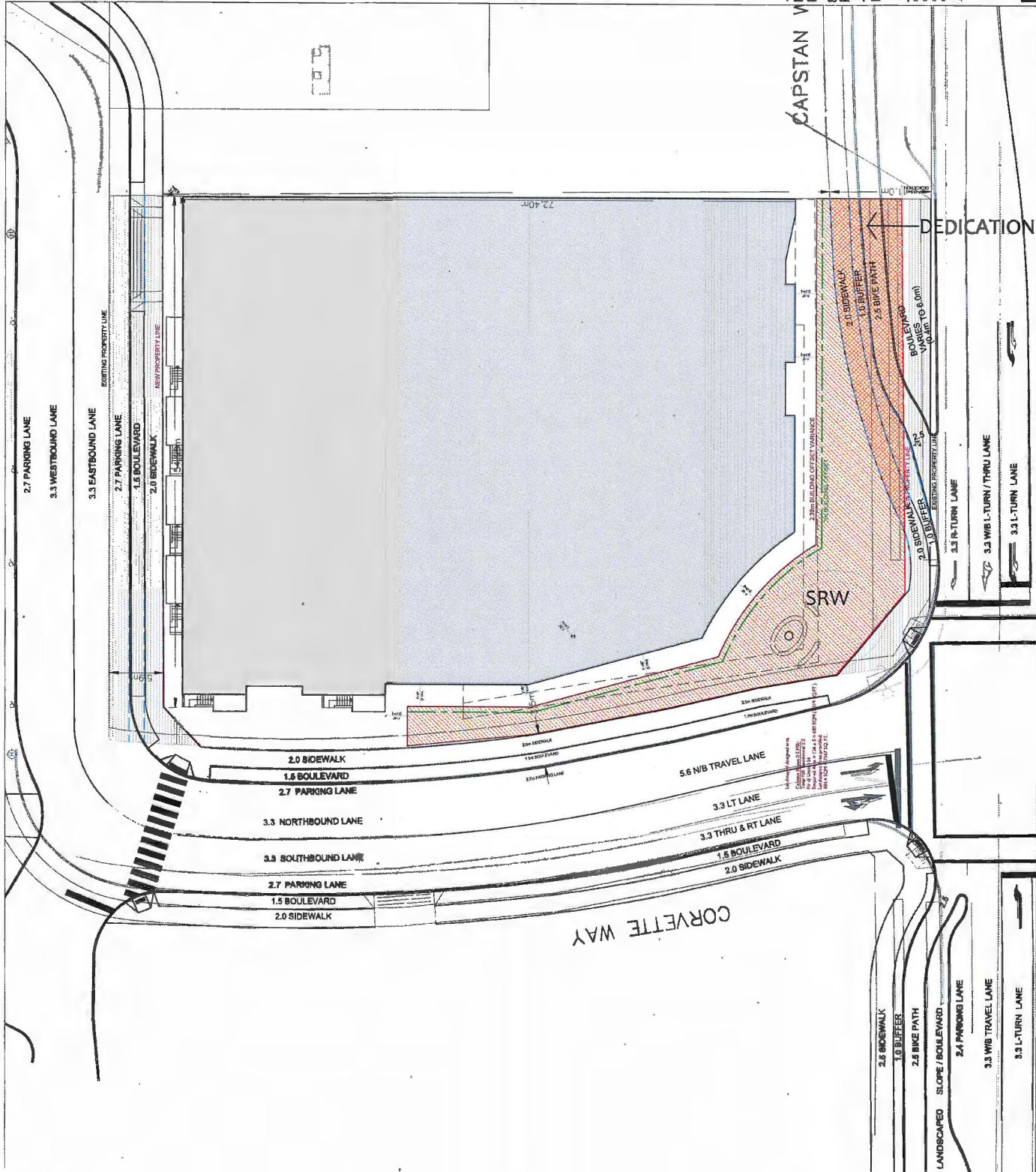
NO.	DATE	DESCRIPTION
1.	NOVEMBER 2014	PRELIMINARY PLAN
2.	NOVEMBER 2014	REVISIONS TO PLAN
3.	NOVEMBER 2014	REVISIONS TO PLAN
4.	NOVEMBER 2014	REVISIONS TO PLAN
5.	NOVEMBER 2014	REVISIONS TO PLAN

Project Name: Residential, Hotel
 Retail and Office
Address: 8091 Capstan Way
 Richmond, BC

DEDICATIONS

DATE: APRIL 2015
DESIGNED BY: GBL
CHECKED BY: GBL
SCALE: 1/8" = 1'-0"
NO.: 1227

A-0.01







**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9676 (RZ 15-699647)
8091 Capstan Way**

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

1. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by repealing the second bullet in the definition of "Village Centre Bonus", in Appendix 1 – Definitions, and inserting the following:

 "- the minimum net development site size to which the additional density may be applied shall be as follows, unless otherwise determined to the satisfaction of the City:
 a) to achieve a maximum net density of 3 FAR or less: 4,000 m² (1 ac.);
 b) to achieve a maximum net density greater than 3 FAR: 8,000 m² (2 ac.)."
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9676"**.

FIRST READING

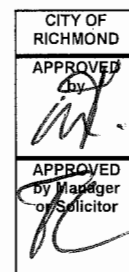
PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUN 26 2017



MAYOR

CORPORATE OFFICER

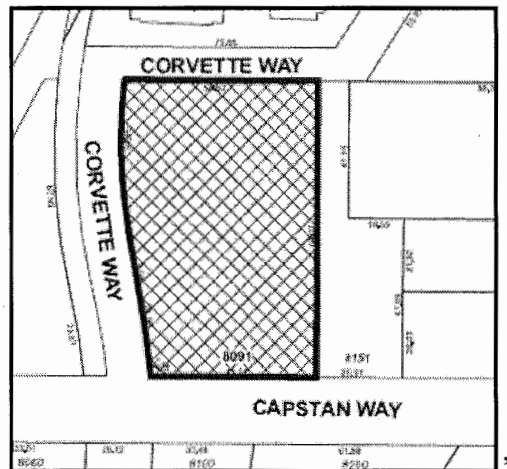


**Richmond Zoning Bylaw 8500
Amendment Bylaw 9677 (RZ 15-699647)
8091 Capstan Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting section 9.4.4.8 as follows:
 - “8. For the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below, notwithstanding Section 9.4.4.4, the maximum **floor area ratio** for the RCL5 **zone** shall be 2.61 and, notwithstanding Section 9.4.4.5, the maximum **floor area ratio** for the RCL5 **zone** shall be 1.04, provided that the **owner**:
 - a) complies with the conditions set out in Section 9.4.4.4 and Section 9.4.4.5; and
 - b) dedicates not less than 183.9 m² of the **site** as **road**.

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 by designating it “**RESIDENTIAL/LIMITED COMMERCIAL (RCL5)**”.

P.I.D. 004-231-643

Lot 41 Except: Parcel B (Bylaw Plan 73014), Section 28 Block 5 North Range 6 West New Westminster District Plan 27115

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9677"**.

FIRST READING

JUN 26 2017

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 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

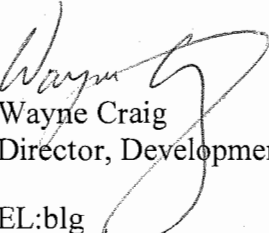
To: Planning Committee
From: Wayne Craig
Director, Development

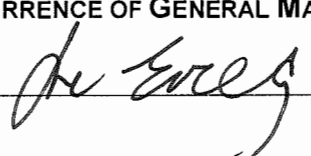
Date: June 8, 2017
File: RZ 15-701939

Re: Application by Incircle Projects Ltd. for Rezoning at 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)", be referred to the Monday, July 17, 2017 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.


Wayne Craig
Director, Development
EL:blg
Att. 5

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

Staff Report

Origin

Incircle Projects Ltd. has applied to the City of Richmond for permission to rezone 7760 Garden City Road (Attachment A) from "Single Detached (RS1/F)" zone to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" zone in order to permit the development of four three-storey townhouse units with vehicle access from the adjacent property to the east and south at 7733 Turnill Street.

Background

A Report to Committee (Attachment B) was presented to Planning Committee on March 21, 2017. First Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, was granted on March 27, 2017. The bylaw was considered at the April 18 Public Hearing. Based on public input, the following referral motion was passed:

"That the application be referred to staff to review issues raised at the Public Hearing regarding access; and

That staff advise the applicant to undertake communication with the strata council of 7733 Turnill Street."

This report provides additional staff comments related to vehicle access to the subject development site and a summary of the agreements between the applicant and the Strata Council of 7733 Turnill Street regarding vehicle access to 7760 Garden City Road from 7733 Turnill Street.

Findings of Fact

No change to the design or access configuration for the subject development proposal at 7760 Garden City Road is proposed in response to the Council referral. Please refer to the original Staff Report dated February 6, 2017 (Attachment B) for information pertaining to related City's policies and studies; staff comments on built form and architectural character, existing legal encumbrances, transportation and site access, tree retention and replacement, tandem parking, variance requested, amenity space, and site servicing and frontage improvements; and the Development Application Data Sheet.

Public Hearing

At the Public Hearing for the rezoning of the subject site held on April 18, 2017, three residents from 7733 Turnill Street attended the meeting and raised the following issues related to vehicle access from 7733 Turnill Street. Staff responses to each of the comments are provided below in '*bold italics*':

1. Increased traffic and safety for children's play on internal drive aisle.

Transportation staff advised that the addition of the four townhouse units will result in a marginal increase in traffic compared to the existing conditions generated by the existing 27 units at 7733 Turnill Street. It is anticipated that an additional three vehicles during the peak hour, or approximately one new vehicle every 20 minutes will be generated with this proposed four-unit townhouse development. This estimate is based on using recognized trip generation rates published by the Institute of Transportation Engineers. Staff endorse the proposal, as the minor increase in traffic can be accommodated via the existing drive aisles through 7733 Turnill Street with minimal traffic impact.

Although the drive aisle is intended for vehicle circulation, to address the concerns related to safety on the internal drive aisle, the applicant has committed to working with the Strata Council of 7733 Turnill Street to implement traffic calming measures and/or signage in 7733 Turnill Street as necessary (e.g., speed humps) to the satisfaction of the Strata Council of 7733 Turnill Street.

2. Maintenance costs on shared driveway.

There is no reference to maintenance cost sharing in the easement document registered on land title records. However, the developer advised that the sales contract for the four proposed townhouse units will identify that the purchasers will be responsible for the maintenance cost of the shared driveway on a proportionate basis.

3. Logistics of mail deliveries and garbage/recycling pickups.

Residents at 7733 Turnill Street do not wish service vehicles to access 7760 Garden City Road via the shared driveway on 7733 Turnill Street.

A mailbox and a garbage/recycling enclosure are proposed on the subject site along a pedestrian pathway connecting Garden City Road and the internal drive aisle of the subject townhouse development. Transportation staff confirmed that mail delivery trucks and garbage/recycling collection trucks can legally stop in front of the subject site on Garden City Road (for up to 5 minutes when involved in active loading and unloading), if necessary. Garbage/recycling pick-up will be arranged to occur on Garden City Road.

4. Potential impact on visitor parking spaces.

Residents at 7733 Turnill Street raised concerns that visitors of the proposed development at 7760 Garden City Road will park in the visitor parking stalls at 7733 Turnill Street. While this is a private enforcement issue, the developer has committed to install new signage stating "For Visitors of 7733 Turnill Street Only. Violators May Be Towed." at each of the visitor stalls in 7733 Turnill Street. Community Bylaws staff advised that the Strata Council can apply for a Towing Permit in accordance to the Vehicle For Hire Bylaw Regulations if they intend to have vehicles towed.

In addition, the applicant is also prepared to provide additional wayfinding signs guiding visitors to 7760 Garden City Road to the location of visitor's parking spaces.

5. Direct driveway to Garden City Road.

Residents at 7733 Turnill Street suggested that the City allow direct access to and from the future townhouse development at 7760 Garden City Road to Garden City Road. Transportation staff reviewed the proposal and advised that access for 7760 Garden City Road through 7733 Turnill Street, as proposed, is preferred based on the following considerations:

- Access via the easement on 7733 Turnill Street would be consistent with the City's access strategy (i.e., to minimize new driveways onto Garden City Road, which is a major arterial road).*
- As Garden City Road is classified as an arterial road, new driveways would introduce new conflict points which may compromise the overall traffic operations and safety.*
- Garden City Road is a designated cycling route and greenway, and introducing a new driveway would introduce new conflict points which may compromise the safety of cyclists and pedestrians.*
- Access to the subject property has been planned to be through 7733 Turnill Street with the easement already registered in favour of 7760 Garden City Road on August 1, 2003.*

It is also noted that all townhouse developments along the east side of Garden City Road between Granville Avenue and Blundell Road were designed to have accesses through the internal streets with no direct access to Garden City Road.

The implications of granting access on Garden City Road is inconsistent with the access arrangement of previous townhouse developments north and south of the subject site which were required to remove access to Garden City Road in order to create a greenway along the frontage. Introducing a direct access for 7760 Garden City Road would diminish the pedestrian and cycling environment established on this 800 m block of Garden City Road.

Consultation

In response to the Council's referral, the developer held a meeting with the President of the Strata Council of 7733 Turnill Street and three strata Council members on Saturday April 22, 2017. The purpose of the meeting was to address the concerns brought up at the Public Hearing on Monday, March 20, 2017. While the residents at 7733 Turnill Street are still insistent on requesting Council to allow direct vehicle access to the development site from Garden City Road, the developer and the representatives from 7733 Turnill Street reached an agreement on the following terms for access from 7733 Turnill Street:

- Construction of speed bumps and/or signs at 7733 Turnill Street with directions from Strata Council.*

- Placement of signage at the visitor parking stalls at 7733 Turnill Street stating "For Visitors of 7733 Turnhill Street only. Violators May Be Towed".
- Placement of signage at the vehicle entrance of 7733 Turnill Street; stating that access to the 7760 Garden City Road development is via a private property and all strata rules and regulations of 7733 Turnill Street be followed.
- Placement of signage at the vehicle entry to the subject site at 7760 Garden City Road from 7733 Turnill Street (on the common property line) to indicate the access point to the 7760 Garden City Road project.
- Developer to pay a one-time lump sum fee of \$10,000 to the Strata Council at 7733 Turnill Road for expenses including, but not limited to exterior power wash of the buildings at 7733 Turnill Street, easement road maintenances, and landscape upgrades.
- Employment of a different unit numbering system (i.e., Unit 101 instead of Unit 1) to differentiate the units in the two complexes and to avoid addressing confusion.
- The developer acknowledges and confirms that no construction access to 7760 Garden City Road from 7733 Turnill Street will be allowed until the project at 7760 Garden City Road is completed and final occupancy is granted. This arrangement will be included in the Construction Parking and Traffic Management Plan for the subject development, which will be required at the Building Permit stage.

The minutes of the meeting between the developer and the representatives of 7733 Turnill Street can be found in Attachment C and an Offer Agreement signed by the developer and the Strata Council of 7733 Turnill Street can be found in Attachment D. In order to ensure the commitment made by the developer to the residents at 7733 Turnill Street will be fulfilled, prior to final adoption of the rezoning bylaw, the applicant will be required to:

1. Provide a bond in the amount of \$10,000.00 for the installation of various traffic management measures, including but not limited to speed humps and signage, as per items #1 to #5 of the Offer Agreement (Attachment D). The bond will be released upon completion of the installation of all traffic management measures as identified in the Offer Agreement (Attachment D). Should the Strata Council of 7733 Turnill Street decide not to allow any of the listed traffic management measures installed on-site, the bonded amount for those works will be refunded to the developer upon:
 - a. Completion of all other items on the list of traffic management measures; and
 - b. Submission of a written confirmation from the Strata Council of 7733 Turnill Street indicating the specific items on the list of traffic management measures that are no longer desired by the Strata Council.
2. Registration of a legal agreement on Title to ensure the following items are completed prior to (or concurrently) final Building Permit inspection or stratification of the subject four unit townhouse development at 7760 Garden City Road:
 - a. The developer has provided a proof of payment of \$10,000.00 to the Strata Council of 7733 Turnill Street for maintenance expenses including, but not limited to exterior

power wash of the buildings at 7733 Turnill Street, easement road maintenance, and landscape upgrades; and

- b. An easement maintenance cost sharing agreement, as per item #8 of the Offer Agreement, between the strata corporation of the subject development at 7760 Garden City Road and the Strata Council of 7733 Turnill Street has been reached.

Conclusion

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan South Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The developer has agreed to install various traffic management measures at 7733 Turnill Street, provide a one-time lump sum initial maintenance fee to the Strata Council of 7733 Turnill Street, and agreed to a new easement road maintenance cost sharing schedule in order to address concerns raised by residents at 7733 Turnill Street (see details in Attachment E). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, be referred to the Monday, July 17, 2017 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.



Edwin Lee
Planner 1

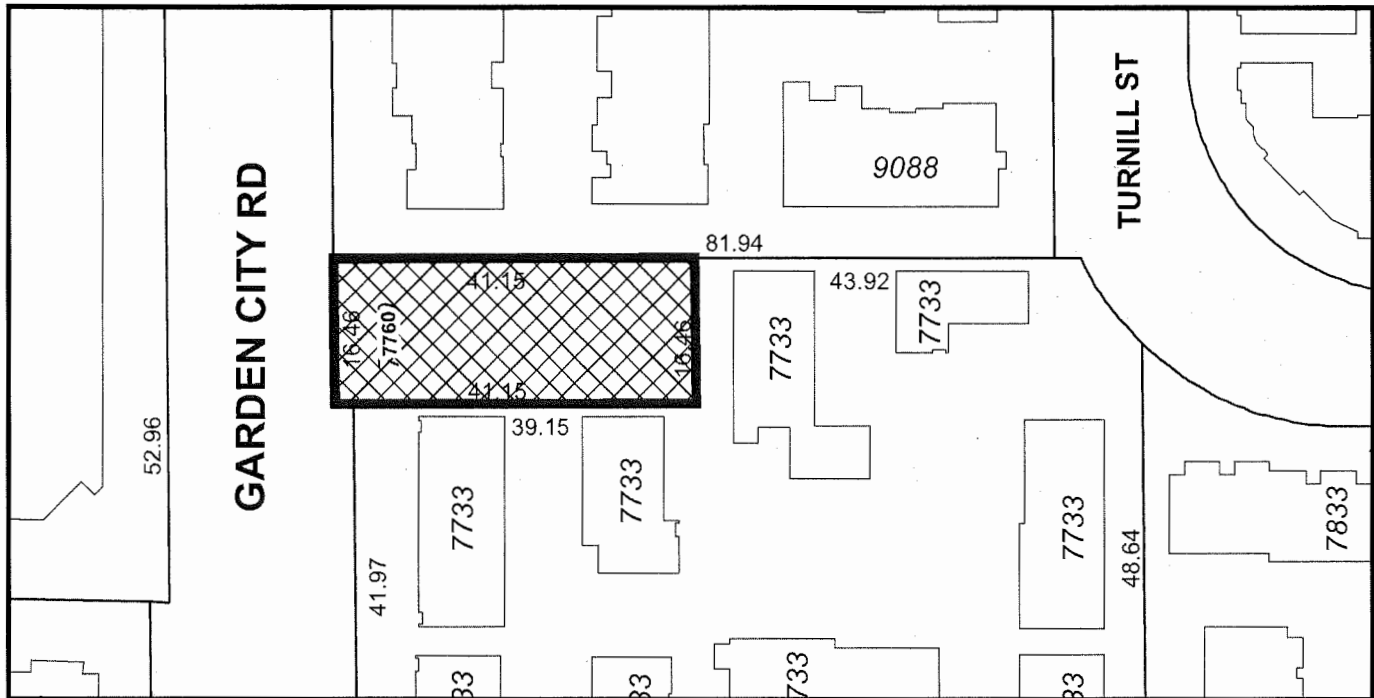
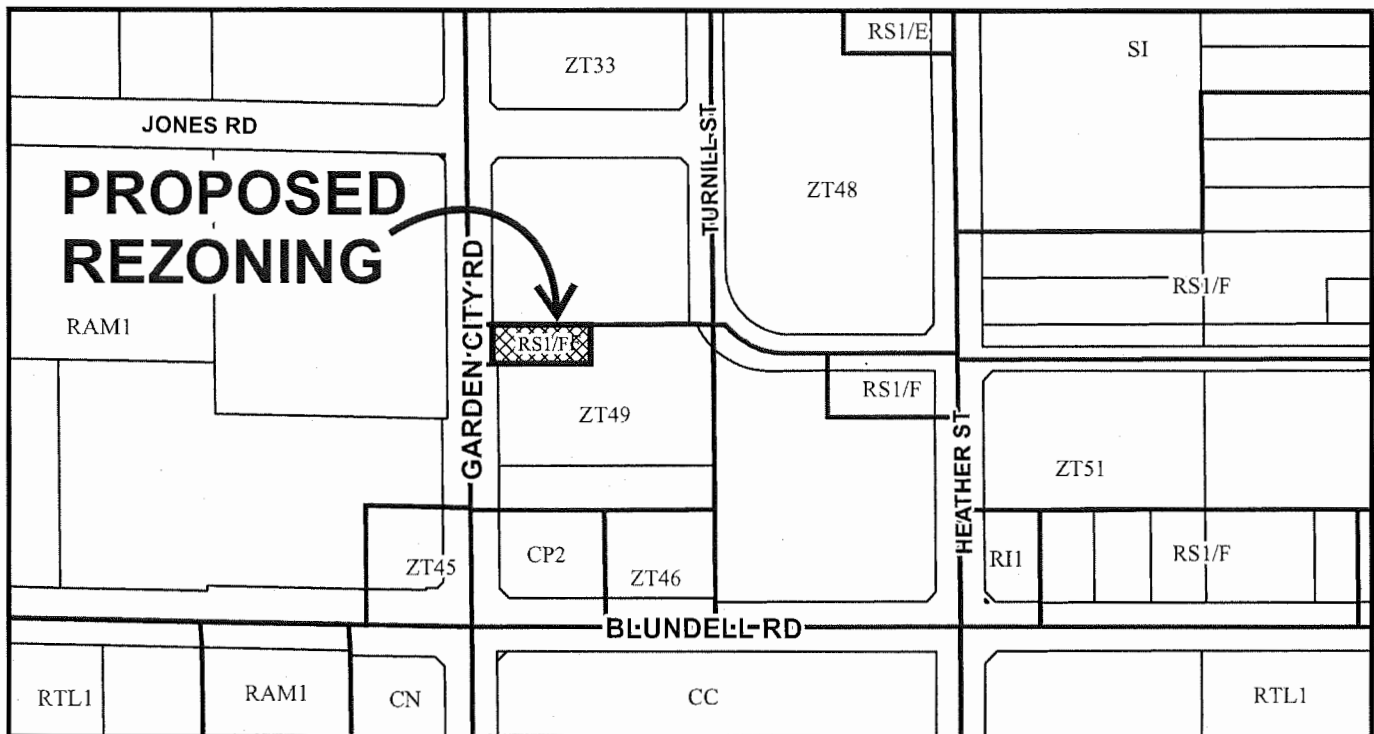
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Attachments:

- Attachment A: Location Map
- Attachment B: Report to Committee dated February 6, 2017
- Attachment C: April 22, 2017 Meeting Minutes
- Attachment D: Offer Agreement
- Attachment E: Rezoning Considerations



City of
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RZ 15-701939

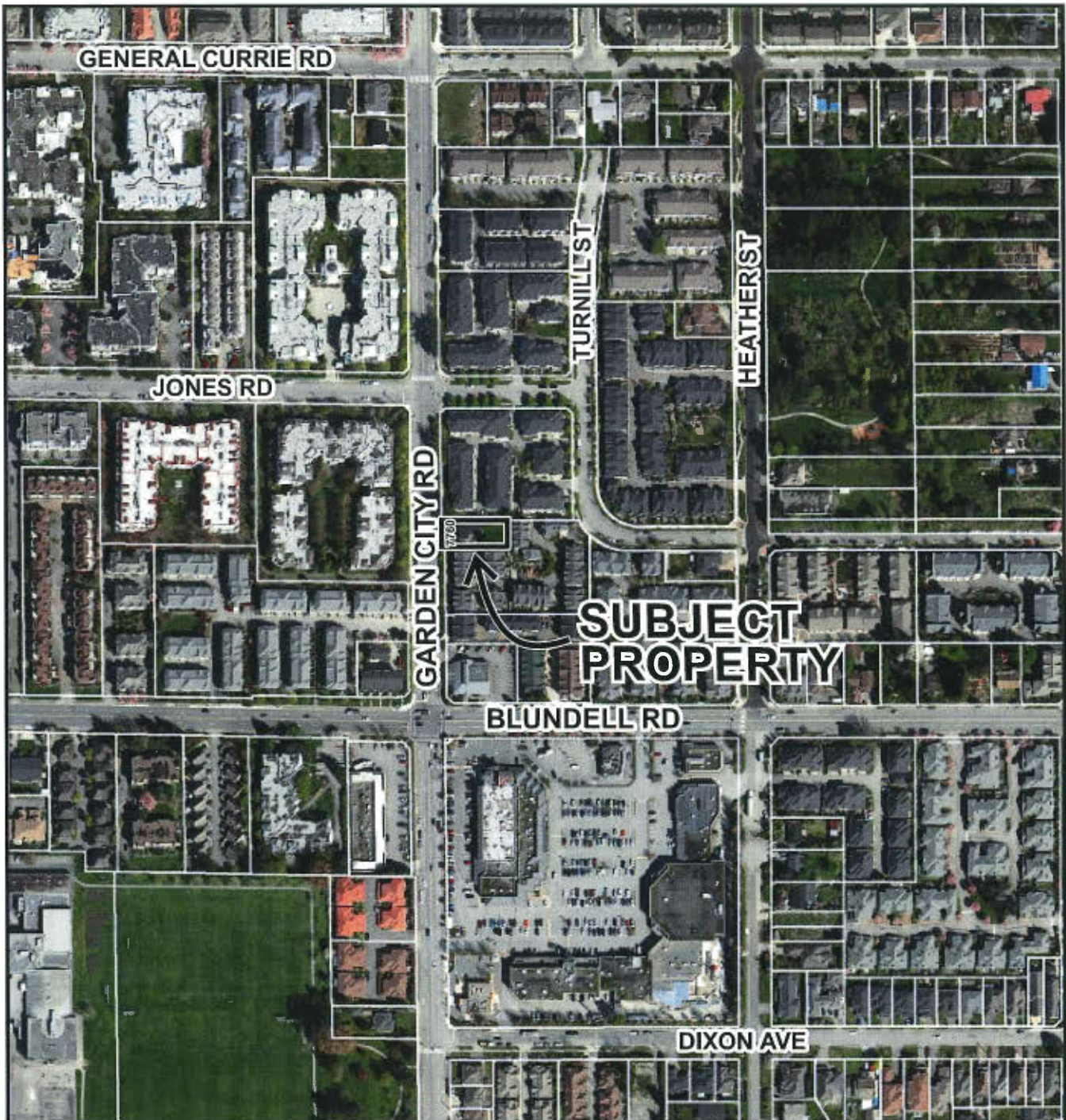
Original Date: 07/14/15

Revision Date: 02/02/17

Note: Dimensions are in METRES



City of
Richmond



RZ 15-701939

Original Date: 07/14/15

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee
Planning and Development Division

To: Planning Committee

Date: February 6, 2017

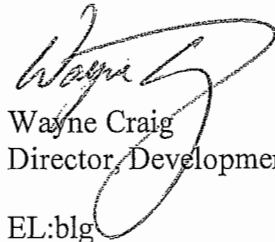
From: Wayne Craig
Director, Development

File: RZ 15-701939

Re: Application by Incircle Projects Ltd. for Rezoning at 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)"

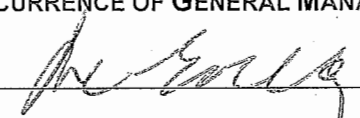
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)", be introduced and given first reading.



Wayne Craig
Director, Development

EL:blg
Att. 6

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

Staff Report

Origin

Incircle Projects Ltd. has applied to the City of Richmond for permission to rezone 7760 Garden City Road (Attachment 1) from “Single Detached (RS1/F)” to the “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)” zone in order to permit the development of four three-storey townhouse units with vehicle access via a statutory right-of-way from the adjacent property at 7733 Turnill Street. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains one single-family home; which will be demolished.

Findings of Fact

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

Surrounding Development

To the North: A 38-unit townhouse development on a site zoned “Town Housing (ZT33) – South McLennan (City Centre)”.

To the East and South: A 27-unit townhouse development on a site zoned “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)”.

To the West: Across Garden City Road, a 172-unit low-rise apartment development on a site zoned “Medium Density Low Rise Apartments (RAM1)”.

Related Policies & Studies

Official Community Plan

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

McLennan South Sub-Area Plan

The subject property is located within the McLennan South Sub-Area Plan (Schedule 2.10D of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The site is designated as “Neighbourhood A” for residential developments up to three storeys over one parking level. The current proposal of three-storey townhouse development in duplex form is consistent with the Sub-Area Plan.

Site Assembly Size

The subject site is an orphaned lot landlocked by existing townhouse developments to the north, east and south. Since a cross-access easement was secured from 7733 Turnill Street in anticipation of the development of the subject site, the proposed development can be considered as an extension of this adjacent townhouse development. A high quality pedestrian environment along the fronting street (i.e., Garden City Road) will be created, as no driveway access will be required or permitted.

Project Density

The base density permitted on the subject site is 0.75 FAR, and the Area Plan provides allowances for density bonusing in order to achieve community amenities and affordable housing. The proposed rezoning to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" would allow a maximum density of 0.78 (i.e., total buildable area approximately 502.5 m² or 5,410 ft²). This density would be in keeping with the range of densities of other projects in the area, and is supportable to staff.

Staff support the proposed density based on the following:

- As describe above, the Area Plan, adopted in 2006, supports use of density bonusing to promote housing affordability and the provision of affordable housing. The City's Affordable Housing Strategy supports the use of density bonusing to achieve the objectives of the Strategy. The applicant has agreed to provide a voluntary cash contribution in the amount of \$21,638.49 (\$4.00 per buildable square foot) to the City's Affordable Housing Reserve Fund in keeping with the Affordable Housing Strategy requirements for townhouse developments.
- The subject development is considered an extension of the townhouse development at 7733 Turnill Street as access to the proposed new townhouse units will be via the access easement registered on 7733 Turnill Street. The proposal is to rezone the subject site to the same zoning district as the adjacent townhouse development at 7733 Turnill Street.
- The Area Plan supports use of density bonusing to promote the development of barrier-free housing and the proposal will provide two convertible housing units.
- A 2.0 m wide road dedication across the entire Garden City Road development frontage and a 3.0 m wide Public Rights-of-Passage (PROP) along the new Garden City Road property line will be provided.
- Frontage improvements along Garden City Road; including a new concrete sidewalk and a grass and treed boulevard matching the existing frontage improvements works to the north and south of the subject site will be provided.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis

Built Form and Architectural Character

The applicant proposes to construct a total of four three-storey townhouse units in a total of two townhouse clusters. Two units will front onto Garden City Road, and the remaining two units will front onto the internal drive aisle. The amenity area will be situated along the north property line at the end of the internal drive aisle.

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

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000 and the McLennan South Sub-Area Plan.
- Ensure the proposal follows the conditions stipulated by the project arborist related to driveway, sidewalk and patio/fence constructions/installations within the Tree Protection Zones.
- Review of size and species of replacement trees to ensure bylaw compliance and to achieve a mix of conifer and deciduous trees on-site.
- Address potential privacy concerns through landscaping and built form.
- Refinement of the outdoor amenity area design including the choice of play equipment.
- Review of a sustainability strategy for the development proposal including measures to achieve an EnerGuide Rating System (ERS) score of 82.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) along the entire west property line of the site (i.e., along Garden City Road) registered on Title of the subject site for the existing sanitary sewer. A portion of this SRW is located outside of the required 2.0 m wide road dedication along Garden City Road will fall with the land after the road dedication. The 3.0 m wide Public Rights-of-Passage (PROP) along the new property line required for this rezoning and development will also allow for sanitary main maintenance.

Transportation and Site Access

No direct vehicular access is permitted to Garden City Road. Vehicular access to the subject site will be provided via the access easement over the internal drive-aisle at 7733 Turnill Street (registered under BV299944). This access arrangement was envisioned and secured when the adjacent townhouse development at 7733 Turnill Street developed in 2003. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this access easement. The applicant also confirmed that the strata council and residents at 7733 Turnill Street have been informed. Staff have not received any feedbacks or comments on this issue from the residents at 7733 Turnill Street. Registration of a legal agreement on Title, ensuring vehicle access is limited to the SRW on 7733 Turnill Street and prohibiting access to Garden City Road, will be required prior to final adoption of the rezoning bylaw.

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 six bylaw-sized trees on the subject property and three trees on neighbouring properties.

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

- Six trees (tag# 101, 102, 103, 104, 105 and 106) located on the development site have all been previously topped and as a result, are not good candidates for retention. These trees should be removed and replaced.
- Three trees (tag# 107, 108, 109) located on adjacent neighbouring properties are identified to be retained and protected. Developer is required to 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.

Tree Replacement

The applicant wishes to remove all bylaw-sized trees on-site (i.e., six trees). The 2:1 replacement ratio would require a total of 12 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant 17 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Three trees (tag #107, 108 and 109) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). 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.
- Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees/hedge rows to be retained, and submit a landscape security in the amount of \$3,000 to ensure the replacement planting will be provided.

Tandem Parking

Richmond Zoning Bylaw 8500 permits 100% tandem parking arrangement in a number of site specific townhouse zones including "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)". The proposal will feature two units with a total of four stalls (50% of resident parking spaces proposed) in a tandem arrangement, which is consistent with the tandem parking provision of Richmond Zoning Bylaw 8500. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

Variance Requested

The proposed development is generally in compliance with the "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" zone with one proposed variance. The applicant has requested a variance to reduce the rear yard setback from 4.57 m to a minimum of 3.0 m; in order to accommodate a projection on the ground floor and open deck spaces on the second floor of the proposed Building #1 (i.e., the east building). This proposed rear yard (east) setback is similar to the setback provided on the adjacent townhouse units to the east of the subject site (i.e., approximately 3.0 m between the second floor balcony and the common property line). The setbacks to the second and third floor living space will remain at a minimum of 4.57 m from the east property line. This variance will be reviewed in the

context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$4.00 per buildable square foot; for a contribution of \$21,638.49.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A Restrictive Covenant; specifying all units are to be built and maintained to the ERS 82 or higher, and that all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$4,000 as per the Official Community Plan (OCP) and with Council Policy.

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) minimum requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to provide a 2.0 m wide road dedication across the entire Garden City Road development frontage and a 3.0 m Public Rights- of-Passage (PROP) SRW along the new property line to align with the property line and the PROP SRW to the south along the Garden City Road frontage.

Then, prior to issuance of the Building Permit, the developer is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontages, as well as service connections (see Attachment 6 for details). All works are at the developer's sole cost. The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Financial Impact or Economic Impact

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

Conclusion

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan South Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9682 be introduced and given first reading.



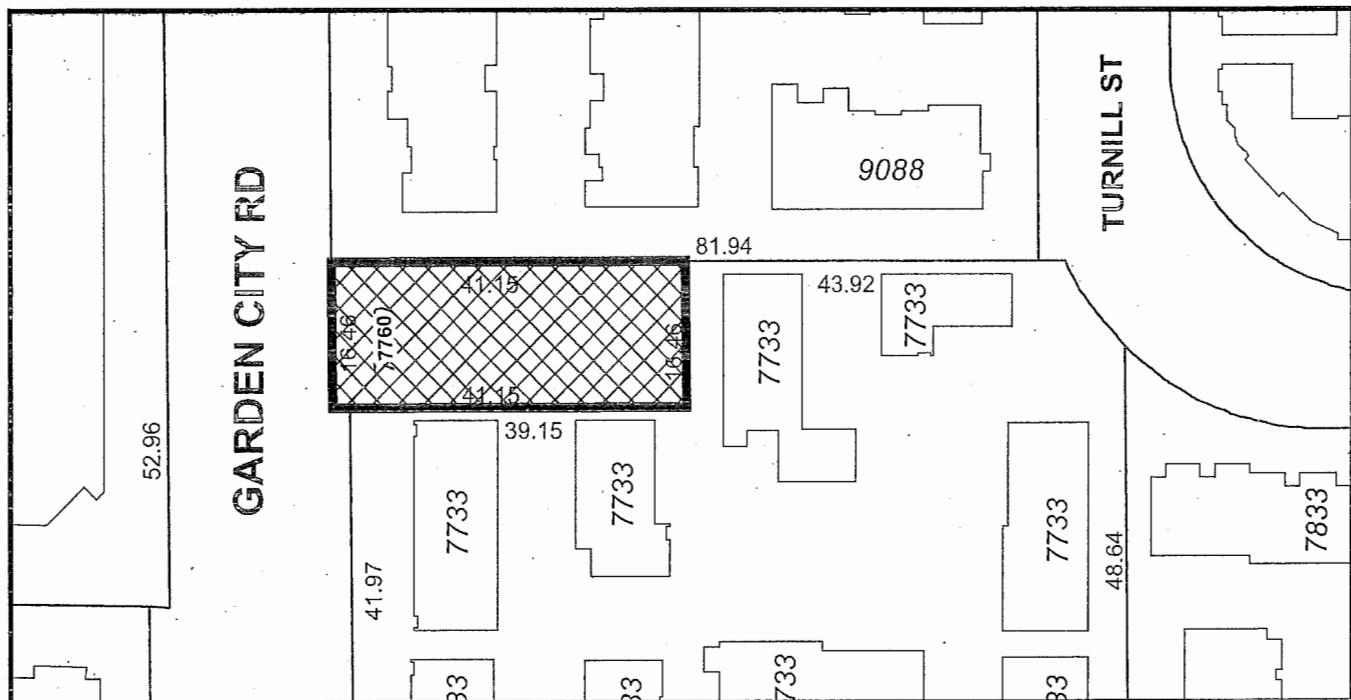
Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Plan Land Use Map
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations

PROPOSED REZONING

Map showing proposed rezoning in the Garden City area. The highlighted parcel is currently zoned RS1/F and is located near the intersection of Garden City Rd and Turnill St. Surrounding areas include ZT33, ZT48, ZT49, ZT45, CP2, ZT46, ZT51, SI, RS1/F, RAM1, RTL1, and CC. Major roads shown are Jones Rd, Garden City Rd, Turnill St, Blundell Rd, and Heather St.



Note: Dimensions are in METRES



City of
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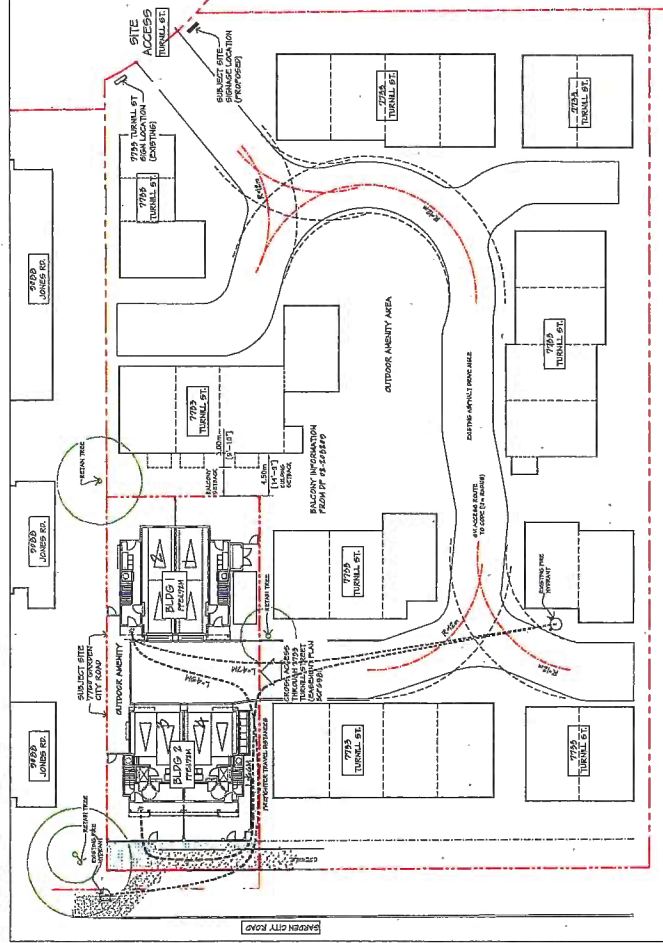
RZ 15-701939

Original Date: 07/14/15

Revision Date:

Note: Dimensions are in METRES

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PROJECT NO.	1911
SCALE	As Noted
DATE	May 06, 2016
DRAWN BY	KYC, SRS, AL
CHECKED BY	KYC
SHEET TITLE	KYC
PROJECT INFORMATION	PROJECT NO. 1911 SHEET NO. 0055 CONTEXT PLAN
DRAWING	A1.1



SITE ACCESS CONTEXT PLAN
SCALE: 1"=20'-0"

FLOOR AREA BREAKDOWN (UNITS, BLDGS)									
UNIT TYPE	FAR AREA UNIT	GROSS BLDG UNIT	BLDG #	GROSS AREA BLDG	GARAGE EXEMPT	STAR & EXEMPT	FAR AREA UNIT	STAR & EXEMPT	BLDG #
1/A	123.45	1,405.41	1	3,780.41	692.41	0	2,086.41	0	2,086.41
2/AQ	123.45	1,405.41	2						
3/B	140.41	1,405.41	3	3,570.41	842.41	0	2,118.41	0	2,118.41
4/BN	140.41	1,308.41	4	7,762.41	1,734.41	0	1,734.41	0	5,004.41
			TOTAL						

P	ISSUING PERMIT LOCATION	RZ 15-701939
E	DEVELOPMENT PERMIT LOCATION	
N	BUILDING PERMIT LOCATION	
G	SERVICING PERMITMENT	

PROJECT DESIGN

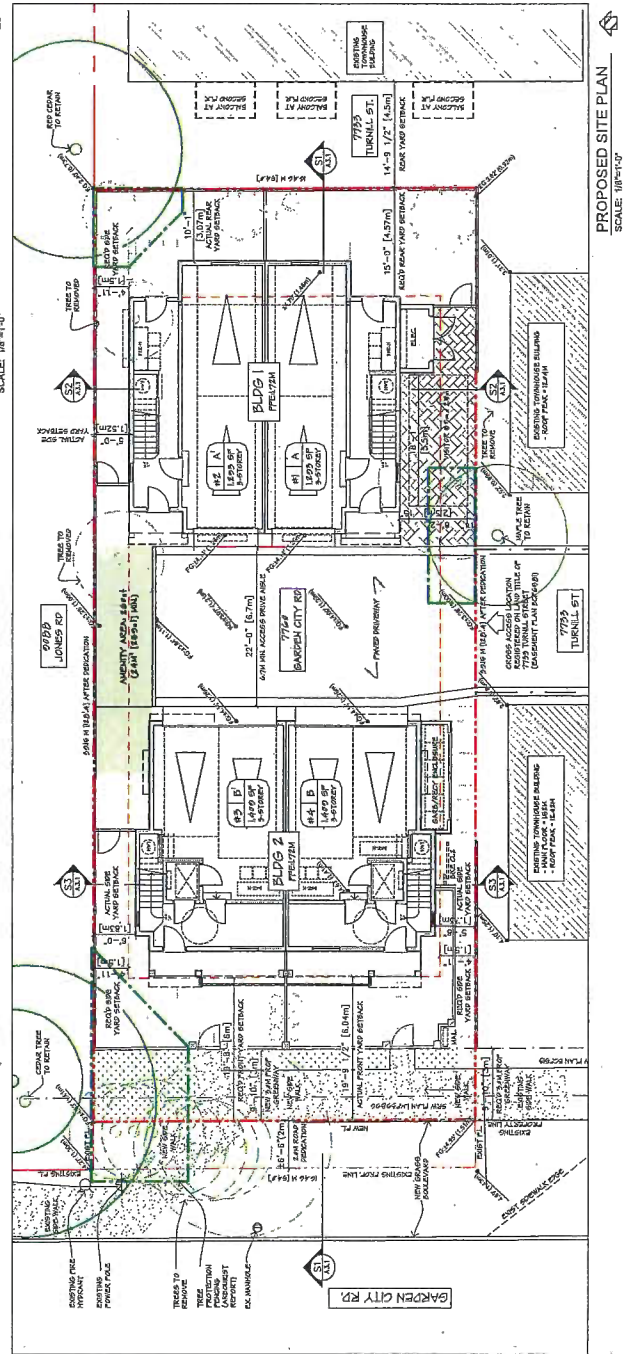
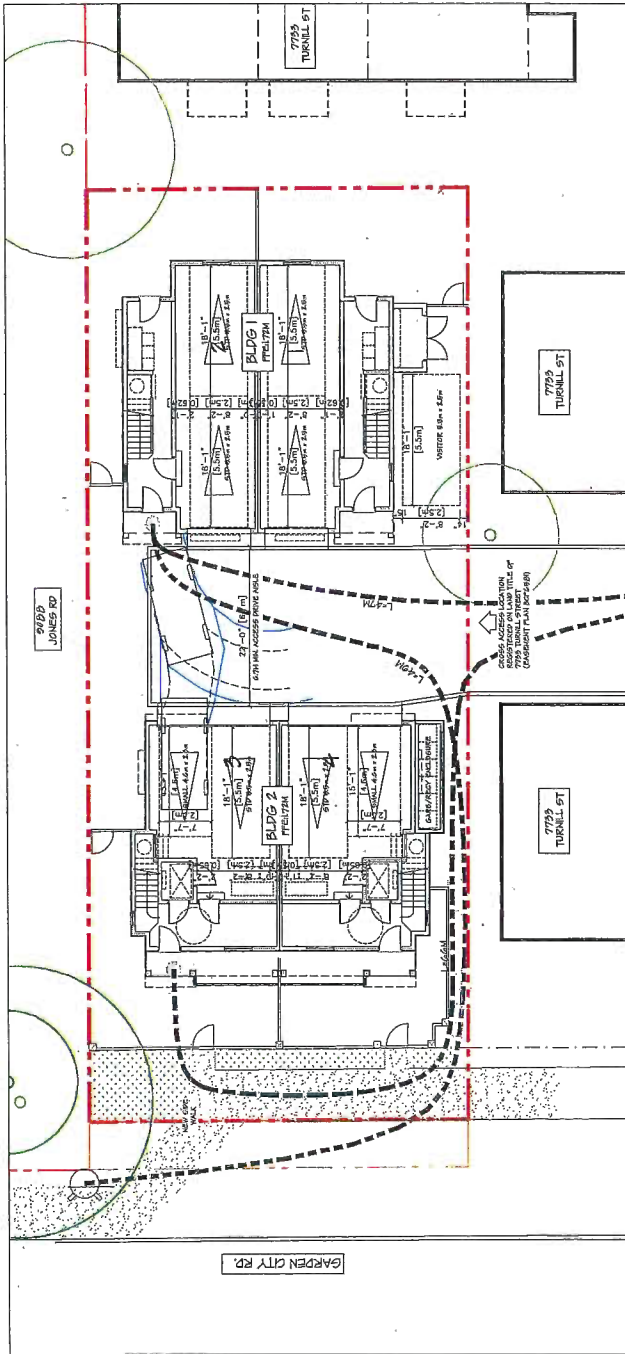
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1995	100	100	100	100	100	100

REVISIONS	
JAN 24, 2017	RE Transmittals
SEP 14, 2016	RE Resubmission
FEB 24, 2016	RE Transmittals
JAN 24, 2016	RE Transmittals
DEC 24, 2015	RE Resubmission
NOV 24, 2015	Issued for IFC Application
CONSULTANTS	
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SEA	

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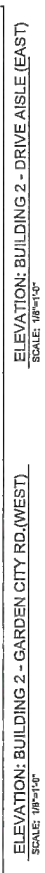
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PROJECT NO.	111
SCALE	As Shown
DATE	May 05, 2014
DRAWN BY	KYC, SRS, AL
CHECKED BY	KYC
SHEET TITLE	SITE PLAN AND FIRE PROTECTION AND PARKING PLAN
DRAWING	

A1.2



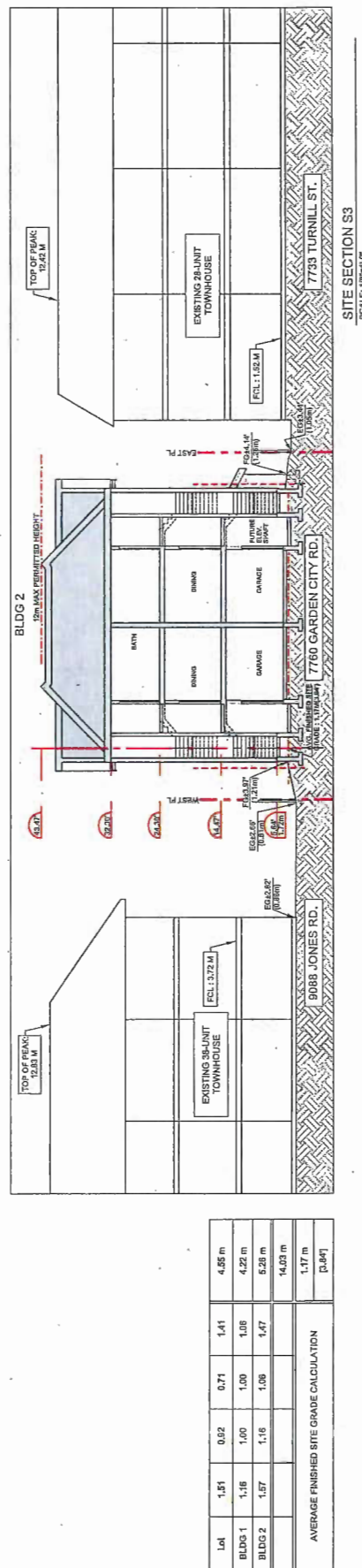
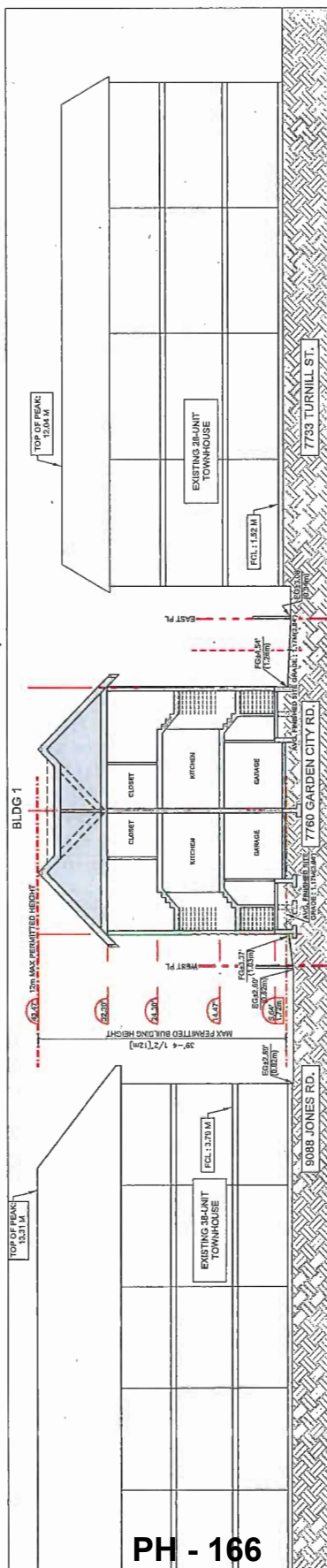
INTERFACE
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Richmond BC
Canada V6X 3Z5
T 604 821 1152
F 604 821 1145
www.interfacearchitect.com

2



- ## EXTERIOR FINISHES
- | | |
|--|--|
| | 1 HORIZONTAL, HANDIE FLANK CEDAR/MILK SIDING
Main wall and Gable Ceiling: Monterey Teak |
| | 2 VERTICAL, HANDIE FLANK CEDAR/MILK SIDING
Ceiling: Monterey Teak |
| | 3 FIBREGLASS ASPHALT ROOF SHINGLES
Colour: Charcoal (Millboarder, Tealated) |
| | 4 2x6 WOOD TRIM BOARD - PAINTED
Colour: White |
| | 5 2x6 WOOD BRACES
Colour: White |
| | 6 2x6 WINDOW TRIM BOARD - PAINTED
Colour: White |
| | 7 VINYL-FRAMED DOUBLE-GLAZED WINDOWS
Varieties of Equivalent Colour (Standard Ivory)
Colour: Cream (Black Plastic)
Colour: Red (Black Plastic) |
| | 8 ENTRY DOOR WITH WOOD TRIM WITH BRIGHT
Door: Culture of ACT 118 (Swedish Partner)
OVERHEAD WOOD PANEL GARAGE DOOR
Colour: CT 1005959 (Carmine) |
| | 9 METAL & GLASS GUARDRAIL
Colour: Black Metal |

INTERFACE:
Suite 250
11590 Camblo Road
Richmond BC
Canada V6X 3Z5
Y 604 821 1162
F 604 821 1146
www.interfaceanetinc.com

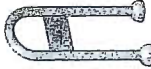




Play - Ladybug



Play - Pods



Bike Rack

RZ 15-701939



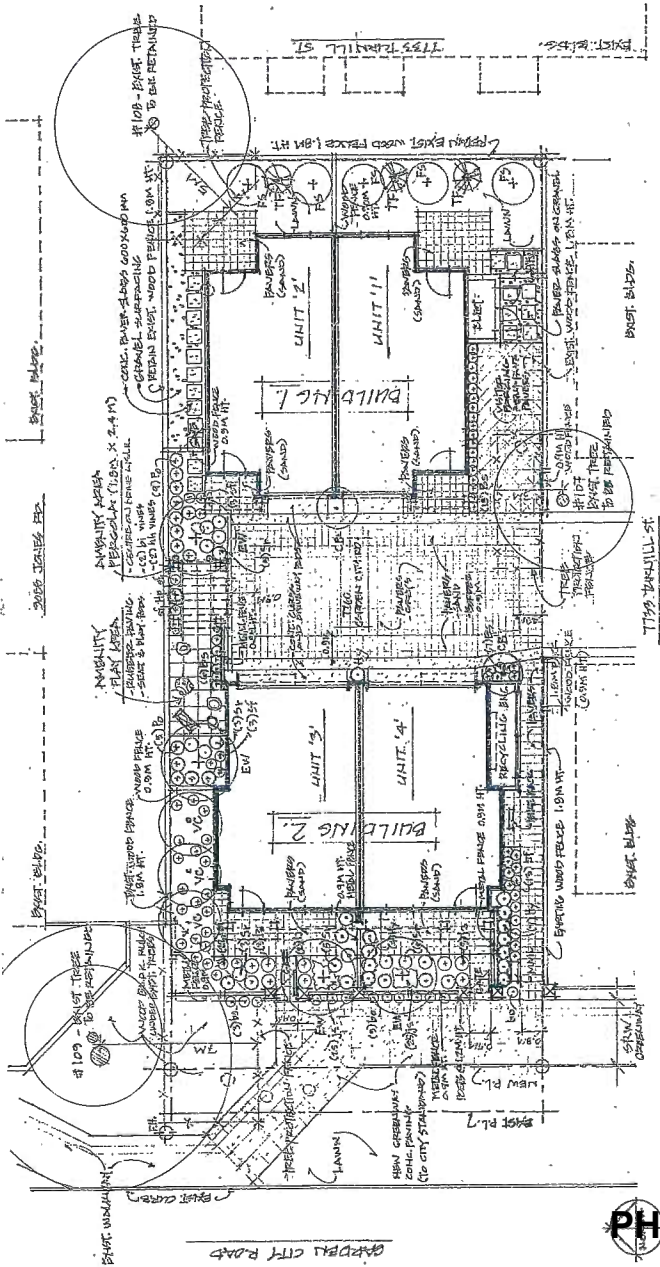
KR. ROSS & ASSOCIATES
Landscape Architects

7760 GARDEN CITY ROAD
4-UNIT RESIDENTIAL DEVELOPMENT
Richmond, B.C.

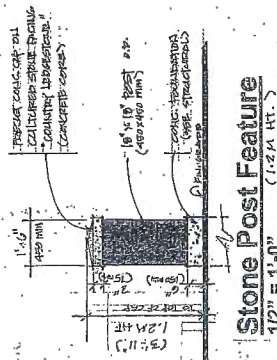
DRAWING TITLE	LANDSCAPE PLAN	DATE 2019 JAN 23	DRAWING NO. L-1	SCALE 3/8" = 1'-0"	GRAPH 482
				DESIGNED 482	

GENERAL:	<ul style="list-style-type: none"> * Locate all underground and overhead utilities on site prior to start of work. * Perform investigation and plans to confirm field notes and utility drawings. * Obtain all permits required by local, state or federal agencies in relation to excavation.
PLANTING AREAS:	<ul style="list-style-type: none"> * All landscape materials, products, and installation to conform to the latest. * Contractor to provide own warranty on all plant material and labor. * All planting beds to have at least 2" deep mulch layer of 10mm(diameter) fir wood chips on top of approved growing medium. * All trees to be installed in accordance with AS/NZS 4373-2015 (Pruned Upright).
PROTECTION OF EXISTING TREES:	<ul style="list-style-type: none"> * Refer to Arborist Report for existing trees to be protected and required maintenance. * Tree Protection Fencing to be installed prior to construction and maintained until project completion. * No trees to be removed without written permission from Council. * No street landscaping control of the Project Area.
PAVING AREAS:	<ul style="list-style-type: none"> * Concrete Unit Pavers to be "Old Country Stone" supplied by Abbottford Paving Co. * For walkways and pedestrian-use areas see Easins design proposals; "Desert Sand" colours, mixed shapes. * For driveways and carpark depth layers: "Crane Sand" and "Forest Green" coloured, smooth finish pavers; "Crane Sand" colour as per landscape plan layout. * Pattern: "Random Offset Runner". For edge borders use single colour concrete unit pavers. * Permissible Concrete Unit Pavers: AQUA-Pave[®] supplied by Abbottford Paving Co., Aquapave[®] supplied by Aquapave Pty Ltd, and Aquapave[®] supplied by manufacturer's specifications - complete with inclusive edge retaining. * Gravel Concrete Slabs: 24 x 24 x 2" hydra-pneumatically placed slabs to Abbottford Paving Co. * Gravel Areas: to be 8% binder crushed granite sand by Abbottford Paving Co. * Install 120 mm approved weed barrier fabric, laid parallel to timber wood board edges. * Rectify 120 mm approved weed barrier fabric, laid parallel to "Drystack for approved culvert." Culcours: brown "Stone" tiles with green "Forest Green" in endocornered pattern at sump area. Install as per manufacturer's instructions. * Seal level to surface. Polymerize to leave 2" raised timber edging ridge level to grade with asphalt at 30° ± 0.5° up/down.
WOOD STRUCTURES:	<ul style="list-style-type: none"> * All wood fences, gates and porches to be cedar with 2 coats of approved wood stain. Colour to match surrounding landscape to approval. * Decking to be made of treated pine, stained to match fences, walkways, bridges, etc.) to provide uniform good conditions. * Wood fence posts and porches posts to be preservative treated and spaced evenly to suit application. * Decking to be made of treated pine to approval.
SITE FURNISHINGS:	<ul style="list-style-type: none"> * Black Rack: Blue Iron "CAAT Rack Model BK-16714/11B, 1 required. * Bench: Black Iron "CAAT Bench Model BN-16714/11B, 1 required. * Play Top: Blue Iron "Mashroom Model ON-111, 1 required. * Play Top: Blue Iron "Mashroom Model Model PH-111, 1 required. * Matted seats (3 required). * Supply and install all furniture per manufacturers specification. * Install all site furnishings per manufacturers specification.

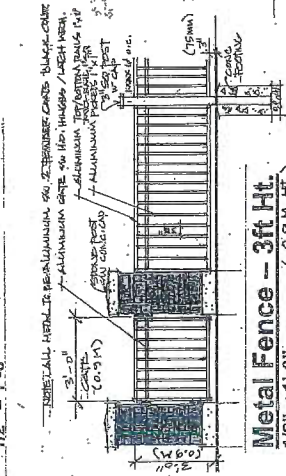
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
AC	3	Carya coccolutina	Vice Maple	4-6m cal.
CE	2	Gleditsia latifolia Frans	Fran. Pouraloe	10m cal.
EW	4	Carpinus baliata Frans	Eddies White Wondar	6-8m cal.
CB	3	Fraxinus viridis Wondar	Dogwood	6-8m cal.
FS	5	Edgley's White Wondar	Edgley's White Wondar	6-8m cal.
FS	5	Paget's Yellow Wondar	Yellow Birch - Green	B&B
TF	3	Thuja occidentalis	Pyramidal Cedar	2-4M HL
SHRUBS				
Ba	31	Rosa rugosissima	Common Rosewood	42 pot
Hp	1	Hydrangea petiolaris	Climbing Hydrangea	10cm p.o.
Ho	14	Hydrangea macrocarpa	Olive Luylen Laurel	#3 pot
Sr	22	Spiraea bumalda	Gouldfinch Spineola	43 pot
Hy	12	Yucca filamentosa	Mack's Yew	93 pot #3B
PERENNIALS & FERNS				
bo	13	Helianthus annuus	Blue Oak Grass	#33 pot
Ja	50	Psychotria terminalis	Japanese Sponge	10cm p.o.
la	8	Lamium maculatum	English Lavender	30cm p.o.
af	43	Polypodium munitum	Sword Fern	43 pot
CLIMBING VINES				
lh	2	Lonicera japonica	H&F's Honeysuckle	43 pot
bi	2	Helleborus scaberrimus	Boston Ivy	#3 pot



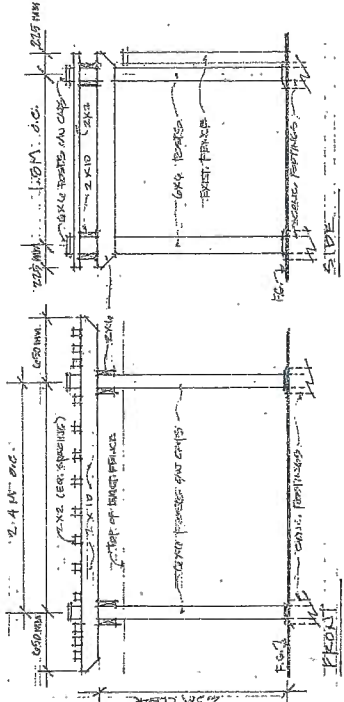
→Landscape Plan.



Stone Post Feature



Pergola Feature at Amenity





RZ 15-701939

Attachment 3

Address: 7760 Garden City Road

Applicant: Incircle Projects Ltd.

Planning Area(s): South McLennan Sub-Area (City Centre)

	Existing	Proposed
Owner:	Earl Kim Wing Luk Queenie Yu Yuk Law	To be determined
Site Size (m²):	677.0 m ²	644.3 m ² (after road dedication)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	CCAP: General Urban T4 South McLennan Sub-Area Plan: Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family, with 0.75 base FAR	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT49) - Moffatt Road; St. Albans Sub-Area and South McLennan Sub-Area (City Centre)
Number of Units:	2	4
Other Designations:	N/A	No Change

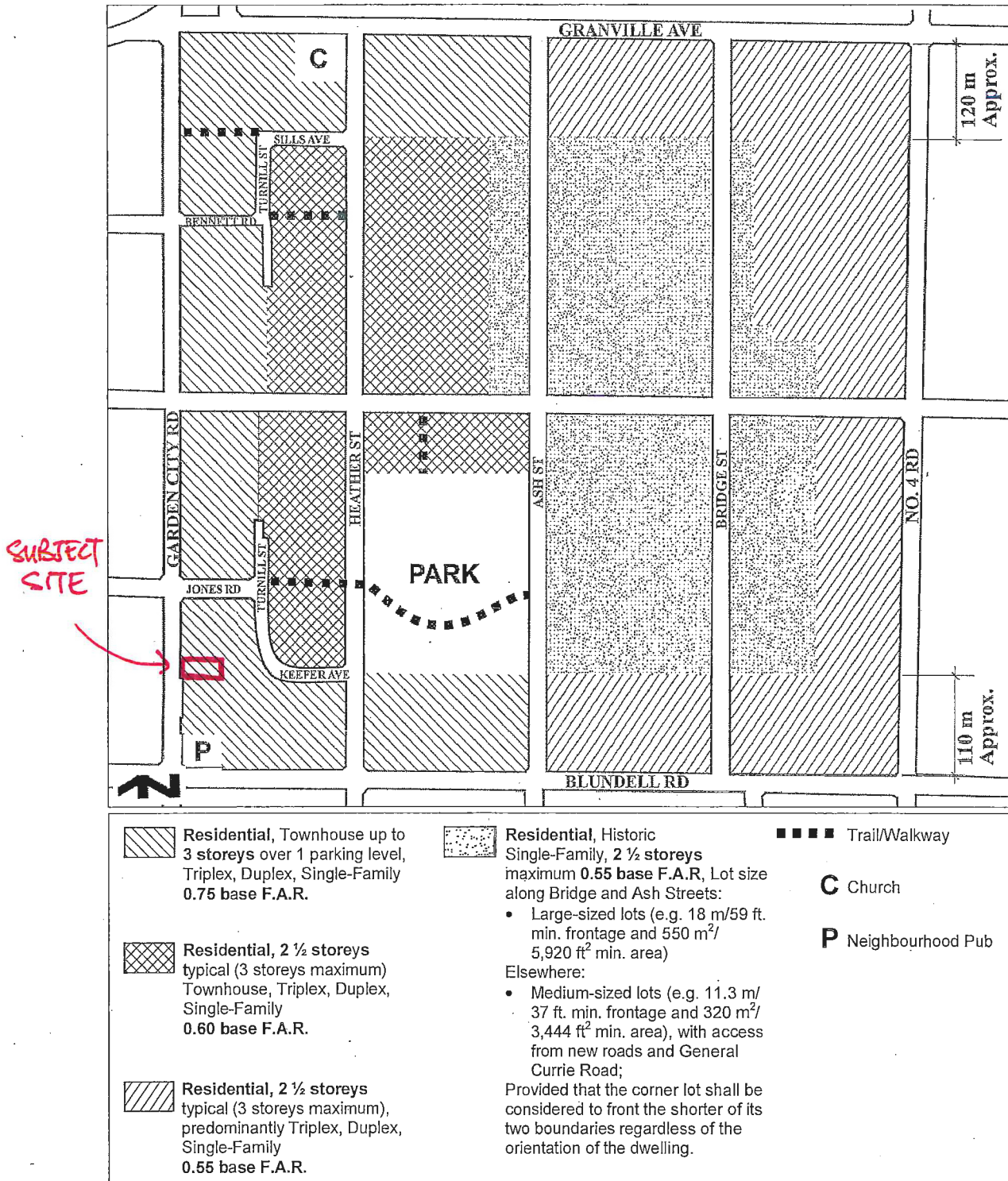
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.78 + 0.04 covered area	0.78	none permitted
Lot Coverage (% of lot area):	Building: Max. 40%	Building: Max. 40%	none
Setbacks (m):	Public Roads: Min. 6.0 m North: Min. 1.5 m South: Min. 1.5 m East: Min. 4.57 m	Public Roads: 6.04 m North: 1.52 m South: 1.73 m East: 3.07 m	Variance Requested
Height (m):	Max. 12 m or 3 Storeys	10.78 m and 3 storeys	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	6 (R) and 1 (V)	8 (R) and 1 (V)	none
Standard Parking Spaces:	7	7	none
Small Car Parking Spaces:	None when fewer than 31 residential spaces are required on site	2 (surplus stalls)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted	4	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.25 (Class 2) per unit	none
Off-street Bicycle Parking Spaces – Total:	5 (Class 1) and 1 (Class 2)	6 (Class 1) and 1 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	24 m ² Min.	none

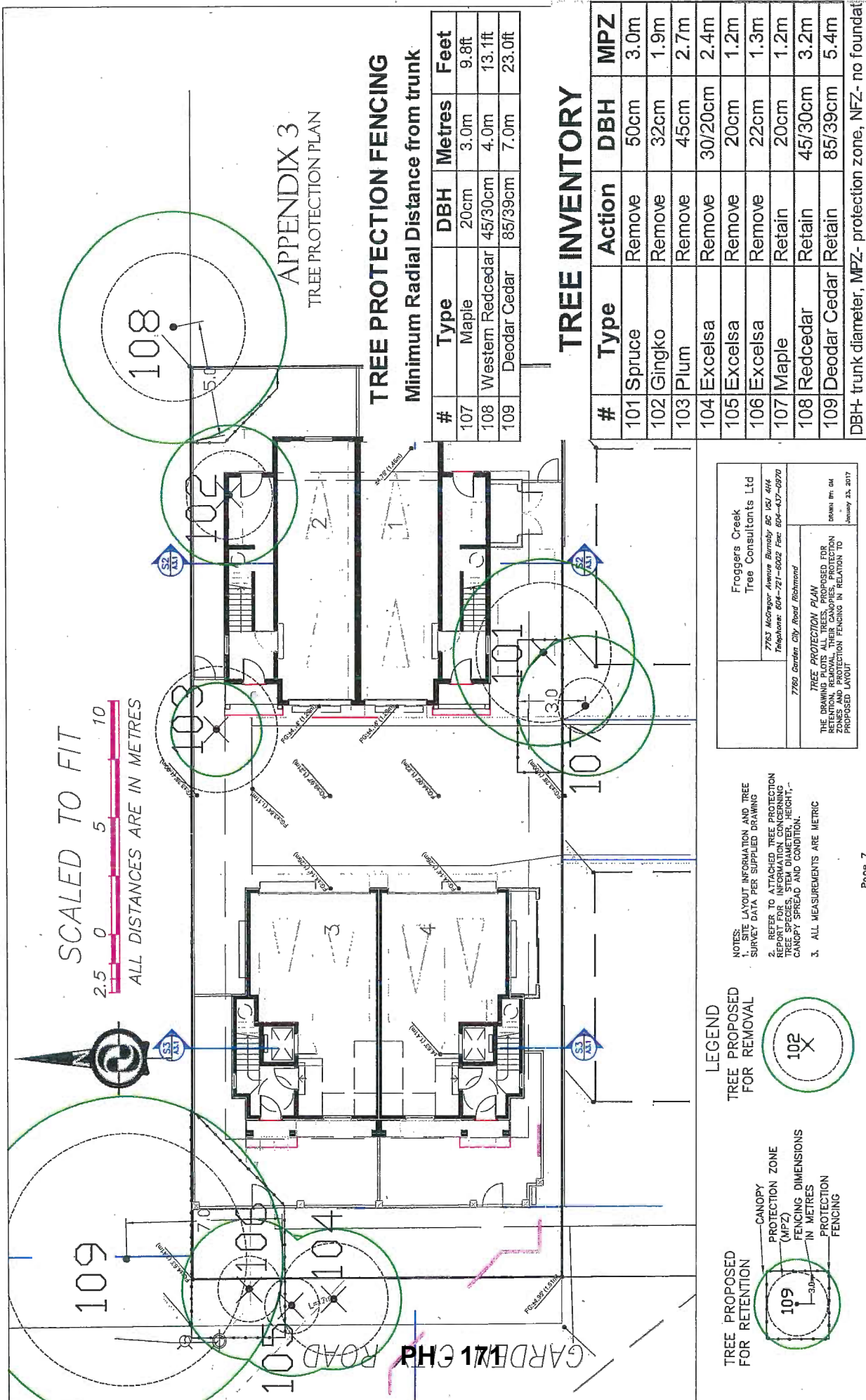
Other: Tree replacement compensation required for removal of bylaw-sized trees.

City of Richmond

Land Use Map

Bylaw 9106
2015/09/14

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





Address: 7760 Garden City Road

File No.: RZ 15-701939

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, the developer is required to complete the following:

1. Dedicate 2.0 m across the entire Garden City Road frontage.
2. The granting of 3.0 m Public Rights-of-Passage (PROP) Statutory Right of Way (SRW) for sidewalk and boulevard along the entire new west property line (Garden City Road) to match the current alignment and frontage improvements to the south of the development site. Utilities should be allowed within this SRW.
3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development; ensuring that the only means of vehicle access to and from 7760 Garden City Road is from the access easement (BV299944) burdening the adjacent property at 7733 Turnill Street; and that there be no direct vehicle access to or from Garden City Road.
5. Registration of a legal agreement on Title; prohibiting the conversion of the tandem parking area into habitable space.
6. Registration of a legal agreement on Title; identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
7. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$21,638.49) to the City's affordable housing fund.
9. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

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

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$3,000) to ensure the replacement planting will be provided.

minutes

7760 Garden City Development			
4.22.2017		4:00pm	7760 Garden City Rd
Meeting called by	King Luk from 7760 Garden City Project		
Type of meeting	Meeting to discuss items to address if council approves access from 7733 Turnill St. <u>Note: 7733 Strata Council is still insistent on access from Garden City Rd</u>		
Facilitator	King Luk		
Note taker	Megan Luk		
Attendees	King Luk, Megan Luk, Ken Fung (Strata President) and three Strata Council Members		
#1			
Discussion	Safety concerns affecting current families living at the complex due to increase in traffic flow		
Conclusions -Construction of speed bumps and/ or signs at 7733 Turnill St with directions from Strata Council -Place signage at 7733 Turnill St property entrance stating that guest is entering private property to reach 7760 Garden City and must adhere to neighbor properties' regulations (exact wording to be determined) -Place signage at common property line stating "Now entering 7760 Garden City complex" (exact wording to be determined)			
#2			
Discussion	Potential impact on visitor parking spaces		
Conclusions -Place signage at 7733 Turnill Street visitor stalls stating "For visitors of 7733 Turnill St only. Violators may be tolled" (exact wording to be determined) -No overnight parking to be considered -Visitor Passes to be considered			
#3			
Discussion	Potential Road Maintenance issues and cost sharing		
Conclusions -Do not use same Strata Management company due to conflict of interest -Initial deposit funding from the Developer -New owners of 7760 Garden City project will have written in their sales contract that they will have to cost share the road maintenance of 7733 Turnill St.			
#4			
Discussion	Other Related Issues		
Conclusions -Use different unit numbers to separate the two complexes such as 101 instead of 01 to reduce confusion -Exterior Powerwash of windows and siding of 7733 Turnill St after completion of 7760 Garden City Road. (cost to be agreed upon and which/how many units) -No access from Turnill property during construction to reduce inconvenience and dirtying neighbor property -Use of front signage area to be limited to the left side and not affecting 7733 Turnill St current sign -Mailbox of 7760 Garden City to be within own property -Use of play area to be deleted from previous letter -All agreed upon items will be written in a formal letter and notarized to ensure the Owners of 7733 Turnill St that the items listed with be guaranteed by the developer.			

INCIROLE PROJECTS

May 9th, 2017

7733 Turnill St
Richmond BC V6Y 4H9

Dear Strata Management, Council and Owners of 7733 Turnill St property:

Enclosed are three copies of the offer agreement between Incircle Projects Ltd on behalf of Earl Luk, Owner of current project address 7760 Garden City Road, and Strata Management, Council and Owners of 7733 Turnill St property. This agreement is to provide protection and assurance for the Owners of 7733 Turnill St property during and after the construction of the pending approval project, 7760 Garden City Rd. Please note that 7760 Garden City Rd final property address will be determined and changed by the City of Richmond.

This agreement is only valid if the City of Richmond Mayor and Council approve the easement access between 7760 Garden City Rd and 7733 Turnill St. Please read the agreement carefully prior to signing and returning to Incircle Project Ltd. office at 7760 Garden City Rd, Richmond BC V6Y 2N6.

Note items 1-5, page 1 of the contract, that all final wording, visual look and location will need the approval from 7733 Turnill St Strata Council prior to manufacturing and installation.

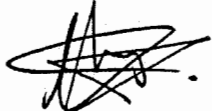
Note also in item 7 that the one-time lump sum fee of \$10,000.00 will be paid to the 7733 Turnill St Strata Management after final building inspection approval. The strata management company will hold and manage this money in trust for 7733 Turnill St. The use of the money is for, but not limited to exterior power wash of the whole complex, easement road maintenance and landscape upgrade.

Note also in item 8 that the total monthly road maintenance cost of 7733 Turnill St will be divided evenly among 31 units (27 units from 7733 Turnill St and 4 units from 7760 Garden City Rd). For example, monthly fee of road maintenance of 7733 Turnill St divided by 31 units. The road maintenance cost of 7760 Garden City will only be shared between the owners of 7760 Garden City property. Therefore, the Owners of 7760 Garden City property will be contributing to both 7733 Turnill St and 7760 Garden City Rd road maintenance.

Please consider signing all three copies and returning two copies of this offer agreement to Incircle Projects Ltd prior to Monday May 22nd, 2017 before 5:00pm. (One copy is for City of Richmond and one copy is for Incircle Projects Ltd) This offer agreement is intended to protect the Owners of 7733 Turnill St property and holds the Developer liable to the items written in the offer agreement.

Please call 604-722-8828 if you have any questions.

Sincerely,



King Luk

THIS OFFER AGREEMENT made on the 9th day of May in the year 2017.

BY AND BETWEEN

Incircle Projects Ltd on behalf of Earl Luk, Owner of 7760 Garden City Rd

Hereinafter call the "Developer"

AND

Strata Management, Council and Owners of 7733 Turnill St property

Hereinafter called the "Strata Council"

WITNESSETH: that the Developer and Strata Council undertake and agree as follows:

The Developer shall:

- (1) Construct speed bumps and install speed limit caution signs at 7733 Turnill St property prior to opening the easement access to reduce safety concerns due to increase in traffic flow.
- (2) Construct and install signs at all visitor parking stalls within 7733 Turnill St property stating "For visitors of 7733 Turnill Street property only. Violators may be tolled" prior to opening the easement access.
- (3) Construct and install sign at the front entrance 7733 Turnill St property stating "All guests entering 7733 Turnill St complex must adhere to property regulations" prior to opening the easement access.
- (4) Construct and install fire access sign and 7760 Garden City Rd address sign at the front entrance of 7733 Turnill St property prior to opening the easement access. (Refer to Note A)
- (5) Construct and install sign at common property line between 7760 Garden City Rd and 7733 Turnill St indicating the entrance of 7760 Garden City Rd property. This sign will be installed during landscaping. (Refer to Note A)
- (6) Address the units within 7760 Garden City property as 101, 102, 103 and 104 to reduce confusion of visitors and postal, or as directed by the City of Richmond. (Refer to Note A)
- (7) Pay a one-time lump sum fee of \$10,000.00 to Strata Council 10 business days after final building permit approval. The strata management company will hold and manage the money in trust for the Strata council. The use of the money is for, but not limited to exterior power wash of the whole complex, easement road maintenance and landscape upgrades.
- (8) Amend the road maintenance fee of 7733 Turnill St to be divided evenly between all 27 owners of 7733 Turnill St and 4 owners of 7760 Garden City Rd, for a total of 31 units. (ex monthly fee of road maintenance of 7733 Turnill St divided by 31 units). The new road maintenance fee will commence 1st day of the month after 45 days from final building permit approval. (Refer to Note A)
- (9) Restrict access from 7733 Turnill St at anytime during the construction of 7760 Garden City Rd except landscaping and near final inspection. All trades will be required to access the site from Garden City Rd. (Refer to Note A)

Note:

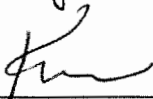
- A. 7760 Garden Rd final property address will be determined and changed by the City of Richmond.

Sincerely,



King Luk

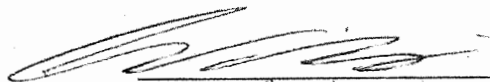
Date: May 9th, 2017



Strata Council

Date: May 16, 2017

Signature of Notary Public



Witness for King Luk
Date: May 9, 2017

WENWEI LIU

A NOTARY PUBLIC IN AND FOR
THE PROVINCE OF BRITISH COLUMBIA
8175 PARK ROAD
RICHMOND, B.C., CANADA
V6Y 1S9 (604) 278-1176



Address: 7760 Garden City Road

File No.: RZ 15-701939

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, the developer is required to complete the following:

1. Dedicate 2.0 m across the entire Garden City Road frontage.
2. The granting of 3.0 m Public Rights-of-Passage (PROP) Statutory Right of Way (SRW) for sidewalk and boulevard along the entire new west property line (Garden City Road) to match the current alignment and frontage improvements to the south of the development site. Utilities should be allowed within this SRW.
3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development; ensuring that the only means of vehicle access to and from 7760 Garden City Road is from the access easement (BV299944) burdening the adjacent property at 7733 Turnill Street; and that there be no direct vehicle access to or from Garden City Road.
5. Registration of a legal agreement on Title; prohibiting the conversion of the tandem parking area into habitable space.
6. Registration of a legal agreement on Title; identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
7. Registration of a legal agreement on Title to ensure that, if vehicle access to and from 7760 Garden City Road is via the access easement registered on title of 7733 Turnill Street, the following items are completed prior to (or concurrently) final Building Permit inspection or stratification of the four unit townhouse development at 7760 Garden City Road:
 - a. The developer has provided a proof of payment of \$10,000.00 to the Strata Council of 7733 Turnill Street for maintenance expenses including, but not limited to exterior power wash of the buildings at 7733 Turnill Street, easement road maintenance and landscape upgrades; and
 - b. An easement maintenance cost sharing agreement between the strata corporation of the subject development at 7760 Garden City Road and the Strata Council of 7733 Turnill Street has been reached. The easement maintenance cost sharing agreement must include the following terms:
 - i. The road maintenance fee of 7733 Turnill Street to be divided evenly between all 27 owners of 7733 Turnill Street and 4 owners of 7760 Garden City Road development; for a total of 31 units; and
 - ii. The new road maintenance fee will be commenced on the 1st day of the month after 45 days from the Final Building Permit Inspection is granted by the City of Richmond.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
9. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$21,638.49) to the City's affordable housing fund.
10. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
11. Provide a bond in the amount of \$10,000.00 for the installation of various traffic management measures, including but not limited to:
 - a. Speed bumps and speed limit caution signs.
 - b. Signs at all visitor parking stalls within 7733 Turnill Street with wording indicating that those parking stalls are for the visitors of 7733 Turnill Street property only, and violators may be towed.

- c. Sign at the front entrance of 7733 Turnill Street indicating that all guests entering 7733 Turnill Street complex must follow the strata's regulations.
- d. Fire access sign and address sign for the 7760 Garden City Road development (exact address to be determined) at the front entrance of 7733 Turnill Street.
- e. Sign at common property line of 7760 Garden City Road and 7733 Turnill Street indicating the entrance of 7760 Garden City Road development.

The bond will be released upon completion of the installation of all traffic management measures listed above. Should the Strata Council of 7733 Turnill Street decide not to allow any of the listed traffic management measures installed on-site, the bonded amount for those works will be refunded to the developer upon:

- a. Submission of a written confirmation from the Strata Council of 7733 Turnill Street indicating the specific items on the list of traffic management measures that are no longer desired by the Strata Council.
- b. Completion of all other items on the list of traffic management measures.

This bond will be not required if access to the subject site is not to be via the the access easement registered on title of 7733 Turnill Street.

12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

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

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$3,000) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570. The developer acknowledges and confirms that no construction access to 7760 Garden City Road from 7733 Turnill Street will be allowed until the project at 7760 Garden City Road is completed and final occupancy is granted.
3. Incorporation of accessibility, CPTED and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 746.0 L/s of water available at a 20 psi residual at the Garden City Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- b. The Developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- c. At Developers cost, the City is to:
 - Cut and cap the existing water service connection along the Garden City Road frontage.
 - Install a new water service connection complete with meter and meter box (to be placed on-site).

Storm Sewer Works:

- a. At Developers cost, the City is to:
 - Cut and cap the existing storm service connection at the northwest corner of the development site.
 - Cut and cap the existing storm service connection at the southwest corner of the development site.
 - Upgrade the existing storm service connection and IC, located along the Garden City Road frontage.

Sanitary Sewer Works:

- a. At Developers cost, the City is to:
 - Cut and cap the existing sanitary service connection and remove the existing IC.
 - Install one new sanitary service connection complete with new IC within the existing SRW.

Frontage Improvements:

- a. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City.
- b. The Developer is required to:
 - Provide 2.0 m wide concrete sidewalk within the proposed 3 m wide PROP to connect the existing sidewalk both north and south ends.
 - Provide the sidewalk around the existing trees (if they are required to retain).
 - Provide grassed boulevard between existing road curb and the new sidewalk, and between the new sidewalk and east edge of the PROP SRW boundary.

General Items:

- a. Provide, prior to first Servicing Agreement design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the adjacent developments and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first Servicing Agreement design submission or if necessary prior to pre-load.
 - b. 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.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date



City of Richmond

Bylaw 9682

Richmond Zoning Bylaw 8500 Amendment Bylaw 9682 (RZ 15-701939) 7760 Garden City Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING (ZT49) - MOFFATT ROAD, ST. ALBANS SUB-AREA AND SOUTH MCLENNAN SUB-AREA (CITY CENTRE)"**.

P.I.D. 000-885-584

Lot 72 Section 15 Block 4 North Range 6 West New Westminster District Plan 46184

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9682"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

FEB 27 2017

MAR 20 2017

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor al

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

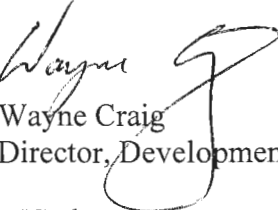
To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 31, 2017
File: RZ 16-724066

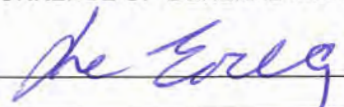
Re: Application by MaximR Enterprises Ltd. for Rezoning at 7591 Williams Road from Single Detached (RS1/E) to Coach Houses (RCH1)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, be introduced and given first reading.


Wayne Craig
Director, Development

WC:cl
Att. 7

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

Staff Report

Origin

MaximR Enterprises Ltd. has applied to the City of Richmond for permission to rezone the property at 7591 Williams Road from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone to permit the property to be subdivided to create two lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which is to be demolished at future development stage.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- to the north, immediately across the rear lane, is a lot zoned “Single Detached (RS1/E)”, fronting Bates Road (7540 Bates Road).
- to the south, immediately across Williams Road, is a lot zoned “Single Detached (RS1/E)” at 7480 Williams Road and a lot zoned “Coach House (ZS12) – Broadmoor” at 7488 Williams Road.
- to the east is a lot zoned “Single Detached (RS1/A)” at 7599 Williams Road.
- to the west is a lot zoned “Single Detached (RS1/E)” at 7571 Williams Road.

Related Policies & Studies

Official Community Plan/Broadmoor Area Central West Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential” and the Broadmoor Area Central West Sub-Area Plan’s land use designation for the site is “Low Density Residential” (Attachment 4). This redevelopment proposal is consistent with these designations.

Arterial Road Land Use Policy

The Arterial Road Land Use Policy identifies the subject site for “Arterial Road Compact Lot Single Detached”, which allows single detached housing with a detached coach house on lots with a depth of at least 35 m. This redevelopment proposal is consistent with the Arterial Road Land Use Policy designation.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis**Site Planning and Architectural Character**

The preliminary conceptual plans proposed for redevelopment of the subject site are included in Attachment 5. At future Building Permit stage, the plans must comply with all City regulations.

The proposed Site Plan involves a principal dwelling on the south side of each lot and an accessory coach house above a detached garage in the rear yard of each lot, with vehicle access from the rear lane. The proposed coach house siting and open space are consistent with the requirements of the RCH1 zone.

Pedestrian access to the site and coach house is proposed via a permeable pathway from both Williams Road and the rear lane.

Vehicle access to the proposed lots is to be from the rear lane only, with no access permitted to Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

For each lot, the required on-site parking spaces for the single-detached dwelling are proposed in a garage while the required parking for the coach house is proposed as a surface parking space in the rear yard, both of which will be accessed from the lane.

The preliminary conceptual Architectural Elevation Plans for the coach house show a sloped hipped roof, façade articulation, a small balcony facing the rear lane, and appropriate window placement to provide some visual interest and passive surveillance of the rear lane while minimizing overlook.

On-site garbage and recycling is proposed to be set back well beyond the minimum 1.5 m setback from the rear lot line in accordance with the RCH1 zone. Screening of on-site garbage

and recycling will be further reviewed as part of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to rezoning, the applicant must register restrictive covenants on title to ensure that:

- The proposed coach house on each lot cannot be stratified; and
- The Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 5.

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 four bylaw-sized trees and three hedgerows on the subject property.

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

- Tree # 47, located in the front yard of the subject site, is in good condition and should be retained and protected as per the City's Tree Protection Information Bulletin TREE-03.
- Trees # 48 and 49 have been historically topped and as a result have developed cavities in the upper canopy. As a result these trees are not good candidates for retention and should be removed and replaced at a 2:1 ratio as per the OCP.
- Tree # 50 is in good condition but is in conflict with the coach house building envelope. As a result, this tree should be removed and replaced with a two conifers (min. 4.5 m high) to be planted in the front yard of the each lot proposed (one per lot).

Tree Protection

The applicant has submitted a tree retention plan showing Tree # 47 to be retained and the required tree protection zone (Attachment 6).

One hedgerow along the existing east property line is also proposed to be retained.

To ensure that Tree # 47 and the east hedge is 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 the tree/hedge 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; and,
 - A tree survival security in the amount of \$10,000. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction

impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.

- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around the tree/hedge 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 must remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant proposes to remove three on-site trees (Trees # 48, 49, 50), as well as two hedgerows on-site (along the north property line and in the west side yard). The 2:1 replacement ratio requires that a total of six replacement trees be planted and maintained on the proposed lots. The required replacement trees are to be of the following minimum sizes, based on the comments provided by the City's Tree Preservation Coordinator and based on the size of the trees being removed as per Tree Protection Bylaw No. 8057:

# Replacement Trees	Min. Caliper of Deciduous Replacement Tree		Min. Height of Coniferous Replacement Tree
2	8 cm	or	4.0 m
2	10 cm		5.5 m
2	N/A		4.5 m

To ensure that the required replacement trees are planted and maintained, and that the front yards of the proposed lots are enhanced, the applicant is required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Landscape Plan for the front yards and for the rear yards along the lane, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan must comply with the guidelines of the Arterial Road Land Use Policy in the OPC.
- Submit a Landscaping Security based on 100% of the Cost Estimate for the works provided by the Landscape Architect (including installation, materials, and a 10% contingency). The security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires either:

- A secondary suite or coach house on 100% of new lots created;
- A secondary suite or coach house on 50% of new lots along with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area on the remaining 50% of new lots; or

- A cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area on 100% of new lots.

This proposal conforms to the Affordable Housing Strategy as it involves the creation of two lots, each with a principal single detached dwelling and accessory coach house above a detached garage.

Subdivision, Site Servicing, and Frontage Improvements

There are no servicing requirements with rezoning.

At future subdivision stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the design and construction of the required water, storm, and sanitary connections as described in Attachment 7; and,
- Submit a contribution in the amount of \$45,873.60 in-lieu of the design and construction of rear lane and boulevard upgrades.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the property at 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create two lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

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

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9724 be introduced and given first reading.



Cynthia Lussier
Planner 1

CL: rg

Attachments:

Attachment 1: Location Map/Aerial Photo

Attachment 2: Site Survey

Attachment 3: Development Application Data Sheet

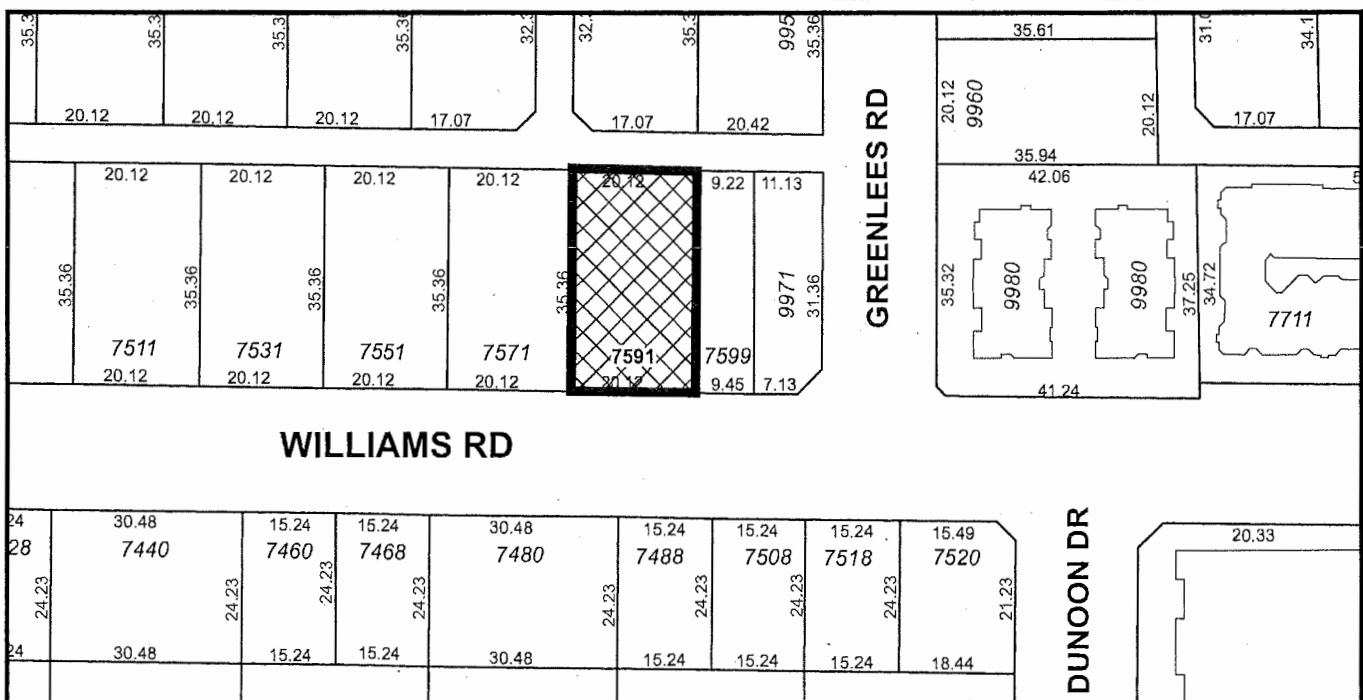
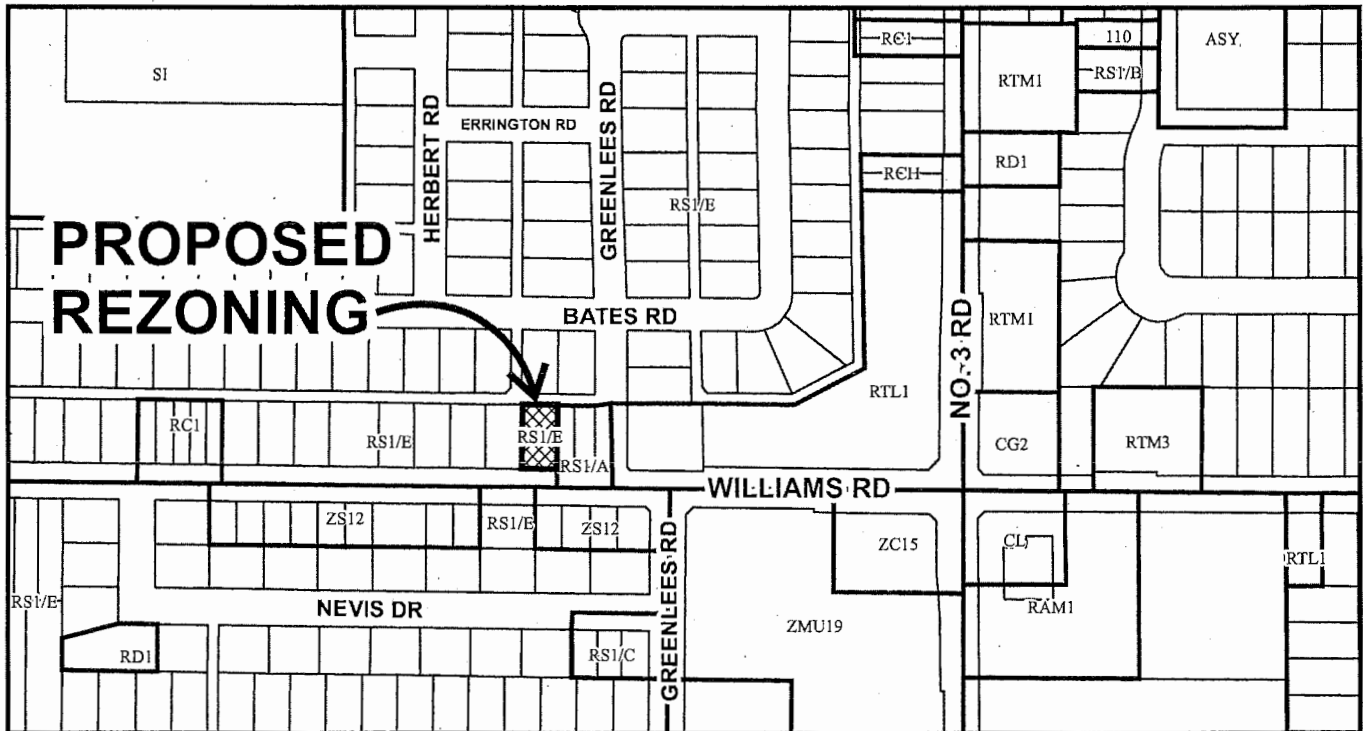
Attachment 4: Broadmoor Area Central West Sub-Area Plan Land Use Map

Attachment 5: Preliminary Conceptual Plans

Attachment 6: Proposed Tree Retention Plan

Attachment 7: Rezoning Considerations

PROPOSED REZONING



PH - 188

Note: Dimensions are in METRES



City of
Richmond



RZ 16-724066

PH 189

Original Date: 02/23/16

Revision Date:

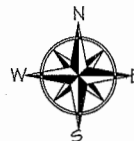
Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 13 SECTION 29 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 17789**

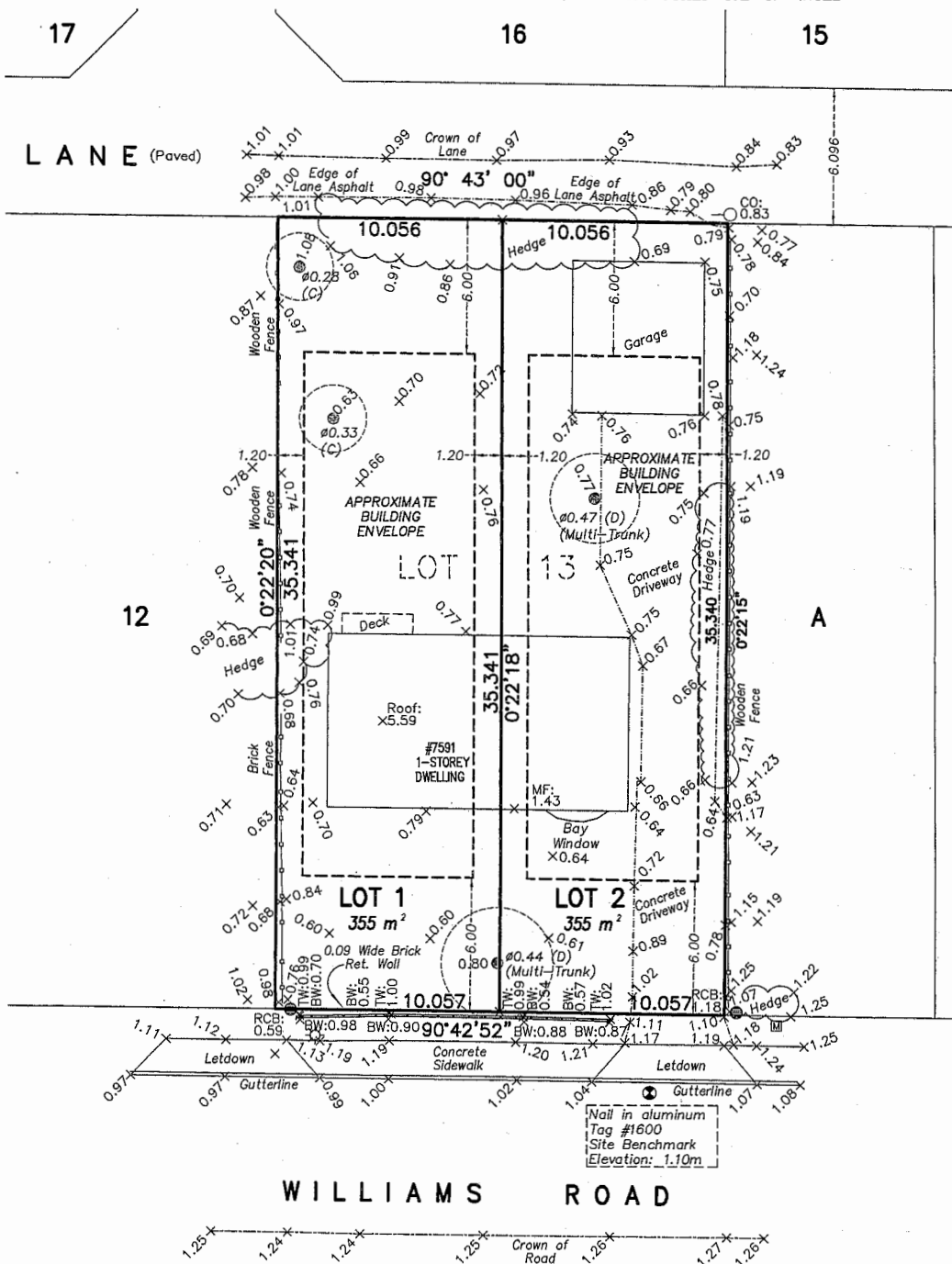
#7591 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D. 003-310-540

SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



ATTACHMENT 2



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 6280
FB-294 P58-61
Drawn By: IO

NOTE:
Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #202
Control Monument 77H4623
Elevation: 1.452m
Benchmark: HPN #204
Control Monument 02H2452
Elevation: 1.559m

NOTE:
Use site Benchmark Tag #1600 for
construction elevation control.

LEGEND:
(C) denotes conifer
(D) denotes deciduous
● denotes round catch basin
■ denotes water meter
□ denotes cleanout
⊙ denotes lamp standard
MF denotes main fire hydrant
BW denotes bottom of retaining wall
TW denotes top of retaining wall

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

NOVEMBER 18th, 2015.

DWG No. 6280-Topo-01



RZ 16-724066

Attachment 3

Address: 7591 Williams Road

Applicant: MaximR Enterprises Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	MaximR Enterprises Ltd.	To be determined
Site Size (m²):	710 m ² (7,642 ft ²)	Two lots, each approx. 355 m ² (3,821 ft ²)
Land Uses:	Single-family dwelling	Two residential lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Low Density Residential	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Land Use Policy designates the subject site for redevelopment to "Arterial Road Compact Lot Single Detached", which allows coach houses on lots greater than 35 m deep.	No change

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60		none permitted
Buildable Floor Area (m ²) per lot (incl. principal dwelling and coach house):*	Max. 213 m ² (2,292 ft ²)		Max. 213 m ² (2,292 ft ²)		none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 20%		Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 20%		none
Minimum Lot Size:	315 m ²		355 m ²		none
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6.0 m		Min. 6.0 m		none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		1.9 m		none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 m one side; Min. 1.8 m other side.	Ground floor	0.9 m one side; 3.0 m other side.	none
	2 nd Floor	Min. 1.2 one side; Min. 1.8 m other side	2 nd Floor	1.5 m one side; 3.0 m other side	
Principal Dwelling Height:	Max. 2 ½ storeys		Max. 2 ½ storeys		none

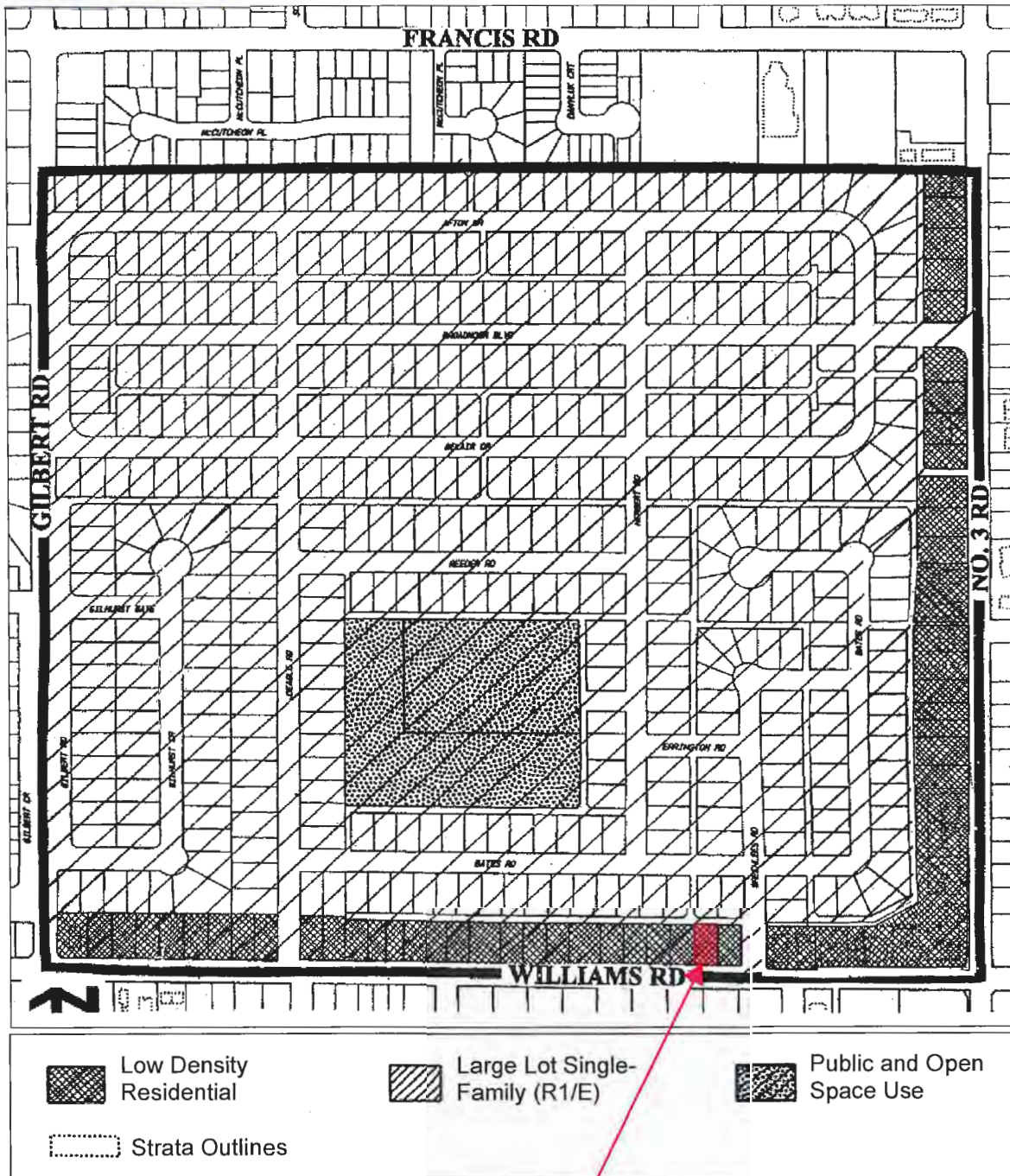
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Coach House Height (m):	Max. 6.5 m	6.48 m	none
On-Site Parking Spaces:	<ul style="list-style-type: none"> • Single-detached Dwelling: 2 spaces • Coach House: 1 space 	<ul style="list-style-type: none"> • Single-detached Dwelling: 2 spaces (garage) • Coach House: 1 space (surface) 	none
Total:	3	3	none
Tandem Parking Spaces:	Permitted for the 2 required parking spaces for the single-detached dwelling	none	none
Private Outdoor Space:	<ul style="list-style-type: none"> • Single-detached Dwelling: Min. 20 m² • Coach House: required either at grade or balcony; no minimum size 	<ul style="list-style-type: none"> • Single-detached Dwelling: Min. 20 m² • Coach House: 2.9 m² balcony & approx. 10 m² at grade 	none

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

City of Richmond

Land Use Map

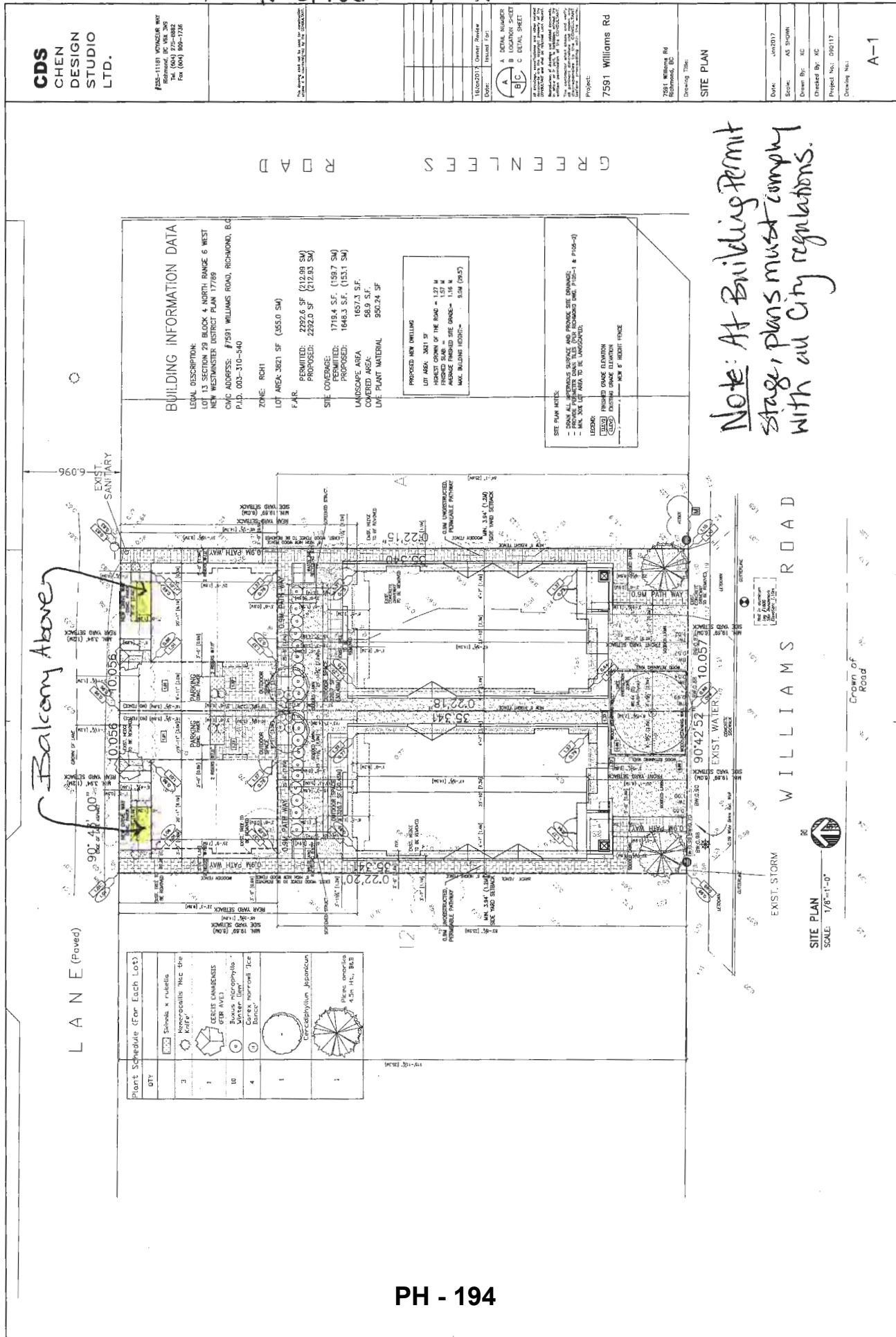
Bylaw 7624
2003/12/15

Subject Site

PH - 193

Original Adoption: March 18, 1996 / Plan Adoption: February 19, 2001
1195062 / 8060-20-7100

Central West Sub-Area Plan 8



CDS
CHEN
DESIGN
STUDIO
LTD.

7255-11181 VANDER WAY
BURNABY, BC V5E 3B9
Tel: (604) 299-1235
Fax: (604) 299-1235

These drawings are preliminary and for information only.

Date: _____
Drawn By: _____
Checked By: _____
Project No.: 033317
Drawing No.: A-4

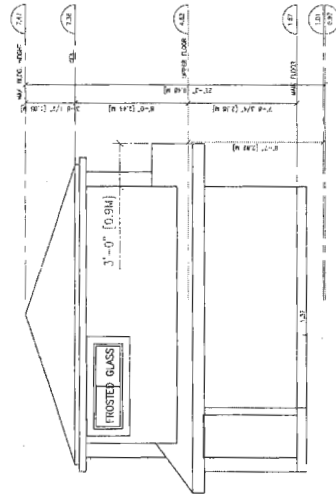
7591 Williams Rd
Burnaby, BC

COACH HOUSE
ELEVATIONS

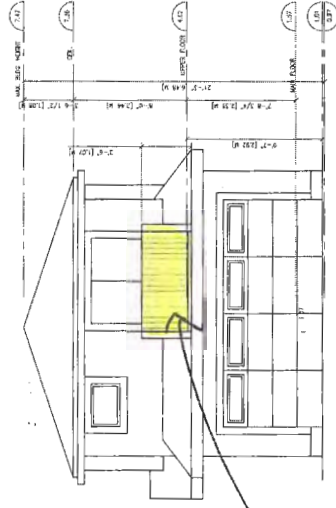
Date: MARCH 2017
Scale: AS SHOWN
Drawn By: JC
Checked By: JC
Project No.: 033317
Drawing No.: A-4

Preliminary Conceptual Plans

Note: At Building
Permit stage, plans
must comply with all
City regulations.

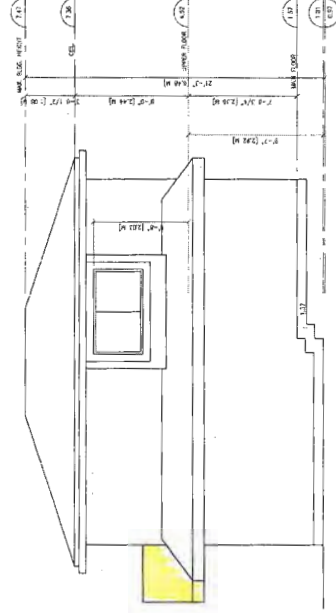


SOUTH ELEVATION
SCALE: 1/4"=1'-0"

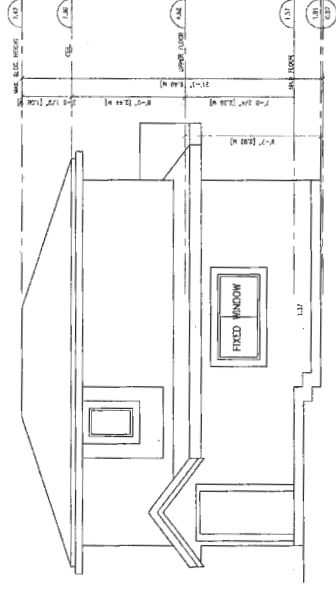


NORTH ELEVATION
SCALE: 1/4"=1'-0"

Balcony

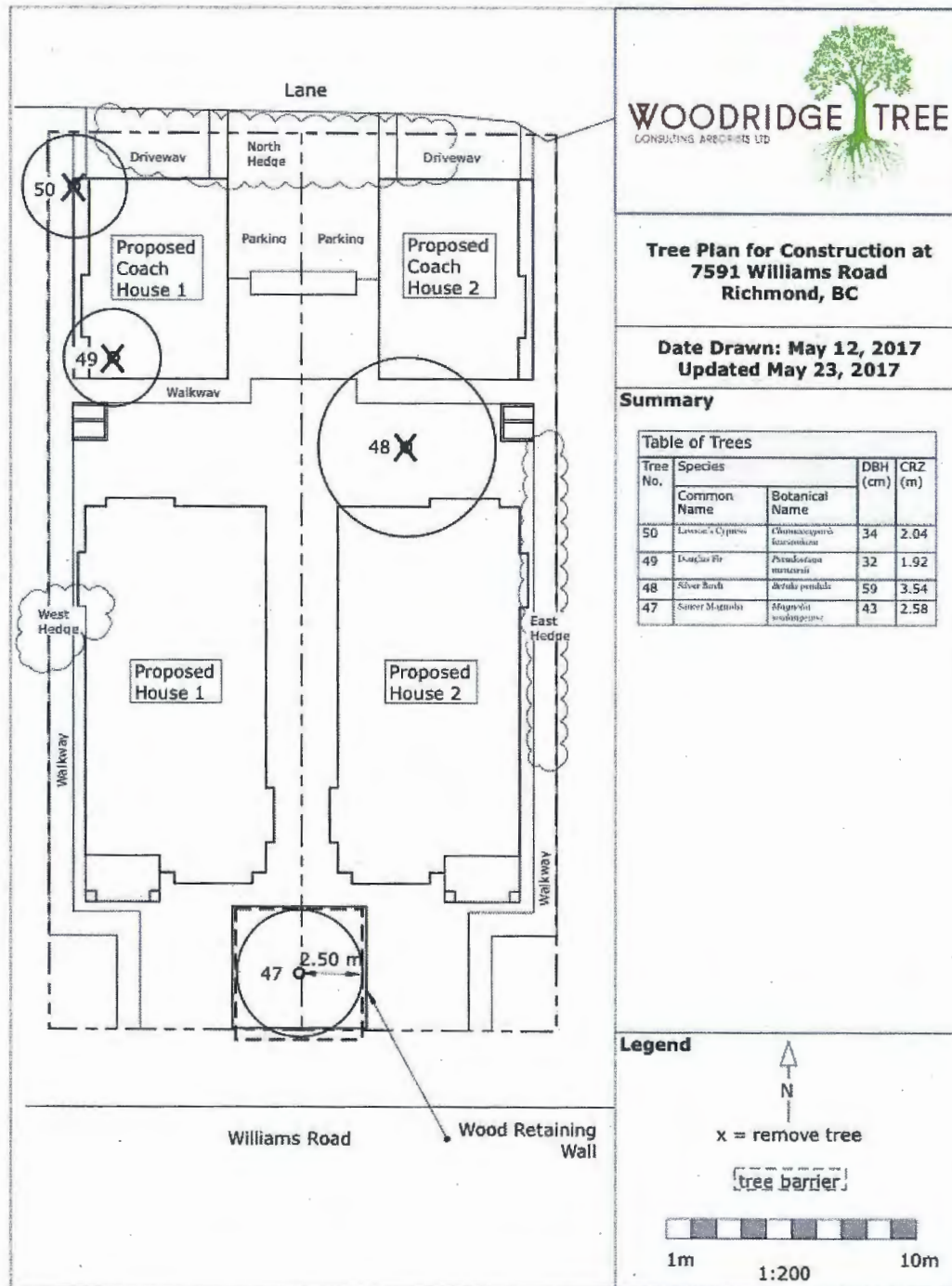


WEST ELEVATION
SCALE: 1/4"=1'-0"



EAST ELEVATION
SCALE: 1/4"=1'-0"

Balcony





Address: 7591 Williams Road

File No.: RZ 16-724066

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, the applicant is required to complete the following:

1. Submission of a Landscape Plan for the front yard and rear yard along the lane, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including installation costs, materials, and a 10% contingency). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Land Use Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the six required replacement trees with the following minimum sizes:

# Replacement Trees	Min. Caliper of Deciduous Replacement Tree		Min. Height of Coniferous Replacement Tree
2	8 cm	or	4.0 m
2	10 cm		5.5 m
2 (1 per lot, in front yard)	N/A		4.5 m

The Landscaping Security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives.

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

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 (Tree # 47 and the east hedge). The Contract must include the scope of work to be undertaken, including: the proposed number of site 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 assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 47 to be retained. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 5 to this staff report.
6. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.

Prior to Demolition Permit* issuance, the applicant must complete the following requirements:

- Installation of tree protection fencing around the tree/hedge to be retained (Tree # 47 and the east hedge). Tree protection fencing must be installed to City standards in accordance with the City's Tree Protection Information

Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* stage, the applicant must complete the following requirements:

- Submit a contribution in the amount of \$45,873.60 in-lieu of the design and construction of rear lane and boulevard upgrades.
- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the design and construction of the following required water, storm, and sanitary connections:

Water Works

- Using the OCP Model, there is 442 L/s of water available at a 20 psi residual at the Williams Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations at Building Permit stage to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage designs.
- At the Applicant's cost, the City is to cut and cap at the main the existing water service connection along the Williams Rd frontage, and install two new water service connections complete with meter and meter box.

Storm Sewer Works

- The Applicant is required to retain the existing storm service connection at the southwest corner of the lot.
- The Applicant is required to pay cash-in-lieu for lane drainage upgrades, as described below in the section entitled "*Frontage Improvements*".
- At the Applicant's cost, the City is to install a new lead to the existing storm inspection chamber STIC47164 at the southeast corner of the lot.

Sanitary Sewer Works

- The Applicant is required to use the existing sanitary service connection at the northeast corner of the lot to service the east subdivided lot.
- At the Applicant's cost, the City is to install a new sanitary service connection complete with inspection chamber and tie-in to existing 150mm AC sanitary sewer to the north of the lot.
- All sanitary works to be completed prior to any on-site building construction.

Frontage Improvements

- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$45,873.60 contribution in-lieu of the design and construction of rear lane and boulevard upgrades (concrete sidewalk, treed/grassed boulevard, road and lane lightning, lane asphalt/pavement, lane drainage, lane concrete curb and gutter).
- The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - o To underground Hydro service lines.
 - o When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - o To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

General Items

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

Prior to Building Permit* issuance, the applicant must complete the following requirements:

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

Note:

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

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

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

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

(signed original on file)

Signed _____

Date _____



City of Richmond

Bylaw 9724

Richmond Zoning Bylaw 8500 Amendment Bylaw 9724 (RZ 16-724066) 7591 Williams Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COACH HOUSES (RCH1)"**.

P.I.D. 003-310-540

Lot 13 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9724"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUN 12 2017

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER



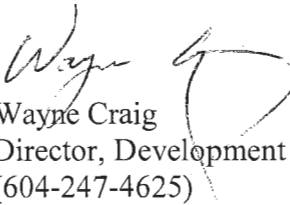
City of Richmond

Report to Committee Planning and Development Division

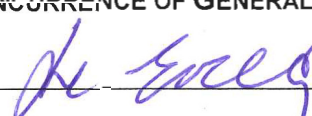
To: Planning Committee
From: Wayne Craig
Director, Development Applications
Date: June 14, 2017
File: RZ 15-715406
Re: Application by Eric Law Architect Inc. for Rezoning at 9620, 9640, 9660 and 9680 Williams Road from Single Detached (RS1/E) to Medium Density Town Housing (ZT82) – Williams Road

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, to create the “Medium Density Town Housing (ZT82) – Williams Road” zone, and to rezone 9620, 9640, 9660 and 9680 Williams Road from “Single Detached (RS1/E)” to “Medium Density Town Housing (ZT82) – Williams Road”, be introduced and given first reading.


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

Att. 5

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

Staff Report

Origin

Eric Law Architect Inc. has applied to the City of Richmond for permission to create a new site-specific zone “Medium Density Town Housing (ZT82) – Williams Road” and to rezone 9620, 9640, 9660 and 9680 Williams Road (Attachment 1) from “Single Detached (RS1/E)” to the “Medium Density Town Housing (ZT82) – Williams Road” zone in order to develop a 28-unit townhouse project with access from Williams Road. The development will provide six (6) affordable housing units that combined have not less than 15% of the total floor area and will be secured through a Housing Agreement. The subject site consists of four (4) lots each of which currently contains one (1) single-family dwelling that will be demolished.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site includes the following:

- To the North are single family dwellings on lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/K)” and “Compact Single Detached (RC1)” on Williams Road.
- To the South are single family dwellings on lots zoned “Single Detached (RS1/E)” along Swansea Drive.
- To the East is the site for RZ 15-700431 to rezone 9700, 9720 and 9800 Williams Road, from “Single Detached (RS1/C)” and “Single Detached (RS1/K)” to the “Town Housing (ZT81) – Williams Road” zone for 17 town housing units, which has reached third reading, as well as a north-south dedicated City walkway.
- To the West is the site for DVP 16-733949 to expand the Fraserview Care Lodge at 9580 and 10060 Gower Street that is zoned “Health Care (HC)”.

Related Policies & Studies

Official Community Plan (OCP)

The OCP Bylaw 9000 land use designation for the subject site is “Neighbourhood Residential” where single-family, two-family, and multiple family housing are the principal uses. This development proposal is consistent with the land use designation.

Arterial Road Policy

On December 19, 2016, Council adopted the amended OCP Arterial Road Policy. Under the amended policy the subject site is designated as “Arterial Road Townhouse” in the OCP.

The proposal is consistent with the Arterial Road Policy for the siting of townhouse developments as follows:

- The townhouse development would have a frontage of greater than 80 m along a minor arterial road (i.e. Williams Road);

- Shared vehicle access in favour of the site to the west for future townhouse development will be secured through a legal agreement registered on title prior to rezoning approval;
- Vehicle access points to the subject townhouse development site will be located at a distance of more than 50 m from the intersection of a minor arterial road (Williams Road) with a major arterial road (No. 4 Road).

The amended Arterial Road Policy allows additional density along arterial roads to be considered subject to provision of Low End Market Rental (LEMR) housing units, as per the below conditions:

- Bonus density is used to provide built LEMR units secured through a Housing Agreement;
- Built LEMR units will comply with the City's Affordable Housing Strategy with respect to housing unit sizes, tenant eligibility criteria and maximum monthly rental rates; and
- The overall design of the development is generally in compliance with the Development Permit Area design guidelines for arterial road townhouse development.

The proposed development under this application is generally consistent with this policy.

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9731.

Public Consultation

A rezoning sign is installed on the subject property. No comments have been received to date as a result of the sign on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, it will be forwarded to a Public Hearing, where area residents and other interested parties will have the opportunity to comment. Public notification for the Public Hearing will occur as per *Local Government Act* requirements.

Analysis

Built Form and Architectural Character

The Arterial Road Policy specifies a typical density of 0.60 to 0.70 FAR (Floor Area Ratio) for townhouse developments along arterial roads, subject to a minimum land assembly of 80 m on a minor arterial road and provision of additional community benefits. Specifically, the applicant has committed to provide the public benefit of new pedestrian lighting, widened sidewalk and grass boulevard improvements along the full extent of the walkway on the east side of the site, from Williams Road south to Swansea Drive.

This policy further provides for consideration of additional density for townhouse development if the proposal includes built affordable housing units. The applicant is proposing medium density townhouses with a total of 0.73 FAR, including six (6) stacked units of low-end market rental (LEMR) in one building that will be secured through the City's standard Housing Agreement.

Conceptual development plans are contained in Attachment 3. The proposed development will have eight (8) buildings, and a total of 28 units. Four (4) units front Williams Road in four (4) buildings with east/west configurations including one (1) triplex along the west property line, two (2) five-plexes, in the front middle of the site, and one (1) six-plex facing the public path. Along the rear property line are one (1) two-storey triplex, in the middle, and three (3) two-storey duplexes, one of which is also oriented to face the walkway. The six (6) LEMR units are located in the northeast corner building, which is next to the common outdoor amenity and child play area.

The buildings at the rear will have a setback of 4.5 m at ground level, and 6.0 m above the first storey. As this application was in-stream prior to Council adoption of the new Arterial Road Policy for townhouses, this does not conform with the new guideline for not more than 50% of the first storey to have a rear yard setback of less than 6 m. However, it is consistent with the design intent to ensure a visual transition from the single detached housing to the south as envisioned in the Arterial Road design guidelines for townhouse development.

A new site-specific zone "Medium Density Town Housing (ZT82) – Williams Road" is proposed to accommodate this townhouse development with a maximum density of 0.60 FAR, subject to the provision of cash-in-lieu contributions for affordable housing, and bonus density of 0.13 FAR, up to a total maximum of 0.73 FAR. The bonus density is conditional upon the provision of six (6) affordable housing units with a combined floor area of not less than 15% of total floor area. The LEMR units would be secured through a Housing Agreement to be registered on title, prior to Council approval of rezoning.

The proposed "Medium Density Townhousing (ZT82) – Williams Road" zone will also reflect the inclusion of the following dimensions that differ from standard town housing zones:

- A maximum projection of 0.80 m into the front yard setback, for unenclosed single storey entry porches only; and
- A minimum 4.5 m front yard setback in favour of a minimum 6.0 m rear yard setback for a building above first storey to transition to existing single detached housing to the south.

Transportation and Site Access

A new driveway entrance from Williams Road is proposed and each townhouse garage door entry is sited along the internal east-west or north/south drive aisles. A Statutory Right-of-Way for public passage is required to be registered on title, prior to Council approval of the proposed rezoning, for access to future development adjacent to the west.

Outdoor amenity space is well-sited for direct access for pedestrians from the walkway to the east and the internal driveway to the west. The rezoning conditions (Attachment 4) include the

registration on title of a 1.0 m Statutory Right-of-Way for public passage along the east property line of the subject site to accommodate provision of new pedestrian lighting, widened sidewalk and grass boulevard improvements along the full extent of the walkway from Williams Road to Swansea Drive. The City will maintain all the improvements in the Statutory Right-of-Way.

As per Richmond Zoning Bylaw 8500, the proposal requires a total of 56 parking spaces including 50 spaces for resident parking (44 for strata townhouses, 6 for affordable housing units) and six (6) spaces for visitor parking. The proposal satisfies this requirement with a total of 50 spaces for residents of which 10 spaces are tandem in arrangement. Another 40 resident spaces are side-by-side stalls with 28 standard spaces and 12 small sized spaces. Five (5) visitor spaces and one (1) parking space for disabled visitors are proposed. Registration of a legal agreement that prohibits conversion of tandem parking spaces into habitable area is included in the rezoning conditions.

The plan also includes a total of 36 resident bicycle parking spaces (Class 1) in individual garages and a visitor bicycle rack (Class 2) with six (6) spaces located within the outdoor amenity space.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report that identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal in relation to the proposed development. The Report assesses 24 bylaw-sized trees on the subject property, one (1) tree along the property line shared with the City walkway, and two (2) trees located on adjacent properties (i.e. 9580 Williams Road and 9891 Swansea Drive).

The City's Tree Preservation Coordinator and a City staff arborist have reviewed the Arborist's Report, and support the applicant's Arborist's findings with the following comments:

- Two (2) trees (tags #A and B) located off-site must be retained and protected with measures that comply with the City's Tree Protection Information Bulletin Tree-03.
- 24 trees (tag# 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646) on the subject site should be removed due to existing poor condition.
- One (1) tree (tag #647) located on the property line shared with the City walkway should be removed due to existing poor condition.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 24 on-site trees and one (1) tree (tag #647) located on the property line shared with the City walkway. The 2:1 replacement ratio would require a total of 50 replacement trees. The applicant has agreed to plant 27 trees on the development site. However, staff will work with the applicant on the refinement of the landscape design in the Development Permit application process to try to accommodate more than 27 trees onsite. Replacement trees must have the following minimum sizes based on the size of the trees being removed as per the Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	N/A		2 m
25	6 cm		N/A

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$11,500 to the City's Tree Compensation Fund in lieu of the remaining 23 trees that cannot be accommodated on the subject property after redevelopment. The applicant will provide the additional amount of \$1,300 (\$650 per tree) cash-in-lieu to satisfy the 2:1 replacement ratio for the removal of one (1) tree located on the property line shared with the City walkway.

Tree Protection

Two (2) trees located off-site are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them at development stage (Attachment 5). To ensure that the trees identified for retention are protected during construction, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, provide \$2,000 (\$1,000 per tree) as security to ensure the protection of trees.
- 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.

Affordable Housing Strategy

The applicant is proposing to build six (6) LEMR units with a combined floor area of not less than 15% of the total floor area. Consistent with the OCP policies for a variety of housing, the proposed affordable housing units would be ground-oriented in design, and family-oriented in type and size, as detailed in the table below:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size
2	Studio	37.06 m ² (400 ft ²)	41.25 m ² (444 ft ²)
4	2 Bdrm	91 m ² (980 ft ²)	102.94 m ² (1,108 ft ²)
Total: 6			Total: 494.24 m ² (5,320 ft ²) (approx. 15% of total floor area proposed)

All LEMR units will be secured through a Housing Agreement to be registered on title, prior to Council approval of the rezoning, and must conform to applicable policies in the City's Affordable Housing Strategy, including the rental rates and the tenant eligibility criteria.

Townhouse Energy Efficiency and Renewable Energy

Consistent with the OCP energy policy for townhouse rezoning applications, the applicant has committed to design and build each townhouse unit so that it scores 82 or higher on the EnerGuide scale, and so that all units will meet the BC Solar Hot Water Ready Regulations.

Prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, the applicant is required to meet the complete the following as rezoning conditions:

- Registration on title of a restrictive covenant to secure the design and construction of all townhouse units in compliance with the Building Energy Report and to comply with BC Solar Hot Water Ready Regulations.
- Submit a Building Energy Report prepared by a Certified Energy Advisor that confirms the proposed design and construction will achieve EnerGuide 82, or higher, based on the energy performance of at least one unit built to building code minimum requirements including the unit with the poorest energy performance of all the proposed units; and

Amenity Space

Consistent with the OCP and Council Policy 5041, the applicant will provide a cash-in-lieu contribution in the amount of \$28,000 (\$1,000/unit), prior to Council approval of Richmond Zoning Bylaw Amendment Bylaw 9731, in-lieu of the provision of an on-site indoor amenity space.

For individual outdoor amenity space, the 22 strata units would each have more than 30 m² (323 ft²) provided through a combination of private yards and balconies. Two (2) of the three (3) two-bedroom LEMR units would slightly less than standard amenity (26m² or 281 ft²) and the two (2) studio LEMR units would have no private outdoor area. However, the LEMR units are all located immediately adjacent to the communal outdoor amenity space, and child play area.

Outdoor amenity space is proposed to be located on the east side of the subject site between the buildings that face the walkway. In the preliminary plan, the proposed outdoor amenity space is 168 m² which meets the OCP requirement of 6 m² per unit (168 m²). Staff will continue to work with the applicant at the Development Permit application review stage to ensure that the design of this outdoor amenity space will comply with all the applicable design guidelines in the OCP.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant proposes a voluntary contribution to the City's Public Art Reserve Fund at a rate of \$0.79 per buildable square foot (not including the affordable housing units) and a total contribution in the amount of \$21,317.

Site Servicing and Frontage Improvements

Prior to rezoning, the applicant must enter into a Servicing Agreement for the design and construction of servicing connections, upgrades, and frontage improvements as outlined in the rezoning conditions. These works include, but are not limited to: review of street lighting levels along the Williams Road frontage of the development site for any additional street lighting requirements or upgrades; new pedestrian lighting, widened sidewalk and grass boulevard improvements along the full extent of the walkway along the east property line; removal of the existing driveways from Williams Road; and new sidewalk, curb and gutter on Williams Road.

Development Permit Application Considerations

A Development Permit application is required for the proposal to ensure consistence with the applicable OCP policies and design guidelines for townhouses.

Further refinements to architectural, landscape and urban design will be made as part of the Development Permit application review process including, but not limited to, the following:

- A detailed design of the outdoor amenity space.
- Materials for perimeter fencing along Williams Road and the walkway to the east.
- A detailed landscape design that maximizes the number of replacement trees onsite, and also includes shrubs, plantings and hard surface treatments.
- Architectural expression, detailing and colour palette and exterior building materials.
- Features that incorporate Crime Prevention through Environmental Design (CPTED).

Interior plans must demonstrate that all of the relevant accessibility features are incorporated into the proposed Convertible Unit design and that aging-in-place (i.e. adaptable unit) features can be incorporated into all units.

Financial Impact or Economic Impact

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

Conclusion

This application is to create a new site-specific “Medium Density Town Housing (ZT82) – Williams Road” zone and to rezone 9620, 9640, 9660 and 9680 Williams Road from “Single Detached (RS1/E)” zone to the “Medium Density Town Housing (ZT82) – Williams Road” zone in order to permit the development of 28 townhouses, including six (6) LEMR units.

The townhouse proposal is consistent with the OCP land use designation and is generally consistent with the OCP Arterial Road Policy for townhouses. The conceptual development plans attached are generally consistent with all applicable OCP design guidelines and will be further refined in the Development Permit application review process.

The application includes the significant benefit of two (2) studio and four (4) two-bedroom LEMR units that will be secured through a Housing Agreement, prior to rezoning adoption.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, be introduced and given first reading.

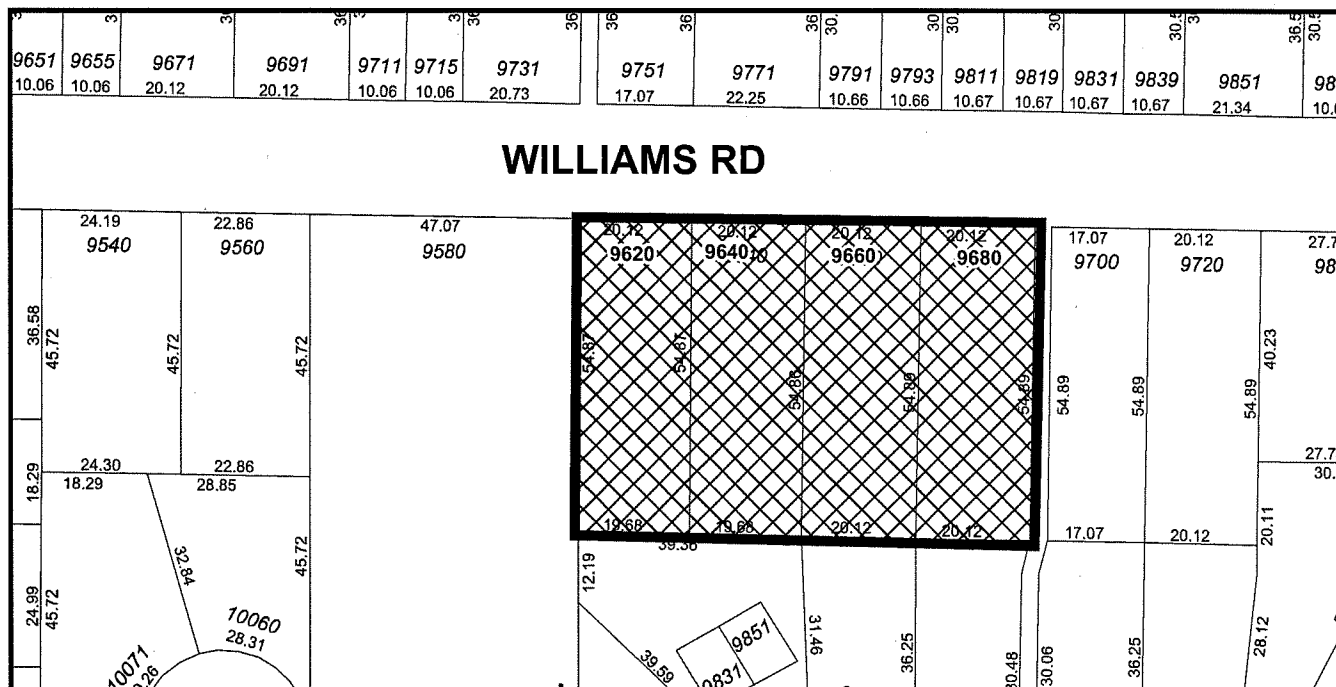


Helen Cain, MCIP
Planner 2, Heritage, Policy Planning

HC:cas

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

City of
Richmond

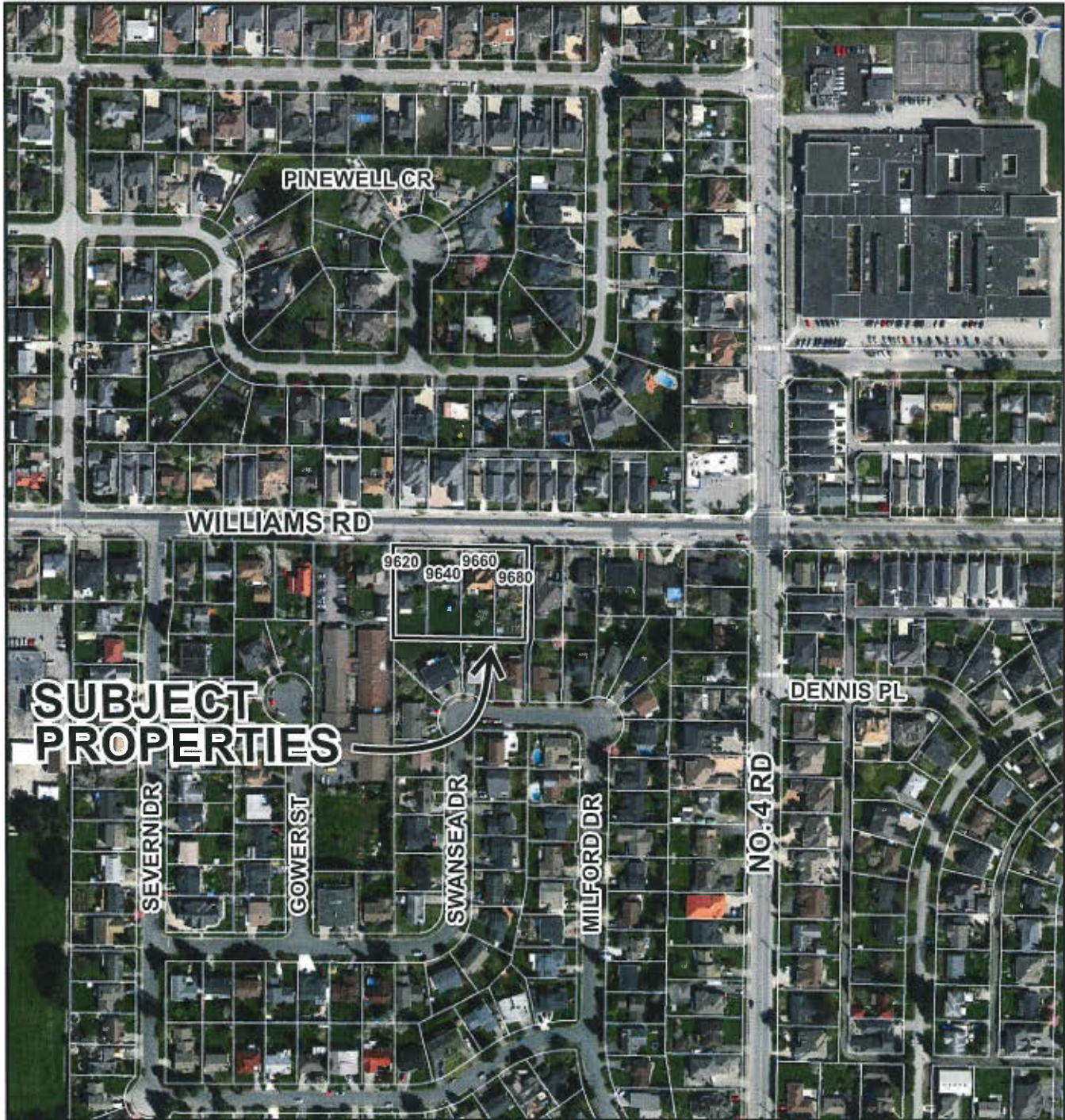


RZ 15-715406

Note: Dimensions are in METRES



City of Richmond



RZ 15-715406

Original Date: 01/05/16

Revision Date: 06/12/17

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ RZ 15-715406

Attachment 2

Address: 9620, 9640, 9660 and 9680 Williams Road

Applicant: Sian Group Investment Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Sian Group Investment, Inc.	No change
Site Size (m²):	4,393.5 m ² (47,291ft ²)	4,393.5 m ² (47,291ft ²)
Land Uses:	Single-detached dwelling	28 townhouse units
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Medium Density Town Housing (ZT82) – Williams Road
Number of Units:	4	28
Other Designations:	The Arterial Road Policy for location of new townhouses	Consistent with the Arterial Road Policy.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.73	Max. 0.73	none permitted
Lot Coverage (% of lot area):	Building: Max. 44% Non-porous Surfaces: Max. 65% Total: Max. 65%	Building: Max. 44% Non-porous Surfaces: Max. 64% Total: Max. 64%	none
Lot Size:	N/A	N/A	none
Lot Dimensions (m):	Width: 40 m Depth: 35 m	Width: 40 m Depth: 35 m	none
Setback – Front Yard (m):	Min. 4.5 m Except for projection of unenclosed single-storey entry porch only to max. 0.8 m	Min. 4.5 m Except for projection of unenclosed single-storey entry porch only to max. 0.8 m	none
Setback – Rear Yard (m):	4.50 m for 1 st storey 6.00 m above 1 st storey	4.50 m for 1 st storey 6.00 m above 1 st storey	none
Setback – Side Yard (m):	Min. 3.0 m	Min. 3.0 m	
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	50 (R) and 6 (V) per unit	50 (R) and 6 (V) per unit	none
Off-street Parking Spaces – Total:	56	56	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	10	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Amenity Space – Indoor:	Min. 50 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² per unit (168 m ²)	168 m ² (1808.34 ft ²)	none

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

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

REZONING FOR PROPOSED TOWNHOUSE AT 9620, 9640, 9660 & 9680 WILLIAMS ROAD, RICHMOND, BC

DEVELOPMENT DATA

- (A) CIVIC ADDRESS: 9620, 9640, 9660 AND 9680 WILLIAMS ROAD, RICHMOND, BC
(B) LEGAL DESCRIPTION: LOT 302, EXCEPT EAST HALF AND THE EASTERLY PORTION OF LOT 302, BOTH OF PLAN 43362, LOT 6, EXCEPT PART SUBDIVIDED BY PLAN 44851 AND LOT 7, EXCEPT PART SUBDIVIDED BY PLAN 4427, BOTH OF PLAN 11454, ALL SECTION 34, BLOCK 4 NORTH, RANGE 6 WEST NEW WESTMINSTER DISTRICT
(C) LOT AREA: 4,393.5 SM (47,291.25F)
(D) ZONING USE: CURRENT: RS1/E,

CURRENT ZONING (UNDER RS1 ZONING)	PROPOSED REZONING (SITE SPECIFIC)	PROPOSED
0.55 TO 454.5 SM 0.3 TO REST OF SITE AREA	0.73 TOTAL GROSS FLOOR AREA 0.73 X 4,393.5 SM = 3207.2 SM (34,520 SF) 28 UNITS	0.73 34,520 GROSS FLOOR AREA [INCLUDE TWO A3 (444 SQ. FT.) AND FOUR A4 (1108 SQ. FT.) AFFORDABLE RENTAL UNIT TOTAL APPROX AREA: 5320 SF 15.4%]

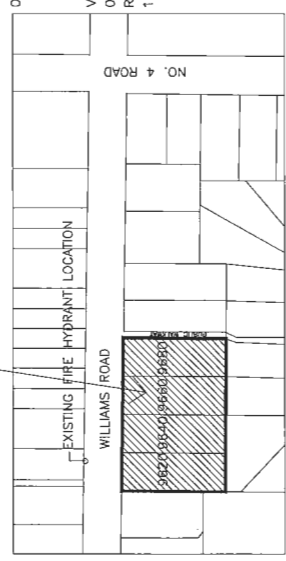
(F) NUMBER OF UNIT:	1 PER LOT	28 UNITS
(G) BUILDING COVERAGE:	MAX - 45%	42.9% (20298 SQ. FT.)

(H) BUILDING HEIGHT:	MAX HEIGHT - 9M	BUILDING HEIGHT - 12M
(I) SETBACK:	FRONTYARD - 6M SIDEYARD - 2M REARYARD - 6M	FRONTYARD FACING WILLIAMS - 4.5M (14'9") EAST SIDEYARD - 4.0M (13'2") WEST SIDEYARD - 3.0M (9'8") REAR YARD - 4.5M (14'9") AT G/F - 6.0M (19'7") AT 2/F

(J) OUTDOOR AMENITY	6.0 SM (64.58 SF) PER UNIT 6SM X28 = 168 SM (1808 SF)	PROVIDED 168.3 SM (1812 SQ. FT.)
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(K) PARKING:	2 PER DWELLING UNIT 1 PER RENTAL UNIT X6=6	RESIDENTIAL PARKING: 18 REGULAR 12 SMALL 20 REGULAR (10 TANDEM)
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(L) VISITOR BICYCLE	0.2 VISITOR BICYCLE / UNIT X28 = 6	VISITOR PARKING: 5 REGULAR 1 DISABLED
(M) VISITOR BIKE RACK	0.2 PER DWELLING UNIT X28= 6	6
(N) RESIDENTIAL BICYCLE STORAGE	1.25 PER DWELLING UNIT X28=35	36 (INSIDE GARAGE)



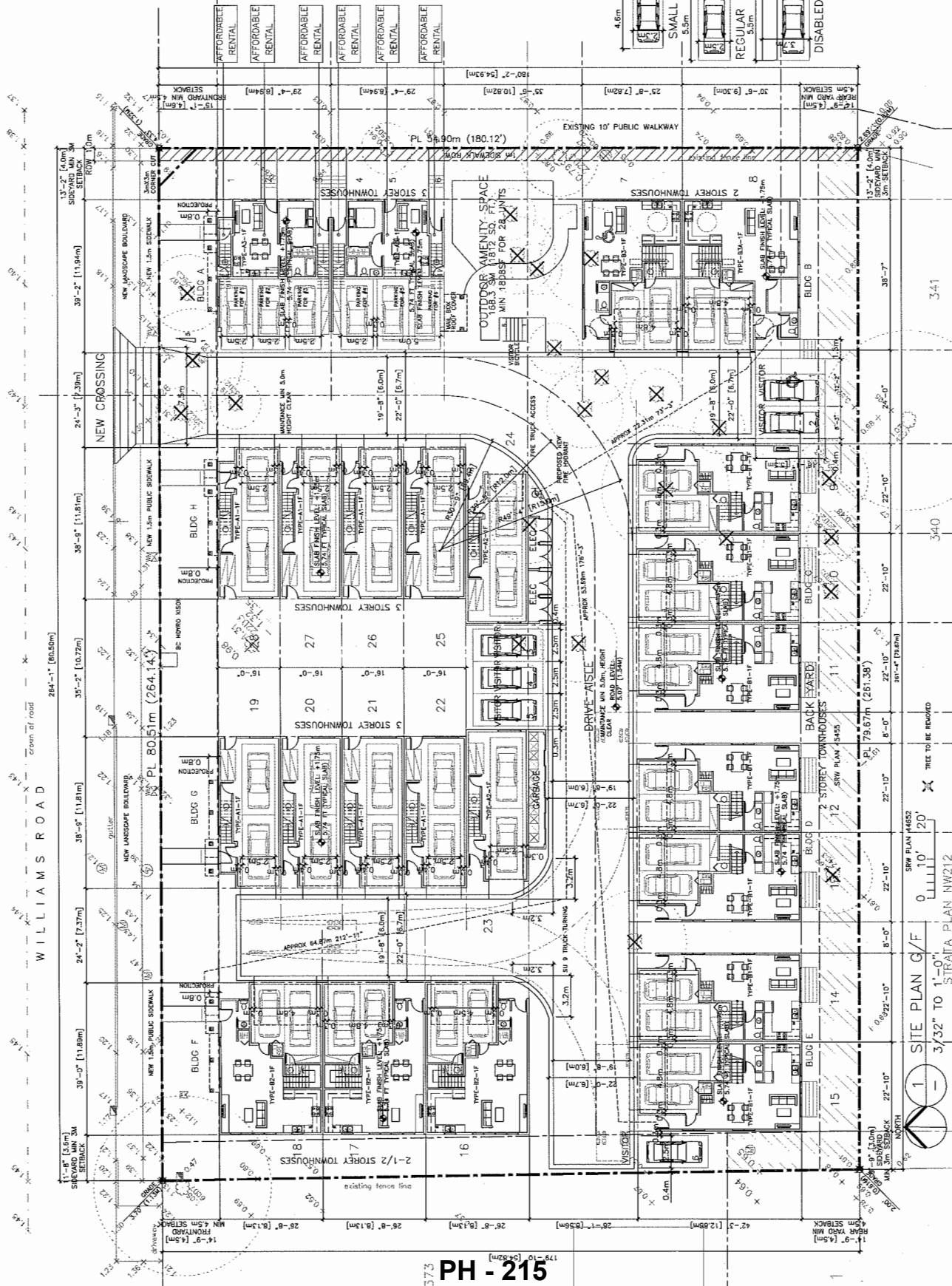
- 1. 2017/2017 100% CITY RESIDENTIAL APPROVAL
- 2. 2017/2017 100% CITY RESIDENTIAL APPROVAL
- 3. 2017/2017 100% CITY RESIDENTIAL APPROVAL
- 4. 2017/2017 100% CITY RESIDENTIAL APPROVAL

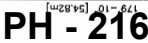
PROPOSED TOWNHOUSE
AT 9620-9680
WILLIAMS ROAD
RICHMOND BC

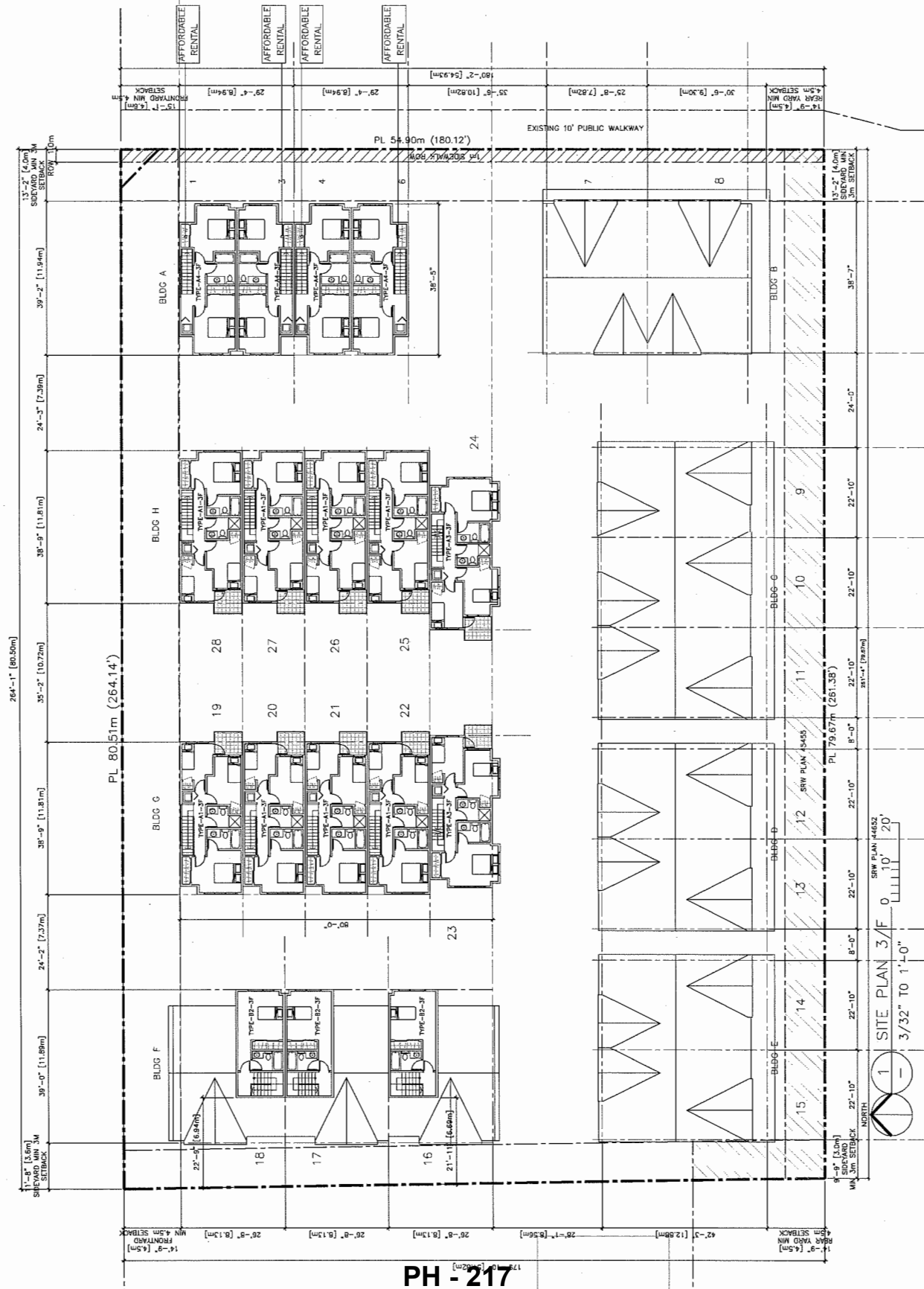
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SSU: 100% CITY RESIDENTIAL APPROVAL
DRAWN BY: EL
CHECKED BY: EL
TELEPHONE: 1-800-777-1777

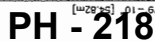
A1

REZONING

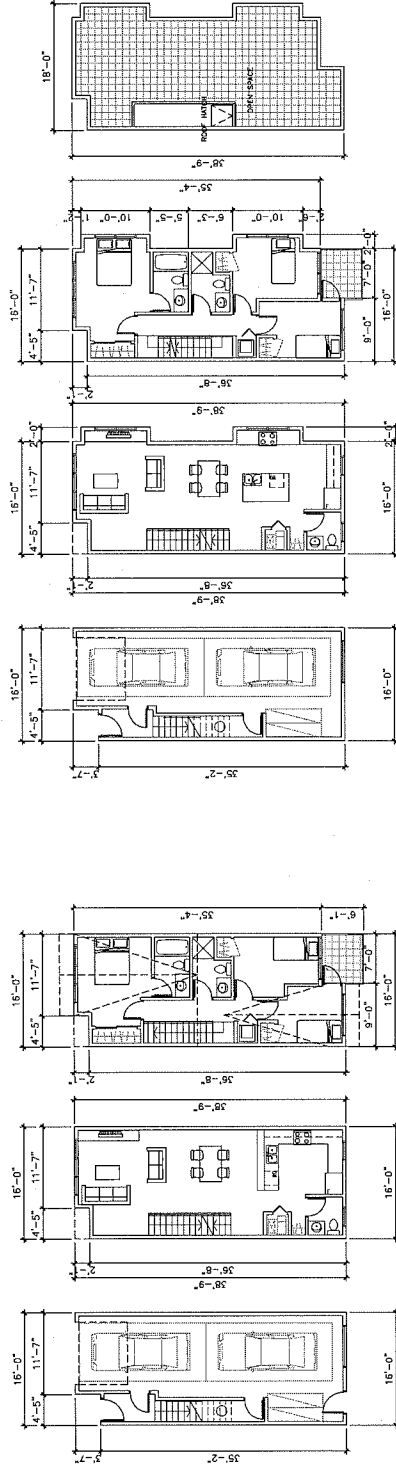








1. SITE PLAN FOR RESIDENCE APPLICATION
2. SITE PLAN FOR CITY RESIDENCE COMPARISON
3. SITE PLAN FOR CITY RESIDENCE COMPARISON
4. SITE PLAN FOR CITY RESIDENCE COMPARISON



TYPE A1
3 BEDROOM

LEVEL 1
1/8" TO 1" = 0"

TYPE-A1-1F
TOTAL UNIT AREA: 8139 SQ. FT.

TYPE A2
3 BEDROOM

LEVEL 1
1/8" TO 1" = 0"

TYPE-A2-1F
TOTAL UNIT AREA: 8174 SQ. FT.

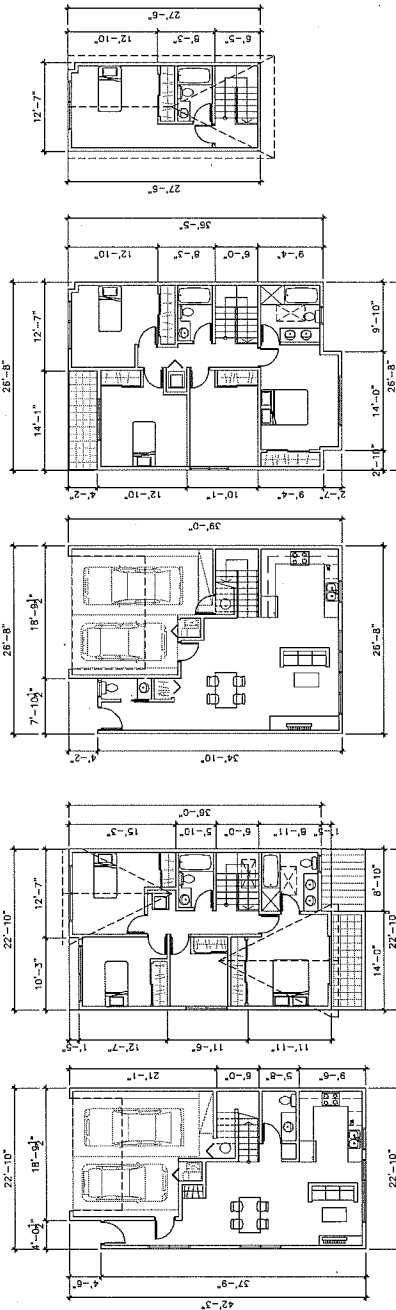
TYPE A3-3F

LEVEL 3
1/8" TO 1" = 0"

TYPE-A3-3F

TYPE-A2-ROOF

LEVEL 1
1/8" TO 1" = 0"



TYPE B1
3 BEDROOM

LEVEL 1
1/8" TO 1" = 0"

TYPE-B1-1F
TOTAL UNIT AREA: 8145 SQ. FT.

TYPE B2
3 BEDROOM

LEVEL 1
1/8" TO 1" = 0"

TYPE-B2-1F
TOTAL UNIT AREA: 8184 SQ. FT.

TYPE B3

LEVEL 2
1/8" TO 1" = 0"

TYPE-B3-2F

TYPE-B2-3F

LEVEL 3
1/8" TO 1" = 0"

TYPE-B2-3F

PROPOSED TOWNHOUSE

AT 8620-8680

WILLIAMS ROAD

RICHMOND BC

UNIT PLANS

PROJECT NUMBER: 14-10
ISSUED: 5/26/2017
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 15-12_WWW_170528-R2.DWG

A6

REZONING

ERIC LAW ARCHITECT

1000 UNIVERSITY AVENUE
 SUITE 100
 RICHMOND, BC V6X 1A6
 TEL: (604) 595-2000
 FAX: (604) 595-2007

PROJECT: AFFORDABLE RENTAL
 CLIENT: RICHMOND CITY
 DATE: 5/26/2017
 DRAWN BY: EL
 CHECKED BY: EL
 FILENAME: 15-12_APR-170229-RZ.DWG

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2	2016.03.03	FOR CITY RECORD COMMENT
3	2016.03.03	FOR CITY RECORD COMMENT
4	2016.03.03	FOR CITY RECORD COMMENT

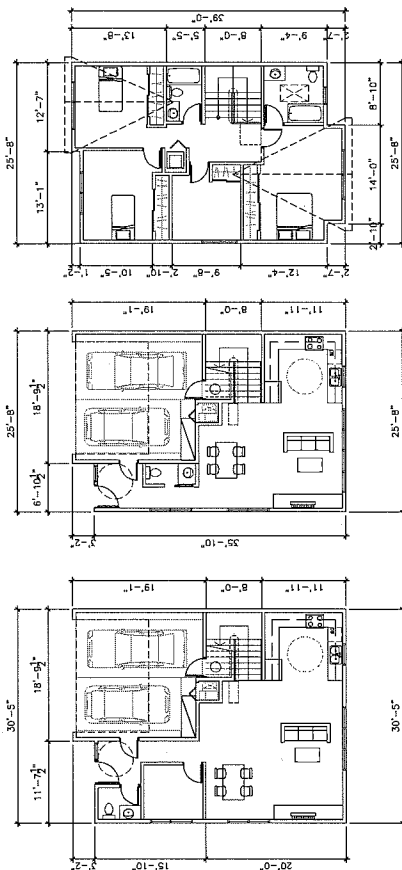
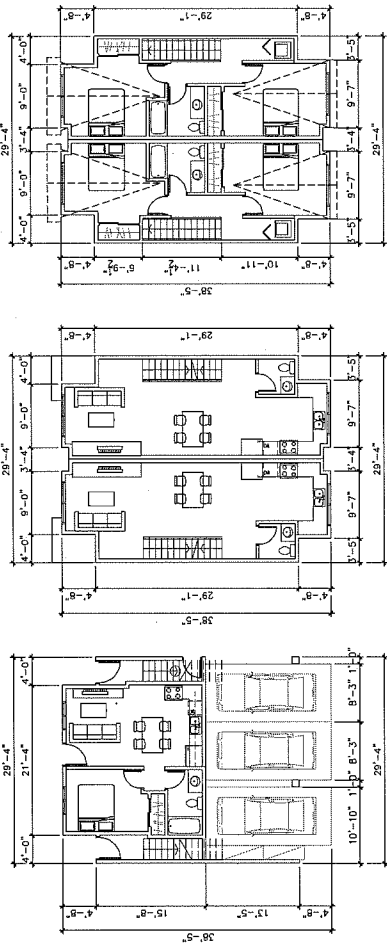
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2	2016.03.03	FOR CITY RECORD COMMENT
3	2016.03.03	FOR CITY RECORD COMMENT
4	2016.03.03	FOR CITY RECORD COMMENT

PROPOSED TOWNHOUSE
 AT 9620-9680
 WILLIAMS ROAD
 RICHMOND BC
 UNIT PLANS

PROJECT NUMBER:	14-30
ISSUED:	5/26/2017
DRAWN BY:	EL
CHECKED BY:	EL
FILENAME:	15-12_APR-170229-RZ.DWG

A7

REZONING



ERIC LAW ARCHITECT

1100 WEST 10TH AVENUE, SUITE 200
DENVER, CO 80202
TEL: (303) 733-1100
FAX: (303) 733-1101

OWNER: 1000 WEST 10TH AVENUE, SUITE 200
1000 WEST 10TH AVENUE, SUITE 200
1000 WEST 10TH AVENUE, SUITE 200
1000 WEST 10TH AVENUE, SUITE 200

1. 2015.11.15 FOR REZONING APPLICATION

2. 2016.01.15 FOR CITY REZONING COMMITTEE

3. 2016.01.15 FOR CITY REZONING COMMITTEE

4. 2016.01.15 FOR CITY REZONING COMMITTEE

1. 2015.11.15 FOR REZONING APPLICATION

2. 2016.01.15 FOR CITY REZONING COMMITTEE

3. 2016.01.15 FOR CITY REZONING COMMITTEE

4. 2016.01.15 FOR CITY REZONING COMMITTEE

PROPOSED TOWNHOUSE

AT 9620-9680

WILLIAMS ROAD

RICHMOND BC

ELEVATIONS

PROJECT NUMBER: 14-30

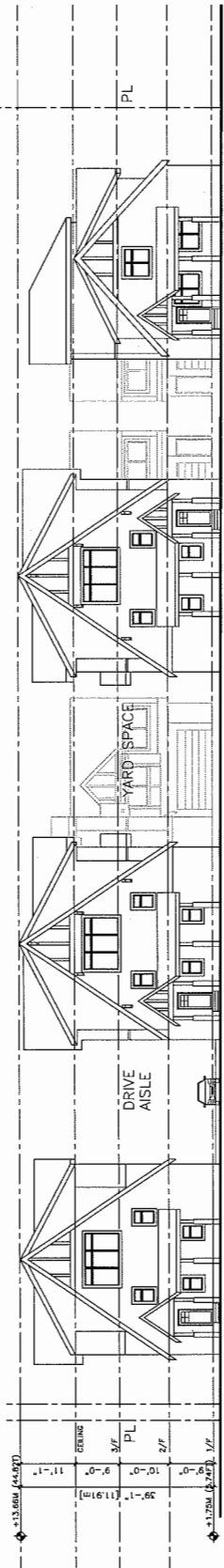
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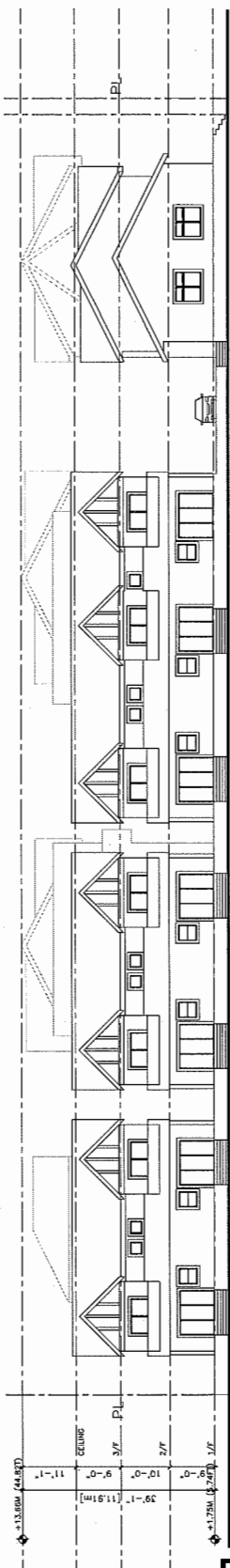
A8

REZONING



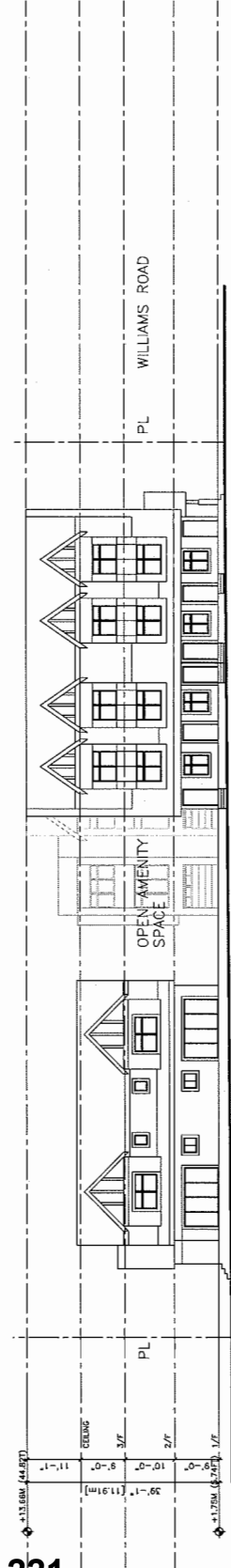
1 NORTH ELEVATION (FACING WILLIAMS ROAD)

3/32" TO 1'-0"



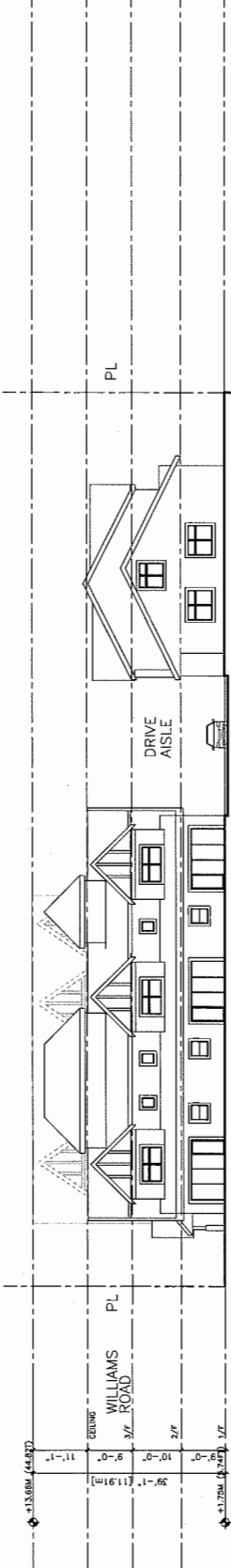
2 SOUTH ELEVATION

3/32" TO 1'-0"



3 EAST ELEVATION

3/32" TO 1'-0"



4 WEST ELEVATION

3/32" TO 1'-0"

ERIC LAW ARCHITECT

ERIC LAW ARCHITECT
 1111 15TH AVENUE, SUITE 200
 RICHMOND, BC V6X 1A7
 TEL: (604) 946-2000
 FAX: (604) 946-2001
 WWW.ERICLAWARCHITECT.COM

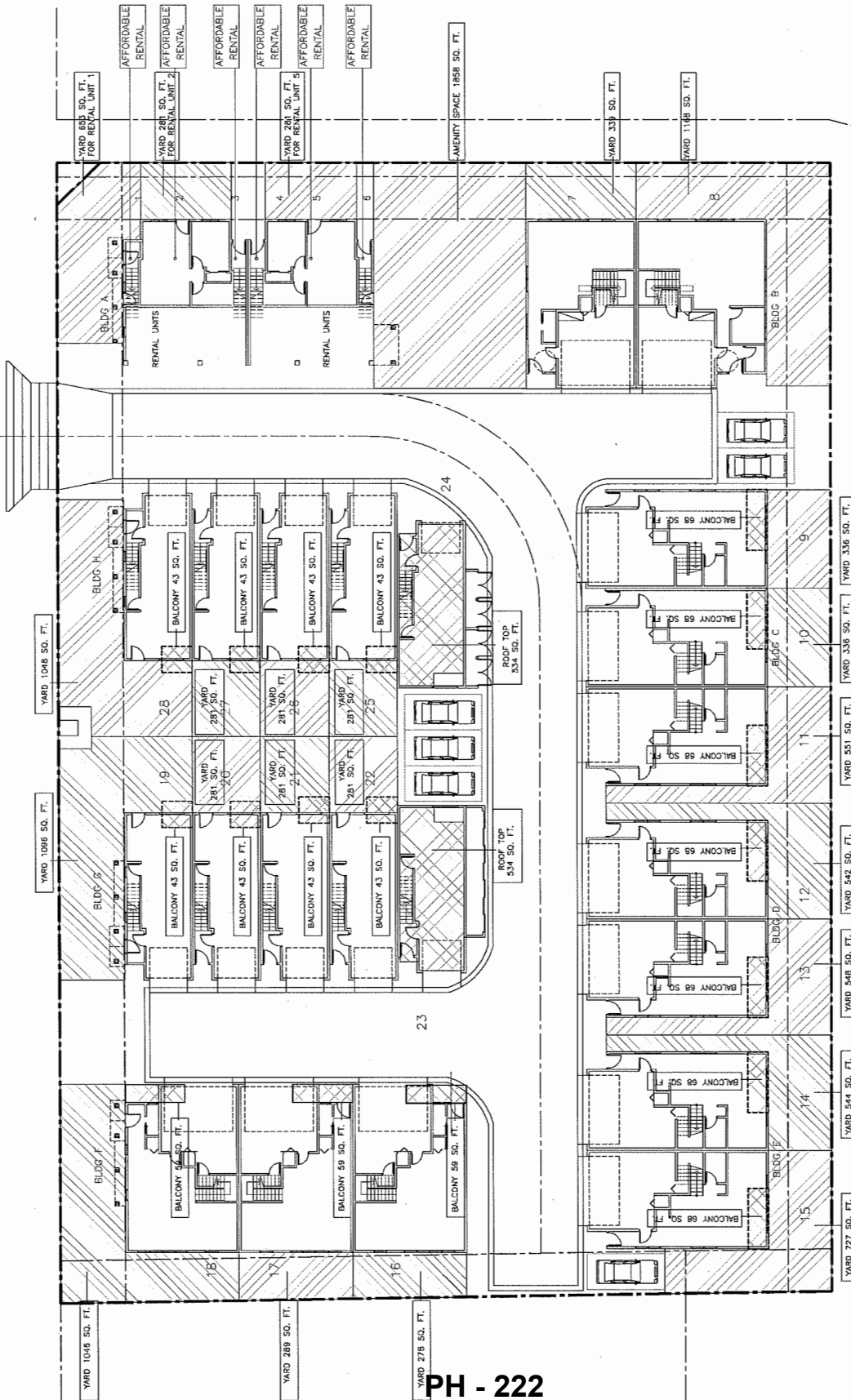
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PROPOSED TOWNHOUSE
 AT 8620-8680
 WILLIAMS ROAD
 RICHMOND BC
 OPEN SPACE CALCULATION

PROJECT NUMBER: 14-30
 ISSUED: 5/26/2017
 DRAWN BY: EL
 CHECKED BY: EL
 FILENAME: 14-30_TOWNHOUSE_OPEN_SPACE_CALCULATION

A9

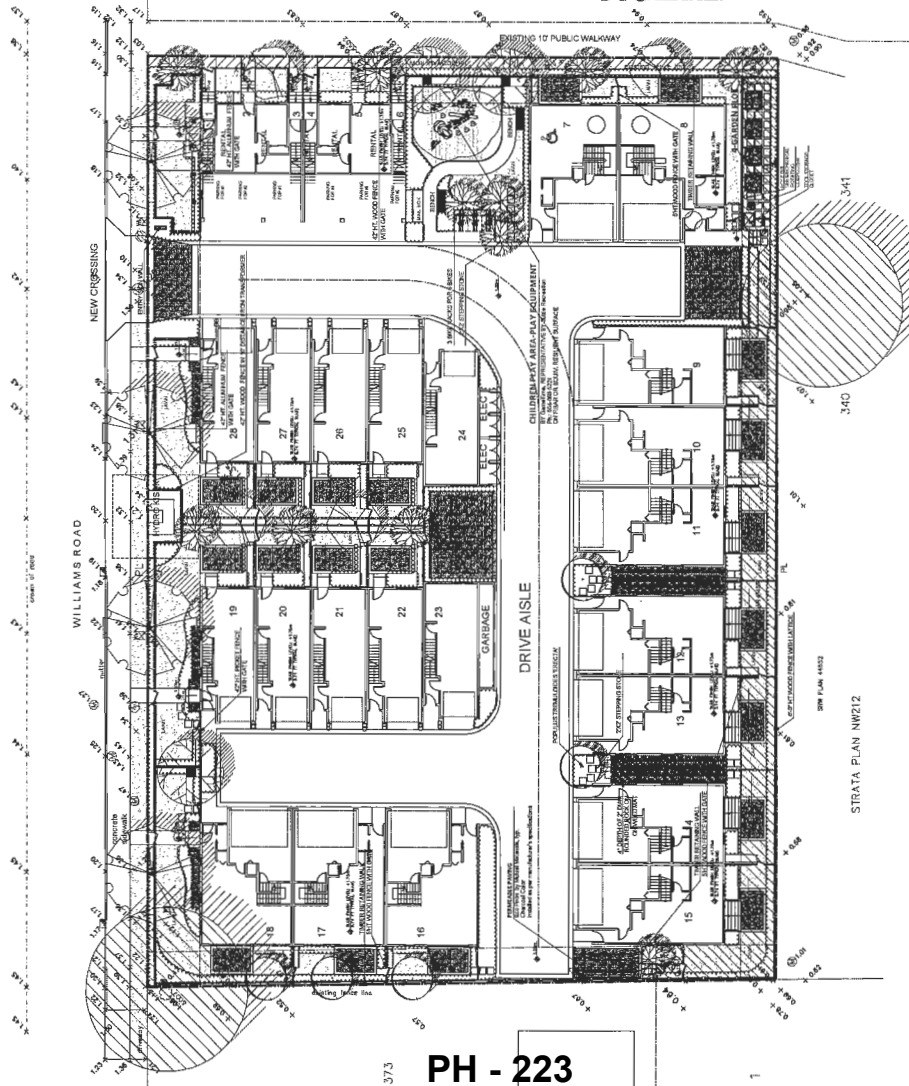
REZONING



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pmg
LANDSCAPES
ARCHITECTS
1000-10100
Brimley, Black Creek, York
P: 904-294-0011 | F: 904-294-0022

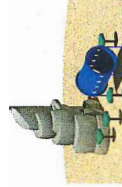
EAAL



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TOWNHOUSE DEVELOPMENT
8620/8660/8660/8680 Williams Road
RICHMOND

LANDSCAPE
PLAN

DRAWING NUMBER
DATE: MAY 23, 2017
SCALE: 1/8"=1'-0"
DESIGN: DO
CHECK: FCM
PROJECT NUMBER: 17-093

L1

OF 2



City of Richmond

Rezoning Considerations

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

Address: 9620, 9640, 9660 and 9680 Williams Road

File No.: RZ 15-715406

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9713, the applicant is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. City acceptance of the developer's offer to voluntarily contribute \$12,800 (\$11,500 to replace 23 trees removed onsite and \$1,300 to replace one (1) tree removed from a City walkway) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$2,000 for the 2 trees to be retained.
5. 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.
6. The granting of a 1 m wide x 55 m long Statutory Right-of-Way (SRW) for public right-of-passage along the east property line to accommodate new pedestrian lighting, widened sidewalk and grass boulevard on the east side of the existing City walkway that the City will maintain in perpetuity.
7. The granting of a Statutory Right-of-Way (SRW) for public-right-of-passage over the entire north-south and east-west internal drive aisle to provide legal means of public/vehicular access to future developments located west of the subject site. The drive aisle is to be constructed by the developer and to be maintained by the strata.

Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, 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.

8. Registration of a flood indemnity covenant on title.
9. Registration of the City's standard Housing Agreement to secure six (6) affordable housing units, the combined habitable floor area of which shall comprise not less than 15% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of the outdoor amenity space. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	2	37.06 m ² (400 ft ²)	\$850	\$34,000 or less
2 Bedroom	4	90 m ² (980 ft ²)	\$1,437	\$57,500 or less

** May be adjusted periodically as provided for under adopted City policy.

10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development that must include the following items related to Transportation aspects of the development:
 - a) Contrast decorative surface treatment on the east drive aisle from the property line to 9 m south onsite; and
 - b) Units in the northeast corner building between the east drive aisle and the City walkway must have carports and not enclosed garages.

11. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$21,317) to the City's public art fund.
12. Contribution of \$28,000 (\$1,000) per dwelling unit in-lieu of on-site indoor amenity space.
13. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
14. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.

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

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

Prior to 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. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 652.0 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At Developer's cost, the City will:
 - Cut and cap all existing water service connections along the Williams Road frontage.
 - Install one (1) new water service connection complete with meter and meter box (to be placed on-site) along Williams Road frontage.

Storm Sewer Works:

- The Developer is required to:
 - Provide a 3m x 1.5m SRW for future storm IC within development site.
 - Provide walkway drainage between Williams Rd and south property line.
- At Developer's cost, the City will:
 - Cut and cap all existing service connections and remove all existing IC's along Williams Road frontage.
 - Cut and cap the existing storm sewer service connections at the northwest and northeast corners of the development site.
 - Install one new storm service connection complete with IC at the Williams Road frontage.

Sanitary Sewer Works:

- At Developers cost, the City will:
 - Cut and cap the existing sanitary service connections and remove the existing ICs located at the south property line of the development site.

- Upgrade the existing sanitary service connection and install a new IC at MH2162 located on the west property line, 8 metres north of the south property line. IC to be located within existing Statutory Right-of-Way.
- All sanitary works to be completed prior to any onsite construction.

Frontage improvements:

- Williams Road
 - Remove existing driveways and replace with barrier curb.
 - Green bike paint with bike stencil along the bike lane in front of the driveway.
 - Construct new 1.5m wide concrete sidewalk next to the existing property line along the north side of the development site. This should be along entire frontage plus up to west property line of 9600 Williams Road.
 - Provide remainder width to existing curb, with landscaped/treed boulevard between the proposed concrete sidewalk and existing road curb.
 - Provide transition to connect the existing sidewalks east and west of the development site.
- East side of the walkway, along the east property line of the development
 - Provide pedestrian lighting from Williams Road to Swansea Drive to a standard that is satisfactory to the City.
 - Provide 2.0m wide concrete sidewalk and 1.0m wide grassed boulevard.
 - Allow a wider access for the existing walkway on Williams Road - 1m x 1m corner cut.
- The Developer is also required to coordinate with BC Hydro, Telus and other private communication service providers in order to:
 - Underground Hydro service lines.
 - Relocate or modify any existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate locations onsite (Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc) prior to a Development Permit Application submission.
 - Review street lighting levels along east frontage of the development site and upgrade lighting using LED fixtures.

General Comments:

- Prior to the initial Servicing Agreement (SA) submission, provide a geotechnical assessment of preload and soil preparation impacts on existing utilities fronting or within the development site (e.g. existing sanitary mains), proposed utility installations and the adjacent developments, and provide mitigation recommendations. Any mitigation recommendations shall be incorporated into the initial SA submission or, if necessary, prior to pre-load.
 - 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.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date

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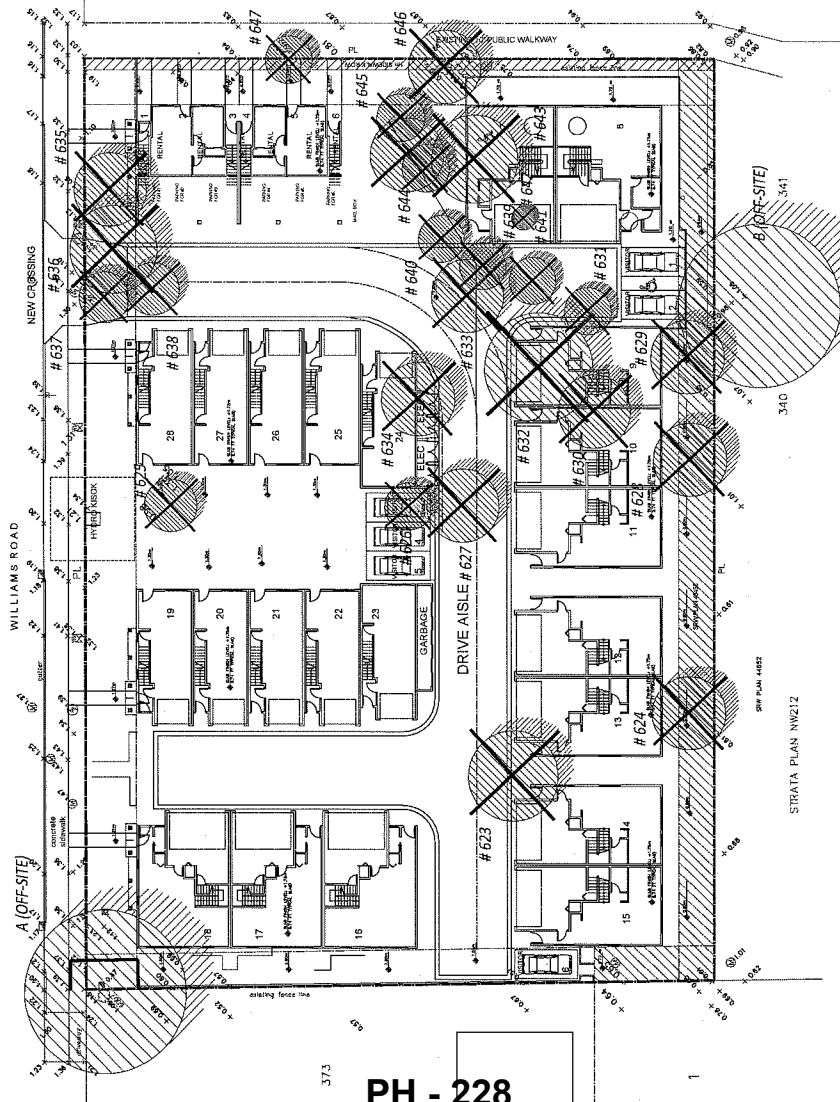
SEAL

PROJECT:
TOWNHOUSE DEVELOPMENT
9620/9460/9660/9680 Williams Road
RICHMOND

DRAWING TITLE:
**TREE MANAGEMENT
PLAN**

DATE: MAY 20, 2023
SCALE: 1" = 10'-0"
DRAWN BY: JMM
DESIGN BY: JMM
CHECKED BY: JMM
P.M.G. PROJECT NUMBER: 17-093

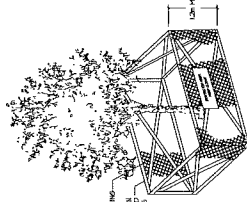
ATTACHMENT 5
L2
OF 2



WITH ALL TREES REMAINING OF SIZE AND PROTECTED BY 10' MIN. DIAMETERLY SEPARATE TRUNKS

TREE PROTECTION DISTANCE TABLE

TREE SPECIES	MINIMUM PROTECTION DISTANCE FROM TRUNK TO FENCE
20"	5'
24"	6'
28"	7'
32"	8'
36"	9'
40"	10'
44"	11'
48"	12'
52"	13'
56"	14'
60"	15'
64"	16'
68"	17'
72"	18'
76"	19'
80"	20'



MINIMUM PROTECTION DISTANCE FROM TRUNK TO FENCE AT LEAST 10' FROM GRADE

TREE PROTECTION BY SPECIES

TREE SPECIES	PROTECTION METHOD
20"	NO STORAGE OF BUILDING MATERIALS WITHIN OR ADJACENT TO PROTECTED SPANER
24"	PLASTIC MESH
28"	PLASTIC MESH
32"	PLASTIC MESH
36"	PLASTIC MESH
40"	PLASTIC MESH
44"	PLASTIC MESH
48"	PLASTIC MESH
52"	PLASTIC MESH
56"	PLASTIC MESH
60"	PLASTIC MESH
64"	PLASTIC MESH
68"	PLASTIC MESH
72"	PLASTIC MESH
76"	PLASTIC MESH
80"	PLASTIC MESH

1A TREE PROTECTION BARRIER





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9731 (RZ 15-715406)
9620, 9640, 9660 and 9680 Williams Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the end of the table contained in Section 5.15.1A regarding affordable housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT82	\$4.00"

- b. Inserting as Section 17.82 thereof the following:

" 17.82 Medium Density Town Housing (ZT82) – Williams Road

17.82.1 Purpose

The **zone** provides for **town housing** and other compatible **uses**.

17.82.2 Permitted Uses

- **child care**
- **housing, town**

Secondary Uses

- **secondary suite**
- **boarding and lodging**
- **home business**
- **community care facility, minor**

17.82.3 Permitted Density

1. The maximum **floor area ratio** (FAR) is 0.40.
2. Notwithstanding Section 17.82.3.1, the reference to "0.4" is increased to a higher **density** of "0.60" if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZT82 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
3. Notwithstanding Section 17.82.3.1, the reference to "0.4" is increased to a higher **density** of "0.73", if the **owner**, at the time **Council** adopts a zoning amendment

bylaw to include the **owner's lot** in the ZT82 zone, and provided that prior to the first occupancy of the **building** the **owner**:

- a) provides in the **building** not less than 6 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** comprises not less than 15% of total **floor area** that is **habitable space**; and
- b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**.

17.82.4 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 65% of the **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.

17.82.5 Yards & Setbacks

1. The minimum **front yard** is 4.5 m, except for the projection of an unenclosed single storey entry porch only for a maximum of 0.8 m.
2. The minimum **side yard** is 3.0 m.
3. The minimum **rear yard** is 6.0 m, except for the projection of the first **storey** for a maximum of 1.5 m.

17.82.6 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m (3 **storeys**).
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.82.7 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** on minor **arterial roads** is 40.0 m.
2. The minimum **lot depth** is 35.0 m.
3. There is no minimum **lot area**.

17.82.8 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

17.82.9 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.

17.82.10 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of 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 areas and by designating them "**MEDIUM DENSITY TOWN HOUSING (ZT82) – WILLIAMS ROAD**".

P.I.D. 006-846-424

Lot 302 Except: East Half, Section 34 Block 4 North Range 6 West New Westminster District Plan 43362

P.I.D. 006-846-394

Easterly Portion Lot 302 Section 34 Block 4 North Range 2 West New Westminster District Plan 43362

P.I.D. 009-552-140

Lot 6 Except: Part Subdivided by Plan 44651; Section 34 Block 4 North Range 6 West New Westminster District Plan 11454

P.I.D. 009-552-158

Lot 7 Except: Part Subdivided by Plan 44427; Section 34 Block 4 North Range 6 West New Westminster District Plan 11454

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9731".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUN 26 2017

CITY OF RICHMOND
APPROVED by <i>PK</i>
APPROVED by Director or Solicitor <i>ld</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

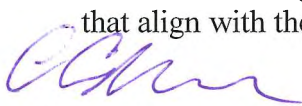
To: General Purposes Committee
From: Carli Edwards, P.Eng.
Chief Licence Inspector
Re: New Sign Regulation Bylaw

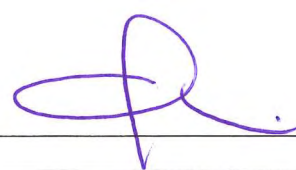


Date: May 31, 2017
File: 03-0900-01/2017-Vol
01

Staff Recommendation

In respect to implementing de-cluttering, and modernizing the regulations in the existing Sign Bylaw 5560 that:

1. Each of the following Bylaws be introduced and given first, second and third readings:
 - a) Sign Regulation Bylaw 9700;
 - b) Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Amendment Bylaw 9719;
 - c) Municipal Ticket Information Bylaw 7321, Amendment Bylaw 9720; and
 - d) Consolidated Fees Bylaw 8636, Amendment Bylaw 9721;
2. A Full Time Sign Inspector position and the associated costs, to provide outreach and enforcement of the Sign Regulations, be considered during the 2018 budget process; and
3. Richmond Zoning Bylaw, Amendment Bylaw 9723 to make housekeeping adjustments that align with the new Sign Regulation Bylaw be introduced and given first reading.


Carli Edwards, P.Eng.
Chief Licence Inspector
(604-276-4136)

REPORT CONCURRENCE		
ROUTED TO: Engineering Community Bylaws Law Building Approvals Development Applications Policy Planning Transportation Finance	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO (ACTING) 

PH - 233

Staff Report

Origin

At the Council meeting on November 14, 2016, Council adopted the following resolution:

- (1) That the proposed changes to Sign Bylaw No. 5560 outlined in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be received for information; and*
- (2) That proposed public consultation process detailed in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be endorsed.*

And at the Regular Council meeting held on May 25, 2015, Council adopted the following motion:

- (1) That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

This report provides a summary of the public consultation results and introduces the New Sign Bylaw and amends the Notice of Bylaw Violation Dispute Adjudication Bylaw, the Municipal Ticket Information Bylaw, Consolidated Fees Bylaws and Richmond Zoning Bylaw as directed by Council to address de-cluttering without a language provision and regulatory gaps in order to modernize and strengthen the bylaw requirements.

Analysis

A. Consultation

The City undertook targeted outreach and broad based community consultation to seek feedback on the proposed Sign Bylaw based on the plan described in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, endorsed by Council on November 14, 2016 (Attachment 1).

Attachment 2 collates all the written responses received during the public consultation process. In total approximately 190 written feedback submissions were received from Richmond residents, stakeholders and industry associations. In addition, stakeholder organizations such as the Richmond Intercultural Advisory Committee, Richmond Chamber of Commerce, Urban Development Institute and small builders were consulted separately using the same consultation material and feedback form.

Key highlights:

- 95% of the respondents identified themselves as Richmond residents. Only 2% of the responses identified as business owners/operators and 1% from the sign industry.
- The use of language to promote community harmony remains of concern to some of the respondents. The public comments vary from 9% (on signs allowed without a permit (e.g. community event)) to 51% (specifically regarding window signs) regarding the use of language depending on the type of signage under discussion.
- Lots of specific comments/scenarios were raised by the respondents to provide context for their comments. These were very useful to staff in refining some of the proposed changes.
- The development industry and business organizations did not express any significant concerns and have provided input to improve the proposed sign bylaw regulations to reflect the needs of their members.
- The Richmond Intercultural Advisory Committee was generally supportive of the proposed bylaw changes and the “de-cluttering” approach in particular.

B. Proposed Changes

On May, 25, 2015, Council selected the option “De-cluttering without a language provision” and instructed staff to update the Sign Bylaw to address de-cluttering and other non-language related regulatory gaps.

The new Sign Bylaw further takes into consideration input from businesses and the sign industry and responds to the inquiries/complaints received by the City over the last 2 years. In general, businesses are looking for minimum “red tape” and flexibility to address their business needs. The sign industry is looking for a streamlined application processes and clearly defined regulations that accommodate new technologies and demands from their clients-e.g. special consideration for temporary signs advertising new businesses and flexibility to display information (e.g. electronic changeable signs to display weekly specials, etc.)

The proposed changes captured in the new Sign Bylaw, taking into consideration community and stakeholders’ input received, are summarized below.

Highlights:

I. De-cluttering with flexibility:

- Limiting the percentage of storefront windows that can be covered. The proposed bylaw provides an incentive to voluntarily minimize clutter by allowing businesses to cover up to 25% of the storefront window without a sign permit. Permits will still be required for other signs on the premises such as fascia, awning or projecting signs. Any window coverage beyond 25% will require a permit, up to a maximum of 50%.

- Allowing electronic signs with changeable copy to allow more information to be displayed within a much smaller footprint.

II. Provide Certainty:

- Modernize language and provide clarity about what is and what is not allowed.
- Clarify rules for temporary signs, such as signs for new businesses (e.g. sandwich board signs can be displayed for up to one month from opening of new business at a location), signs for community events or signs on construction sites.
- Specify the number, location and duration of display of each types of sign permitted (e.g. open house signs)

III. Modernize Sign Bylaw:

- Update the existing Sign Bylaw from 1990 to meet the current business needs, technology advancements and trends.
- Provide specific regulations for signs on construction sites
- Enhance regulations for real estate and open house signs
- Provide more clarity for community event signs

IV. Amend existing bylaws to align with new Sign Bylaw:

- Replace references that exist in other bylaws with references to the new Sign Regulation Bylaw.
- Bring forward housekeeping changes to the Zoning Bylaw that replace references to the old sign bylaw and ensure that references in site specific and general zones are consistent with the new Sign Regulation Bylaw.

A summary of the comments received for sign types regulated in the Bylaw is provided in a table as Attachment 3. In addition to a summary of complaints, the table also specifies the action taken in response to each of the concerns. In some cases, the staff proposal was amended based on public feedback, in other cases language was strengthened or additional clarity was provided.

C. Community Harmony Outreach Result

Council further directed staff in May, 2015 to take an educational, rather than regulatory approach to address the use of language on signage. As part of that direction, Council approved a pilot outreach project to deploy temporary staff to conduct site visits to talk to businesses about signage and to promote community harmony. Staff visited businesses in the City Centre and parts of Bridgeport Road and River Road to encourage the inclusion of English on signage and advertising, and to remind businesses about sign permit requirements. Community Bylaw Officers also conducted visual inspections in commercial centres in the Steveston and Hamilton areas.

As a result of the pilot project, staff in the Permit Centre have continued to encourage the inclusion of a minimum 50% of English content on all business signage. In order to continue this outreach to existing business, Council also approved a Temporary Full-Time (TFT) Sign Bylaw Inspector position for one year. Fluency in English, Cantonese and Mandarin was a requirement for this position. The results of the outreach efforts include:

1. 468 sign applications were submitted in 2016 and 117 in Q1-2017. This is an increase from historical levels where 300 applications were received annually.
2. All businesses with approved sign permits have agreed to include English in their signage.
3. Staff continue to receive good cooperation from business operators when inspections staff pursue and resolve inquiries/complaints related to signage in the community.

While the City continues to receive inquiries and complaints from time to time, the types of inquiries are changing from predominately language related to “nuisance” related. The City received:

- 110 sign complaints in 2015;
- 178 sign complaints in 2016; and
- 150 sign complaints in the first quarter of 2017.

The largest increase in complaints have been related to real estate signs (72 complaints in 2016 but 81 in the first Quarter of 2017) and signs on City property (31 complaints in 2016 but already at 11 in the first quarter of 2017). In most cases, the approach to these complaints is to first request voluntary compliance and then to issue MTI tickets for non-compliance with the bylaw. This approach has proven very effective in getting signs removed in a timely manner.

D. Sustaining the Outreach and Enforcement

1. **Continue Outreach:** The TFT Sign Inspector, with fluency in English and Chinese, was critical to the success of the outreach efforts to educate businesses about sign regulation and encourage community harmony. It will be important to continue educating new business operators through the permitting process as well as provide enhanced communication and translation to ensure that all businesses comply with the new Sign Bylaw.
2. **Increase Application Fees:** Permit fees for signs have not been updated in several years and, as a result, are not enough to sustain the permitting process and have lagged behind neighbouring municipalities. Attachment 4 provides a summary of the existing fees, proposed fees, as well as a comparison to fees in Surrey (who have a modern Sign Bylaw). Of particular note are new fees for signs on construction/development sites as well as a different fee schedule for freestanding signs. Recent years have seen a marked increase in signs on construction sites, along with a corresponding increase in complaints. Separated permit fees for freestanding signs from other sign types is proposed in order to better reflect the substantial engineering and transportation review required for this sign type.
3. **Increase Penalties:** Along with amendments to the fees, it is also proposed to amend the bylaws related to fines for non-compliance. Both Notice of Bylaw Violation Dispute Adjudication Bylaw 8122 and Municipal Ticket Information Authorization Bylaw 7321 are proposed to be amended to compliment the new sign bylaw. Notice of Bylaw Violation Dispute Adjudication Bylaw provides inspectors the authority to issue administrative penalties of up to \$500, while providing an adjudication process to settle disputes. Municipal Ticket Information Authorization Bylaw 7321 provides the authority

to issue higher fines up to \$1000. These \$1000 fines are forwarded to Provincial court should disputes arise. The new fines will make it easier for bylaw officers to use enforcement measures as an option, although the department will continue to rely on education and voluntary compliance as a first step.

4. **Permanent Sign Bylaw Inspector:** Staff recommend that the Sign Bylaw Inspector position, with the job requirement to be fluent in English, Mandarin and Cantonese be made permanent. The annual cost (salary, inspection vehicle and equipment) is anticipated to be approximately \$85,000/year.
5. **Consistent Application:** the new bylaw refers decisions on permits, inspections and enforcement to the “Director of Permits and Licences”. This is a generic term that is used in other bylaws where the authority is related to land use matters. In practice, the Sign Regulation Bylaw will be administered by the Manager of Customer Service and Business Licences. Currently, staff in Customer Service process and issue sign permit applications whereas the new Sign Inspector position (for field inspections and enforcement) will be included with the Business Licencing team.

Financial Impact

There will be additional costs incurred in order to provide the increase in service level by converting the TFT Sign Bylaw Inspector into a permanent position. Approximately \$60,000 will be recovered from Sign Permit fees, therefore \$25,000 will be required in order to fund the full time position. Staff recommend that this additional level request be considered as part of the 2018 budget process.

Conclusion

The City has carried out a thorough public consultation process. The adoption of proposed Richmond Sign Bylaw 9700 and associated changes to the Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Municipal Ticket Information Authorization Bylaw 7321, Consolidated Fees Bylaw 8636 and Richmond Zoning Bylaw 8500 in conjunction with a dedicated full-time Sign Bylaw Inspector, would provide the resources necessary to regulate business signage and promote community harmony.



Carli Edwards, P.Eng.
Chief Licence Inspector
(604-276-4136)

- Att. 1: Staff report titled “Sign Bylaw Update and Public Consultation Process”
- 2: Summary of responses received during the public consultation process
 - 3: Comments and Actions Resulting from Sign Bylaw Change Consultation
 - 4: Existing and Proposed Sign Permit Fees



**City of
Richmond**

Report to Committee

To:	General Purposes Committee	Date:	October 13, 2016
From:	Cecilia Achiam, MCIP, BCSLA Director, Administration and Compliance	File:	03-0900-01/2016-Vol 01
Re:	Sign Bylaw Update and Public Consultation Process		

Staff Recommendation

1. That the proposed changes to Sign Bylaw No. 5560 outlined in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be received for information; and
2. That proposed public consultation process detailed in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be endorsed.

Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW
APPROVED BY CAO (Acting).	

Staff Report

Origin

At the Regular Council meeting held on May 25, 2015, Council adopted the following motion:

- (1) That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

This report provides an update on the proposed changes to the Sign Bylaw to address de-cluttering without a language provision and regulatory gaps in order to modernize and strengthen the bylaw requirements. It also outlines a public consultation plan for Council's consideration.

Analysis

A. Current State

The existing Richmond Sign Bylaw No. 5560 (Sign Bylaw) regulates the size, design and location of exterior signage. Regulated signage includes canopy, fascia and freestanding signs as well as signage promoting the sale or lease of real estate and directional signs on private properties. Some signs require a sign permit from the City (canopy and freestanding signs for example) prior to installation while other signs (directional signs and for sale or lease sign) do not require a permit. The Sign Bylaw does not:

- a) apply to interior signs;
- b) regulate promotional materials such as inserts in newspapers, posters in stores (even if visible externally); or
- c) advertisements in bus shelters.

B. Community Harmony Outreach:

At the Regular Council meeting on October 27, 2014, Council indicated that *"as a priority, staff consult with the sign owners to encourage more use of the English language on their signs."*

The outreach/education approach, based on Council's instruction, continues to yield positive outcomes. Since the outreach commenced in late 2014, all business premises that have applied and received permits for signs have included English in their business signage. This trend continues to date as all business premises that have applied for a sign permit have been cooperative when asked to include English on their business signs. Some businesses opted to have multiple signs for the same business resulting in some signs in English only and some in a foreign language only on the

same premise. The City's proactive approach continues to encourage inclusiveness and promote community harmony.

It was observed that during the initial community outreach that approximately 60% of the signs visually inspected did not have a sign permit. At that time the City received approximately 320 new sign applications annually. The number of sign applications has risen dramatically since the 2015 pilot outreach. Approximately 900 sign applications were received in 2015 and 314 have been received as of September 30, 2016.

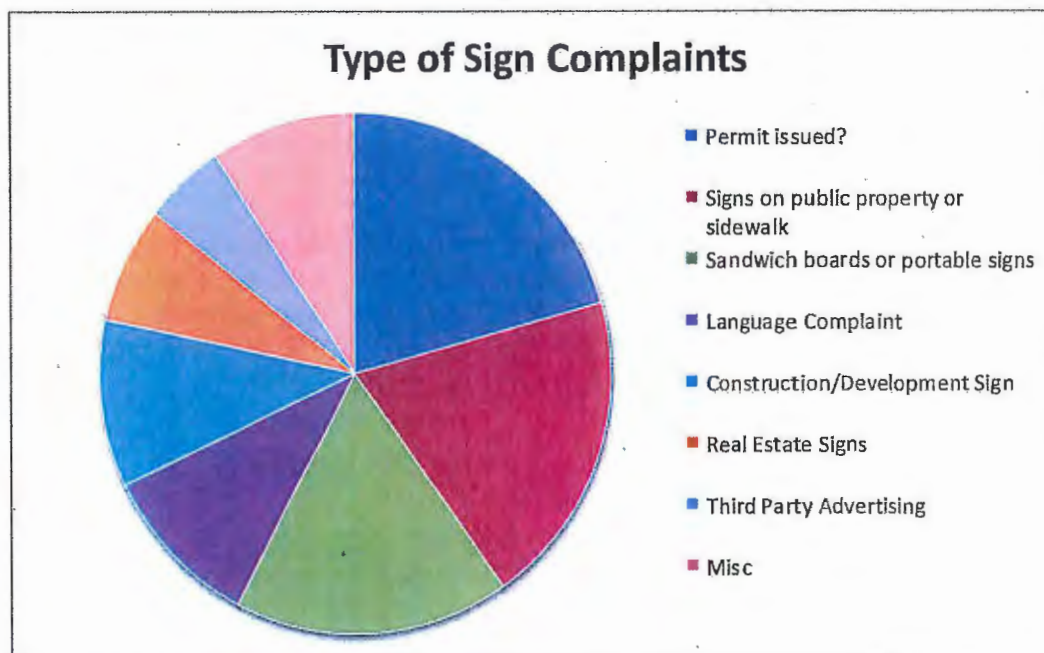
Having a dedicated resource in the form of a temporary Sign/Business Licence Inspector (approved for 1 year by Council) has been indispensable with respect to customer service. Response time has been reduced and having real time translation capability removes communication barriers during outreach and facilitates compliance. This connection has also given the City the opportunity to reach out to all new businesses when they apply for a licence and prompt them to apply for sign permits at the same time. The Sign/Business Licence Inspector also connects with existing businesses as part of their annual licence renewal.

Staff will bring forward a recommendation on the outreach pilot program with the new Sign Bylaw in spring 2017 after collecting another full year (2016) of data on the results.

C. Overview of Sign Inquiries /Complaints:

The City receives inquiries/complaints regarding signage and advertisement from time to time. Staff systematically investigate each complaint and respond as appropriate. For example, 110 complaints were received in 2015 whereas approximately 140 complaints have been received year to date in 2016. A breakdown between the types of complaints received since the start of the pilot is shown below (Figure 1).

Figure 1: 2016 Sign Complaints Analysis



Real Estate: The most frequent complaints regarding signage related to real estate are:

- the use of foreign language other than English;
- the size and location of the real estate sign, and
- the number of open house signs on public right-of-ways.

Staff have had great success in convincing the sign owners to incorporate English into the real estate signs to address community harmony through direct contact. The existing Sign Bylaw did not specifically address the issues regarding size, location and number of real estate and open house signs other than those located in public right-of-ways. The proposed changes to the Sign Bylaw (detailed in Attachment 1 and 2) have included provisions to address these concerns. The regulations around real estate signs have been strengthened and made explicit in the proposed new bylaw. In addition, the number, size and display duration of open house signs will be specified.

Advertisements: For complaints regarding the use of language in advertisement, the City's ability to respond varies. For advertisement at locations owned by the City (e.g. bus shelters and benches in public right-of-ways), a commitment that "any advertising with a foreign language must include a minimum of 50% English in terms of overall space, font size, content, and level of detail" has been built into the contract.

For advertisement at other locations, the City's ability to respond is limited¹. Staff continue to pass on comments received and work with the appropriate organization/agency to encourage the inclusion of English to support community harmony.

D. Proposed Changes to the Sign Bylaw:

In accordance to direction from Council, no language requirement provisions will be included in the proposed changes to the Sign Bylaw. Instead, it will implement "de-cluttering" of storefront signage to limit visual clutter and to address non-language related regulatory gaps.

Best practice research, plus input from business operators and the sign industry suggests that it is important to balance the need for regulations that enhance the aesthetics of business signage and provide flexibility to meet the operational needs of businesses. Signs can provide an important way finding tool and are often a significant investment for businesses.

Attachments 1 to 3 of this report form the public consultation package. Attachment 1 describes the key proposed changes in a graphic manner and represents the draft presentation material for the proposed consultation process detailed in this report. Attachment 2 summarizes all the proposed changes in a table format as a compendium to the Open House Boards. Attachment 3 is the comment forms organized around the presentation material for public input.

¹ A legal opinion was provided by Sandra Carter of Valkyrie Law Group LLP, related to the Charter of Rights and Freedoms, previously provided to Council as part of the staff report titled "Signage on Private Property" dated October 27, 2014. (http://www.richmond.ca/agendafiles/Open_Council_10-27-2014.pdf) from the Director, Administration and Compliance.

The proposed Sign Bylaw strikes this balance by categorizing signage into those that are permitted with and without a sign permit. It also expands the proposed bylaw to accommodate current and emerging signage technologies and clarify the types, location and duration of temporary signs such as open house and other construction or real estate sales signs.

De-cluttering of storefronts:

Several innovations of the proposed Sign Bylaw specifically address de-cluttering:

- i. All signs/posters visible from the exterior of the storefront will now be regulated as signage.
- ii. Reward businesses that voluntarily limit cluttering of their storefronts by allowing up to 25% of the window area of a storefront to be covered without requiring a sign permit.

(Note: The visual impact of covering up to 25% of the window area of a storefront (Figure 2) is deemed to be generally aesthetically acceptable through consultation with sign industry experts and visual mock-up exercises.)

- iii. A sign permit is required should the business operator wish to exceed the 25% coverage. The proposed maximum coverage of storefront windows is 50% (Figure 2). The sign application process would enable staff to review the visual impact and remind the applicant with respect to the City's inclusiveness and community harmony preference:

Figure 2: Mock-up of 25% and 50% coverage on store front



- iv. Prohibiting specific sign types that are visually unappealing, potentially hazardous or distracting to motorists is another way to minimize visual clutter of storefronts. Signs that are prohibited include abandoned signs, billboard signs (third party advertisement), container signs, flag/blade signs, flashing signs, inflatables, portable signs, searchlights, roof signs that project beyond the roof line and parked vehicle signs. (See Attachment 1 for photos and description of these signs).
- v. Allowing changeable copy on specific signs that provide flexibility to businesses to display activities and or products that are available on the premise to avoid the need to cover window areas excessively.

Modernizing the Sign Bylaw:

- i. New sign types have been included in the proposed bylaw to take into consideration new technologies and business needs. Examples of new sign types include banners, and projected-image signs (Attachment 1 and 2).
- ii. New approaches to lessening red tape for specific types/sizes of signs by allowing them to be erected without a sign permit. Examples include community event signs that are temporary in nature or to facilitate way finding (e.g. address and directional sign)

E. Proposed Consultation Process:

The objective of the consultation is to seek feedback on the new Sign Bylaw. The proposed process includes targeted outreach, such as presentation to the Richmond Intercultural Advisory Committee and broad based consultation of the community (e.g. Open house, "Let's Talk Richmond"). Feedback forms outlining each key topic of discussion will be made available on all platforms used during the consultation process.

Key Stakeholders Consultation:		
<ul style="list-style-type: none"> Staff will meet with these key community/industry stakeholders to seek feedback on the proposed Sign Bylaw 		
Activity	Approximate Timeframe	Comment
Richmond Intercultural Advisory Committee (RIAC)	November-December 2016	Staff to attend RIAC meeting to seek input
Richmond Chamber of Commerce RCOC	November-December 2016	Staff to consult with the executive of RCOC for input
BC Sign Association	November-December 2016	Staff to contact the BC Sign Association for input

Broad Consultation:		
<ul style="list-style-type: none"> All open house material including feedback forms made available online for the duration that Let's Talk Richmond is activated 		
Activity	Approximate Timeframe	Comment
Public Open House at City Hall <ul style="list-style-type: none"> display and comment forms available in the Meeting House for 1 week 2 staffed sessions (one afternoon and one evening) 	November/December 2016	<ul style="list-style-type: none"> Notify all the business organizations and community partners that we reached out to in 2014 by email/letter (e.g. S.U.C.C.E.S.S. various real estate and property management companies, email contact from the last workshop, etc.)
Reactivate dedicated email Signsconsult@richmond.ca on City website to receive comments	November/December 2016	Online for 2 weeks commencing the same time as the Open House display
Let's Talk Richmond	November/December 2016	Online for 2 weeks commencing the same time as the Open House display

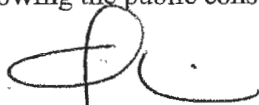
Staff will incorporate feedback from the community consultation into the proposed Sign Bylaw and report back to Council in spring 2017.

Financial Impact

The cost of the consultation process is approximately \$40,000 and will be funded from general contingency.

Conclusion

The pilot outreach program continues to improve compliance and provides better customer service. It is anticipated that the proposed Richmond Sign Bylaw and associated changes to the Consolidated Fees Bylaw No. 8636 will be presented to Council for consideration in spring 2017 following the public consultation process.



Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)



Carli Edwards, P.Eng.
Manager, Customer Services and Licencing
(604-276-4136)

- Att. 1: Draft Sign Bylaw Changes Presentation Material
 2: Draft Summary of Proposed Amendments to Sign Bylaw 5560
 2: Draft feedback form

Richmond Sign Bylaw No. 5560 Consultation

DRAFT

Welcome

Richmond Sign Bylaw Consultation

November 29 and 30, 2016

Richmond Sign Bylaw No. 5560 Consultation

Welcome to the Open House

Richmond Sign Bylaw Update

Thank you for coming to the Sign Bylaw Open House. Your feedback will be used to refine the draft regulations proposed for the updated Sign Bylaw.

At the Open House you will find the following information presented on a series of boards:

- Background information on the Sign Bylaw update
- Overview of the process and engagement efforts
- Proposed amendments to the types of signs addressed in the bylaw
- Information on general Questions and Answers that may be of interest related to the bylaw

Please share your comments to the proposed bylaw amendments on the Comment Form provided. You will find the Comment Forms and a drop box for completed forms on the Welcome Table. Alternatively (instead) you may complete the Comment Form online before Sunday, _____ at LetsTalkRichmond.ca/signs.

Questions?

City staff are present at the Open House and available to answer questions you may have.

Sign Bylaw Update— Background Information

Improved Compliance— Results of Outreach/Education To-date:

At the October 27, 2014 regular Council meeting, Council adopted the following resolution, **“as a priority, staff consult with sign owners to encourage more use of the English language on their signs”**.

The outreach/education approach, based on Council's instruction, continues to yield positive outcomes. More businesses are taking out sign permits and all businesses with business signs that have received a sign permit have voluntarily included English in their signage.

Improved Compliance Results Observed

Year	Sign Permit Issued	Inclusive Signage (% of Businesses with only foreign language business signs)
2012	278	1.4%
2013	321	4.4%
2014	331	0%
2015	900	0%
2016 (to Oct)	314	0%

Community Harmony— Approach and Engagement To-date:

Council approved an update to Sign Bylaw No. 5560, which will include a de-cluttering regulation without a language provision on May 25, 2015. More specifically, this entails:

- continuation of outreach effort to support community harmony by encouraging inclusive use of language on business signage
- modernization of Sign Bylaw No. 5560 to address non language related regulatory gaps and
- improvement to compliance with the Sign Bylaw through education and enforcement

Engagement To-date

Engagement Opportunity Since Council Referral	Participation
Signsconsult@richmond.ca	24 emails received
Let's Talk Richmond	260 responses
Sign Workshop on March 12, 2015	100 participants
Sign Companies	79 contacted in writing
Community Consultation	Over 1000 face to face meetings 10 community partners/agencies meetings



Sign Bylaw Update— Our Objectives and Timelines

The current sign bylaw has not in all cases kept pace with current signage situations facing the City and has become outdated. This update provides an opportunity to address signs in a manner consistent with the City's social vision for shaping an inclusive, engaged, and caring community to support community harmony. In addition, the update helps to realize the City to be the most appealing, livable and well-managed community in Canada.

Sign Bylaw Update-Objectives:

- To fully update the Sign Bylaw to a modern standard and ensure that it reflects the current and anticipated needs of the City, can effectively regulate the type of signs being experienced, considers legislative authority and legal requirements.
- To improve the content, structure, language, and format of the Sign Bylaw to increase its effectiveness, user friendliness, clarity, and ease of interpretation by the public, developers and City staff.
- Efforts to de-clutter will be strengthened and embedded in the Bylaw.
- Address deficiencies in the definition section; accommodate trends in sign technology and respond to business needs (e.g. electronic signs, multi-faceted free standing signs, etc.); additional types of signs to be regulated; correct errors and omissions.

Below is a summary of steps the City has taken to update sign regulations and a project timeline:



Sign Bylaw Update— We Want to Hear From You

The series of boards you see at the Open House along with the Sign Bylaw Update Handouts, which can be found next to each board, illustrate and summarize the amendments being proposed to the Sign Bylaw.

To provide your feedback while at the Open House:

1. Review each board which contains information on the "Sign Types" in the bylaw along with the associated information on the "Sign Types" in the handout.
2. If you have any comments, note them on the Comment Form in the box for the "Sign Type" your comment is related to.
3. Place your completed Comment Form in the drop box located on the Welcome Table.

When reviewing the information please keep in mind the following points on what the new Sign Bylaw does and does not do:

What **does** the new Sign Bylaw do?

- ✓ Regulates the size, design and location of exterior business signage
- ✓ Minimize impact on traffic and sight lines for public safety
- ✓ Protect the public from the dangers of signs of inferior construction, and from nuisances or hazards arising out of improperly sited business signs
- ✓ Require sign permits for specific types of business signs
- ✓ Modernize regulations to accommodate business needs and emerging signage technologies
- ✓ De-clutter storefront and enhance the look and feel of City streets

What **doesn't** the new Sign Bylaw do?

- ✗ Regulate use of language
- ✗ Regulate advertisement or promotional material
- ✗ Signage inside malls

Other Ways to Provide Comment:

In addition to this Open House, other ways to provide comments from November 28- December 9, 2016 include:

1. Visit www.LetsTalkRichmond.ca/signs to view the proposed changes and provide comments via an online survey.
2. View the proposed changes on the City's website at www.richmond.ca/signage and complete the fillable PDF version of the comment form and submit your completed comment form via:
 - email to signsconsult@richmond.ca, or
 - mail/drop off in person at City Hall, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
 - fax: 604-276-4132

Questions?

Staff are in attendance at the Open House and happy to address any questions you may have.

Sign Type—Signs NOT Permitted

Portable signs



Inflatable signs



Vehicles parked to display Signs



Billboards



Flag/blade signs



Sign Type—Signs allowed WITHOUT a Permit

Special Rules Apply

Warning/Instructional sign

Up to 4 allowed per premise



Drive-through Sign

2 allowed per aisle



Home Based Business

Max sign area 0.2 m² (2 ft²)



Sandwich Board

Permitted for first 30 days of business



Sign Type—Signs allowed WITHOUT a Permit

Real Estate Signs—Special Rules Apply

Single or Two Family



Open House Signs

Three per listing



Commercial or Multi-family



Sign Type—Window Signs

No more than 50% of all windows permitted to be covered

Less than 25% of window covered by sign,
NO permit required



More than 25% of window covered by
sign, permit required



Resulting in De-cluttering of Storefront Windows

From Clutter

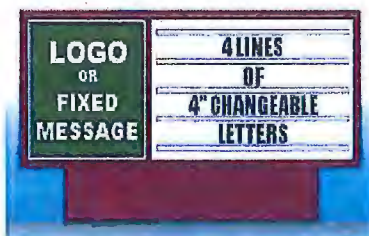
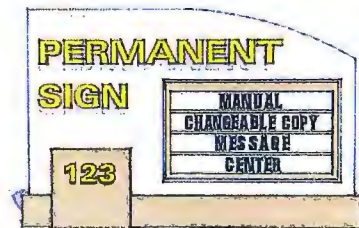


To Max 50% Coverage

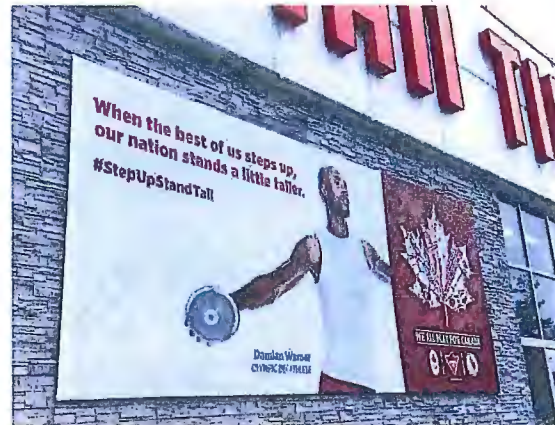


Sign Type — New Sign Types in the Bylaw — Permit Required

Electronic/Changeable Message Sign



Banners



Sign Type—Construction Signs

New Rules Proposed

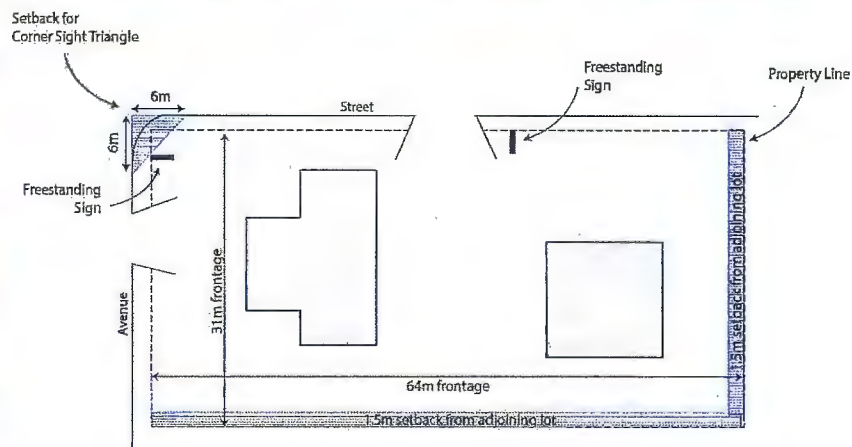
Images on fencing can contain up to 33% of copy/advertising



Freestanding sign will require a permit



Sign Type—Freestanding Signs— Permit Required



Sign Type—Business Frontage Signs

Total area of all signs permitted to be 1m² (10 ft²) per lineal meter of building frontage.

Awning sign



Fascia and Projecting Sign



Fascia Sign



Sign Type—Business Frontage Signs

Total area of all signs permitted to be 1m² (10 ft²) per lineal meter of building frontage.

Marquee Sign



Projecting, Canopy and Under Canopy Signs



Under Canopy Signs



Sign Bylaw Update—General Q & A's

What if someone wants to put up a sign that does not comply with the Sign Bylaw regulations?

- Apply for a Development Variance Permit to vary the Zoning Bylaw requirements or an amendment to the Zoning Bylaw if the variance is significant
- These variance processes required endorsement from the Development Permit Panel and approval from City Council

How does the City enforce the Sign Bylaw?

- Request to comply via site visit
- Issue warning in writing
- Issue fines

What does the City do with signs that are illegally place?

- Request to comply via site visit
- Remove non-complying signs on public property

*Thank you for
attending the
Sign Bylaw
Open House.*

Please remember to place your
completed Comment Form in the
drop box on the Welcome Table.

DRAFT

City of Richmond
**Summary of Proposed
Amendments to Sign Bylaw 5660
Open House**

November 29 and November 30, 2016

Instructions:

This handout provides additional information to the content on the Boards displayed at the Open House. Review the information on the Boards together with the information in this handout.

To provide your feedback while at the Open House:

1. Review each board which contains information on the "Sign Types" in the bylaw along with the associated information on the "Sign Types" in the handout.
2. If you have any comments, note them on the Comment Form in the box for the "Sign Type" your comment is related to.
3. Place your completed Comment Form in the drop box located on the Welcome Table.

Comment:

In addition to this Open House, other ways to provide comments from November 28- December 9, 2016 include:

1. Visit LetsTalkRichmond.ca/signs to view the proposed changes and provide comments via an online survey.
2. View the proposed changes on the City's website at www.richmond.ca/signage and complete the fillable PDF version of the comment form and submit your completed comment form via:
 - email to signsconsult@richmond.ca, or
 - mail/drop off in person at City Hall, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
 - fax: 604-276-4132

Questions?

Staff are in attendance at the Open House and happy to address any questions you may have.

Thank you for your input.

Proposed Changes to Sign Bylaw

Current Bylaw	Proposed Bylaw
Signs Not Permitted	
Billboards, or any third party advertising are not permitted.	No change.
Language is vague about regulation of portable signs.	Clarity that portable signs such as inflatable signs, flag/blade signs, signs on portable stands, signs supported by vehicles are not permitted. Only exceptions are open house signs, community special event signs and sandwich boards for new businesses.
Signs Allowed Without a Permit	
Directional signs allowed only on certain types of lots.	Directional signs allowed on all lots, maximum of two at each entrance with unlimited signs allowed inside the site. Size limited to a maximum area of 1.2 m ² (13 ft ²) and maximum height of 1.5 m (5 ft).
Drive-through menu boards, allowed to be facing parking area.	Maximum of two drive-through signs permitted and must be located at entrance or along the path of a driveway.
Community special event signs	Signs are not permitted on public property, including roads and medians. Community Special Event Signs must be on private property and may have a maximum area of 3 m ² (32 ft ²) and maximum height of 2 m (6.5 ft.).
Warning signs (indicating a hazard) are permitted in current bylaw with no conditions or regulations on their use.	Signs may be fascia or freestanding sign but no more than 4 signs are permitted for each premises for which the signs pertain and the sign area of each sign shall not exceed 0.5 m ² (5 ft).
Real Estate Signs	
For sale (or lease) signs: One allowed per lot with size of sign dependant on lot size.	One sign allowed per lot frontage with size based on type of lot, sign to be removed within 14 days of the sale or lease of the property. <ul style="list-style-type: none"> Single or two family permitted a maximum sign area of 1.2 m² (13 ft²) and maximum height of 1.5 m (5 ft.). Other than single or two-family maximum area of 3 m² (32 ft²) and maximum height of 2 m (6.5 ft.).

Proposed Changes to Sign Bylaw

Current Bylaw	Proposed Bylaw
Real Estate Signs – con't	
Open house signs	<p>Regulations clarified in bylaw:</p> <ul style="list-style-type: none"> • Maximum of three signs allowed per listing; • May be placed on public property; • Must be at least one block away from each other; • Allowed a maximum sign area of 1.2 m² (13 ft²) and maximum height of 1 m (3 ft.); • May be placed up to 60 minutes before open house; and • Must be removed no later than 60 minutes after open house.
Window signs (De-cluttering)	
No restriction on signs or images attached to the inside of windows.	<p>All signs/images visible from the exterior of store front windows are to be considered signage with the following restrictions:</p> <ul style="list-style-type: none"> • Windows are not permitted to have more than 50% of their total area covered by signs or images. • Up to 25% of the total window area may be covered with signs or images without requiring a permit. • Windows covered 25%-50% with signs or images will require a permit.
Development/Construction Signs	
Some development sites are allowed one sign only.	<p>All development/construction sites are allowed one sign per frontage and all signs require permits. Size of freestanding signs is based on lot type:</p> <ul style="list-style-type: none"> • Single or two family permitted a maximum sign area of 3 m² (32 ft²) and maximum height of 2 m (6 ft.). • Other than single or two-family maximum area of 9 m² (97 ft²) and maximum height of 4 m (13 ft.). <p>Signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 after construction is completed.</p>

Proposed Changes to Sign Bylaw

Current Bylaw	Proposed Bylaw
No regulations for signs as part of site fencing.	Advertising and logos affixed to, or incorporated in, site fencing or screening is restricted to contain a maximum of 33% (on-third) of the total fence area.
Freestanding Signs	
Size, location and number of signs varies based on Zoning and specific land use.	<p>Freestanding signs allowed in most zones with fewer categories of sign sizes. One freestanding sign is allowed per 30 m of frontage, to a maximum of three signs per lot. Size restrictions are as follows:</p> <ul style="list-style-type: none"> Multi-tenant residential and agriculture and golf zones permitted a maximum sign area of 9 m² (97 ft²) and maximum height of 4 m (13 ft.). Gas stations, commercial zones, marina zones, industrial zones and institutional zones permitted a maximum sign area of 15 m² (160 ft²) and maximum height of 9-12 m (30-40 ft.).
Changes to Other Signs Requiring Permits (De-cluttering)	
Banner signs	Banner signs must be securely attached and mounted flush to a wall. Signs must have a permit and maximum display time is 90 days per calendar year.
Changeable Copy signs	All signs may contain changeable copy, provided no flashing or animation.
Changes to How Signs are Measured	
Current bylaw varies depending on sign type and purpose	Proposed bylaw clarifies that "Copy Area" means the areas within a circle, square or rectangle or a combination of these features, which encloses the advertising message or announcement.



City of
Richmond

DRAFT

Attachment 3

Comment Form

Proposed Updates to Sign Bylaw No. 5560

6911 No. 3 Road, Richmond, BC V6Y 2C1

The City of Richmond is updating its Sign Bylaw No. 5560. We invite you to take part in reviewing and providing comment on the proposed updates to the Sign Bylaw. Your feedback will be used to refine the proposed draft regulations proposed for the updated Sign Bylaw.

Instead of this printed copy, you may complete the Comment Form online at LetsTalkRichmond.ca by Friday, December 9, 2016.

Thank you for your input.

1. I have the following comments regarding the proposed amendments to the Bylaw for **Signs Not Permitted**:

2. I have the following comments regarding the proposed amendments to the Bylaw for **Signs Allowed WITHOUT a Permit (Warning/Instructional Signs, Drive-through Signs, Sandwich Board, Home Based Business Signs)**:

3. I have the following comments regarding the proposed amendments to the Bylaw for **Real Estate Signs**:

4. I have the following comments regarding proposed amendments to the Bylaw for **Window Signs**:

CNCL - 122
PH - 267

5. I have the following comments regarding the proposed **New Sign Types – Permit Required for the Bylaw:**

6. I have the following comments regarding proposed amendments in the Bylaw for **Construction Signs:**

7. I have the following comments regarding proposed amendments in the Bylaw for **Free Standing Signs:**

8. I have the following comments regarding proposed amendments in the Bylaw for **Business Frontage Signs:**

9. **Other comments I have regarding proposed amendments to Sign Bylaw No.5560 are:**

10. **I am:** (please select one category)

☐ A resident of Richmond.

☐ A business owner in Richmond.

☐ A representative of/work in the sign industry.

☐ Other (please specify) _____

11. I heard about this survey/public feedback opportunity via: (Choose all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Newspaper ad | <input type="checkbox"/> Facebook |
| <input type="checkbox"/> News story written by a reporter in a local news paper | <input type="checkbox"/> A poster in a City facility |
| <input type="checkbox"/> LetsTalkRichmond.ca email sent to me | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Twitter | <input type="checkbox"/> Other: _____ |
-

Please return your completed Comment Sheet to Signs Bylaw Update, City of Richmond by Friday, December 9, 2016 via:

- the Comment Box at the Open House
- Mail or drop-off in person to:
Attention: Signs Bylaw Update
City of Richmond
6911 No 3 Road
Richmond, BC V6Y 2C1
- Fax: 604-276-4132
- Email: signsconsult@richmond.ca

Alternatively you may also comment by completing the online survey available at letstalkrichmond.ca/signs.

Thank you for sharing your thoughts on the proposed changes to Richmond's Sign Bylaw No. 5560. Should you have any questions please contact: signsconsult@richmond.ca

SUMMARY OF FEEDBACK RECEIVED THROUGH PUBLIC CONSULTATION ON PROPOSED UPDATES TO SIGN BYLAW NO. 5560

- Feedback was sought between November 29 and December 11, 2016
- 187 respondents provided comments
- 2 responses were received from the following community partners/organizations: Chamber of Commerce, Small Builders Association & Urban Development Institute

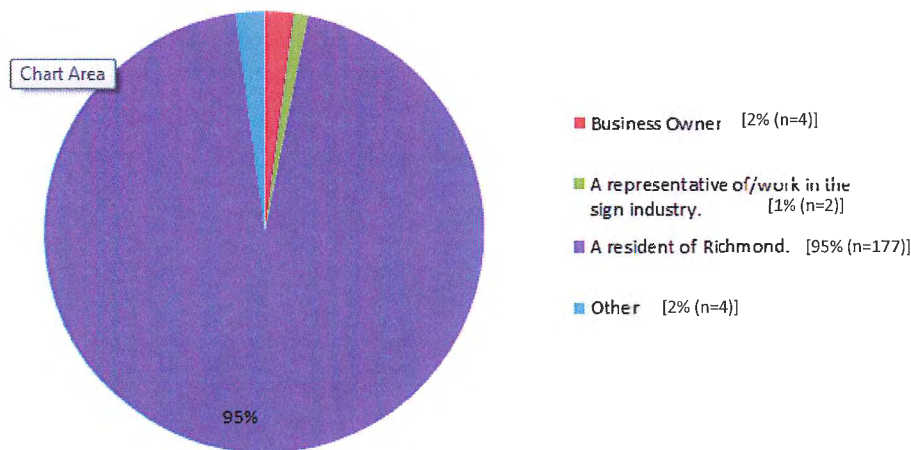


TABLE1

- The following table provides the anecdotal comments received to the proposed updates to Sign Bylaw No 5560.

*The comments noted below are verbatim based on what was received from respondents.

TABLE 1	
Comments regarding Signs Not Permitted	
Public Feedback	<p>1) All signs should require a permit for special events and new business. They should have to come to city hall to obtain a permit so the city would have better control of the signs. It is very obvious the honor system is not working in Richmond. How come there are so many sandwich boards out throughout Richmond? Because the city only operates on complaints. How about being pro-active? Take the signs away and leave a note at the business on why the sign was removed and write to them the next time there is will a fine for not obeying the bylaw. The city has not addressed language so it's not addressing the issue. The vision statement for the City is to be the most appealing, liveable and well managed city in Canada. For whom if you can't read the signs....</p> <p>2) "Sandwich board for new businesses" - begs the question: when does a business cease to be considered "new"? Could be years.</p>

- 3) Agree with signs on vehicles. Not sure what the issue is with billboards, they seem pretty normal and should be allowed
- 4) "Billboards are too invasive in the streetscape. Some of the ones downtown (VCR) have been huge. Portable signs should be controlled by permits. Election signs should be allowed. Inflatable signs are hokey and will fall out of fashion anyway. Yes to banning parked vehicle signs like the ones shown."
- 5) Billboards should be allowed because it is completely on private property. And I would argue so are any signs as long as they're on private property.
- 6) Blade signs are relatively compact and clean but have given me difficulty while driving in traffic in the past. So many blades, each representing a shop in the mall, requires you to slow down to read if it's the right mall to pull into, causing traffic chaos. Scoping out the place on Google maps before heading out helps nowadays though.
- 7) Can blade signs do not pose a problem for me.
- 8) "Clarification for how long a ""new"" business can use a sandwich board might be helpful. I don't have a problem with sandwich boards for a long period of time, but specifying the maximum size of the sandwich board might be good.
- 9) Actually, specifying maximum size for all portable signs might be helpful and avoid confusion in the future."
- 10) Clarification for portable signs language as otherwise it can cause confusion
- 11) Disagree, need to remove "not permitted" and permit signage to increase commercial activities under certain restrictions.
- 12) "Do not permit sandwich boards for any businesses, old or new. They are hazardous to pedestrian traffic. What constitutes a new business and for how long is it 'new'."
- 13) Except for sign supported by vehicles, I see no reason to ban the other types other than to limit size (especially inflatables).
- 14) For those exceptions, size of the sign and placement are concerns for me
- 15) Honestly portable signs are not that big of an issue in Richmond. I have not encountered a situation where portable signs were overwhelming a neighbourhood. The only aspect to consider is the accessibility of pathways for pedestrians with mobility challenges (and in the photo examples, there are no problems).
- 16) I agree strongly that billboards should not be permitted in Richmond. As for portable signs, I also agree that they should be prohibited, if only because they distract drivers and often block views for both cars and bicycles when approaching corners.

- 17) "I agree that only approved ""open house, new business, and community events"" signs should be allowed. They should meet size and location restrictions."
- 18) I agree that unauthorized advertising should not be allowed on the street but if its business signs, it should be alright on private property. Portable signs are debatable & difficult to manage, should have more detailed bylaws to control; also steeper fine for deterrence.
- 19) The placement of ""garage sale"" signs should be allowed on approved signage only with definite removal of said signs immediately after the event!
- 20) I believe inflatable signs should be allowed if they are placed on a temporary basis. Many of them are fun.
- 21) I do not agree with the proposed changes regarding portable signs, particularly flag/blade signs, signs on vehicles.
- 22) I do not understand why the portable signs are not permitted.
- 23) I don't have a problem with portable signs, they bring a human-aspect to our city.
- 24) I don't mind the inflatable or flag signs for special sales or occasions. They can be helpful to bring your attention to a good deal or fun event.
- 25) I don't really mind the inflatable signs, I actually kind of enjoy them. However, I do agree with all the other changes.
- 26) "I don't think sandwich boards on sideways should be allowed.
- 27) The flappy flag like banners are very distracting while driving. "
- 28) I have no objection to flag/blade signs
- 29) I have no problem with signs on portable stands. There are many businesses in Steveston that use this type of sign to direct people off of main drags to their location. I think you would be hampering their business.
- 30) I hope there will be a clear time limit given for how long a portable sign is allowed. Some might want to "stretch" the opening of their "new" business.
- 31) I know there are some churches use portable signs for letting people know they are there. I think exceptions should be granted based on religious rights.
- 32) "I like flag/blade signs.
- 33) I think that's a great proposition. De-cluttering will help keep Richmond as a true community. I like the idea of community special event signage still being permitted for this reason. I am unclear though: would the small signs that go in the grass or on boulevards for kids sports (i.e. Richmond Minor Hockey, Softball, etc.) be permitted? As far as I'm

concerned, though are community-based and should still be permitted. I think as long as it's not-for-profit, it should be permitted (within reason in terms of sign size).

- 34) I would allow portable signs as above on private business property. I don't see any safety issue or problem, not sure why this is restricted.
- 35) "If a billboard is not flashing to disturb your driving etc. then I am in favor of billboards. I do not like inflatable signs or blade signs. Open house signs are okay but Garage sale signs should be taken down after the sale and if not a fine attached to the property tax is not paid."
- 36) if you mean billboards on a building advertising other than the owner are not permitted, I think that's a bit strict. Inflatable and flag blade signs don't really bother me if they are in commercial areas and back from the easement. Parked vehicle signs such as illustrated are a bit much. This portable trailer sign might be OK if location is restricted again to commercial and back from the road easement/sidewalk.
- 37) More signs should be permitted. I believe in more freedom & commerce.
- 38) "More specific definition as to what constitutes "" new businesses. Limit on how many "" open house "" signs can be set up per showing. Ban all political support signs."
- 39) Only permit on their own property - not on boulevards or public spaces. should not infringe on public spaces eg. parking spots, curbs....
- 40) Open house signs should be permitted on an Annual Basis. Each realtor/real estate company must take on an annual permit fee of say \$10,000.00 for open house signs otherwise a fine of \$1000/per violation can be levied. Sandwich board signs are clutter and should be permitted for 10 days only and have a \$1,000 permit fee.
- 41) "Open house signs should ONLY be displayed during the open. I may have missed it but developers' huge fence signs are not addressed in the above."
- 42) Sandwich boards for new businesses should not be permitted. This opens up the question is: How long could the business continue to display sandwich board signs? i.e. one month, one year, ten years, or forever?
- 43) Sandwich boards are standard fare in Steveston, and I don't see them detracting at all as the sidewalk corners are large and can accommodate signs and pedestrians easily. This would hurt businesses on side streets with less regular foot traffic. Also, how does the portable sign bylaw affect election signage? Lawn signs are pretty typical during elections, and one is coming up.
- 44) Sandwich boards for new signs should be only be permitted for a limited period - i.e. 90 days from opening date of business.

	<p>45) Sandwich boards should be allowed in areas where tourists congregate i.e. Steveston. 30 day limit is silly rule.</p> <p>46) sandwich signs for special areas e.g. Steveston should be permitted. Agree with the other restrictions.</p> <p>47) Signs with clutter should be included in this list - with overbearing amount of foreign characters</p> <p>48) small businesses should be allowed sandwich boards that do not impeded foot traffic</p> <p>49) So, certain signs are not permitted due to: its distractibility factor, corporate relations, red tape regulations etc.?</p> <p>50) The bylaw is good but I would not allow sandwich boards.</p> <p>51) The proposed bylaw still has ambiguity. For exceptions at what time frame is a business not considered new?</p> <p>52) The regarded changes around clarity for portable signs sounds good. What needs to be addressed is the language the signs are in. It should be required that signage have at least English or French accompanying them.</p> <p>53) the signs are much too big and garish, not suitable at all for anywhere in Richmond</p> <p>54) There could be some flexibility about portable signs regulated by time limit to remove. There should be a maximum size for allowable electronic signs and proximity to residential areas esp in the dense city centre. Huge electronic / digital signs such as the one at BC Place entrance must not be allowed</p> <p>55) There should be absolutely no signage of daycare in residential area. This distracts from the neighbourhood</p> <p>56) "These restrictions seem reasonable. You may want some clarity on the flag sign descriptors because a client could reasonably place colored flags along the roadway without any copy and this would not be in contravention of your proposed bylaw as it would have no copy, and hence, not be a sign."</p> <p>57) Unless the sign is a safety hazard or blocking walkway and parking, business should be free to put out signs to advertise and attract customers.</p> <p>58) We support the proposed bylaw with one addition: sandwich boards should not be allowed to block sidewalks such that they become a barrier to accessibility.</p> <p>59) "What I find most annoying is the neon signs that are so bright it is a distraction and hard to focus on the roads. At night when it is raining, trying to drive along Bridgeport can be very challenging (CAPit is very bright!). I have no problem with the flag signs as long as they are not</p>
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numerous in numbers. I'm not sure why the city is trying to make the others illegal other than they are unsightly? "

- 60) What is the condition of being a special event? Are vehicles also including human powered vehicles? What about a standing person holding a portable sign?
- 61) What's wrong with flag/blade signs? I think they should be allowed.
- 62) Would it be possible to limit the number of portable signs each business could put up to 1. I see businesses cluttering the streets, lawns and sidewalks with more than 1 sign.
- 63) Must ensure safety (in case of heavy wind, rain, snow) and not too distractive to any user of the road.
- 64) I don't have a problem having those signs in Richmond.
- 65) I don't see a problem with those types of signs around Richmond
- 66) I don't see the problem with these signs except maybe for the one on the vehicle.
- 67) I'm surprised that none of these are permitted, but now that I look at the list I realize the pleasant lack of billboards in Richmond.
- 68) Not concerned about any aspect of any of this!
- 69) Out of billboards, I really don't care about the other signs, it is ok having them. Politicians' signs are worse than that on election season.
- 70) Thank you. These signs are distracting and often block the view from driveways to roadways.
- 71) The posted signs are ugly and distracting to drivers. I would love to see the city regulate this mess.
- 72) This type of sign lowers the tone of our city and should remain not permitted.
- 73) Totally agree, these signs are a visual mess.
How if this is no change to the bylaw did I see them at the car wash 4 & Steveston hwy. (Nov. not the other day Dec. 9, have been on vacation.)
- 74) What a red tape bureaucratic sign bylaw! That's too much regulation.
Let people have any sign they want and need as long as their neighbor don't complain about it.
- 75) you say these types of signs are not permitted. Yet I can think of many locations where they are being used and not enforcement. For example at the corner of #3 and Francis there are flag signs for the clinic/drug store
- 76) Agree
- 77) Agree

- 78) Agree
- 79) Agree
- 80) Agree
- 81) Agree
- 82) Agree
- 83) Agree to proposed bylaw.
- 84) Agree with proposed bylaw change.
- 85) Agree with proposed bylaw.
- 86) Agree, these signs are very unsightly and distracting. They serve for personal profit not public interest and information.
- 87) Agreed. Keeps City looking professional and uncluttered. Billboards and banners can become over-powering. Vehicles on streets create traffic flow issues. I support no changes, and for languages to be clear.
- 88) Changes recommended are okay.
- 89) Current bylaws are okay.
- 90) Fine with signs not permitted.
- 91) Fully agree, there's not need for portable signs.
- 92) Good plan – flag signs are especially distracting.
- 93) Good
- 94) I agree
- 95) I agree
- 96) I agree fully with Proposed Bylaw.
- 97) I agree that removing them would improve look of Richmond.
- 98) I agree that the bylaw needs to be clear and easy to understand & Implement.
- 99) I agree that the Signs Not Permitted regulations above should be clarified. None the signs above should be allowed in Richmond.
- 100) I agree with above.
- 101) I agree with all.
- 102) I agree with proposed bylaw.
- 103) I agree with the changes, as the clarification will allow enforcement action against those that violate this by-law.
- 104) I agree with changes.
- 105) I agree with new proposal.

	<p>106) I agree with the proposed bylaw.</p> <p>107) I agree with the Bylaw changes.</p> <p>108) I agree with the Signs Not permitted.</p> <p>109) I agree with these restrictions.</p> <p>110) I agree. Such signs can be very distracting.</p> <p>111) I didn't realize that the reason Richmond doesn't have so many annoying signs is that it is specified in a Bylaw. I agree with these proposed amendments.</p> <p>112) I have no problem with the proposed bylaw changing regulation of portable signs.</p> <p>113) I like it. I hope the sandwich boards are really "new" business" only and for short period. I am tired of having to dodge sandwich boards that always seem to be placed in prime walking areas.</p> <p>114) I like the changes. The smaller the amount of signage the better.</p> <p>115) I support the proposed bylaw change on portable signage.</p> <p>116) Makes sense. The signs are very distracting and clutter the area causing a potential hazard.</p> <p>117) No objections.</p> <p>118) Ok.</p> <p>119) Proposal – good.</p> <p>120) Seems reasonable.</p> <p>121) This is definitely a positive improvement and should, if enforced, reduce the unsightly visual clutter of much of Richmond.</p> <p>122) This seems fine.</p> <p>123) These are all ok.</p> <p>124) Use proposed bylaw.</p> <p>125) Yes this is fine.</p> <p>126) Change in these areas is not needed. Quit skipping the issue – non-English signs is the issue.</p> <p>127) All signs must have English on them.</p> <p>128) All signs in Richmond need to be in English.</p> <p>129) All signs must be 80% English.</p> <p>130) All signs should be in English first, and then a second language.</p> <p>131) Any that are allowed should be in English first.</p> <p>132) As per City of Richmond, "City's social vision is for shaping an inclusive,</p>
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engaged, and caring community to support community harmony. "

English is the first language of Canada and should be the main and most dominant portion of the sign. English MUST be on all signs with an option of another language. Any other language, should be the secondary portion of the signage, in smaller print. No sign should be permitted to skip the English requirement.

133) As per my (unsuccessful) candidacy at the 2014 Municipal Elections I clearly stated that one the official languages of Canada, English, be used in all public communications to promote unity, inclusion and to discourage a sense of exclusion many of us non Chinese speakers feel. At the risk of being repetitious I firmly maintain my position for I am convinced only this way will the City be successful avoiding a Trump like outburst we witnessed in the recent U.S. Elections.

134) Believe ALL signs should be in English first and a second language of choice if the owner requests.

135) Signs must respect the existing "local people". So English must be part of the sign.

136) Canada has 2 languages. English & French.

137) I agree that to keep the city beautiful, signs must be kept to a minimum. And should be required to be at least 50% English or French.

138) I believe the wording "all signs should be in English" be included.

139) I don't see a problem with the signs themselves. I do have a problem with language. I believe that everyone should be able to read signs. All signs should be English first and other languages second. Especially hand written signs in stores and store windows.

140) I see nothing wrong with these because they are in ENGLISH.

141) I think all signs there should be a requirement on ALL SIGNS that at least 50% should be in English/French our national language!!!

142) I'm ok with any new by-law that requires majority of info. In English (& size) I support all of the above. All this extra signage only clutters up the scenery.

143) Signs must include at least one official Canadian language.

144) Signs must respect the existing "local people". So English must be part of the sign.

145) Signs should be in English.

146) Signs should primarily be in English or French otherwise they should not be permitted.

147) The portable signage should include English as one of the main

	<p>languages on the signs as this one of our national languages.</p> <p>148) This in no way addressed the concerns that both Chinese & Anglo ethnicities have about Chinese-only language – this is the language issue that needs to be updated in the sign bylaws.</p> <p>149) When is Chinese the second language of Canada what happens to French.</p>
Community Partners and Organizations	<p>1)</p>
<p>Comments regarding Signs Allowed WITHOUT a Permit (Warning/Instructional Signs, Drive-through Signs, Sandwich Board, Home Based Business Signs)</p>	
Public Feedback	<p>1) Need dimension restrictions on drive thru signage that are reasonable.</p> <p>2) Warning/Instructional Signs must be limited to two signs at the entrance of 4 sq. ft. (2ft x 2ft) and 2 signs of the same size inside the fence area of the site. No permit. Drive-through signs must be limited to two signs of 4 sq. ft. (2ft x 2ft) and require a permit. Community Special Event signs must be limited in size to 3.5ft x 3.5ft, require a permit, and not be allowed more than 10 signs in total (based on 1 sign per private property). Warning Signs must not exceed 2ft x 2ft (no permit). Sandwich Board signs must be on private property, require a permit, and not exceed 2ft x 2ft. Home based business signs must not exceed 2ft x 2ft (no permit).</p> <p>3) Signs without a permit- What about signs during elections?</p> <p>4) Sandwich boards should be kept off sidewalks and driveway/roadway sight lines.</p> <p>5) Again, if it is not a safety hazard or blocking walkway/parking and it is cleaned up after signs should be allowed.</p> <p>6) Community special event signs: does it include Garage Sales sign?</p> <p>7) Where do political campaign-related signs fit into all this?</p> <p>8) Warning sign should be more flexible based on things like lot size. Sandwich boards should be allowed without any restrictions.</p> <p>9) Sandwich Board should be allowed for longer than 30 days. As stated previously, several businesses in Steveston use this method.</p> <p>10) This type should also be regulated because we are seeing signs glued to traffic light pole and in medians. It is not clean and elegant.</p> <p>11) concern with limit of four signs for hazards, what happens when property has more than four hazards requiring signs</p>

- 12) I think sandwich boards should be allowed longer than just the first 30 days of business. I also think that community special event signs should be allowed on some public property; I'm not understanding why they wouldn't be as long as the whole community (i.e. the public) is invited.
- 13) Proposed amendments are specific. This can only assist persons to abide by by-laws.
- 14) Not sure how community special event signs can achieve their publicity purpose if they are only permitted on private property i.e. Steveston Farmers Market
- 15) A community special event sign on private property of 6.5ft tall and 32 sq. ft. seems incredibly large. Are there examples of this usage in the city?
- 16) Need to stricter with Sandwich boards. They are everywhere and most a really ugly.
- 17) Warning / Instructional signs should require a permit. Anybody could put one up and it could convey false information.
- 18) I don't believe sandwich board signs should be allowed for 30 days. A business should be able to get permanent signage in 2 wks.
- 19) The home based business signs are far too big. Sandwich board signs are ugly wherever they are placed.
- 20) home based business signs need some form of permitting/policing to ensure they do not exceed the size requirement
- 21) I believe that a community special event sign should be allowed on public property, given that it is given a maximum time allotment and a limit of number of signs per event.
- 22) I feel community signs should be allowed on public property.
- 23) Except for home based business signs the other signs should be permitted
- 24) There are a lot of sandwich boards in Steveston which accumulate on the street corners. They are dangerous as they get blown over in the wind or blown on to the traffic lanes. I think it's a good idea to restrict them.
- 25) Seems kind of strange that drive thru menu signs don't need a permit but billboards do?
- 26) OK all but "Warning signs (including a hazard) are permitted. OK current bylaw but too wordy & confusing in proposed bylaw!
- 27) If it's a Richmond City Public event, can signs be put on public land? Not sure why 4 warning signs on one property; otherwise, changes seem fine.
- 28) I agree with the proposed Bylaw with the suggestion that signs regarding

a "Hazard"

be regulated to be in a universal, specific colour and size, so that everyone, whether drivers or those on foot, can immediately recognize the that the area in question is dangerous. Additionally, the public should be educated to recognize this sign ~ by written notification in our local newspaper, or as a notice included in say, the city utilities billing, or tax notice.

Seems reasonable. What about Garage Sale signs? People are great at putting these up, and then forget they exist. They are literally littering our city with their advertising and should be held accountable in some way. The address is clearly stated on their sign and would be easy to deliver back to the owner and fine them. I find this most annoying!

- 29) Not entirely sure why there need to be restrictions on drive-through boards, but this is more of me not fully understanding the issue vs. having a strong opinion.
- 30) nothing said about language - English and/orsize should be limited as you have done....sandwich boards should not impede pedestrian traffic or be on sidewalks
- 31) Signage should be away from pedestrian walkways for safety reasons.
- 32) Bottom right box. Needs re-drafting to clarify the meaning: Revision: Signs may be attached to fascias or may be freestanding. Premises may have no more than 4 signs. The sign itself shall not exceed 0.5 sq. m. (5 ft.) in size. Premises means a building and its associated land, Why say "pertaining to (NOT for) the premises"? That implies that premises could have signs pertaining to other premises or to marketing particular products or to whatever. So you could have far more than 4 signs erected on the premises. Also, how big will the signposts be? Someone could presumably put up a 10 ft. x 10ft. structure to display a 5 ft. sign.
- 33) Seems pretty nitpicky, but I suppose mostly reasonable. I disagree about community special event signs not being allowed on medians. That seems like a reasonable place to put them.
- 34) I agree with all the proposed changes, but I do believe that the two signs for a drive thru are not enough. Speaking from experience, I used to work at McDonald's and there truly isn't enough space for all menu items (especially for dual lane drive thrus) to have enough space for only two signs.
- 35) I don't agree with the community special event signs. They should be allowed on public property.
- 36) the 3rd item regarding Community special event signs seems wrong to me. In the first place, perhaps you need a definition of "Community". In my thinking, a Community event is something done for the community, by the community and together with (or in consultation with) the City. If

so, we should allow signage on public property. If an event is done for a specific group as a private function, then yes, signage should only be on private property.

- 37) Home based business signs could become a problem because of too many on a street.
- 38) Community special event signs should be allowed on public property.
- 39) Use proposed changes except Community special events sign should still be allowed
- 40) The proposed allowance of unlimited number of signs within site: I would prefer a limit to the number, since it is very difficult to drive within sites looking for a particular store, when the signs are not in English.
- 41) I'm in agreement with all of these regulations but would like a bit more clarity as to what is meant by 'community specialty event' signs. I would also like to see some time limit for removal of special event signs after the event is over.
- 42) There are no commercial taxes being spent so therefore home based business sign should not be permitted for home based business signs. The city again is not addressing foreign language and therefore all the action will not address the real issue.
- 43) Community special event signs are sometimes needed - for example, if you are trying to find your way to a volunteer fun run, often run organizers use temporary signage so participants can find the locations. If this wasn't allowed, it would hinder these special events
- 44) I have a problem with the Home Based Business Signs, as we already have illegal home based businesses in the neighborhood. The Bylaw officers seem reluctant to enforce the bylaws. The common excuse is that the person having the home based business may have a lot of friends who are using their business. Having signs would encourage others to work from home and make the neighborhoods very busy with traffic and lack of parking.
- 45) I don't think the community special events signs should be so limited.
- 46) If signs are not permitted on public property, will the City enforce these rules for the several signs of "open house" "garage sales", etc. etc.? I have seen at least 7 open house signs all placed within a few inches of each other.
- 47) Signs should be required to be a minimum distance from the street curb (2 Meters). some of these signs interfere with ability to have good sight lines when driving. Worse on corners also interrupt ability to see pedestrian and bicycle traffic.
- 48) Re: community event signs such as notices of children's sports sign-up: non-profit signs should be allowed on medians, for example, near

schools and travel routes. This is a traditional way to advertise to prospective families. They serve a community-good purpose and are temporary. I agree that other signs such as private schools advertising in front of a public school should be forbidden.

- 49) Signs should be set back from corners, so as not to obstruct vision of oncoming cars for motorists, & BE IN ENGLISH
- 50) There need to be enough hazard signs to cover the area of the hazard from every direction.
- 51) I am often involved with community events such as Terry Fox where temporary signs are put up. I agree that they should not be placed where they hinder or distract from city signs. I don't see a problem with them on medians as long as they are taken down right after the event. Also, if the sign has been justifiably confiscated by a city worker, it should be taken to the Works Yard where it can be retrieved by the organization. It is difficult to instruct all volunteers to place signs in appropriate places, so it is good to be able to retrieve them.
- 52) Permitted signs allowed on city property should be permitted as long as the don't block pedestrian of other traffic
- 53) Need to have clear, detailed & stringent guidelines to guide this type of signs, with special focus on public safety, accessibility of public space, path finding of persons with low vision or vision loss, uncluttered & pleasant arrangement & layout, rueful facts & illegitimate content.
- 54) Sandwich boards must be in such a way as it does not fall easily by strong wind or minor touching.
- 55) re special event signs: Consider a time-line for erection pre-event and take down post event?
- 56) sandwich boards should be allowed as long as taken inside each night and not stopping pedestrians.
- 57) Ok. It seems a bit weird that community event signs cannot be placed on public property.
- 58) Signs help form the identity of businesses, so I guess this would make reasonable sense. Keep in mind that there are also signs displayed in lcd format.
- 59) I agree with proposed bylaw.
I would add that under no circumstances should any sign of a video moving nature be used where it can be seen from the road.
- 60) No signage in residential area
- 61) OK but must not block legitimate signage, obstruct views, destroy foliage or obstruct people with vision or mobility issues. Must be taken in when event finished.
- 62) "Public property" needs to be more detailed; e.g. not on boulevards or

sidewalks, lane way access etc.

- 63) Warning signs should be expected to well visible and preferably the letters are also visible at night
- 64) Community special event signs should still be permitted
- 65) Community Special Event signs sound huge. 32 sq. feet...Would these be for stadiums? Churches? Businesses? Art Gallery? And how long would they be up? and for how many events?
- 66) We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.
- 67) Community special event signs shall be allowed on public property, as long as the event is an approved event.
- 68) Agree
- 69) Amendments seem reasonable.
- 70) Looks good to me!
- 71) The bylaws sound fine for these signs
- 72) Seems reasonable
- 73) Agree with proposed bylaws.
- 74) I agree with the proposed wording.
- 75) I am in agreement with the proposed Bylaw changes for signs allowed without a permit.
- 76) This seems reasonable.
- 77) Ok
- 78) Agreed.
- 79) Proposal – good.
- 80) Okay with that.
- 81) I agree with the changes.
- 82) Okay.
- 83) Agree with proposed bylaw.
- 84) Again don't mind.
- 85) These seem good.
- 86) I don't have a problem with them.
- 87) Makes sense. All these items are valid to provide opportunities for the business to operate, inform or warn.
- 88) I agree with the proposed bylaw changes.
- 89) I support the proposed amendments, for signs and without a permit.

- 90) No problem.
- 91) I agree with the proposed changes to the bylaw.
- 92) No objections.
- 93) I agree with the proposed changes.
- 94) Agree
- 95) I agree with the proposed bylaw changes.
- 96) No problem
- 97) Okay
- 98) Ok
- 99) Again seems reasonable.
- 100) I trust the City's judgement.
- 101) I agree with the proposed new wording.
- 102) I agree fully the proposed bylaw.
- 103) Agree
- 104) Check!
- 105) Change in these areas is not needed. Quit skipping the issue – non-English signs is the issue.
- 106) Must be English.
- 107) Signs should be in English.
- 108) Must be English.
- 109) Bylaw should specify no coarse or offensive language.
- 110) All signs in Richmond need to be English.
- 111) I think that there should be a requirement on ALL SIGNS that at least 50% should be in English/French our national language!!!
- 112) English or French needs to be a requirement. Sandwich boards are unsightly.
- 113) Bylaw needs to mandate the inclusion of English on signage.
- 114) Signs should be in English and French.
- 115) As long as there are limits to number signs and they include English.
- 116) All should be in English first
- 117) All signs must have English language on them.
- 118) Ok as long as they are in English.

	<p>119)They are fine, as long as they consist in one Canada's official languages.</p> <p>120)Again, signs must include an official Canadian language.</p> <p>121)Seems alright with me.....English must be included for French.</p>
Community Partners and Organizations	
Comments regarding Real Estate Signs	
Public Feedback	<p>1) Your example of the commercial real estate sign would not be compliant as the total height exceeds 6.5 ft. Total height should be specified as 8ft to be usable and allow for easy visibility and make it harder for someone to hide behind it. The last is a standard safety concern.</p> <p>2) Real Estate Signs:</p> <ul style="list-style-type: none"> ○ 1. All signs must not exceed 2ft x 2ft in size and be post mounted like the left sign (Wong). The must apply to all real estate signs. The larger signs attract graffiti, and are subject to being blown over or knocked over. All signs are to be permitted with an annual fee. ○ 2. Open house signs must be permitted. Two signs will be permitted on public property and one on private property. The signs must not exceed 2ft x 2ft in size. <p>3) My concern relates to the placement of the signs. They should not block visibility for cars and cyclists. Nor should they impede pedestrians.</p> <p>4) The proposed bylaw changes for Open House signs does not specifically mention easement area in front of private property. Does this come under 'public property'?</p> <p>5) OK. Some places like Citation Dr. at Garden City sometimes look cluttered because everyone within the area off GC wants their signs seen outside... Can there be one sign per complex/building there, pointing in to go and see the real signs?</p> <p>6) I know many realtors will need more than three signs as they use them on corners for directions. I agree that they must be taken down an hour after it is finished</p> <p>7) One issue of concern--with the rule of one For Sale sign per lot--have known of cases where a divorce situation has seen listing given to two separate agents. What would this by-law affect in these unique situations??</p>

	<p>Strongly support sign to be removed within 14 days after deal has closed on properties. Some signs are left for weeks, which are unsightly.</p> <p>8) Real estate open house signs should also be allowed to be placed kitty corner from each other so that vehicle traffic from each direction can see them.</p> <p>9) They should not obstruct view of oncoming vehicles for people coming out driveway of a townhouse/condominium complex.</p> <p>10) I really don't care about the open house signs - as long as there aren't multiple signs for the same listing on a corner, I don't really see that there is a problem.</p> <p>11) Standard sized real estate signs for single family houses have been consistent over the years but recently we are seeing multiple signs on one lot by the same Realtor. The emerging trend is to put a sign for each agent from the company who can be contacted for information on the listing. It used to be if there were two agents then both their names went on one sign. It is my view that by putting up a sign for each agent then the company gains more exposure and unfortunately the Asian agents have figured this out. I'm getting tired of see these duplicate signs all over the city. It's not necessary, its intrusive and adding to the signage clutter along our arterial roads</p> <p>12) In our neighborhood we see 4 or 5 signs together for the same listing. It's like pollution. If people are looking for an open house one sign should be enough.</p> <p>13) Open House Signs - - must be at least one block away from each other - does not make sense to me.</p> <p>14) Re: Open House: I think 60 minutes is too limiting - barely enough time for realtor to set everything up. I think 120 minutes before & after is more reasonable. Again, signs should be mostly in English!</p> <p>15) Open house signs should not be placed on PRIVATE property without permission. This happens all the time and it is not right.</p> <p>16) The only problem I see with realtor signs is when they blanket areas with Open House signs on the weekends. One or two is sufficient.</p> <p>17) I feel that 14 days is to long 7 is more than enough</p> <p>18) Open house sign 13sqft - too big - Otherwise agree</p> <p>19) There should be more than 3 signs allowed for "For Sale" and "Open House" signs, but should be limited ONLY 1 sign per listing. New Coast has been putting on 2 or more "For Sale" signs for the same listing and it takes up too much space.</p> <p>20) also, open house signs should not be placed on a neighbour's property, which is unrelated to the house for sale</p> <p>21) The real estate signs have significantly cluttered public property. I am</p>
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not clear about signs for the same open house across from each other on the same street or kitty corner from each other. I look out at a neighbourhood intersection and all four corners have signs on them. That is too much. I would be great if this could be clarified as well.

- 22) They should be permitted but not several in one place, with the same information.
- 23) Open house signs, 3 is not enough, one block is too far so delete about one block. Limit should be increased to 8 as some times tucked in a place out of the way. 2 for sale signs should be allowed as sometimes 2 companies have the listing and home is on a corner. 14 days after sale of a property is too short, should be at least one month.
- 24) Instead of 14 days, consider just 10 days within sale of property.
- 25) It should be amended according to the type of roadway and the kinds of incoming street traffic normally expected in the area. Intersections within certain blocks are more loaded in traffic than in others. I don't think these regulations really do much to add or subtract from the curb appeal of neighbourhoods.
- 26) As long as they are approved and positioned as to not interfere with right of way
- 27) Proposed bylaw for real estate signs: I think 1.2m² and 5 feet tall is too big. With so many houses and apartments up for sale, the streets will look like a used car lot. For other than 2 family, a 32 sq. ft. sign with a height up to 6.5 feet is just too big. Open house signs are ok.
- 28) 1 open house per listing. Three is excessive and realtors saturate localities with more than three.
- 29) Three open house signs seem excessive, especially if they are concentrated for a listing on/near an arterial rd. Should limit to 1 or 2, or restrict to max 3 on separate roads/intersections. People use online resources for open houses, so we should restrict extra advert.
- 30) It would be nice if you actually enforced the sign laws. Go down 4 Road, multiple agent on have a sign on each listing
- 31) agree with all of the above, the removal after the open house or sale needs to be strongly enforced
- 32) I support more freedom, less restriction.
- 33) Who is going enforce the signs on the weekend? Who? Who? Who? Who is going to obey the rules when they know there is no enforcement? The signs should not be on public property or on the medians. Why are you allowing real estate agents? Is the public allowed to advertise with 3 signs on the streets? Who's going to see if the signs have only been up for 60 minutes before and after? Again language is not addressed.

- 34) We are seeing realtors displaying multiple numbers of for sale signs on residential properties - this should not be allowed....for example two realtors selling the same house - now you routinely see two huge signs on the lawn
- 35) They are okay as long as the open house signs are removed after the open house is finished. Large wooden signs often become twisted and damaged in the wind etc. and they should be repaired immediately
- 36) Why does the reality industry get to have special treatment for portable sign? Again, what a red tape bureaucratic sign bylaw! That's too much regulation. Let people have any sign they want and need as long as their neighbor don't complain about it.
- 37) I have no problem as these signs are removed after the sale of home
- 38) Ok as they serve a purpose if they obey the rules, and are taken down within a reasonable time after the house has sold. But again not obstructing anything or destroying anything.
- We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.
- 39) Real estate signs – okay with changes.
- 40) Agree
- 41) Amendments are reasonable.
- 42) Great, answered some of my previous questions.
- 43) I like the idea of a sign area.
- 44) No comment, stay as –is.
- 45) Agree with proposed bylaws.
- 46) I agree with the proposal.
- 47) Agree
- 48) Reasonable.
- 49) Agree with the proposed bylaw.
- 50) Proposed bylaw well thought out. Supportive o the changes.
- 51) Agree with 3 sign maximum. Have seen a lot more than that in the Maple Lane area.
- 52) Ok
- 53) Sounds good.
- 54) All these signs seem OK.
- 55) Proposal – good.

- 56) Ok with that, too.
- 57) Reasonable.
- 58) I agree with the proposals.
- 59) I have no problem with the proposed new bylaws.
- 60) I like the new restrictions on these signs.
- 61) Agreed
- 62) No issues
- 63) No problem I feel that are necessary.
- 64) I agree.
- 65) Excellent changes to open house signs. Nothing but abuse in Richmond for these signs. Signs everywhere for the same listing and left up overnight.
- 66) I agree with the proposed Bylaw.
- 67) Seems reasonable.
- 68) I definitely agree, For Sale signs need to be removed promptly. I have seen some up for over a year with a sold sign.
- 69) I support the proposed amendments for Real Estate signs.
- 70) I agree with the proposed bylaw.
- 71) Looks good.
- 72) Seems pretty reasonable.
- 73) I agree with all the changes.
- 74) I agree with the proposed changes to the bylaw.
- 75) No objections.
- 76) I agree with the proposed changes.
- 77) Okay
- 78) See no problem.
- 79) Ok
- 80) I like the proposed changes.
- 81) Agree
- 82) Agreed.
- 83) Seems fine.
- 84) I am OK with this.
- 85) Ok

- 86)** Once more reasonable.
- 87)** Sounds okay.
- 88)** I believe this By-Law is fair.
- 89)** I have no problem with real estate signs.
- 90)** I agree with the new wording proposed.
- 91)** Reasonable & adequate rules.
- 92)** Agree
- 93)** This seems fair.
- 94)** I agree with the proposed bylaw.
- 95)** Agree with proposal.
- 96)** Good proposed bylaw, very specific so expectations are clear.
- 97)** Change in these areas is not needed. Quit skipping the issue – on-English signs is the issue.
- 98)** Agree, if at least 50% in English.
- 99)** Proposed bylaw makes sense, but it should also have some requirement for language. I've seen real estate signs with minimal English on them before, which makes me feel like I would not be welcome to purchase that home. Real estate should be very Canadian.
- 100)** Must have English
- 101)** Language should be put into the new changes.
- 102)** The signs must be English only.
- 103)** Must be English.
- 104)** English as primary language – at least 50%
- 105)** Less real estate signs and less subtitled in Chinese English only.
- 106)** All signs in Richmond need to be in English.
- 107)** Must be all in English only.
- 108)** In the 2 official languages.
- 109)** Bylaw needs to mandate the inclusion of English on signage.
- 110)** What about zoning applications by developers?
- 111)** All signs should be in English.
- 112)** Real estate signs should be in English.

	<p>113) English please. If a realtor can't be bothered to learn our official language, it becomes a problem. Every sign in every community should be in English. First, and other languages permitted at half font size of English, and not more other language information than what is put forward in English.</p> <p>114) That these signs be in English or French.</p> <p>115) I agree with current policy – as long as they display English on both sides. I've seen more than one sign on same lots on Sidaway Road one side English, one Chinese so they need at least two signs for each direction. Very cluttered.</p> <p>116) English should be compulsory.</p> <p>117) All must have English First.</p> <p>118) The language requirement changes isn't listed here. I'm against it. Realtors should have the right to target their linguistic market.</p> <p>119) All signs must have ENGLISH language clearly translated on them.</p> <p>120) Ridiculous that it could be in an unofficial language.</p> <p>121) The size and quantity are not the issue MAKE THEM BE IN ENGLISH SO WE KNOW WHAT'S GOING ON.</p> <p>122) The signs can have an ethnic language on it, but must include English or French.</p> <p>123) Official Canadian languages please.</p> <p>124) Signs should have information in ENGLISH.</p> <p>125) No comment.</p> <p>126) "Must be in English" and not blocking motorist vision.</p> <p>127) Signs should be in one of Canada's official languages and not in a language that caters to one specific ethnic group.</p> <p>128) Disagree, should not be allowed on public property and English/French must be the largest font.</p> <p>129) English/French must be included.</p> <p>130) English language words should occupy a minimum of 50% of the total displayed area with words.</p>
Community Partners and Organizations	

Comments regarding Window Signs

Public Feedback

- 1) Note: Your restriction on images would be restrictive to companies like liquor stores and cigar stores that may be required to cover their product and would require some exemption. Is a window covering window tint? Frosted vinyl? Gradient images?
Are signs mounted 3' inside the store non-compliant and would require removal? The restriction begs the question: Is a window display considered signage? What is the difference between a well done window display and a well done product image print?
Content can be easily regulated based on text copy area but can be defeated in court if just artwork, imagery or color.
- 2) Window Signs. The bottom 25% of the window area may be covered by signs without a permit. The bottom 25% - 50% of the window area may be covered by signs with a permit For windows greater than 50% coverage, a permit would not be required if the premise was used for educational/training purposes.
- 3) The business should provide a case for covering the window in excess of 50% in order for the permit to be approved (i.e. not covering the windows would have a significant negative economic impact on the business.)
- 4) Should be some inside clutter restrictions.
- 5) Need to clarify covering vs. Shading. Some coverings can be shaded (translucent) and those should be permitted.
- 6) All signage visible from exterior sounds too much. It sounds like the new changes are being proposed so signs on windows do not restrict the ability to view inside the building/room. If this is the intent, I feel the changed proposes do not reflect that. Also % of English/French language used versus non-English/French used.
- 7) I wish we can unify the style of the window signs creating harmony with the city's landscape. Some signage colors stand out of their surroundings (which the store owner wants).
- 8) Aesthetic is subjective. Doesn't prevent 25% ugly but does prevent 75% gorgeous, so good luck with that.
- 9) Area is one thing but a sense of clutter also arises from the number of signs on some windows. Can this be limited as far as facing outside is concerned?
- 10) I agree with the proposed bylaw. 25-50% of window coverage, though to require a permit, should be selectively approved.
- 11) How will you differentiate windows that have decals and "blackout" from those with signs?
- 12) So plain background of window vinyl doesn't count? (Long & McQuade,

Your Shop pics) That should be specifically spelled out, whether the background of the sign counts as total sign coverage. Some businesses will want their windows blacked out/covered over to provide privacy, sun protection, security, etc.

- 13) I would prefer window signs be no more than 25% coverage
- 14) Image definition to include background colouring. Your 25% window coverage example is actually 100% coverage with the background colour included.
- 15) New bylaw is ok. I only think 25% is too restrictive.
- 16) Not in agreement that permits are required for the 25% - 50% window coverage.
Why does a business need a permit for that? They already have a business license and permits
- 17) Do not think we need a permitting process. Just have a limitation of 50%
- 18) This is a particularly important change as the signage clutter particularly in small business has increased exponentially in Richmond. I'd also like to see a restriction on LED light used to grab your attention. It seems every little store has an illuminate open sign in its window, which is totally unnecessary. Strobe light s and running lights are also clutter.
- 19) I think 50% is a lot. This makes business look unprofessional and that they have something to hide. I don't think it should be more than 25%.
- 20) Seems difficult to determine 25%, 50%, but seems reasonable
- 21) Have no issue with windows being totally covered. The multiple small signs are not good - too cluttered, people don't stop and read as too many. And if they do it's congestion on sidewalk..... and if you look at 'clutter' picture, it's not just the window signs that are the problem, but the signs attached to the building
- 22) Maximum coverage is up to 50% of the window area. It should not be required to apply for permit if more than 25%. It will create more work and expense for the store owner.
- 23) I disagree with this amendment, but understand the intent to de-clutter busier windows. It's possible to do tasteful window art that covers more than 50% of the area. Sometimes it can really improve the look of a building or business. The difference to me is the amount of words used on the window. In the Paramount example there is a clear focal point, so it doesn't look busy.
- 24) I agree with the proposed changes to the bylaw except for the point of max coverage at 50%. 100% seems fine so long as they hold a permit to have signage.
- 25) I think 50% is too much for any kind of images.

- 26)** De-cluttering is essential allow for up to 25% signs whether they are installed inside or outside the glass., anything over 25% must have a permit.
- 27)** If owners want to cover their windows, they should be allowed as long as everything is clean and relevant to their business. It's their store. I don't know why this is even an issue.
- 28)** The City of Richmond does not need to have a role in regulating how private businesses organize their window display. If businesses wish to cover their entire window in signs/posters, then that should be their prerogative. It is ridiculous that the City should establish a certain percentage of window space that is allowed to have signage, as it has little to no impact on mobility or safety. In addition, this is going to be very difficult, time-consuming, and expensive to regulate.
- 29)** This is not necessary. Let the shop owner put whatever sign coverage they need on their own windows. I don't see any issue and why we wouldn't make this completely flexible and down to the owner
- 30)** Why regulate what one does with his/her own business? So long as signage is non-discriminatory, I'm okay with 100% coverage, from a legal standpoint, but if that results in people not trusting a business they can't see into, that's all on the owner.
- 31)** This seems like an unnecessary bylaw. How businesses choose to decorate their own property should be up to them.
- 32)** No restriction should apply as long as it's within their property.
- 33)** I support more freedom, less restriction.
- 34)** Agree
- 35)** This is an EXCELLENT proposal . The cluttered windows of many shops is visually distracting and at times it is difficult to draw conclusions about product or types of products available.
- 36)** I agree with proposed bylaws to declutter.
- 37)** I agree with de-cluttering storefront windows.
- 38)** I agree with the proposed change.
- 39)** I am in agreement with the proposed Bylaw changes for these signs.
- 40)** Reasonable.
- 41)** Agree with the de-cluttering
- 42)** I agree
- 43)** Agree
- 44)** Support.
- 45)** Agree with proposal.

- 46) I like the idea!
- 47) Yes
- 48) I support the proposed bylaw changes.
- 49) I agree with the proposed bylaws.
- 50) I agree wholly with this change.
- 51) Agree with proposed bylaw.
- 52) Ok
- 53) Support all this. Good!
- 54) Agree with proposed bylaw changes.
- 55) Abuse of window system now.
- 56) Agree
- 57) I support the proposed amendments for de-cluttering.
- 58) I agree
- 59) No objections
- 60) I agree with the proposed changes
- 61) Agree
- 62) I like the proposed bylaw.
- 63) Pleased to see the improvement potential
- 64) Change in the areas is needed – agreed. But quit skipping the issue – non-English signs is the issue.
- 65) Where is the bylaw about English language being prominent? Do not be Politically correct here.
- 66) Should be kept clean and 50% English.
- 67) Yes! Strongly agree with this proposed amendment. Should include language requirement as well though.
- 68) Must have English.
- 69) Signs should be predominantly in English.
- 70) No mention of language or letters, will count in total of images or signs.
- 71) Non-English language text should not exceed 50% of its English translation and should not exceed in size in compare with English text.
- 72) Ensure that the language is in of the two official languages of

Canada.

73) Must be English.

74) English as primary language – at least 50%.

75) Proposal – good.

76) Primary language should be English.

77) All signs in Richmond need to be in English first.

78) The idea is good start but again language is an issue.

79) All signs in Richmond need to be in English.

80) Again English only or French.

81) These need to be in English.

82) Only a problem if they are not in English.

83) Only in Canada 2 official languages.

84) I don't care how many signs a business has, as long as I can read them (English or French).

85) I agree with the proposed Bylaw, but I am of the opinion that the proposal does not go far enough. It should cover the problem of language, or size of the advertising within the parameters. For example, regarding language: the primary language displayed on all signage MUST include either of our country's official languages. Languages of ethnic origin MUST be secondary.....THIS IS CANADA FIRST LAND AND ALWAYS! As we are providing new immigrants with all the benefits of our country, we should expect from them the courtesy of learning one of our official languages. Speaking "Canadian" is an acceptable way of inclusion within our society. Primary signage that is not in English or French is extremely divisive and foments ill feelings amongst those of us whose ancestors came from away, but learned our languages in gratitude of all that Canada offered them. Regarding size of signage, there should be restrictions on the number of size of advertising within the allowable percentage of window coverage. For example: the number of advertisements within the percentage should be included in the proposal. For example: How many 12" x 12" advertisements can there be within a coverage of 25%? The more small advertisements, the messier the window! Or descriptions.

86) I totally agree with the changes to window signs. Some stores are completely covered and one has to wonder why they are covering them up? What are they covering up from the public?

- 87)** Bylaw needs to mandate the inclusion of English on signage.
- 88)** All should be in English and a second language.
- 89)** Windows should be in English.
- 90)** Some English should be required on signs on windows as well as the other language. This make the stores seem more inviting to all Richmond residents.
- 91)** Agree, too much signage on windows, creates visual pollution. Again, English as priority.
- 92)** The proposals sound good with the addition of mandatory English.
- 93)** I agree with this proposed change. Again, I request all signs be in English or French.
- 94)** Again, messy hand written signs not written in English are a major eyesore and not very Canadian. It seriously excludes anyone not able to read said language. And French English in the universal language in Canada, it should be the main language on signs so that everyone can take part.
- 95)** English should be compulsory on signs. How are our police or any or official, let alone ordinary citizens to know what type of business is being conducted in particular premises if there is no English on any sign? English (or French – one of our official languages) should occupy at least as much space as Chinese or any other foreign language displayed on a commercial sign.
- 96)** We live in Canada all signs must have English language first.
- 97)** I agree - 50% English preferred
- 98)** All of these signs must have the English language on them.
- 99)** Full agreement – English or French must be main language and be the largest print.
- 100)** Try explaining this in Chinese. But if you speak English, no one in the stores will be glad to tell you what the Chinese-only signs mean.
- 101)** In future, it is my sincere hope that I no longer need to convince my relatives visiting from overseas that Richmond, despite outward appearances to the contrary is part of Canada. Your bylaws need to ensure this.
- 102)** These are good proposed changes. In general I would like to see language addressed here as well and all signage should be in one of Canada's official languages, if a second language is to be

	<p>added it should be significantly smaller than English/French.</p> <p>103) I agree. The cluttered window on the left looks tacky and messy. Not attractive.</p> <p>104) The signs can have an ethnic language on it, but must include English or French.</p> <p>105) Ok</p> <p>106) Great proposals, it will make the search for a particular store easier and as a result quicker. It will also help businesses look neater and less run down.</p> <p>107) Agree</p> <p>108) This is stupid. You haven't even been able to see if this new decluttering bylaw can apply to old business. You write in your amendment with a 25/50 quota but don't want to measure signs to make sure English is on this signs. I couldnot care less what is on the window as long as I can read the advertisements.</p> <p>109) Agree, too many windows looking like brick walls. Massage parlor and xxx windows tend to have this look and make our City very seedy. If clients want this service they know how to look this up on the intranet, it is very difficult to explain what these businesses are to my children. They do not appear legit and fit with the community.</p> <p>110) Full window coverage may be used for security reasons. They will require a permit.</p> <p>111) Positive change. Should be at least 50% visible thru windows.</p> <p>112) For signs and images covering more than 50% of the window, the permit would be temporary for a limited amount of time. i.e. 14 days.</p> <p>113) Please include official Canadian languages.</p> <p>114) Sounds good!</p> <p>115) I have noticed the clutter on small storefront windows and I do not like it I have noticed that various types of films are available if the store owner want so utilize that space that is glass...Some films are similar to sand blasted glass and are quite simple. Do not allow the clutter of any percentage.</p> <p>116) The window signs should permit photos and if writings is included, must be in the English language. Size of the signs as indicated make sense.</p>
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- 117)** There is a mess, clutter, visual attack, be more restrictive in this area.
- 118)** Ok
- 119)** In the examples shown (Musical Instruments and Paramount), there is no difference in the amount of window that is covered. The green blank space is still part of the sign. The comparison there is between an attractive, professional photographic sign and one that is not attractive. Both of these signs should require the same permits. With regard to the clutter examples, many probably come about because proprietors take ready-made flyers and tape them up. These people might benefit from assistance from business associations/workshops that help them to identify the main focus of their business and then to choose signs. Perhaps someone could create bilingual signage generic enough for small businesses to afford (eg advertising snacks/drinks/phone cards/lottery tickets – which seem to be the most common commodities.
- 120)** Must be in English.
- 121)** Yes, I like this. Some windows I have seen are completely covered!
- 122)** That is fairly loose. Why does even 50% allowed to be covered that's even too much clutter for a front window!
- 123)** I believe the By-Law change is fair.
- 124)** No opinion
- 125)** The language on the signs should be predominantly English or French.
- 126)** I agree with the proposed bylaw. A window cluttered with multiple taped up signs is a mess.
- 127)** Must contain English as prominent language with other languages in smaller print.
- 128)** I agree with the new wording proposed.
- 129)** Agreed with current rules
- 130)** Consider a bit of freedom with nice artistic work.
- 131)** Agreed
- 132)** Agree
- 133)** Like the less cluttered area.

	<p>134) Why are you restricting what a business can do with their property! It should not be the business of the city to regulate this.</p> <p>135) This seems good.</p> <p>136) I fully approve of the Proposed Bylaw. This will highly improve visibility on all storefronts and give a much more professional appearance, particularly in the small malls. Currently some business's are vey messy looking.</p> <p>137) What a red tape bureaucratic sign bylaw! That's to much regulation. Let people have any sign they want and need as long as their neighbour don't complain about it.</p> <p>138) These precautionary instructions make sense and it's great to see the city helping to regulate visibility and safety of buildings both from the perspective of customers and business owners. I guess this is why businesses should hire professionals to art direct and design their storefront</p> <p>139) No more than 25% of complete store frontage windows coverage. Should be of tasteful and respectful nature and include English</p> <p>140) Agree with proposal</p> <p>141) English and/or French must be included.</p> <p>142) English or French only</p> <p>143) Yes. This is actually a safety issue, especially at convenience stores, as robberies can happen without anyone being able to see in. Good changes.</p> <p>144) Proposed bylaw sounds good.</p> <p>145) I totally support decluttering of windows! Just visual pollution. It also makes it dangerous that no one in the store can be seen from the outside, increasing the odds of being robbed.</p> <p>146) Too much signage is mostly ignored as people don't have time to stop and read it. Too much window coverage also blocks outside light creating dark dingy interiors which make it difficult to see merchandise. Additional interior lighting increases electrical usage and operating costs. While I understand that some full window signage creates more privacy, it also aids possible criminal activity be blocking the interior view from outside.</p> <p>147) I think it is particularly important to not have store front windows covered with signage, as that may be a safety concern</p>
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when people cannot be viewed inside and those inside cannot look out.

148) We support the proposed bylaw with the additional comment that no signs shall block visibility in or out of facility as this may be a public safety issue. Also, as you have probably determined, excessive coverage of window (and coloured or shade glass) presents very uninviting face to the public realm and diminishes the development of an open and engaging sense of community.

149) None

150) Oppose the proposed changes. City shall not regulate anything attached to the inside of windows. Does the City also plan to regulate the pattern of curtains?

151) The "Max 50% phot example appears to show 100% coverage. Should restrict both opaque and semi-transparent signs to 50% max coverage.

152) No comments.

153) No thoughts

154) If owner want to cover their windows, they should be allowed as along as everything is clean and relevant to their business. It's their store. I don't know why this is an issue.

155) Good de-clutter

156) Here's hoping this will result in a huge improvement.

157) This is really important. Excessive window signage is without a doubt the ugliest form of signage in Richmond today. Travel Agencies are especially bad for this with their windows completely covered with dozens of small signs.

158) The City of Richmond does not need to have a role in regulating how private businesses organize their window display. If businesses wish to cover their entire window in signs/posters, then that should be their prerogative. It is ridiculous that the City should establish a certain percentage of window space that is allowed to have signage, as it has little to no impact on mobility or safety. In addition, this is going to be very difficult, time-consuming, and expensive to regulate.

159) Yes, decrease the awful clutter

160) this is not necessary. Let the shop owner put whatever sign coverage they need on their own windows. I don't see any issue and why we wouldn't make this completely flexible and down to

	<p>the owner</p> <p>161) agree with proposed changes. Can't stand the clutter of too many signs and they're eligible; from a marketing point of view, it's better to have it cleaner and more 'white space'.</p> <p>162) Why regulate what one does with his/her own business? So long as signage is non-discriminatory, I'm okay with 100% coverage, from a legal standpoint, but if that results in people not trusting a business they can't see into, that's all on the owner.</p> <p>163) This seems like an unnecessary bylaw. How businesses choose to decorate their own property should be up to them.</p> <p>164) No restriction should apply as long as it's within their property.</p> <p>165) I support more freedom, less restriction.</p>
Community Partners and Organizations	
Comments regarding New Sign Types – Permit Required for the Bylaw	
Public Feedback	<p>1) No flashing or animation proposal: if that includes displaying the time or temperature that is unreasonable. But quit skipping the issue - non-English signs is the issue.</p> <p>2) The changeable copy sign seems to contradict with the billboard part of the bylaw, marginally. The billboard clarification needs to be specifically regarding third party advertising. Enforcement of banner signs is something that you are now obligating yourself to do. What is your penalty? How will you enforce this? How will you keep track of this?</p> <p>3) These signs should be restricted in use preferably banned. The messages can be conveyed by the other sign types. These signs are too large, distracting to drivers, and do not add anything to our community. I.e. MacDonald's only need the golden arch symbol for its advertising.</p> <p>4) If illuminated, burned out lights are not allowed.</p> <p>5) Changeable copy sign SHOULD permit animation but exclude flashing.</p> <p>6) Should there not be a limit on the number and size of these signs per lot? Also, the location of the signs should not be invasive to</p>

	<p>neighbouring property nor block views for safety purposes.</p> <p>7) Does the ubiquitous run-on LED lettering count as animation? Lots of it around. Big changing LCD picture signs are kind of dangerously distraction for driving too. Agreed no flashing. Looks cheesy.</p> <p>8) Again I concur. Assume there is no minimum time frame for each sign/message.</p> <p>9) Does each banner sign get to be up for 90 days? Or does a business get to display a banner sign for up to 90 days in total per year? Seems like a possible loophole where a business could have a banner sign all year long, as long as it was changed every 90 days.</p> <p>10) Electronic changeable signs are a good idea. I do not like huge banners attached to walls of buildings</p> <p>11) also faded, torn, broken signs must be removed</p> <p>12) I don't understand why banner signs would be limited to 90 days. It is unclear whether you mean that each individual banner can be displayed for 90 days or that if a business displayed different banners during the year that they would be limited to a total of 90 days for ALL banners.</p> <p>13) I don't think 90 days per calendar year is reasonable for some businesses. I think there should be no restrictions of days. All signage must be in English first.</p> <p>14) 90 day display time is too long!</p> <p>15) Banner sign - agree with the dimensional regs, but seems unnecessary to stipulate a 90 days clock - why? if its 180 days what's the problem or longer - seems like a rule for the sake of a rule.</p> <p>16) Why no flashing or animation?</p> <p>17) What about Church signs. Are they in any way exempt from 90 day period? Again, signage must be mostly in English!</p> <p>18) Limit a banner sign to 30 days. 90 days is far to long for what is supposed to be notification of a special event or as an interim sign pending erection of a permanent one.</p> <p>19) As mentioned before, I totally agree with the changes regarding the Changeable Copy Signs. Flashing and/or animation on neon signs is a hazard while driving. Very distracting and dangerous to those driving on the streets. CAPit? is terrible for this. It is way too bright. It would be nice to see the brightness limited also.</p> <p>20) Is there a maximum brightness for any electronic changeable sign?</p> <p>21) No flashing is imperative - too distracting for drivers. And can length of message be limited.... try to read a lengthy sign while driving...</p> <p>22) It's best not to combine different requirements in one sentence. For</p>
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example: Signs must display a permit. (WHERE?) The maximum display time is 90 days for a calendar year. After 90 days can they put up a new sign? That then runs for 90 days? And on and on?

- 23)** I disagree with the proposed regulations regarding banner signs. Like the "new business" sandwich boards, I believe they should only be allowed for the first 30 days of a business. They are the commercial equivalent of a poster on a teenager's wall.
- 24)** Why do you ban animation? If not on a road where it could distract from safe driving, I'm all for it. . .
- 25)** A permit for sure, but the location of these signs is more important and perhaps they would not be appropriate at all.
- 26)** The Banner signs maximum display time should be reduced to 14 days. The Changeable Copy signs should be required to have a permit but not be allowed to display misleading information, such as "Going Out of Business Sale", which displays for years.
- 27)** See my comments on the first question. Large electronic billboards will attract complaints of light pollution and worse
- 28)** Must be securely mounted, sign owners need to have additional insurance to cover any damage caused by the falling of these signs, & make it an offence with stiff fine if no insurance to cover damage. I've seen such case one time where a car's front windshield was damaged by a falling object from a sign, the car owner was told to claim ICBC; this is totally absurd.
- 29)** I agree with most of the proposed bylaw, but am not sure on Banner signs requiring a permit? Some may warrant a permit, but others (such as fundraising events) should not.
- 30)** As long as it's secure and safe, there should be no by law of any kind, especially for retail and industrial area. Again, that's too much regulation. Let people have any sign they want and need as long as it does not endanger anyone or interfere the view or use of others.
- 31)** Must have permit, must not flash or have unusually bright lights, Must be secure and away from right of passage, must respect neighbors, may have to be turned off after certain hour of day
- 32)** Maximum display time shall be shorter: one to two months would be enough
- 33)** 90 days for a banner is too generous. I support changeable signs not having flashing or animation. I find the fire hall sign at 2 and Steveston distracting when it flashes.
- 34)** As long as there is only one changeable sign allowed per business and it's not on public property. That means no boulevards and right of ways, road allowances etc. As for banner signs; does this mean 1 sign for 90 days or 15 signs for various lengths of time as long as they don't exceed

90 days?

- 35)** Banner signs should have an upper size limit beyond which proper engineering design and anchorage should be required to prevent potential liability to third party.
- 36)** We support the proposed bylaw with the additional comment that quality and intensity illumination must conform to general recognized guidelines regarding light pollution in urban areas and not cause distress to neighbouring residences.
- 37)** I am excited to see Richmond open to allowing electronic changeable copy signs. Daktronics is a manufacturer of these signs and we have helped draft bylaws for many communities across the US and Canada. For starters, I recommend the city adopt a standard to regulate brightness with ambient light. The industry standard is signs shall not exceed 0.3 foot candles (3.23 lux) above ambient light when measured at the appropriate distance. I would be happy to review the proposed language the city is considering for electronic changeable copy signs.
- 38)** Why banner signs must be attached to a wall? I oppose this change.
- 39)** Hmm, it seems that all the community centres will have trouble complying with proposal. I know that Thomson and West Richmond both have flashing & animation on their digital signs.
- 40)** As long as signs are safely secured. I don't care how long they are up for...they are the ones paying rent.
- 41)** Makes sense to me. Banners allow businesses to showcase something special. Interchangeable or electronic digital signs allow business to be flexible with their signage.
- 42)** Agree
- 43)** Proposed changes sound fine
- 44)** I agree with this
- 45)** I agree
- 46)** I agree with these proposed changes.
- 47)** Reasonable.
- 48)** Agreed
- 49)** No issues.
- 50)** Agree with proposed bylaw.
- 51)** Ok
- 52)** Looks good
- 53)** I support the proposed changes
- 54)** Proposal – good

	<p>55) This is fine.</p> <p>56) I agree with the proposed bylaws.</p> <p>57) Agree</p> <p>58) I agree with this change.</p> <p>59) Agree with proposed bylaw.</p> <p>60) Not a problem</p> <p>61) No problem with this bylaw</p> <p>62) I agree with the proposed Bylaw with the proviso regarding size and language that I have noted in number 4.</p> <p>63) I support the amendments for new sign types permit required.</p> <p>64) I agree with the proposed bylaw</p> <p>65) Agree</p> <p>66) Agree with proposed changes</p> <p>67) OK</p> <p>68) I agree with the proposed changes to the bylaw.</p> <p>69) No objections</p> <p>70) I agree with the proposed changes.</p> <p>71) Good</p> <p>72) Agree</p> <p>73) Agree</p> <p>74) Good supposed changes</p> <p>75) Ok</p> <p>76) Agree</p> <p>77) Agreed</p> <p>78) Agree</p> <p>79) Sounds good.</p> <p>80) Okay</p> <p>81) Ok</p> <p>82) Seems fair</p> <p>83) Sounds okay.</p> <p>84) I believe the By-Law proposed is fair.</p> <p>85) Agree with proposed bylaws</p> <p>86) I agree</p>
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- 87)** New proposed words I agree with
- 88)** Good
- 89)** Agreed
- 90)** Agree
- 91)** Ok
- 92)** Agree with proposal
- 93)** Fine by me.
- 94)** Where is the English prominent note?
- 95)** Must have English
- 96)** Should only be in English or minimum of 50% in English including a description of what is being said/sold in English so that is clear
- 97)** Must be in English
- 98)** English as primary language – at least 50%
- 99)** One language only English for everyone
- 100)** All signs in Richmond need to be in English
- 101)** English only
- 102)** Great that you are showing signs with one of our National Languages.....But this is not what we see in Richmond?
- 103)** I think that there should be a requirement on ALL SIGNS that at least 50% should be in English/French our national language!!!
- 104)** Bylaw needs to mandate the inclusion of English and French.
- 105)** The banner signs should contain English if another language is being used on sign.
- 106)** English, please
- 107)** Interesting. So far, you have only shown English signage. The problems you are describing do not seem to be the English signs but the Asian ones. And I have absolutely no idea what those signs are saying.
- 108)** Again this is Canada all signs must have English first
- 109)** All these signs must have the English language on them.
- 110)** I would like the English language on all signs and to be the first and in larger print so that we can all read them. What will happen if everyone only put there language on the sign in front of their store.
- 111)** This is fine, as long as the signs display one of Canada's official

	<p>languages</p> <p>112) All looks good but the signs are in English. The problem is the signs that are not in Canada's official languages.</p> <p>113) And of course official Canadian language.</p> <p>114) English on all signs.</p> <p>115) ENGLISH</p> <p>116) The bylaw is fine again English and/or French must be included.</p>
Community Partners and Organizations	
Comments regarding Construction Signs	
Public Feedback	<ol style="list-style-type: none"> 1) Development/Construction Signs must be subject to permit fees. The sign of any sign must be restricted to 2ft x 2ft. No additional trade advertising signage should be permitted on the site or public property. Advertising on Fencing or Screening will be subject to a permit fee of say \$3000/month. 2) Disagree with fencing sign restriction. Should stay without restrictions. 3) Should include that construction sites must post what times and days they are allowed to operate during. Informing the public about this can reduce the amount of complaints to both owners of the construction site, complaints to the city, and complaints to the police. 4) You are missing a word after 28. Is it days, months, years? Also, the fence signs should probably require a permit just as the banner signs do; otherwise regular businesses can affix a banner to a fence as a loophole. 5) Do they really need to be that tall? I think 8 ft. would be plenty. The big ones just block too much. 6) I do not have a problem with fencing completely covered in advertising. 7) signs proposed are too large 8) Need to add "days" after 28 in by-law above. Support for this by-law change. 9) Advertising by contractors on the fences have a tendency to come off, and end up in someone's garden or on the street. Especially in the case of houses that take years to build. If they are allowed, should be no more than 25% in one location only, as opposed to all over the fencing.

- 10)** Proposed Bylaw should read '33% (ONE-third) of the total fence area.'
- 11)** proposed bylaw for signs on fencing seems again like bureaucracy overkill
- 12)** Signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 WHAT after construction is completed.
- 13)** Current bylaw is sufficient regarding the number of signs. Signs should be limited on site fences and structures. This could quickly lead to clutter and development sites already take over the look and feels of neighborhoods. Fences and development sites are already messy as it is. I would like to see all fences cleared of signs. Except for warning signs or information signs about site contact...etc...
- 14)** While I agree with the proposed changes, I think that "set-back" of such signage should be addressed as well. Signage protruding or impeding public accesses, whether they be closeness to street corners or walkways should be considered.
- 15)** I would increase the 33% coverage of fence. Keep the construction site behind the fence- don't need so much visible. It is actually neater having the fence covered than open. At No. 4 and Westminster there are several banners on the fence -Benefit developers...and nothing has been happening at that site for a loooooooooooooong time.
- 16)** Not sure why 28 days - when building is complete- sign should be removed within 7 days
- 17)** Note: Corrections are needed. Verbs and articles should not be omitted. I suggest you re-write as follows: All development/construction sites are allowed one sign per frontage. (How is frontage defined?) All signs require permits. THE size of freestanding signs is based on lot type: * A single or two-family lot is permitted one sign no larger than 3 sq. m (32 sq. ft.) in size and no more than 2 m (6 ft) tall. Signs must not be installed before the start of construction. They must be removed no later than 28 DAYS after construction is completed.
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- Advertising and logos affixed to, or incorporated in, site fencing or screening must not exceed 33% (one-third) of the total fence area.
- 18)** These signs must be temporary and must be in English.
- 19)** The freestanding signs are too large for single family subdivisions. On my street, we could potentially have large signs on all lots except mine. And some buildings have taken close to a full 12 months to build. That is a long time for a large sign.
- 20)** I would like to see less red tape (and fees) for single or two family homes. Perhaps no permit if they meet certain requirements similar to

how some previous signage is proposed.

- 21)** "...a maximum of 33% (on-third) of..." Do you mean "ONE THIRD?" Yes but all signs MUST contain all information in ENGLISH.
- 22)** Change "signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 days after construction is completed.
There should be no advertising and logos affixed to....the total fence area.
- 23)** Is this the same as an organization covering the entire fence with their logo? I remember the Olympics had very attractive signage covering the entire fence. I don't see a problem with companies doing the same
- 24)** Guideline and fine for violation can be provided, no permit to be required.
- 25)** I agree in general with the proposed bylaw, but not sure re restricting advertising on site-fencing or screening to a max of 33%. I feel some sites have full, closed-in fencing, to detract passers-by, possibly youth, who may see everything in the site and choose to go in! Rather, if they have logos, or similar, over the 33%, they must be approved by the City and obtain a permit.
- 26)** I don't think construction companies should be allowed such big advertising signs for their companies.
- 27)** All construction site signs should be accompanied by engineering design to prevent 3rd party liability. Irrespective of size of development, signs in site fencing should be installed at start of construction and removed no later than 28 days after construction is completed.
- 28)** We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.
- 29)** Oppose to the proposed change that "all signs require permit".
- 30)** The current standard is appalling for re: fencing we should consider the visual impact these massive fences make. Why not restrict to two panels of 8 ft. fence per rd. and require all further fencing to be a standard foliage design. This is like the foliage prints placed on electrical boxes.
- 31)** Look up mesh hoarding in this case. It is a vast improvement on what you are looking at. www.google.ca search for printed+mesh+hoarding. If you allow random signs, you invite clutter.
- 32)** Unless safety is a concern, why is it even an issue that businesses want to advertise and put signs up?
- 33)** I believe routine inspection to check compliance is most important.
- 34)** I was more concerned with contractors/etc. placing ads on private property without permission from nor recompense? for the property owner. Personally, I'd want to get paid for such advertising on my

property, but that's not a matter for byelaws, so long as I have free choice in the matter.

35) I support more freedom, less restriction.

36) So are you going to go out to the site and check that the signs have been removed? I DO NOT want any signs on the construction sites with Canex, plumbing, toilet bin. These are in our neighbourhoods and are totally UN necessary. All it is free advertising for the companies take plunk their signs on the wire fences making us look at all the unnecessary clutter.

What happened to business cards?

No business signs in the neighbourhoods only the good neighbourhood notice is necessary. That is all the neighbours need. We don't want any other languages on the signs either.

37) Should be even tighter. These signs are particularly unattractive.

38) Signs on temporary fencing are okay as it is informative regarding the development site and construction company and should include the real estate agent also. I do like the information signs on new sites that notify the public about trade laws and how late they can work and on what days

39) Temporary constructions signs should not be an issue. Time period makes sense.

40) That's too much regulation. Let people have any sign they want and need as long as their neighbor don't complain about it.

41) Do by-law officer patrol on Sundays to see when people are working under these signs.

42) Agree

43) Agree

44) Reasonable

45) Great

46) I agree with the proposed change

47) Agree

48) I am in agreement with the proposed bylaw changes re: construction signs.

49) Reasonable restrictions.

50) I agree. No further comments.

51) No issue with this.

52) Sounds good

53) Proposal – good

54) This is fine

- 55) I agree with the proposals
- 56) I agree with the proposed bylaw
- 57) I agree, some of these sites get ridiculous with their signage and it takes away from the safety required signs due to clutter.
- 58) Agree
- 59) Agree with the proposed bylaw.
- 60) Support all.
- 61) Agree with the proposed bylaw.
- 62) I support the amendments for construction signs.
- 63) I appreciate that you are trying to declutter the signs on property. Yes, I agree with this.
- 64) I agree with the proposed bylaw
- 65) Agree
- 66) Agree
- 67) Yup. Totally onboard with this.
- 68) I agree with the proposed changes to the bylaw.
- 69) No objections.
- 70) I agree with the proposed changes.
- 71) Okay
- 72) I like the proposed bylaw.
- 73) Agree
- 74) Use proposed changes
- 75) Agreed with the proposed changes
- 76) Ok
- 77) Agreed
- 78) I am OK with the proposed amendments.
- 79) Ok
- 80) Okay with me.
- 81) Once again I agree.
- 82) I believe the proposed By-Law is fair.
- 83) Agree with the proposed bylaw
- 84) Agree with new proposals
- 85) Agreed

	<p>86) Agree</p> <p>87) Fine</p> <p>88) Makes sense.</p> <p>89) I agree with proposed bylaw. All signs should be approved.</p> <p>90) Agree with proposal.</p> <p>91) Agree</p> <p>92) I support new changes.</p> <p>93) Agree.</p> <p>94) Change "signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 days after construction is completed. There should be no advertising and logos affixed to....the total fence area.</p> <p>95) Where is the English prominent note?</p> <p>96) Must be in English</p> <p>97) Must be in English</p> <p>98) Signs must be in English</p> <p>99) Construction signs should be in English or minimum of 50% in English, including that the intent of the sign should be made clear to English speakers (not just names and phone numbers in English as what is currently happening)</p> <p>100) Enforce one of the two official languages of Canada</p> <p>101) Must be in English</p> <p>102) Ok, and ENGLISH must be included in the message.</p> <p>103) English primary language – at least 50%</p> <p>104) The signage must be in English first.</p> <p>105) They don't need so much advertising most of it is always in Asian making seem its only for them.</p> <p>106) All signs in Richmond need to be in English</p> <p>107) English only</p> <p>108) Must have English on all signs so all residents of Richmond know what is being promoted.</p> <p>109) English</p> <p>110) All good...again only in the 2 official languages of Canada</p>
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	<p>111) ENGLISH OR FRENCH NEEDS TO BE A REQUIREMENT</p> <p>112) What about it being mandatory for ENGLISH to be on the sign. Many new developments are targeting a certain culture and eliminating English speaking residents from understanding what is going on with it. This should NOT be allowed.</p> <p>113) Bylaw needs to mandate the inclusion of English on signage</p> <p>114) All advertising should be in English first, then a second language</p> <p>115) All construction signs should be in English and French.</p> <p>116) English should be included on these signs</p> <p>117) Agreeable, as long as predominately English</p> <p>118) I think that signs in Richmond have to have English on them. When there are signs in a complete different language it creates a lot of resentment from English speaking residents who dont read or understand another language. I think they should have at least 50% English on every sign. When signs are in one of the official languages it creates barriers in the community, which leads to resentment and racism.</p> <p>119) All signs in Canada must have English first</p> <p>120) Ok – in English please at least 50%</p> <p>121) All these signs MUST clearly have the English language on them.</p> <p>122) But Chinese-only is perfectly OK? This misses the important points.</p> <p>123) This is fine as long as the signs have one of Canada’s official languages on it.</p> <p>124) Official Canadian languages must be applied too.</p> <p>125) ENGLISH</p> <p>126) Again, must have English and then any other choice of languages.</p> <p>127) Must be written in one official language and the official language font must be larger than any other language, written</p> <p>128) Yes. Clean up what is viewed as people drive by. Again English and/or French must be included.</p>
Community Partners and Organizations	

Comments regarding Free Standing Signs

Public Feedback

- 1) Free standing signs. Restrict to one sign per lot. Maximum height of 10 ft. Max sign of 3ft wide and 4 ft. high. Colours are to be black and white only to avoid distraction while driving. The signs are to be set back at least 10 ft. from the road and 2 ft. from the property line. Gas stations are permitted a sign area of 25 sq. ft. with a maximum mounting height of 30 ft. Commercial, marina, and institutional zones are permitted a sign area of 25 sq. ft. with a maximum mounting height of 10 ft. setback 10 ft. from the road and 2 ft. from the property line.
- 2) There should be a ratio of signs to lot size. Larger properties should be granted more than 3 signs - i.e. large shopping centres or business parks.
- 3) Agree with 30m frontage per sign. Disagree with 3 sign per lot limit. City should allow more signage for large commercial facilities such as malls, offices & big businesses. More signage sign area should be allowed for multi-tenant residential/agricultural & golf courses.
- 4) Because the multi-tenant signs risk being ugly and vary in quality, I would suggest that there be a consistent city-wide frame required for all multi-tenant signs. Consistent looking frames are used in some areas of California. All the main frames are the same for all shopping and industrial complexes and the individual stores slide their personal signs in. It looks classier.
- 5) I realize everyone wants their logo etc. on their sign but some of those signs are just too much of jumble for sore eyes, as the ones at the extreme ends above. They can put their logos signs on their building but maybe the joint one could be more uniform as the one at lower left.
- 6) Gas stations, commercial and industrial zones sign sizes should be reduced. No. 3 road and Bridgeport road are good examples of clutter and so many signs that each one loses its purpose.
- 7) I agree with the proposed changes to the current Bylaw, but again, I think that the number of business listed on each sign should be addressed. A free standing sign with too many businesses listed, and how they are listed are an impediment to the public.
For example: if there are many business, particularly if they are haphazardly listed, traffic flow can become a problem as drivers or those on foot cannot readily see what they are looking for in a quick glance.
- 8) Should not impede vision if driving into a site or exiting.
- 9) A bylaw ensuring that lights are checked regularly and serviced to prevent "ugly" dim and hard to read signs
- 10) Ah. Finally an equal problem sign picture. I suspect the signs in the proposed amendment are still rather large. I would prefer smaller ones.

11) The first sentence is ambiguous. Does it mean "Freestanding signs ARE allowed in most zones?" What is the significance of the rest of the sentence--"with fewer categories of sign sizes"? This is an example of a dangling modifier. The whole sentence needs to be clarified. I think you mean:

"Free-standing signs are allowed in most zones, subject to the restrictions on the number of signs and the sizes specified below:

- One freestanding sign is allowed per 30 m of frontage, to a maximum of three signs per lot.
- Multi-tenant residential ...ARE permitted a maximum sign area of ...
- Gas stations, commercial zones... (etc.) ARE permitted ...

12) "Freestanding signs in most zones" is ambiguous; which zones? What signs?

13) No need to restrict 3 signs per lot.

14) we need a lot less of those free standing signs, they are a real eyesore

15) too big

16) Glad there is a permit needed. I hope the signage will include English language in large letters than another language, so I can read it when I drive by

17) I'm not sure about impact of the regulations on the types of commercial signs pictured. They can be eye-sores but are also helpful, e.g., identifying stores in a centre without having to drive into the parking area and hunt.

18) Permanent free standing signs should not be allowed in single home residential zoned areas.

19) Another visual harassment. Maintain distance from street curb and maintain a minimum height to the bottom of the sign for clear sight lines. Perhaps more stringent on corners.

20) Too many companies advertising on one huge board is not effective and looks ugly. It is difficult to see the company you are looking for through all the small signs.

21) I am not sure that the proposed change to the bylaw addresses an issue I see with some of these signs: The examples at the top right and left are too busy to read quickly. As they are often aimed at the motoring public (especially the top left), the motorist's attention is distracted for too long.

22) How are the signs regulated so that they do not restrict vehicle driver's line of view?

- 23)** On this one, I can only say I wish there was a better, neater way of advertising than what is shown above in the first and fourth photo. Perhaps limit the colours used, or be more 'professional' as these look very wordy and messy. There is too much wording, particularly on the photo at top right. Perhaps just the name of the company and if needed, the actual address, something similar to the photo at lower left. Unfortunately having signs in two languages doubles the exposure but makes them very difficult for English-only people to find the company they are looking for.
- 24)** Just too much regulations!
- 25)** That's plenty of room for free/paid advertising.
- 26)** Must have permit, must conform. Font used should be tasteful and uncluttered.
Should be easy to read and only tell you that this is the place you are looking for, not out compete for business.
- 27)** I suggest not such a large sign. People are in flying over the area and do not require such large obtrusive signage. This is not Las Vegas. Drive around West Vancouver.
Shrink the allowable visual footprint.....too large. English and/or French must be included.
- 28)** Language on such signs should be 50% minimum in English. Due to their size on a generally large lot, consideration should be given to incorporate the street number at a standard designated location and format on the sign. This is to save the driving public the difficulty in locate a premise without driving in, parking the car and asking.
- 29)** We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.
- 30)** Please allow flexibility in how large an electronic changeable copy sign can be. Sizing requirements for an effective changeable copy sign vary based on speed limit, how far the sign is setback, etc.
- 31)** No comments. But all existing signs that do not meet the restrictions shall be grandfathered.
- 32)** This is nicely done and simple.
- 33)** Agree
- 34)** Reasonable
- 35)** Proposed changes sound fine.
- 36)** Agree
- 37)** I agree with the proposed changes.
- 38)** I'm glad permits will be required.

- 39) No issues
- 40) Sounds good
- 41) These freestanding signs are easy to read from a distance and proposed sizes are acceptable.
- 42) Yes, makes sense
- 43) Proposal – good
- 44) This is fine.
- 45) I agree with proposals
- 46) I agree with the proposed bylaw
- 47) Agree
- 48) Agree with the proposed bylaw.
- 49) No issue – standardization on commercial signing seems to make sense
- 50) OK
- 51) OK
- 52) I support the amendments for free standing signs
- 53) I agree with the proposed bylaw
- 54) I agree with the proposed changes to the bylaw
- 55) No objections
- 56) I agree with the proposed changes
- 57) Okay
- 58) Seems reasonable
- 59) I like the proposed bylaw
- 60) Use proposed changes
- 61) Agreed
- 62) Ok
- 63) Sounds good
- 64) Ok
- 65) I agree with the changes
- 66) Sounds okay
- 67) I believe the proposed By-Law is fair

- 68)** I agree
- 69)** Agreed
- 70)** Good
- 71)** Agree with proposal
- 72)** I support new changes. Too many shop names on a huge sign is too much. Too distracting and visual pollution.
- 73)** Change in these areas is not needed. Quit shipping the issue – non English signs is the issue.
- 74)** Where is the English prominent note
- 75)** Minimum of 50% English
- 76)** Only opinion on this is regarding language in that it should include predominantly English.
- 77)** Must be in English
- 78)** Must be in English
- 79)** Free standing signs should be required to have at least one of the national language, ENGLISH OR FRENCH
- 80)** Free standing signs should be English or at least 50% in English, including the intent should be made clear to English speakers (i.e. not just the name and phone number in English so that English speakers don't actually understand what the sign is for)
- 81)** Free standing signs with multiple businesses and 2 languages is too busy and cluttered, makes giving the impression of a cheap strip mall
- 82)** Must be in English
- 83)** English as primary language – at least 50%
- 84)** All signage must be in English first and English must be the same size or larger than any other language.
- 85)** In English specify what type of business ie restaurant
- 86)** The first and 4th picture are horrible and unable to read properly while driving dangerous looking for English writing in all that
- 87)** All signs in Richmond need to be in English
- 88)** English only
- 89)** Must have English on all signs as the prominent language
- 90)** ENGLISH

	<p>91) I think there should be a requirement on ALL SIGNS that a least 50% should be in English/French our national language!!!</p> <p>92) Okay if in English</p> <p>93) Only in French and English</p> <p>94) Any signs displaying a business MUST have the English equivalent on it so that people can read what it is for. Any descriptions must be in English also. I have no problem with other languages but when it does NOT have English they are discriminating against those in the country that speak the official language and that is wrong.</p> <p>95) Bylaw needs to mandate the inclusion of English on signage</p> <p>96) All should be in English first, then a second language</p> <p>97) All free standing signs should be in English and French</p> <p>98) English, so I know where I am going, and what to expect</p> <p>99) Again, I feel signs should have to have English on them</p> <p>100) Language is my main issue, and safety. If both are met I see no reason to interfere.</p> <p>101) English first on signs</p> <p>102) OK – minimum 50% English</p> <p>103) All these signs must have the English language clearly translated on them.</p> <p>104) Don't get what this is all about. Do care when signs have messages in only one language which is other than Canada's official languages.</p> <p>105) These signs are not an issue as long as they are in English.</p> <p>106) The signs can display an ethnic language on it, but also must include one of Canada's official languages.</p> <p>107) All looks good as long as there is English on the signs.</p> <p>108) All looks good as long as there is English on the signs.</p> <p>109) All of these signs should also be in English. I have no idea what these Asian signs say. Super frustrating.</p> <p>110) Include official Canadian languages.</p> <p>111) ENGLISH</p> <p>112) Equally important to proposed bylaws of structure and size requirements, I feel, is the ability for the population to be able to</p>
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	<p>recognize the establishment with the English alphabet.</p> <p>113) Must have English</p> <p>114) English/French must be the largest font</p> <p>115) No problem English or French only</p> <p>116) Should also contain English as not all population speaks Chinese</p>
Community Partners and Organizations	
Comments regarding Business Frontage Signs	
Public Feedback	<ol style="list-style-type: none"> 1) Only a single sign must be permitted for each business. The sign must not exceed 1.5 ft. in height x 10 ft. in length. The sign must contain the unit/address number. 2) There should not be a restriction on this as it is impossible to police and is an unnecessary red tape. Restriction should be made such that a signage like this should be permitted as long as it is compliant with the fire code and building structural safety. 3) It is desirable to have rain awnings the length of the building. Does this allow signage size (printing) to be restricted to only part of the total awning size? 4) A maximum of one projecting sign / under canopy sign per business frontage. 5) I think these signs add to our community character, and I think they should include some sort of lighting. 6) I agree with the proposed Bylaw. Please note that in a prior question, I stated my 7) reservations towards placement of "sandwich or folding signs" and public access. The example shown under "Projecting, Canopy and Under Canopy Signs", you will 8) note that the allowable "walking area" in front of this business and the fold-out sign 9) is barely 50% ~ is this safe amount for those in wheelchairs, or mothers with strollers, or to those needing support from a companion? I think not! 10) I like canopy style especially if it's raining... 11) Notice BCAA has a sandwich board in walking area. Forgot to say they

	<p>should not be in pedestrian areas or sidewalks.</p> <p>12) I prefer the fascia and or with the projecting signs.</p> <p>13) Don't leave out the article and the verb! THE total area of all signs IS permitted to be...</p> <p>14) What about the height of the signs? Again, why no language provision?</p> <p>15) I agree with the proposed changes to the bylaw. However, exceptions would be nice for cinemas with a marquee in the hopes that one day Richmond may have some classic styled single stage/cinema theatre.</p> <p>16) Examples look reasonable. BUT 10 sq. ft. per 3 ft. of building frontage equates to a 3 ft. high continuous sign. I think ½ meter per 1 meter of frontage is cleaner. Signage must include ENGLISH!</p> <p>17) English, sandwich signs should not block side walks</p> <p>18) You're kidding, right? Why is there a limit? Is City of Richmond trying to use by law to make more money from by law fines? This is ridiculous.</p> <p>19) Must have permit, must include English, must not be hard to understand description. Should be as low profile as possible.</p> <p>20) Again too large. Most people are not blind. English and/or French must be included.</p> <p>21) I think this is fine. I notice the sandwich board...these are big and difficult for people in wheelchairs, or people with shopping carts or baby carriages. Try to keep signs off the front walkways; hanging fabric signs might be better.</p> <p>22) Street number in a standard format and location should be incorporated if not already done through a free standing sign as commented in #7.</p> <p>23) This type of sign is not the City's business. City shall not intervene.</p>
Community Partners and Organizations	
Other comments regarding proposed amendments to Sign Bylaw No.5560	
Public Feedback	<p>1) I am very happy to see that the city is choosing to address this problem. Shop windows cluttered with signage is negatively impacting the Richmond community. While I do think that signage in general should be reduced, it's also about type of signage. For instance, signage with a couple bigger images is far preferable to signage with a lot of little pictures and a lot of text/characters (which makes it look much more cluttered). I look forward to seeing this change in Richmond. Final point: there should be some sort of language requirements as well. Signs should have to be predominantly in English (both in terms of quantity</p>

and text/character size). Yes, still put other languages on the signs if need be, but the official languages of Canada must be adequately respected (and I do not feel they currently are).

- 2) My main concerns are that signs not limit visibility for drivers and cyclists and that they not impede pedestrians. I am also concerned about signage, particularly in a foreign language that gives no indication as to the business being advertised.
- 3) This is adding more unnecessary restrictions on an otherwise restrictive signage bylaw. Things need to be simplified and easy to enforce. Otherwise everyone will infract it and it will become a media firestorm.
- 4) There should be a concerted effort to limit the amount of clutter on a sign so that its intent is clear in as few words as possible. Clutter makes the road and surrounding area look junky/cheap.
- 5) I would like an allowance on commercial building signs for a clearly marked address with a minimum size and high contrast (i.e. black and white). On newer commercial buildings in particular, addresses are hard to find.
- 6) What about signs that are posted on light posts and telephone posts. The corner of Moncton and No 2 rd becomes really cluttered. A farmers market installed a blackboard sign on the telephone post to advertise their market days, it's this kind of clutter that becomes a distraction at a busy intersection and I'd like to see it removed.
I would also like to see restrictions on Restaurant signage in windows. It's not necessary to post a picture of every menu item in the front window.
- 7) Long overdue for changes. We need smaller signs rather than larger ones. Everyone who travels is impressed by cities that have small and carefully placed signs.
- 8) I appreciate the lack of billboards and advertising! I found some of the proposed bylaws a little strict and nitpicky though.
- 9) Continue to send out bylaw officers the educate businesses that do not use English on their signs and the explain the benefits to them
- 10) Will the bylaws be strictly enforced and will the penalties be severe enough so the rules are enforceable?
- 11) Too much regulation for signs!
- 12) Election signs need special regulation and attention:
 1. Not be erected on public property, or private property without prior consent.
 2. Size limit
 3. Spacing and number limit per 10 meter
 4. Removal within 2 days after election over.

- 13)** It's about time. Who will regulate this and what is the contact number?
- 14)** Signs are to be seen, content should be understandable, true & not misleading. English is the prominent language used with 80% coverage in size. There should be checking of signs with or without permits on a regular basis, or provide a platform for citizens to report any inappropriate signs. Public safety is of utmost priority, any damage caused by unsafe signs should have bigger consequences for owners.
- 15)** Artistic and creative right of the design should be respected. Permit not to be demand as much as possible. Guideline or suggestions and examples can be provided.
- 16)** An important issue that currently often detracts from the aesthetic beauty the City strives to achieve. The proposed changes appear to provide the opportunity to advertise/inform without being too restrictive. Hopefully a reasonable balance.
- 17)** What are the costs anticipated in monitoring the new bylaw? Will more staff be needed?
- 18)** Are there any changes proposed to assist with visibility of addresses? This could help emergency workers to respond quicker to harder to find addresses.
- 19)** What is involved in the permitting process? Is there a cost to it? Will the city limit how many permits are given out? If not, why have a permitting process, why not just specify limits of sign size, location etc.
- 20)** I support the changes to beautify Richmond. The signs have gotten out of hand. I worry about people with mobility and visual issues. I hope that the new changes pass and that they are upheld. Fines should be issued to those that don't comply. The fines should be enough that business owners don't just think of them as a cost of doing business.
- 21)** Overall, I think the City is intervening too much.
- 22)** This works in most communities we've worked in
- 23)** Agree
- 24)** Seems fine
- 25)** Agree
- 26)** I am in agreement with the proposed changes
- 27)** Ok
- 28)** Ok
- 29)** They all seem to be acceptable
- 30)** Agree with these examples
- 31)** I support the proposed changes

	<p>32) Proposal – good</p> <p>33) This is fine</p> <p>34) I agree with the proposed bylaw</p> <p>35) Agree</p> <p>36) Agree</p> <p>37) Agree with the proposed bylaw</p> <p>38) OK</p> <p>39) Ok</p> <p>40) Okay if in English</p> <p>41) I support the proposed Business frontage signs</p> <p>42) I agree with the proposed bylaw</p> <p>43) I agree with the proposed changes</p> <p>44) Okay</p> <p>45) I like the proposed bylaw</p> <p>46) Use proposed bylaw</p> <p>47) Agreed with proposal</p> <p>48) Ok</p> <p>49) Agreed</p> <p>50) I am ok with this proposal</p> <p>51) Yep</p> <p>52) Ok</p> <p>53) Okay</p> <p>54) Sounds great.</p> <p>55) Ok</p> <p>56) These are the signs that are necessary for any business. The examples are all excellent.</p> <p>57) I agree</p> <p>58) Sounds okay</p> <p>59) I agree with the proposal</p> <p>60) I agree</p> <p>61) Agreed</p>
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- 62) Good**
- 63) Agree**
- 64) I agree with the proposal. There are many building styles, thus many ways signage can be applied. I don't see a problem with any of the samples above.**
- 65) Cool. Pretty straightforward.**
- 66) Agree with proposal**
- 67) I support new changes.**
- 68) We support the proposed bylaw.**
- 69) Change in these areas is not needed. Quit skipping the issue – non-English signs is the issue.**
- 70) Where is the English prominent role?**
- 71) Minimum 50% English**
- 72) Must have English**
- 73) The use of sign language should be included to reflect that English or French should be one of the languages displayed.**
- 74) Must be in English**
- 75) Signs must in English – and avoid the clutter of foreign characters**
- 76) Good restrictions. But what about requiring at least 50% of the text of the sign must be in the Roman alphabet? English and French are the official languages of Canada.**
- 77) Business Frontage signs should be English or at least 50% in English, including the intent should be made clear to English speakers (i.e. not just the name and phone number in English so that English speakers don't actually understand what the sign is for)**
- 78) Non-English language text should not exceed 50% of its English translation and should not exceed in size in compare with the English text.**
- 79) No issue. Support of more specific language to describe by-law.**
- 80) Must be 80% English**
- 81) English as primary language – at least 50%**
- 82) English should be the primary language in all business signage**
- 83) No problem as long as English is first and the same size or larger**

	<p>than any other language.</p> <p>84) Largest in English specify what the business is ie Restaurant</p> <p>85) The size isn't the issue it's the jamming of two languages when only should be there</p> <p>86) All signs in Richmond need to be in English</p> <p>87) English</p> <p>88) Only in English and French</p> <p>89) Bylaw needs to mandate the inclusion of English on signage</p> <p>90) All Business Frontage signs should be in English and French</p> <p>91) Language should be based on 50% English</p> <p>92) Signs should include English as one of the languages on the sign</p> <p>93) English</p> <p>94) English needs to be first on signs this is Canada</p> <p>95) Ok – minimum 50% English</p> <p>96) All these signs must have the English language clearly translated on the</p> <p>97) But if not legible to citizens not educated in Chinese they are perfectly fine? Seems size is a much lesser issue compared to that</p> <p>98) These signs are not issue as long as they are in English</p> <p>99) The signs can display an ethnic language, but must also include one of Canada's official languages</p> <p>100) All is good as long as English is on the signage</p> <p>101) Must have English</p> <p>102) No problem English or French only</p> <p>103) I'm very glad this is happening, as it seems overdue. I hope it will be enforced; if it is, it should make a substantial positive difference.</p> <p>104) Thank you for the sign clean up initiative.</p> <p>105) All look reasonable.</p> <p>106) It seems futile at this point and the reason I don't even attend council open houses is because they have shown without a doubt that they have no political will to address these problems and have caused division for years. KNOWINGLY. Attending open houses is all too frustrating the administration is clearly</p>
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disengaged.

107) This seems fair and reasonable.

108) You have done a very good job on the proposals. I hope they will all be passed.

109) Thanks for keeping our city from turning into a commercial sign wasteland.

110) Thank you for creating an easy way to provide feedback on the sign bylaw amendments.

111) All signs much contain English and, if necessary, any other language.

112) Why do our ELECTED officials keep ignoring the non-English sign issue? As a native-born Canadian, and a long term resident of Richmond, I feel like a stranger in my own land in many areas of Richmond. Many of our friends have moved out of Richmond due to feeling the same way, and I too am leaning that way.

113) If no bylaw about English language being prominent- Then this sign bylaw is gutless and will serve no purpose.
The issue here is that the absence of ENGLISH- prominent in many signs in Richmond has caused much social friction. The newcomers feel emboldened to do this in Richmond as council are politically unable to confront this issue. In Vancouver you do not have this issue as there seems to be more of a check and balance in that city about being more inclusive.

114) Prime language on signs should be in English or French.

115) Disappointed that there is no consideration of language on signs.

116) Didn't see any g about language.

117) Signs must include English, right?

118) There should be an English requirement!

119) At least 50% of the text of any sign must be in English and/or French. They are, after all, the official languages of Canada.

120) PLEASE, all signs should have enough English on them so you know what the business is or what the sign is about. This is Canada and we have 2 official languages - English and French. If we don't promote those, we'll forever be in the dark about too many local businesses whose owners don't have to acculturate to our nation.

121) As a long term resident of Richmond, I implore you to include some language around the English language in the proposed by-

laws. This can be that at a minimum 50% of the sign should be in English INCLUDING the intent of the sign. If the sign is 50% in Chinese but the English portion conveys no actual meaning to non-Chinese speakers, then the intent of the sign is lost, as is community spirit.

122) English must be on all signs.

123) Although not addressed in Sign Bylaw No.5560, Richmond needs to address or propose a clear policy/bylaw on how we deal with non-English languages on signs. I have no issue if there are non-English language signs but English should be prominent. We should be able to feel comfortable in our own community.

124) Signage should contain either English or French, the two official languages of this country.

125) Bylaw should dictate that the largest print and the majority of the sign is in English. Other language is secondary.

126) Enforce that every sign must have 1 of the two official languages displayed. In several instances, I don't know what is being advertised as I can't read it

127) Disappointed that there is no English language requirement. The current policy or policies have failed and you just don't know it.

128) This survey has totally ignored the "language issue" as pointed out in some detail a few years ago by Starchuck & Merdianian (sp?). While perhaps not quite so flagrant now, it is still blatantly obvious in many West Richmond neighbourhoods.

129) All signs must have English translation.

130) Multi- lingual business signs need to include English as a primary language. To ensure fair consumer practices - all customers should receive the same information.

131) This sign consultation would have had better use and a more effective impact if it directly addressed the core issue - which is the racism/xenophobia in our community that leads certain groups to feel offended by the presence of Chinese signs. The topic of signs has become a platform for verbal attacks against the Chinese community in Richmond who are blamed for "not integrating" based on white nationalist standards. These proposed sign bylaw changes seem obscure and don't get at the root problems that initiated the consultation.

132) I think that all signs should have a minimum of 50% English in the

sign.

133) First and foremost, ALL signage must be in English and the English must be the same size or larger than any other language used. I am Canadian and I am tired of seeing foreign signs I cannot read.

134) Where is the language requirement aspect of the sign bylaw? I think it should be absolutely mandatory to have English as the prominent language on ALL signs. We should look at Quebec for their standard of the French language being prominent. We lose our identity when we let the language requirement disappear; that is why the Quebec government requires it. How can someone call 911 for help when they can't read the sign due to it being in a FOREIGN language, never mind being in an official language of Canada. If I can't read the language on the sign due to it being a non official Canadian language then I am being culturally omitted; it's paramount to "if you are not Chinese you are not welcome here".

135) Please English only be fair to everyone.

136) All signs in Richmond need to be in English.

137) English or French only.

138) Did I miss the question about English signage?

I think in Richmond we should know what the signs say. In English or French

139) I feel that ALL signs in Canada should have English and or French as the main language on them.

140) English needs to be a requirement on all signage and it should be the prominent language on all signage. Please note that I am a resident of Richmond and I own a business in Richmond too.

141) All signs should be in ENGLISH

142) I sincerely wish that Richmond City would enact bylaws requiring all signs be mostly in English. If that's already the case, why is this not enforced?

143) I cannot believe that the topic of language has not been brought up with respect to signs. This is a MAJOR issue in Richmond. I grew up here and now feel as though I am not welcome into the majority of the stores because I cannot even read what the stores are supposed to be. I take this as a clear indication that "I am not welcome". This is completely unfair. There SHOULD be a rule that at least 50% of the sign be in English.

- 144)** I would like signs to have English on them.
- 145)** Don't want to see any other languages displayed then English or French.
- 146)** I hope I made it clear that the major concern on signs in Richmond is language. Everything else is a distraction. If you really want to know what residents think, address language.
Also, this wasn't advertised very well. I suggest turnout would be much higher if language was being addressed.
- 147)** Please take to heart what English speakers are saying about signage in Richmond. There needs to be a bylaw as just 'being aware' of issues is not enough theses days. In some areas of Richmond, I do not feel welcome as I cannot read or understand the signs. That is a scary thought for many residents and one the City should take seriously.
Safety should be first and foremost when it comes to many signs.
- 148)** Bylaw needs to mandate the inclusion of English on signage.
- 149)** All signs should be in English first, then a second or third language
- 150)** I believe signs that are already displayed with total Chinese language City Hall should make all business owners to amend into English first.
- 151)** Please ensure that while we live in a country of mixed cultural backgrounds that equality of languages are used –
- 152)** Overall, I think having English (one of our national languages) should be required on all signage. Having the main sign in another language is fine, but at least have some English on the sign so it's more inclusive and inviting to all Richmond Residents or other visitors.
- 153)** I strongly feel that EVERY sign needs to have English on it.
- 154)** I think that signs in Richmond have to have English on them. When there are signs in a complete different language it creates a lot of resentment from English speaking residents who dont read or understand another language. I think they should have at least 50% English on every sign. When signs are in one of the official languages it creates barriers in the community, which leads to resentment and racism.
- 155)** Please, I kindly request you to consider where signs are placed in accordance to pedestrians, and to review the language on the signs. My personal preference is English, with French and in small letters any asian language desired. I perceive that immigrants

come to our wonderful country to enjoy our rights, freedoms, culture and that includes language. It's insulting to them to pander that they are unable to learn or become one of our great multi-cultural country. At least, that's how I perceive it.

156) They must contain at least 50% English language in identical translation.

157) It seems a lot of money went into this website, in order to make more bureaucracy, when the real issue with signs in Richmond is....Language! Please deal with that!

People who don't speak Chinese are being discriminated against on a daily basis, and this city doesn't care.

I love Chinese culture and I just want to be apart of my city and this rich culture. I don't want to be a stranger in the city i have been living in for the past 35 years.

158) I think council should take action and ensure English is on all signs. It is not racist, but adds the opportunity for residents to learn English which in turn, creates more sense of community. It's been dragged out far too long.

The less clutter, the better!

159) I hope you provide a glossary of definitions somewhere in these bylaws.

You must be aware that community tension is increasing in Richmond, despite some efforts by individual citizens and groups to reach out. Reducing the clutter of signs will be an aesthetic improvement only. City Council must grasp the fact that signs with no English on them, or just the very small lettering of an English word or two, are a daily, highly visible signal that English is not valued. Other municipalities have had the courage to address this problem. It's well past time that Richmond did so too.

160) My problem is with no English on signs.

161) Language needs to be addressed, as in requiring 40% (# of letters, & area of sign text) to be in English.

162) I have just one 'major' objection to the new by-law; that is the exclusion of 'language content' appearing on any sign. I believe this one element is a major driver of why the concern over signage was raised to council in the first place. Canada and by default BC and Richmond has two "official" languages: English and French. I completely understand the wish of certain businesses etc. to include an additional language on a sign. However; the inclusion of

any language other than English or French must be completely subservient to our official languages. This opinion is in no way meant to be racist or bigoted it is merely an enforcement of the law of the land and a consideration of the importance and position of the two official languages of Canada. By excluding the use of language in the new by-law council has by default skirted the edges of the envelope to engage a by-law that can be considered racist or bigoted against the use of English or French and those who have always communicated in either or both of the official languages of Canada. Accommodation of all cultures is a Canadian tradition and welcomed by all. However, the use of our official languages has always and must be paramount to the general use of any other/s.

- 163)** All signage must include the translation in English language on them. No signs should be permitted that cannot be read by the general public. Its a safety issue and as well, it shows inclusiveness into posting signs in one of the two official Canadian languages. If had my way, all signs would have ENGLISH and FRENCH on them.
- 164)** I expected to see bylaw changes requiring signs to include one of the official Canadian languages.
- 165)** Languages should have been included – ENGLISH language (and French if required) must be on sign at minimum
- 166)** Feel strongly language needs to be regulated that English and/or French needs to be the primary language in the largest print
- 167)** Like many detailed things that change bylaws I am surprised you did not bury these changes. Why did you consult us about such technicalities? What we should really be consulted about is exclusionary language in the public space in Richmond. Where is common sense?
- 168)** I believe al signs should have English language on them for it to be larger and first.
- 169)** De-clutter the signs and make them legible and in English.
- 170)** I am disappointed to see there was not one single question related to language on the signs. I would like to see at the minimum at least English and or French, in addition to another language other than English or French if the that language is posted. In fact, as i write this, I am shocked that you did not address this issue. I find it disturbing and insulting that I feel like a foreigner in a city that my family help build and make it what it is or should say was. Please address the sign. Hiding your head in the sand is only

making people angrier and frustrated, thus you find extremists starting to get into the act. Wake up....

171) language should be part of this and all signs should feature Canada's official languages, If another language needs to be added it should be added in a significantly smaller size.

172) It should be noted that all signs should have English on them. Bilingual signs are ok, but foreign language only signs are very irritating. It separates us from our neighbours.

173) I have no issue with signs in a ethnic language, but must also include English.

174) Please be aware of the need for predominately English language on the signs or symbols that are multicultural.

175) I would like to see some English on all signs. I am adventurous and would like to visit a shops catering to different cultures but need a clue as to what they are promoting.

176) The city of richmond has done a very poor job addressing the signage issue. The city cannot address Translink, some of the bus shelters and benches, mail, pamphlets, newspapers, vehicles, Skytrain, menu's, inside of businesses. Very disappointed. The city should be going to the Provincial Government and asking for a language law. I am sending a more detailed letter.

177) Where are the issues about the language used? I was expecting an opportunity to review changes regarding this matter. This is Canada - our official language must be represented on all signage. This is one of the issues that is contributing to the destruction of our community and the City needs to take a firm position. Remember, this is Canada and our official language is English, not Chinese. Please stand up for those few of us who are in Richmond and are not Chinese - we matter too.

178) I am concerned with the lack of English on some of the signs. I think this is a potential hazard as in an Emergency, everyone needs to be able to describe their location based on easily recognizable signage.

179) Get the official Canadian languages right on all signage.

180) Signs must be in English or contain English / French

181) English

182) Nothing has been mentioned about the languages on these signs. They should be predominantly English!!!

- 183)** I believe this is a positive step forward by Staff to standardize signage but most importantly is ensuring the signs are in English first.
- 184)** Signs should be in one of Canada's official languages and not catering to one specific ethnic group. Not all ethnic groups are given the same leeway which discriminates against immigrant who are not part of a large ethnic group. Requiring all signs be in one of our official language levels the playing field.
- 185)** I have no objection to Asian signs. They are advertising to a specific clientele and obviously an English-only person does not need to read it.
- 186)** I think that if we want integration not segregation, we must have English, the language of our country on all signs, (this does not prohibit any other language added below.)
- 187)** Those signs written without English or French must be fined and removed.
- 188)** We didn't see any mention of language requirements for signs?
- 189)** All signs must be in ENGLISH first and if need to also in different language
- 190)** I am very discouraged by the lack of English on many signs.
This is a huge failing by council and by the city.
It needs to be corrected. Do what must be done.
The lack of English is not inclusive and paints a very unattractive picture of Richmond
to many residents and visitors.
- 191)** All signage to be in English first, other languages as space permits
- 192)** You have not covered the issue related to language on signage within this survey. As with product labelling in Canada, which requires the two official languages, the sign bylaw should stipulate the use of at least one official language along with the vender's preferred language (eg. german/english, french/english, Thai/english, punjabi/english, cantonese/english, mandarin/english, tagalog/english...etc.
- 193)** The real problem is not addressing language. French or English - anything else says caucasians not wanted.
- 194)** I am disappointed that language is not being addressed in this bylaw. Foreign languages are dividing the community and hurting people. This will continue until we address language. This is a core

	<p>component of community inclusiveness and cohesiveness.</p> <p>195)</p>
<p>Community Partners and Organizations</p>	

Comments and Actions Resulting from Sign Bylaw Change Consultation

	Topic	Public Comment	Recommended Action
	SIGNS NOT ALLOWED		
1	Sandwich boards	<ul style="list-style-type: none"> • Very little community support in general • Concern regarding accessibility for wheelchairs and strollers • Some suggestion for “special zones” 	<ul style="list-style-type: none"> • Do not allow on City property. • Restrict display to the first 30 days that a business is open (aligns with current requirements).
2	Community Event Signs	Strong support for these but need clarification on size, placement and what types are allowed.	Will allow these on City property, with City approval. This will allow for signs in parks during and before an event.
3	Blade & Inflatable	<ul style="list-style-type: none"> • Mixed comments • Some support for these “fun signs” • If there is no copy area on the flag sign, is it still a sign and therefore not permitted? 	<ul style="list-style-type: none"> • Maintain ban of blades and inflatable signs due to safety. • Allow some provision for temporary signs as part of city approved public events.
	SIGNS ALLOWED WITHOUT A PERMIT		
4	Drive-through	Size should be further restricted to be “reasonable”	Evaluate size requirements, allow signs without permit.
5	Community Special Event Signs	Should have more flexibility to be permitted on city property	Refer to 2 above
6	Home-based business	Some comments do not seem to support signage for these in residential zones.	Signage is important for wayfinding, introduce permit required for this type.
7	Open House Signs	<ul style="list-style-type: none"> • Strong desire to regulate and mixed comments for more or less restriction. • One constant response is the perceived lack of enforcement particularly on weekends when open houses occur. • Should require permission by property owner 	<ul style="list-style-type: none"> • Add time restrictions. • Provide clear language in bylaw on sign placement. • Provide proactive enforcement and increased fines. • Develop educational brochure for real estate agents to explain rules & consequences.

SIGNS ALLOWED WITHOUT A PERMIT			
10	Real Estate Sign	<ul style="list-style-type: none"> • Conflicting comments on the appropriate length of time to permit them after the completion of sale • Max. 32 sq. ft. may be too big 	<ul style="list-style-type: none"> • Provide different size regulations for one/two family vs multi-family or commercial listings. • Provide proactive enforcement • Develop educational brochure for real estate agents to explain rules.
NEW SIGN TYPES			
11	Window Signs	<ul style="list-style-type: none"> • Be more specific: plain translucent/opaque vinyl over the entire window should be explicitly permitted. • Up to 25% copy area (image + text) – no permit • Anything above – permit required • The use of language other than English/French is of most concern with window signs based on the response pie chart 	<ul style="list-style-type: none"> • Provide clear language in the new bylaw describing window signs. • Require permits for coverage greater than 25% so that content can be discussed. • Require Development Variance Permits for coverage above 50%.
12	Changeable Copy Signs	<ul style="list-style-type: none"> • Flashing signs not supported • Brightness of any lit signs are of concern • Run-on LED lettering permitted? This is as distracting as flashing/video • Max 1 per business 	<ul style="list-style-type: none"> • Include requirements that electronic signs have light sensors (to dim brightness at night). • Prohibit all types of flashing signs.
14	Banner Sign	<ul style="list-style-type: none"> • Mixed response regarding size and length of time. • Must be securely fastened 	<ul style="list-style-type: none"> • Allow banners for up to 90 days. • Introduce requirements on placement and size of banners.
	Construction Fence Signs	<ul style="list-style-type: none"> • Concerns regarding size and height. • Permits should be required. • Mixed response on amount of commercial content to be allowed. 	<ul style="list-style-type: none"> • Advertising allowed on fences without a permit but fence height is restricted.

NEW SIGN TYPES			
	Freestanding Construction Signs	<ul style="list-style-type: none"> • Signs should be removed when construction is over. • Mixed responses to size permitted. • Signs on larger sites should be allowed to be larger. 	<ul style="list-style-type: none"> • Permit required for all freestanding signs, including on construction sites in order to ensure structural safety. • Introduce provision for max height to be determined by site frontage.
SIGNS REQUIRING PERMITS			
12	Freestanding Signs	<ul style="list-style-type: none"> • Restrict number of signs allowed per lot. • Ensure adequate setback and visibility around sign. • Some signs are too big. 	<ul style="list-style-type: none"> • Include provisions in bylaw for setbacks and vertical clearance • Include requirements for smaller signs in residential and AG zones • Maintain max heights at current levels
12	Business Frontage Signs	<ul style="list-style-type: none"> • Preference for canopy signs to incorporate weather protection • Prefer projecting signs over sandwich boards. • Too many signs allowed. 	<ul style="list-style-type: none"> • Limit total number of business frontage signs but allow businesses to decide on sign type • As with other sign types, requiring a permit allows staff to educate business on provisions to provide community harmony.

Existing and Proposed Sign Permit Fees

Permit Fee Type	Current Fee	Proposed Fee	Surrey
Base processing fee (creditable to application fee)	\$52.50	\$80.00	\$73
Fee based on sign area (awning, banner, canopy, changeable copy, fascia, mansard roof, marquee, projected-image, projecting, under awning/canopy, window signs (>25%)	\$52.5 (up to 5m ²) \$69.25 (5-15m ²) \$104 (5-25m ²) \$140 (25-45m ²) \$186 (45-65m ²) \$232 (>65.01m ²)	\$100 (up to 15 m ²) \$200 (15-45m ²) \$350 >45m ²	\$160.00 (up to 3m ²) \$237.00 (3m ² -6m ²) \$315 (>6m ² -10m ²) \$396.00 (>10m ² -15m ²) \$474.00 (>15m ² -18m ²) \$632.00 (> 18.6m ²)
Fee for new freestanding signs: <ul style="list-style-type: none"> Up to 1.2m² Up to 3.0m² Up to 9.0m² Up to 15.0m² 	\$52.5 (up to 5m ²) \$69.25 (5-15m ²) \$104 (5-25m ²)	\$200 (up to 3m ²) \$400 (3-9m ²) \$600 (9-15m ²)	
Fee for temporary construction freestanding signs: <ul style="list-style-type: none"> First year Each additional 6 month period 		one/two family: \$100, \$50.00 for each additional 6 months. 3+ family construction: \$200, \$100 for each additional 6 months	First year: \$215.00 Each additional 6 month period: \$108.00 Removal bond: \$500
Fee for home-based sign	\$52.50	\$80.00	
Permit processing fee for a sign without a permit		2x actual permit fee	



CITY OF RICHMOND

SIGN REGULATION

BYLAW NO. 9700

EFFECTIVE DATE –

PH - 343

CITY OF RICHMOND

SIGN REGULATION

BYLAW NO. 9700

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SIGN REGULATION BYLAW NO. 9700

The **Council** of the **City** of Richmond enacts as follows:

PART 1 - GENERAL PROVISIONS

- 1.1 No person shall **erect** a **sign** in the **City** of Richmond except as permitted by and in accordance with this Bylaw.
- 1.2 This Bylaw does not permit a **sign** unless it expressly permits a **sign** of the relevant type in the zone in which the **sign** is proposed to be located.
- 1.3 The **Director** or a person authorized by the **Director**, may immediately and without notice, remove any **sign** located on **City** property in contravention of this Bylaw.
- 1.4 No person shall, having been ordered by the **Director** to remove a **sign** that does not comply with this Bylaw or to alter a **sign** so as to comply with this Bylaw, fail to do so within the time specified in the order.
- 1.5 No person shall, having been ordered by the **Director** to stop work on the **erection** of a **sign**, continue such work except to the extent necessary to mitigate any safety hazard that would result from the cessation of work.
- 1.6 No person shall obstruct or interfere with the entry of the **Director** on land or **premises** that is authorized by Section 1.7 of this Bylaw.
- 1.7 The **Director** may enter on any land or **premises** to inspect and determine whether the regulations, prohibitions and requirements of this Bylaw are being met.
- 1.8 Any person who contravenes this Bylaw commits an offence and is liable:
 - 1.8.1 on conviction under the *Offence Act*, to a fine not exceeding \$10,000;
 - 1.8.2 to such fines as may be prescribed in Notice of Bylaw Violation Dispute Adjudication Bylaw 8122;
 - 1.8.3 to such fines as may be prescribed in Municipal Ticket Information Authorization Bylaw No. 7321; and
 - 1.8.4 to such penalties as may be imposed under the *Local Government Bylaw Notice Enforcement Act*.

- 1.9 The **Director** is authorized to issue permits required by Part Three of this Bylaw, and is authorized to prescribe, for that purpose, the form of permit application and permit.
- 1.10 The **Director** may, in writing,
- 1.10.1 order the removal or alteration of any **sign** that does not comply with this Bylaw, including any structure that supports the **sign**; and
- 1.10.2 issue and post on the site of a **sign**, in a form that the **Director** may prescribe for that purpose, an order to stop work on the **erection** of the **sign** if the work contravenes this Bylaw.
- In the case of an order directed to an occupier of land who is not the owner, a copy of the order shall be provided to the owner.
- 1.11 In the case of a **sign** that poses an immediate hazard to persons or traffic, the notice given to the owner or occupier under Section 1.10.1 may be verbal but in such cases the **Director** shall confirm the notice in writing.
- 1.12 A person who applies for a permit required by Part Three this Bylaw shall provide all of the information required by the prescribed application form and pay the application processing fee specified in the Consolidated Fees Bylaw No. 8636. The application processing fee is not refundable and shall be credited to the permit fee if the permit is issued.
- 1.13 An application for a permit that is made by an occupier of land who is not the owner shall be authorized in writing by the owner, in the manner indicated on the prescribed application form. In the case of an application for a **projected-image sign**, the application shall also be authorized by the owner of any separate **premises** from which the image is proposed to be projected.
- 1.14 A person who obtains a permit required by this Bylaw shall pay the permit fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.15 The issuance of a permit pursuant to this Bylaw does not relieve any person from any requirement to obtain a building permit, electrical permit, development permit or other permit required by any bylaw of the **City** in respect of the **sign**, or to obtain the **City's** permission to place a **sign** on public property unless this Bylaw expressly indicates that such permission is not required.
- 1.16 Every **sign** that is within the scope of this Bylaw shall be maintained in serviceable condition, including such repainting and replacement of **copy area** as may be required to present a legible message.
- 1.17 This Bylaw does not apply to:
- 1.17.1 **signs** regulated by Election and Political Signs Bylaw No. 8713;
- 1.17.2 **signs** posted in accordance with Development Permit, Development Variance Permit and Temporary Commercial and

Industrial Use Permit Procedure Bylaw 7273, Noise Regulation Bylaw 8856, Richmond Zoning Bylaw 8500 and other **City** bylaws enacted from time to time;

1.17.3 **signs erected** or placed by the **City** for municipal purposes; or

1.17.4 **signs** on the backrest of benches placed on public property with the written approval of the **City**.

PART 2 - SIGNS PERMITTED WITHOUT PERMITS

2.1 The following types of **signs** are permitted without permits in the zones indicated by the symbol √, provided that the **sign** complies with the standards, limitations and requirements specified in this Part in respect of that type of **sign**:

Sign Type	Agriculture and Golf Zones	Residential Zones	Other Zones
Address signs	√	√	√
Community special event signs	√	√	√
Construction fence signs	√	√	√
Directional signs	√	√	√
Drive-through signs			√
Fascia signs			√
Flags	√	√	√
Instructional signs	√	√	√
Plaques	√	√	√
Open house signs	√	√	√
Real Estate signs	√	√	√
Sandwich board signs			√
Small window signs	√		√

- 2.2 Address signs** must comply with Fire Protection and Life Safety Bylaw No. 8306.
- 2.3 Community special event signs** must:
- 2.3.1 not exceed a **height** of 2.0 m or a **sign area** of 3.0 m²;
 - 2.3.2 not be displayed for more than 30 days preceding the event nor more than 7 days following the event;
 - 2.3.3 not be placed on **City** property without the written approval of the **City**; and
 - 2.3.4 not exceed one **sign** per lot **frontage**.
- 2.4 Construction fence signs** must:
- 2.4.1 have a **copy area** not exceeding 33% of area of the fence to which the **sign** is attached or forms a part of, on any lot **frontage**;
 - 2.4.2 not exceed a **height** of 2.0 m in the case of a **sign** associated with the construction of a one-family or two-family residential **premises**, or 3.0 m in the case of any other **construction fence sign**;
 - 2.4.3 not be displayed prior to the commencement of construction, or more than 28 days following completion of construction;
 - 2.4.4 not be illuminated; and
 - 2.4.5 not exceed one per lot **frontage**.
- 2.5 Directional signs:**
- 2.5.1 must not exceed a **height** of 1.5 m or a **sign area** of 1.2 m²; and
 - 2.5.2 are limited to two **signs** per entrance to or exit from the **premises** on which they are located and are unlimited in number elsewhere on the **premises**.
- 2.6 Drive-through signs:**
- 2.6.1 must be located at the vehicular entrance to the **premises** to which they pertain or adjacent to a drive-through aisle; and
 - 2.6.2 are limited to two per drive-through aisle.
- 2.7 Fascia signs** are limited to one per **premises**, each with a maximum **sign area** of 0.2 m², and otherwise must comply with the requirements for **fascia signs** in Part Three other than the requirement for a permit.
- 2.8** Flagpoles displaying flags must not exceed 6.0 m in **height** and must be so located that every part of the flag attached to the flagpole remains within the perimeter of the lot on which the pole is located, in all wind conditions.

2.9 Instructional signs:

- 2.9.1 may be **fascia** or **freestanding signs**;
- 2.9.2 must not exceed a **sign area** of 0.5 m²;
- 2.9.3 must not be illuminated; and
- 2.9.4 are limited to four per building, **premises** or lot to which the **signs** pertain.

2.10 Open house signs:

- 2.10.1 must not exceed a **height** of 1.0 m or a **sign area** of 0.6 m²;
- 2.10.2 must not be illuminated;
- 2.10.3 must not be placed more than 60 minutes prior to the commencement of the sales event and must be removed within 60 minutes of the termination of the sales event;
- 2.10.4 must not be displayed for more than 5 hours in a day;
- 2.10.5 must be spaced at least one city block apart if the **signs** pertain to the same real estate listing;
- 2.10.6 may be placed on a boulevard located between a sidewalk and private property or, if no sidewalk exists, between a road and private property, but must not be placed on any other boulevard or median, and must not obstruct pedestrian or vehicular traffic, or sight lines at intersections; and
- 2.10.7 are limited to four per real estate listing.

2.11 Real estate signs:

- 2.11.1 may be **fascia**, **freestanding** or **window signs**;
- 2.11.2 pertaining to single-family or two-family residential **premises** must not exceed a **sign area** of 1.2 m² or a **height** of 1.5 m in the case of a **freestanding sign**;
- 2.11.3 pertaining to other types of **premises** must not exceed a **sign area** of 3.0 m² or a **height** of 2.0 m in the case of a **freestanding sign**;
- 2.11.4 must not be illuminated;
- 2.11.5 are limited to one per **frontage** of the **premises** to which they pertain; and

- 2.11.6 must be removed within 14 days following the sale, rental or lease of the **premises** to which they pertain.

2.12 Sandwich board signs:

- 2.12.1 must not exceed a **height** of 1.5 m or a total **sign area** of 1.0 m² on each **sign** face;
- 2.12.2 may not be placed on any sidewalk, boulevard or other **City** property;
- 2.12.3 must not be illuminated; and
- 2.12.4 may be placed only during the hours of operation of the business to which they pertain.
- 2.12.5 may only be displayed during the first 30 days after the business to which the **sign** pertains commences operation.

2.13 Small window signs:

- 2.13.1 are permitted only on the first and second storeys of any building;
- 2.13.2 if illuminated, are limited to two per **premises**; and
- 2.13.3 are permitted together with a **sign** on the glass portion of a door giving access to the same **premises**, if the **sign** on the door has an area not exceeding 0.3 m².

PART 3 - SIGNS REQUIRING PERMITS

- 3.1 The following types of **signs** are permitted in the zones indicated by the symbol √, provided that the **sign** complies with the standards, limitations and requirements specified in this Part in respect of that type of **sign** and the **sign** is authorized by a permit issued pursuant to this Bylaw:

Sign Type	Agriculture and Golf Zones	Residential Zones	Other Zones
Awning signs	√		√
Banner signs	√		√
Canopy signs	√		√
Changeable copy signs	√		√

Construction signs (except construction fence signs)	√	√	√
Fascia signs	√		√
Freestanding signs	√		√
Home based business signs		√	√
Large window signs			√
Mansard roof signs	√		√
Marquee signs	√		√
Multi-tenant residential complex signs		√	√
Projected-image signs			√
Projecting signs			√
Under-canopy signs	√		√

3.2 For certainty, this Bylaw requires a permit for the **erection** of any **sign** of a type listed in Section 3.1 as well as for any alteration of such a **sign** other than a change in the **sign** copy.

3.3 Awning signs:

3.3.1 are limited, together with any **canopy**, **fascia**, **mansard roof** or **marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**, and for this purpose the **sign area** of the **awning sign** is the **copy area** of the **sign**;

3.3.2 may be located only on awnings having a vertical clearance of at least 2.5 m measured to the lowest portion of the awning structure, a maximum horizontal projection of not more than 1.8 m, and a horizontal clearance of at least 0.6 m from the curb line of the abutting street.

3.4 Banner signs:

3.4.1 are limited to one **sign** per **premises** and a **sign area** of 1.0 m² per metre of **premises frontage**;

3.4.2 may be displayed for up to 90 days in any calendar year;

3.4.3 must be securely attached against the exterior wall of the **premises** to which the **sign** pertains so as not to project from the wall; and

3.4.4 must have a vertical clearance of at least 2.5 m.

3.5 Canopy signs:

3.5.1 are limited, together with any **awning, fascia, mansard roof or marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**, and for this purpose the **sign area** of the **canopy sign** is the **copy area** of the **sign**;

3.5.2 are limited to a **sign height** of 1.5 m;

3.5.3 may be located only on canopies having a vertical clearance of at least 2.5 m measured to the lowest portion of the canopy structure and a horizontal clearance of at least 0.6 m from the curb line of the abutting street; and

3.5.4 must not exceed, in any dimension, the corresponding dimension of the canopy on which the **sign** is located.

3.6 Changeable copy signs:

3.6.1 may be **canopy, fascia, freestanding, marquee, projecting, under-canopy, under-awning or window signs**;

3.6.2 are limited to one per premises frontage;

3.6.3 must be operated so as to transition between messages instantaneously rather than gradually or incrementally;

3.6.4 may not use any form of animation or video effects; and

3.6.5 in the case of electronic message displays, must use an ambient light sensor to modulate the brightness of the display and must not increase the light levels adjacent to the sign by more than 3.0 LUX above the ambient light level.

3.7 Fascia signs:

3.7.1 are limited, together with any **awning, canopy, mansard roof or marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**;

3.7.2 must not project beyond any exterior wall of a building or above the roof line;

3.7.3 must have vertical clearance of at least 2.5 m for any part of the **sign** that projects more than 5 cm from the wall;

- 3.7.4 must have a depth of not more than 0.3 m measured perpendicularly to the supporting wall;
 - 3.7.5 may be located only on the first or second storey or the top storey or mechanical penthouse of a building, and are limited to one **sign** per building **frontage** if located above the second storey;
 - 3.7.6 must project vertically no higher than the level of the lowest window sill of the storey above the storey to which it is affixed, or in the absence of windows, 75 cm above the floor level of the storey above; and
 - 3.7.7 must, in the case of multiple **signs** located above the second storey of a building, pertain to a single business enterprise and utilize a common material composition, design, style, font and size.
- 3.8 Freestanding signs** in Agriculture, Golf, and Mixed Use zones are limited to a **sign area** of 9.0 m² and a **height** of 4.0 m.
- 3.9 Freestanding signs** in zones other than Agriculture, Golf, and Mixed Use zones:
- 3.9.1 are limited to a **sign area** of 15.0 m²; and
 - 3.9.2 are limited to a **height** of 9.0 m on lots with up to 60 m of **frontage** and 12.0 m otherwise, and in the case of a lot with more than one **frontage** the permitted **sign height** shall be based on the shortest lot **frontage**.
- 3.10 Freestanding signs** in all zones:
- 3.10.1 must be sited such that every part of the **sign** structure and **sign** is at least 1.5 m from any building or structure and no part of the **sign** structure or **sign** encroaches on any other lot;
 - 3.10.2 must in the case of a **sign** with vertical clearance of less than 2.5 m be placed in a landscaped area or otherwise protected from human access by climbing;
 - 3.10.3 must be spaced at least 30 m from any other **freestanding sign** on the same lot; and
 - 3.10.4 are limited to three per lot and one per 30 m of lot **frontage**.
- 3.11 Home-based business signs:**
- 3.11.1 are permitted only in respect of a home-based business, home business, Bed and Breakfast or live/work dwelling as permitted by the Zoning Bylaw;
 - 3.11.2 must not exceed a **sign area** of 0.2 m²;

3.11.3 may be illuminated only by an external source of light that cannot be seen directly from any adjacent land; and

3.11.4 are limited to one per business.

3.12 Large window signs:

3.12.1 are permitted only on the first and second storeys of any building;

3.12.2 if illuminated, are limited to two per **premises**; and

3.12.3 may not occupy more than 50% of the window area of the business **premises** to which the **sign** or **signs** pertain, and for this purpose a window area includes mullions separating individual panes of glass within the same window sash or frame.

3.13 Mansard roof signs:

3.13.1 are limited, together with any **awning, canopy, fascia** or **marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**;

3.13.2 are limited to one **sign** per **premises frontage**;

3.13.3 may not project below the lower or upper edge of the roof; and

3.13.4 are limited to a vertical dimension of 1.5 m.

3.14 Marquee signs:

3.14.1 are limited, together with any **awning, canopy, fascia** or **mansard roof sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**;

3.14.2 are limited to one **sign** per marquee face;

3.14.3 may be mounted only on marquees having a vertical clearance of at least 2.5 m measured to the lowest portion of the marquee structure and a horizontal clearance of at least 0.6 m from the curb line of the abutting street;

3.14.4 may not extend beyond the face of the marquee on which the **sign** is mounted or project more than 13 cm from the face of the marquee; and

3.14.5 may not be mounted on the top of the marquee.

3.15 Multi-tenant residential complex signs:

3.15.1 may be an **awning, canopy, fascia** or **freestanding sign**;

- 3.15.2 are limited to three per **premises**, one per **premises frontage** and a **sign area** of 9.0 m²;
- 3.15.3 in the case of a **freestanding sign** are limited to a **height** of 4.0 m;
- 3.15.4 must in the case of a **sign** with vertical clearance of less than 2.5 m be placed in a landscaped area or otherwise protected from human access by climbing; and
- 3.15.5 may be illuminated only by an external source of light that cannot be seen directly from any adjacent land.

3.16 Projected image signs:

- 3.16.1 are limited to a **sign area** of 10 m² and one **sign** per **premises frontage**;
- 3.16.2 must be operated so as to transition between messages instantaneously rather than gradually or incrementally, with a minimum message display time of six seconds;
- 3.16.3 may not use any form of animation or video effects;
- 3.16.4 may be projected only onto a wall of the **premises** to which the **sign** pertains or the sidewalk immediately adjacent to the **premises**;
- 3.16.5 may be projected only from the **premises** to which the **sign** pertains or other private **premises** whose owner has authorized the application for the permit authorizing the **sign**;
- 3.16.6 must not project on to residential use as permitted by Richmond Zoning Bylaw 8500.
- 3.16.7 in the case of a projected image on to any portion of a sidewalk, must be approved by the **Director**.

3.17 Projecting signs:

- 3.17.1 are limited to a **sign area** of 2.0 m² and one **sign** per **premises frontage**;
- 3.17.2 may project over a sidewalk or other **City** property by not more than 1.5 m, and any such projection must be authorized by an encroachment agreement with the **City**;
- 3.17.3 must have a vertical clearance of at least 2.5 m measured to the lowest portion of the **sign** and a horizontal clearance of at least 0.6 m from the curb line of the abutting street; and
- 3.17.4 must not extend above the level of the wall to which the **sign** is attached.

3.18 Under-canopy signs:

- 3.18.1 must have a vertical clearance of at least 2.5 m measured to the lowest portion of the **sign**;
- 3.18.2 must be oriented perpendicularly to the wall to which the canopy or awning is attached and have no horizontal dimension that is greater than the depth of the canopy or awning;
- 3.18.3 are not permitted above the first storey of a building regardless of whether a canopy or awning is located above the first storey; and
- 3.18.4 are limited to one **sign** per **premises** entrance, and must be located at or within 3.0 m of an entrance.

3.19 Construction Signs

- 3.19.1 must not exceed a **height** of 2.0 m or a **sign area** of 3.0 m² in the case of a **freestanding sign** for a one-family or two-family residential **premises**;
- 3.19.2 must not exceed a **height** of 6.0 m in the case of a **freestanding sign** for other than a one-family or two-family residential **premises**;
- 3.19.3 must not exceed a **sign area** of 1.0 m² per 10 m of lot frontage, or 9m², whichever is less, in the case of a **freestanding sign** for other than a one-family or two-family residential **premises**;
- 3.19.4 must not be displayed prior to the commencement of construction nor more than 28 days following completion of construction;
- 3.19.5 must not be illuminated; and
- 3.19.6 must not exceed one per lot **frontage**.

PART 4 - PROHIBITED SIGNS**4.1 Signs** of the following types are prohibited throughout the **City**:

- 4.1.1 **abandoned signs**, being **signs** which no longer correctly identify, advertise or provide direction to a property, business, product, service or activity on the **premises** on which the **sign** is located, and **signs** that due to lack of maintenance no longer display a legible message;
- 4.1.2 **container signs**, being **signs** of any type displayed on a shipping container that is placed primarily for the purpose of displaying the **sign**;

- 4.1.3 **flashing signs**, being **signs**, other than **changeable copy signs**, that incorporate an intermittent or flashing light source or effect whether actual or simulated;
 - 4.1.4 **inflatable signs**, being gas-supported three-dimensional devices anchored or attached to land or a building, that display a **sign** or attract attention to the **premises**;
 - 4.1.5 **portable signs**, being self-supporting **signs** other than **sandwich board signs**, **open house signs** or special event **signs**, that are not permanently attached to land or a building and are easily moved from place to place;
 - 4.1.6 **roof signs**, being **signs erected** on the parapet or roof of a building, or attached to the wall of a building and extending above the roof line;
 - 4.1.7 **third party signs**, being any **sign** including a billboard that directs attention to products sold or services provided on **premises** other than the **premises** on which the **sign** is located; and
 - 4.1.8 **vehicle signs**, being **signs** of any type displayed on a vehicle, including any truck trailer, that is parked or stored primarily for the purpose of displaying the **sign**.
- 4.2 The owner of **premises** on which an abandoned **sign** is located must remove the **sign**, including any supporting structure, within 30 days of the **sign** becoming an abandoned **sign**.
- 4.3 No **sign** may be placed on or attached:
- 4.3.1 to any balcony or tree;
 - 4.3.2 except for **construction fence signs**, **community special event signs** and **home-based business signs**, to any fence; or
 - 4.3.3 except for **open house signs**, to any **City** property without the written permission of the **City**.

PART 5 - INTERPRETATION

- 5.1 In this Bylaw, a reference to a zone is a reference to a zone established in Richmond Zoning Bylaw No. 8500.
- 5.2 In this Bylaw, a reference to another bylaw of the **City** is a reference to that bylaw as amended or replaced.
- 5.3 If a **sign** is within the scope of more than one **sign** type regulated by this Bylaw, the **sign** must comply with all of the regulations applicable to each type.

5.4 The **Director** may issue a permit for a type of **sign** that does not come within the scope of Part Three of this Bylaw, provided that:

- 5.3.1 the **sign** is not prohibited by Part Four;
- 5.3.2 the **sign** is sufficiently similar to a type of **sign** that is permitted by Part Three at the proposed location of the **sign**, that the standards, limitations and requirements for that type of **sign** can reasonably be applied to the **sign** for which the permit application has been made; and
- 5.3.3 the **sign** complies with those standards, limitations and requirements.

5.5 In this Bylaw, the following terms shall have the meanings prescribed:

- 5.4.1 **address sign** means a sign displaying the civic address of the property at which the sign is located.
- 5.4.2 **awning sign** means a **sign** positioned on and within the outer dimensions of an awning, being a self-supporting structure attached to and projecting from the exterior wall of a building and covered with fabric or similar non-rigid material to provide weather protection over the adjacent sidewalk.
- 5.4.3 **banner sign** means fabric or other lightweight material other than a flag, temporarily secured to any structure to display a message, logo or other advertising.
- 5.4.4 **canopy sign** means a **sign** positioned on a canopy, being a rigid structure attached to and projecting from a building and providing weather protection over the adjacent sidewalk.
- 5.4.5 **changeable copy sign** means a **sign** whose copy can be changed electronically or manually without removing the **sign** from its **premises**.
- 5.4.6 **City** means the City of Richmond.
- 5.4.7 **construction sign** means a temporary **sign** other than one required by the City, displaying the name, nature and particulars of a development project on the land on which the **sign** is placed or **erected**, which may include the names and commercial symbols or logos of developers, designers, contractors, subcontractors, financiers and prospective occupiers of the project.
- 5.4.8 **construction fence sign** means a **construction sign** attached or forming part of a fence that surrounds an active construction site.
- 5.4.9 **community special event sign** means a temporary sign erected or placed to give notice of or publicize a community, charitable, civic,

patriotic, sport or religious event occurring in Richmond on a date or dates specified on the **sign**.

- 5.4.10 **copy area** means the area of the smallest rectangle, square or circle enclosing the portion of a **sign** that displays or conveys information whether in the form of letters, words, logos, symbols or other graphic images.
- 5.4.11 **directional sign** means a **sign** in private property providing travel directions to **premises**, a parking area, or an event.
- 5.4.12 **Director** means the **Director** of Permits and Licences and any person authorized by the **Director** to administer or enforce this Bylaw.
- 5.4.13 **erect** in relation to a **sign** includes construct, place, project, paint on or attach to a building wall or other surface, and alter other than by changing the **sign** copy;
- 5.4.14 **fascia sign** means a **sign** painted or otherwise displayed on the exterior wall of a building or affixed to the wall so as to project only minimally and display a message in approximately the same plane as the wall.
- 5.4.15 **freestanding sign** means a **sign** that is permanently attached to the ground and supported independently of any building or structure.
- 5.4.16 **frontage** means that dimension of a lot or **premises** that abuts a street;
- 5.4.17 **height** in relation to a **sign** means the vertical distance between the highest portion of a **sign** and the lowest ground level beneath any portion of the **sign**.
- 5.4.18 **home-based business sign** means a **sign** that provides the name and occupation of an occupant who carries on a business on the **premises**.
- 5.4.19 **instructional sign** means a **sign** that provides a warning of a hazard or danger to persons or property or that indicates that trespass is prohibited.
- 5.4.20 **large window sign** means a **window sign**, or combination of **window signs**, that cover more than 25% of the window area of the **premises** where the **sign** is located, and for this purpose a window area includes mullions separating individual panes of glass within the same window sash or frame.
- 5.4.21 **mansard roof sign** means a **sign** mounted on a roof that has a pitch of 30 degrees or less from the vertical plane.

- 5.4.22 **marquee sign** means a **sign** mounted on a marquee, being a canopy-like structure **erected** over the entry to a theatre, cinema or other building primarily for the purpose of displaying a **sign** or providing weather protection.
- 5.4.23 **multi-tenant residential complex sign** means a **sign** placed or **erected** on the **premises** of four or more dwelling units, identifying the **premises** by name and address including any associated identification symbol or logo.
- 5.4.24 **open house sign** means a temporary **sign** that indicates that **premises** subject to a real estate listing are open for viewing, and that displays, in addition to the words "Open House", only the individual or corporate name of the real estate agent who has the listing, or both.
- 5.4.25 **plaque** means a permanent **sign** that conveys information about historical event, site or building or other object of interest.
- 5.4.26 **premises** means the lot, building, or portion of a lot or building on which a use or occupancy to which a **sign** pertains is located.
- 5.4.27 **projected-image sign** means a temporary **sign** produced by the use of lasers or similar technology to project a graphic image of any kind onto any surface.
- 5.4.28 **projecting sign** means a **sign** that is affixed to and projects perpendicularly from a wall or other building face by more than 0.3 m.
- 5.4.29 **real estate sign** means a temporary **sign** that indicates that **premises** on which the **sign** is located are for sale, rent or lease.
- 5.4.30 **residential zone** includes any site-specific residential zone.
- 5.4.31 **sandwich board sign** means a temporary **sign** consisting of two **sign areas** hinged at the top, placed to direct attention to **business premises** or services immediately adjacent to the location of the **sign**.
- 5.4.32 **sign** includes any device that is visible from a public place including the airspace above the **sign**, or from land other than the land on which the device is located, used or capable of being used to display information or direct or attract attention for the purpose of advertisement, promotion of a business, product, activity, service, or idea, or of providing direction, identification, or other information.
- 5.4.33 **sign area** means that portion of a **sign** on which copy could be placed, and in the case of a multi-faced **sign** the allowable area may be doubled.
- 5.4.34 **small window sign** means a **window sign** , or combination of **window signs**, that covers 25% or less of the window area of the **premises** where the **sign** is located, and for this purpose a window

area includes mullions separating individual panes of glass within the same window sash or frame.

- 5.4.35 **under-canopy sign** means a **sign** suspended from a canopy or awning, oriented perpendicularly to the length of the canopy or awning.
- 5.4.36 **window sign** means any **sign**, text, images, graphics or other symbols that are attached to or forming part of a window, including a **sign** that is transparent.

PART 6 - SEVERABILITY AND CITATION

- 6.1 If any part, section, sub-section, clause, or sub-clause of this Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Bylaw.
- 6.2 Sign Bylaw No. 5560 is repealed.
- 6.3 A permit may be issued for a **sign** that does not comply with this Bylaw if the **sign** complies with Sign Bylaw No. 5560, a complete application for the permit was made prior to adoption of this **Bylaw** and the permit application fee was paid.
- 6.4 This Bylaw is cited as "Sign Regulation Bylaw No. 9700".

FIRST READING



SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor




**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 9719**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Part One – Application by adding the following after section 1.1(p):

“(q) Sign Regulation Bylaw No. 9700;”
2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
3. This Bylaw is cited as “**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9719**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 

SCHEDULE A to BYLAW NO. 9719**SCHEDULE A to BYLAW NO. 8122****Designated Bylaw Contraventions and Corresponding Penalties**

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
Sign Regulation Bylaw No. 9700	Erect or allow to be erected a sign other than permitted in the bylaw	1.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Obstructing or interfering with entry on to land	1.6	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Obstructing or interfering with entry into premises	1.6	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Signs not maintained in a serviceable condition, including not repainting or replacement of copy area to present a legible message	1.16	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Installing a sign, regulated by Part Two, but not complying with the standards, limitation and requirements specified	2.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Installing a sign without a permit	3.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Allowing or placing signs prohibited by the bylaw	4.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a



**Municipal Ticket Information Authorization Bylaw No. 7321,
Amendment Bylaw No. 9720**

The Council of the City of Richmond enacts as follows:

1. **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended at Schedule A Section 11 by deleting "Sign Bylaw No. 5560" and replacing it with "Sign Regulation Bylaw No. 9700".
2. **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended at Schedule B 11, by deleting Schedule B 11 and replacing it with the following:

SCHEDULE B 11

SIGN REGULATION BYLAW NO. 9700

Column 1	Column 2	Column 3
Offence	Section	Fine
Erect a sign other than permitted in the bylaw	1.1	\$1000
Obstructing or interfering with entry on to land	1.6	\$1000
Obstructing or interfering with entry into premises	1.6	\$1000
Signs not maintained in a serviceable condition, including repainting and replacement of copy area to present a legible message	1.16	\$1000
Installing a sign, regulated by Part Two, but not complying with the standards, limitation and requirements specified	2.1	\$1000
Installing a sign without a permit	3.1	\$1000
Allowing or placing signs prohibited by the bylaw	4.1	\$1000

3. This Bylaw is cited as **"Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9720"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>CE</i>
APPROVED for legality by Solicitor <i>JA</i>



**CONSOLIDATED FEES BYLAW NO. 8636,
AMENDMENT BYLAW NO. 9721**

The Council of the City of Richmond enacts as follows:

1. The **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by deleting SCHEDULE – SIGN REGULATION to Consolidated Fees Bylaw No. 8636 and replacing it with Schedule A attached to and forming part of this bylaw.
2. This Bylaw is cited as “**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9721**”.

FIRST READING



SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

SCHEDULE – Sign Regulation**Sign Regulation Bylaw No. 9700****Section 4.1**

Description	Fee
Base application fee (non-refundable, non-creditable)	\$80.00 (creditable towards appropriate permit fee)
Fee for home-based sign	\$80.00
Fee based on sign area (awning, banner, canopy, changeable copy, fascia, mansard roof, marquee, projected-image, projecting, under awning/canopy, window signs >25%)	<15.0m ² : \$100 15.01-45.0m ² : \$200 >45.01m ² : \$350
Fee for new freestanding signs	< 3.0m ² : \$200 3.01-9.0m ² : \$400 9.01-15.0m ² : \$600
Fee for temporary construction freestanding/fencing signs	Single/two family: \$100 \$50.00 for each additional 6 months. 3+ family construction: \$200 \$100.00 for each additional 6 months
Freestanding sign relocation fee (on same site)	\$200 (same as base f/s fee)
Permit processing fee for a sign without a permit	2x actual permit fee



**Richmond Zoning Bylaw 8500 Amendment Bylaw 9723
(Alignment with Sign Bylaw 9700)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.5.8 [Bed and Breakfast] by deleting it in its entirety and renumbering the remaining section accordingly.
2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.4.11.4 [Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5)] by deleting it in its entirety and renumbering the remaining section accordingly.
3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.8.11 [Roadside Stand (CR)] by inserting a new section 10.8.11.3 as follows, and renumbering the remaining section accordingly:

“10.8.11.3 Signage shall be in accordance with the “Agriculture and Golf Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.”
4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.17.11.1 [Low Rise Apartment (ZLR17) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
5. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.19.11.1 [Low Rise Apartment (ZLR19) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.20.11.1 [Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)] by deleting it in its entirety and renumbering the remaining section accordingly.
7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.21.11.1 [Low Rise Apartment (ZLR21) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.22.11.3 [Low Rise Apartment (ZLR22) – Alexandra Neighbourhood (West Cambie)] by deleting it in its entirety and replacing it with the following:

“18.22.11.3 Signage for permitted residential uses shall be in accordance with the “Residential Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, and signage for permitted non-residential uses shall be in accordance with the “Other Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.
9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.23.11.1 [Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.24.11.1 [Low Rise Apartment (ZLR23) – Alexandra Neighbourhood (West Cambie)] by deleting it in its entirety and renumbering the remaining section accordingly.
11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.5.11.1 [High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
12. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.6.11.1 [High Rise Apartment (ZHR6) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
13. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.7.11.1 [High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
14. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.8.11.2 [High Rise Apartment (ZHR8) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
15. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.7.11.3 [Downtown Commercial (ZMU7) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
16. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.8.11.6 [Commercial/Mixed Use (ZMU8) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.
17. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.14.11.4 [Commercial Mixed Use (ZMU14) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.

18. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.15.11.2 [Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
19. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.17.11.1 [Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)] by deleting it in its entirety and renumbering the remaining sections accordingly.
20. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.18.11.1 [Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)] by deleting it in its entirety and replacing it with the following:
 - “20.18.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that:
 - a) For projecting signs and canopy signs, maximum **height** shall not exceed the first habitable **storey** of the **building**;
 - b) For facia signs situated above the first habitable **storey** of the **building**, the maximum total combined sign face area on a **building** shall be 20.0 m²;
 - c) For freestanding signs in the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the **Agricultural Land Reserve**, regardless of **subdivision**, the following provisions shall apply:
 - i) Maximum number of signs: 2;
 - ii) Maximum total combined area of the signs, including all sides **used** for signs: 50.0 m²;
 - iii) Maximum **height**, measured to the **finished site grade** of the **lot** upon which the sign is situated: 9.0 m;
 - iv) Maximum width, measured horizontally to the outer limits of the sign, including any associated structure, at its widest point: 3.0 m; and
 - v) Maximum public **road setback** from Steveston Highway: 70.0 m.”

21. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.19.11.1 [Commercial Mixed Use (ZMU19) – Broadmoor] by deleting it in its entirety and replacing it with the following:
- “20.19.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that:
- a) for projecting signs and canopy signs the maximum **height** shall not exceed the first habitable **storey** of the **building**;
 - b) no freestanding **commercial** signs are permitted within 7.5 m of Dunoon Drive; and
 - c) no **building-mounted commercial** signs are permitted on a **building** face visible from Dunoon Drive.”
22. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.20.11.4 [Commercial Mixed Use (ZMU20) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.
23. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.21.11.1 [Commercial Mixed Use (ZMU21) – Terra Nova] by deleting it in its entirety and replacing it with the following:
- “20.21.11.1 “Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that:
- a) for projecting signs, canopy signs and building-mounted signs, the maximum **height** shall not exceed the first habitable **storey** of the **building**;
 - b) **building-mounted commercial** signs are only permitted on a **building** face fronting onto a **public road**; and
 - c) freestanding **commercial** signs are not permitted.”
24. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.22.11.4 [Commercial Mixed Use (ZMU22) – Steveston Commercial] by deleting it in its entirety.
25. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.24.11.4 [Commercial Mixed Use (ZMU24) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.

26. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.25.11.2 [Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)] by deleting it in its entirety and renumbering the remaining sections accordingly.
27. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.26.11.3 [Commercial Mixed Use (ZMU26) – Steveston Village] by deleting it in its entirety and renumbering the remaining section accordingly.
28. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 21.6.11.1 [Congregate Housing (ZR6) – ANAF Legion (Steveston)] by deleting it in its entirety, replacing it with the following:

“21.6.11.1 Signage shall be in accordance with the “Other Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.”
29. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 21.7.11.1 [Water Oriented Mixed Use (ZR7) – Dyke Road (Hamilton Area)] by deleting it in its entirety and replacing it with the following:

“21.7.11.1 For the area identified as “A” in Diagram 1, Section 21.7.2, signage must be in accordance with the “Residential Zones” in Richmond’s *Sign Bylaw No. 9700*, as may be amended or replaced.”
30. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 21.7.11.2 [Water Oriented Mixed Use (ZR7) – Dyke Road (Hamilton Area)] by deleting it in its entirety and replacing it with the following:

“21.7.11.2 For the area identified as “B” in Diagram 1, Section 21.7.2, signage must be in accordance with the “Other Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.”
31. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.10.11.1 [Auto- Oriented Commercial (ZC10) – Airport and Aberdeen Village] by deleting it in its entirety and renumbering the remaining section accordingly.
32. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.27.11.1 [High Rise Office Commercial (ZC27) –Aberdeen Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
33. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.28.11.1 [Vehicle Sales Commercial (ZC28) –Ironwood Area] by deleting it in its entirety and renumbering the remaining section accordingly.

34. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.33.10.1 [High Rise Office Commercial (ZC33) – City Centre] by deleting it in its entirety and renumbering the remaining sections accordingly.
35. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.2.11.1 [Industrial Limited Retail (ZI2) – Aberdeen Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
36. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.4.11.1 [Industrial Limited Retail (ZI4) – Aberdeen Village (City Centre)] by deleting it in its entirety and replacing it with the following:
- “23.4.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that no freestanding signs shall be permitted.”
37. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.5.11.1 [Industrial Business Park and Religious Assembly (ZI5) – Aberdeen Village (City Centre)] by deleting it in its entirety and replacing it with the following:
- “23.5.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that no freestanding signs shall be permitted.”
38. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.7.11.7 [Industrial Business Park Limited Retail (ZI7) – Aberdeen Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
39. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 24.6.11.3 [Education (ZIS6) – BCIT at Airport] by deleting it in its entirety and renumbering the remaining section accordingly.
40. This Bylaw is cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9723”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

JUN 12 2017

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>B/C</i>
APPROVED for legality by Solicitor <i>JH</i>



City of Richmond

Memorandum Community Safety Division

To: Mayor and Councillors
From: Cecilia Achiam, MCIP, BCSLA
General Manager, Community Safety
Date: June 7, 2017
File: 09-5000-01/2017-Vol 01
Re: External Legal Opinion regarding Language Requirements for Signs

Attached is a legal opinion from Valkyrie Law Group LLP (Sandra Carter) as requested by General Purposes Committee on June 2, 2017. The purpose of the legal opinion is to provide an update on any changes to the opinion previously provided by Sandra Carte regarding the Charter of Rights and Freedoms in the staff report titled "Signage on Private Property", dated October 17, 2014 from the Director, Administration and Compliance.

Cecilia Achiam, MCIP, BCSLA
General Manager, Community Safety

Att: 1





**1495 Keith Road West
North Vancouver, B.C. V7P 1Y9**

Lawyer: Sandra Carter
Contact: 604.988.7552
E-mail: scarter@valkyrielaw.com
Date: June 7, 2017

Privileged and Confidential

City of Richmond
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Attention: Barb Sage
Acting City Solicitor

Dear Sirs/Mesdames:

Re: Language Requirements for Signs

In 2014, you asked us to consider whether the City of Richmond could legally implement a requirement that the content of some or all signs for which a sign permit is required pursuant to City bylaws be expressed in the English language in addition to any other language of the permit applicant's choice. The City is not suggesting that languages on signs other than English be in any way restricted or prohibited. We have reviewed our opinion of 2014, reviewed any recent law which may be applicable, and confirm our advice set out below remains unchanged.

Summary

In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* ("Charter") by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation.

Charter of Rights and Freedoms

Section 2(b) of the Charter protects the right of freedom of expression, which has been held by the courts to include the freedom to express oneself in the language of one's choice. While commercial freedom of expression has been held to be of lesser value than political, social or cultural expression, it remains a protected form of expression. The Charter applies to limit the ability of government, including municipal governments, from infringing on protected rights except where, pursuant to section 1 of the Charter, the infringement is justifiable in a free and democratic society.

The scope of freedom of expression was expressed by the Supreme Court of Canada in *Devine v. Quebec (A.G.)* [1988] 2 S.C.R. 790 as follows:

[T]he freedom of expression guaranteed by s. 2(b) includes the freedom to express oneself in the language of one's choice... That freedom is infringed not only by a prohibition of the use of one's language of choice but also by a legal requirement compelling one to use a particular language. As was said by Dickson J. (as he then was) in *R. v. Big M Drug Mart Ltd.* [1985] 1 S.C.R. 295, at p. 336, freedom of expression consists in an absence of compulsion as well as an absence of restraint (emphasis added).

An outright prohibition on the use of any particular language on signs would obviously violate section 2(b). A regulation requiring the use of a particular language would also violate freedom of expression as it would be a compulsion which affects that freedom.

Where a governmental action or regulation infringes a Charter freedom, it may nevertheless be legitimate if the proportionality test in section 1 of the Charter is met. The test has been articulated by the Supreme Court of Canada in *R. v. Oakes* [1986] 1 S.C.R. 103 and *Dagenais v. Canadian Broadcasting Corp.* 3 S.C.R. 835, through the court in *Galganov v. Russell (Township)* (2010) 325 D.L.R. (4th) 136 as follows:

- (a) The objective to be served by the measures limiting a *Charter* right must be sufficiently important to warrant overriding a constitutionally protected right or freedom.
- (b) The party invoking section 1 of the *Charter* must show the means to be reasonable and demonstrably justified. This involves the proportionality test:
 - (i) The measures must be fair and not arbitrary, carefully designed to achieve the objective in question and rationally connected to that objective;
 - (ii) In addition, the means should impair the right in question as little as possible;
 - (iii) Lastly, there must be proportionality between the deleterious effects of the by-law and the objective, and there must be a proportionality between the deleterious and salutary effects of the measures.

Assuming that the City could establish a sufficiently important objective to require that English be included on any or all signs, the regulation would need to impose a minimal impairment on freedom of expression and be proportional to the objective in terms of its positive and negative effects. To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health,

safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation.

Regulatory Authority

Section 8(4) and 65 of the *Community Charter* provide specific authority for municipal regulation of signs:

- 8(4) A council may, by bylaw, regulate and impose requirements in relation to matters referred to in section 65.
- 65 The authority of a council under section 8(4) may be exercised in relation to the erection, placing, alteration, maintenance, demolition and removal of signs, sign boards, advertisements, advertising devices and structures.

It is important to note that these sections authorize the City to regulate the location, size, and specific physical features of signs, but do not directly provide authority for the regulation of the content of the signs. The imposition of a mandatory English component to the text of signs would likely be considered a content component.

In *Galganov v. Russell (Township)* 2012 ONCA 409 the issue of a bylaw which imposed both an English and French content requirement for signs was considered. The court concluded that authority for the bylaw was found in the general municipal power of the Township council to pass bylaws for matters respecting the economic, social and environmental well-being of the municipality. The *Community Charter* contains similar language in section 7(d) by including, within the purposes of a municipality, “fostering the economic, social and environmental well-being of its community”. However, more analysis would be required to determine whether a British Columbia court would reach the same conclusion that the specific sign regulatory power did not preclude a valid regulation of signs based on a broad, general power.

In *Galganov* (above) the Ontario Court of Appeal found that the imposition of a requirement that signs contain both English and French text infringed section 2(b) of the Charter, but that it was a justifiable and proportional restriction on freedom of expression given the objective of preserving the Town of Russell’s bilingual status. The Town did not restrict the inclusion of other languages in signs, and the argument presented by the appellant Galganov that the additional cost would be unreasonable was dismissed in the face of little or no evidence.

If the City, after completing any necessary studies, together with public consultation, was able to establish compelling reasons for a regulation requiring that English be included on signs, such a regulation might be legally supportable if it could meet both the section 1 Charter test for proportionality and minimal impairment, and the regulatory authority analysis under the *Community Charter*.

Implications for Existing Signs

If the City was to adopt a regulation imposing an English language requirement to signs, existing signs would likely remain unaffected. The B.C. Supreme Court decision in *Village of Cache Creek v. Hellner*

(2000) BCSC 1540 determined that the property owner would enjoy the non-conforming use protections of section 911 of the *Local Government Act* in the event that new bylaw provisions rendered the sign otherwise non-compliant. The court took the perspective that a sign constitutes a use of land. In addition, local governments in British Columbia do not have the authority to adopt bylaws with retroactive effect. There would likely be a strong argument that any new bylaw requirements would only apply to new signs and would have no effect on existing signs which were compliant, at the time of permit application, with the previously applicable bylaw provisions.

We hope the foregoing is helpful.

Yours truly,

A handwritten signature in black ink, appearing to read 'S. Carter'.

Sandra Carter
Valkyrie Law Group LLP



To: Mayor and Councillors
From: Carli Edwards, P.Eng.
Chief Licence Inspector
Date: June 8, 2017
File: 12-8060-02-63/Vol 01
Re: Further Information for Adding a Language Requirement to the Sign Bylaw

At a meeting of the General Purposes Committee on June 5th, a motion was passed related to the proposed Sign Regulation Bylaw "that the Bylaws be revised to include provisions that all future signage require a minimum of 50% of one of Canada's official languages". Staff were further directed to bring forward a memorandum that includes legal opinions previously received regarding the language matter as well as any reports that relate to the issue.

Attached to this memo is:

1. Report to General Purposes Committee dated October 17, 2014, titled, "Signage on Private Property" which includes a legal opinion received from Sandra Carter of the Valkyrie Law Group;
2. Minutes from a Council meeting on October 27, 2014 where staff were directed to engage in a broad public consultation related to language on signs;
3. Letter from the British Columbia Civil Liberties Association summarizing their position on "Chinese language advertisements and signage";
4. Report to General purposes Committee dated May 14, 2015, titled "Update on Signage on Private Properties" which includes results of public consultation on the issue of language on signs; and
5. Minutes from a Council meeting on May 25, 2015 where staff were directed to bring forward a new sign bylaw that addresses "de-cluttering without a language provision".

In May, 2015, Council gave specific direction to staff to pursue "de-cluttering without a language provision". As a result, the proposed new Sign Regulation Bylaw was prepared without consideration to the issue of language on signs. Furthermore, the Law Department has reviewed the legal opinion provided by external counsel and there is no change to the advice previously provided to Council. Adding a language provision to a sign bylaw is unlikely to withstand a challenge under the Charter of Rights and Freedoms. Should Council wish to add this concept into sign regulation, staff will require a referral back and direction on specific elements related to regulation and enforcement of signs prior to bringing forward a new proposed bylaw. The following is a list of the issues to be considered by Council in order to refer the bylaw back to staff for revisions.

1. All Signs or Only Applied to Signs Requiring a Permit?

In order to add a language provision to the new Sign Bylaw, staff require direction as to whether a language provision should apply to all signs, or just those that require a permit.

The Sign Bylaw generally applies to all types of signs in the City of Richmond with exceptions only for regulatory and election signs. Within the bylaw, it further regulates those signs that require a permit, separately from those that are regulated but do not require a permit. Table 1 give examples of signs proposed to require a permit in comparison to those that do not.

Table 1: Comparison of signs that do or do not require permits

Signs that Require a Permit	Signs that do NOT Require a Permit
Freestanding Signs	Community Special event signs
Fascia signs	Warning or directional signs
Window signs that cover more than 25%	Window signs that cover less than 25%
Changeable Copy signs	Fencing on construction sites
Projecting signs	Drive-through signs
Banner signs	Real estate signs
Canopy signs	Sandwich board signs

Staff note that visual inspection of over 1550 business premises, between December 17, 2014 and May 1, 2015, revealed 13 businesses with business signs that are solely in a language other than English. This represented less than 1 % of the businesses. Since the implementation of the outreach and education program, endorsed by Council in 2015, over 900 sign permits have been issued. Staff note that 100 % of the businesses that have business signage approved under the sign bylaw have included some English on their signs.

Consideration 1

- A. *That the proposed new Sign Regulation Bylaw be prepared to include a provision that all regulated signs require a minimum of 50% of one of Canada's official languages; or*
- B. *That the proposed new Sign Regulation Bylaw be prepared to include a provision that all regulated signs that require a permit be required to include a minimum of 50% of one of Canada's official languages.*

2. Enforcement Tools

Should a language provision be added to the proposed Sign Bylaw, staff will require direction on whether provisions should also be added to the enforcement bylaws so that staff can write tickets for anyone displaying a sign that does not include 50 % of one of Canada's official languages.

In order to enforce the proposed new Sign Bylaw, staff have included amendments to the Notice of Bylaw Violation Dispute Adjudication Bylaw and the Municipal Ticket Information Bylaw (the "enforcement bylaws"). In the absence of ticketing provisions, staff would pursue long form prosecution, which is a more lengthy process that involves the provincial court.

Consideration 2

- A. *That ticketing provisions be added to the Bylaw Violation Dispute Adjudication Bylaw and the Municipal Ticket Information Bylaw that relate to signs not displaying 50% of one of Canada's official languages; or*
- B. *That ticketing provisions NOT be added to the Bylaw Violation Dispute Adjudication Bylaw and the Municipal Ticket Information Bylaw.*

3. Public Consultation and Communication

Should Council proceed with adding a language provision to the bylaws and referring this issue back to staff, Council may also want to consider further public consultation.

In order to implement the proposed Sign Regulation Bylaw, the recommendations to Council also include amendments to the Notice of Bylaw Violation Dispute Adjudication Bylaw, Municipal Ticket Information Bylaw, Consolidated Fees Bylaws and Richmond Zoning Bylaw. Of these bylaws, only the amendments to the Richmond Zoning Bylaw require a public hearing. The other bylaws, including the proposed new Sign Regulation Bylaw, require public notification along with a prescribed amount of time where written comments can be submitted for Council's consideration. However, bylaws sent forth in a package such as this are often debated at public hearing and then adopted at a later date, after the public hearing and after the public notification period.

Since Council's direction in 2015, staff have not contemplated a language provision and have not included this information in any communication materials about the proposed new bylaw. Council may wish to direct staff to consult with the public on the bylaw requirements, permitting and other impacts if a language provision is added to the new bylaws.

Consideration 3

- A. *That staff be directed to proceed with public hearing and public notification only, as it relates to the new bylaws; or*
- B. *That staff be report back to Council with a more fulsome public consultation, outreach and communication plan, including costs, to seek public input on the provisions to add a language requirement to the new Sign Regulation bylaw.*

Note: Consultation may lead to other options for consideration that have not already been contemplated.

4. Resourcing, Financial Implications and Other Matters

In addition to the matters summarized above where staff require further direction, there are other issues that will need to be addressed should the proposed sign bylaw be referred back to staff to include a language provision. A language requirement for signage may result in a legal challenge related to the *Charter of Rights and Freedoms*. A conservative estimate for fees for external legal counsel to represent the City in such a Charter challenge would be approximately \$50,000, not including any costs awards, or appeals. In addition to legal costs, it is recommended that staffing resources be increased in order to provide adequate outreach, education and enforcement, specifically related to the language provision.

When considering the requirement that signs include a minimum of 50% of one of Canada's official languages, staff must also determine whether this will refer to the size of the text, the content of the message or some other measure. There will also have to be consideration given to signs that do not contain any text (i.e. recognizable logos for brands such as Apple Computers, Lululemon or Nike) or contain words that are neither English nor French but are used often in slang or are written phonetically. All of these issues will need to be considered and then incorporated into the language of a new proposed bylaw.

In order for staff to prepare new bylaws such "that the Bylaws be revised to include provisions that all future signage require a minimum of 50% of one of Canada's official languages", staff requires a referral back and direction from Council on items 1-3, as listed above. Following Council's direction, staff will then report back with a new bylaw, including considerations to resourcing, financial implications and other matters.

Any questions on this matter should be directed to the writer below.



Carli Edwards, P.Eng.
Chief Licence Inspector

- Att. 1: Report to General Purposes Committee dated October 17, 2014, titled, "Signage on Private Property"
- 2: Minutes from a Council meeting on October 27, 2014
 - 3: Letter from the British Columbia Civil Liberties Association
 - 4: Report to General purposes Committee dated May 14, 2015, titled "Update on Signage on Private Properties"
 - 5: Minutes from a Council meeting on May 25, 2015

pc: SMT
Barbara Sage, City Solicitor



**City of
Richmond**

Report to Committee

To:	General Purposes Committee	Date:	October 17, 2014
From:	Cecilia Achiam Director, Administration and Compliance	File:	03-0900-01/2014-Vol 01
	Doug Long City Solicitor		
Re:	Signage on Private Property		

Staff Recommendation

That the staff report titled Signage on Private Property, dated October 17, 2014, from the Director, Administration and Compliance and City Solicitor, be received for information.

Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)

Doug Long
City Solicitor
(604-276-4339)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
APPROVED BY CAO	

Staff Report

Origin

This report is in response to a Council referral from October 14, 2014:

1. That staff be directed to bring forward a report to the General Purposes Committee on whether or not the City of Richmond has the ability to regulate signage on private property; and
2. Whether or not that ability extends to mandating a percentage of English on signage on private property.

Background

Some signs in the City are in a language other than English. The combination of this fact and the circulation of promotional materials that are not in English have led to some public concerns about the need to regulate signs so they must include English.

Finding of Facts

This report provides an overview of the current Richmond bylaws dealing with signage, the permit process and general statistics of language on signs in the City for 2012-2014. In addition, attached is a legal opinion from Valkyrie Law Group LLP (Sandra Carter) (**Attachment 1**).

Existing City Sign Regulation

The City currently regulates exterior signs on public and private lands *via* the following:

1. **Richmond Sign Bylaw (No. 5560)** regulates the size, design and location of exterior signage. Regulated signage includes canopy, fascia and freestanding signs as well as signage promoting the sale or lease of real estate and directional signs on private properties. Some signs require a sign permit from the City (canopy and freestanding signs for example) prior to installation while other signs (directional signs and for sale or lease sign) do not require a permit. The Sign Bylaw does not:
 - a. apply to interior signs;
 - b. regulate promotional materials such as inserts in newspapers, posters in stores (even if visible externally); or
 - c. advertisements in bus shelters.

A diagram (**Attachment 2**) is included to illustrate typical current application of the Richmond Sign Bylaw (Bylaw No. 8713).

2. **Election and Political Signs (Bylaw No. 8713)** regulates the temporary signage erected during elections. This report does not address signs regulated under this bylaw.
3. **Rezoning and Development Permit Signs** describing the location and proposed development are required as part of the rezoning and development permit. All of these signs are in English. This report does not address signs required under these processes.

Sign Permit Overview and Application Process

Table 1 below summarizes the sign permit data since 2012. Over this period the City issued 874 sign permits with 705 (80.7%) in English only, 138 (15.8%) in mixed languages (English and another language) and 31 (3.5%) in Chinese only.

Year	English	Mixed languages	Chinese only	Total signs processed
2012	243	31	4	278
2013	236	71	14	321
September 2014	226	36	13	275
Totals	705 (80.7%)	138 (15.8%)	31 (3.5%)	874 (100%)

Table 1: Summary of Sign Permits (2012-October 2014)

The City recently conducted a visual inspection of approximately 1200 business signs located along the No 3 Rd. corridor between City Hall and Cambie Road. A significant number of these signs would appear not to have a valid sign permit and therefore would not be within the statistics above. Of the signs observed, approximately less than 1% were in Chinese only.

The Sign Bylaw application process requires that business operators apply to the City for a permit. The permit application has, since Spring, 2013, included the following:

“On each sign, please include the business name in English as a public courtesy”.

Further, on September 9, 2013, Council adopted the Richmond Social Development Strategy, which encourages that wording on business signage and/or City documentation prominently include the English. The implementation of this strategy is on-going.

Legal Analysis

Addressing referral #1, the City has the authority to regulate signage on private property.

The legal opinion of Sandra Carter of Valkyrie Law Group LLP is attached (**Attachment 1**) to this report. The following two excerpts, (the first being the opinion’s summary) address referral #2:

“In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* (“Charter”) by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction

on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation.”

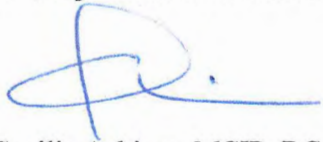
“...To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health, safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation.”

Financial Impact

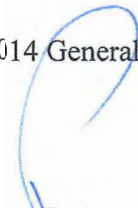
None.

Conclusion

This report addresses the two referrals from the October 14, 2014 General Purposes meeting.



Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)



Doug Long
City Solicitor
(604-276-4339)

Att. 1: Legal opinion from Valkyrie Law Group LLP.

Att. 2: Illustration of typical signs



1495 Keith Road West
North Vancouver, B.C. V7P 1Y9

Lawyer: Sandra Carter
Contact: 604.988.7552
E-mail: scarter@valkyrielaw.com
Date: October 17, 2014

Privileged and Confidential

City of Richmond
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Attention: Doug Long
City Solicitor

Dear Sirs/Mesdames:

Re: Language Requirements for Signs

You have asked us to consider whether the City of Richmond could legally implement a requirement that the content of some or all signs for which a sign permit is required pursuant to City bylaws be expressed in the English language in addition to any other language of the permit applicant's choice. The City is not suggesting that languages on signs other than English be in any way restricted or prohibited.

Summary

In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* ("Charter") by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation.

Charter of Rights and Freedoms

Section 2(b) of the Charter protects the right of freedom of expression, which has been held by the courts to include the freedom to express oneself in the language of one's choice. While commercial freedom of expression has been held to be of lesser value than political, social or cultural expression, it remains a protected form of expression. The Charter applies to limit the ability of government, including municipal governments, from infringing on protected rights except where, pursuant to section 1 of the Charter, the infringement is justifiable in a free and democratic society.

The scope of freedom of expression was expressed by the Supreme Court of Canada in *Devine v. Quebec (A.G.)* [1988] 2 S.C.R. 790 as follows:

[T]he freedom of expression guaranteed by s. 2(b) includes the freedom to express oneself in the language of one's choice... That freedom is infringed not only by a prohibition of the use of one's language of choice but also by a legal requirement compelling one to use a particular language. As was said by Dickson J. (as he then was) in *R. v. Big M Drug Mart Ltd.* [1985] 1 S.C.R. 295, at p. 336, freedom of expression consists in an absence of compulsion as well as an absence of restraint (emphasis added).

An outright prohibition on the use of any particular language on signs would obviously violate section 2(b). A regulation requiring the use of a particular language would also violate freedom of expression as it would be a compulsion which affects that freedom.

Where a governmental action or regulation infringes a Charter freedom, it may nevertheless be legitimate if the proportionality test in section 1 of the Charter is met. The test has been articulated by the Supreme Court of Canada in *R. v. Oakes* [1986] 1 S.C.R. 103 and *Dagenais v. Canadian Broadcasting Corp.* 3 S.C.R. 835, through the court in *Galganov v. Russell (Township)* (2010) 325 D.L.R. (4th) 136 as follows:

- (a) The objective to be served by the measures limiting a *Charter* right must be sufficiently important to warrant overriding a constitutionally protected right or freedom.
- (b) The party invoking section 1 of the *Charter* must show the means to be reasonable and demonstrably justified. This involves the proportionality test:
 - (i) The measures must be fair and not arbitrary, carefully designed to achieve the objective in question and rationally connected to that objective;
 - (ii) In addition, the means should impair the right in question as little as possible;
 - (iii) Lastly, there must be proportionality between the deleterious effects of the by-law and the objective, and there must be a proportionality between the deleterious and salutary effects of the measures.

Assuming that the City could establish a sufficiently important objective to require that English be included on any or all signs, the regulation would need to impose a minimal impairment on freedom of expression and be proportional to the objective in terms of its positive and negative effects. To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health,

safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation.

Regulatory Authority

Section 8(4) and 65 of the *Community Charter* provide specific authority for municipal regulation of signs:

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It is important to note that these sections authorize the City to regulate the location, size, and specific physical features of signs, but do not directly provide authority for the regulation of the content of the signs. The imposition of a mandatory English component to the text of signs would likely be considered a content component.

In *Galganov v. Russell (Township)* 2012 ONCA 409 the issue of a bylaw which imposed both an English and French content requirement for signs was considered. The court concluded that authority for the bylaw was found in the general municipal power of the Township council to pass bylaws for matters respecting the economic, social and environmental well-being of the municipality. The *Community Charter* contains similar language in section 7(d) by including, within the purposes of a municipality, “fostering the economic, social and environmental well-being of its community”. However, more analysis would be required to determine whether a British Columbia court would reach the same conclusion that the specific sign regulatory power did not preclude a valid regulation of signs based on a broad, general power.

In *Galganov* (above) the Ontario Court of Appeal found that the imposition of a requirement that signs contain both English and French text infringed section 2(b) of the Charter, but that it was a justifiable and proportional restriction on freedom of expression given the objective of preserving the Town of Russell’s bilingual status. The Town did not restrict the inclusion of other languages in signs, and the argument presented by the appellant Galganov that the additional cost would be unreasonable was dismissed in the face of little or no evidence.

If the City, after completing any necessary studies, together with public consultation, was able to establish compelling reasons for a regulation requiring that English be included on signs, such a regulation might be legally supportable if it could meet both the section 1 Charter test for proportionality and minimal impairment, and the regulatory authority analysis under the *Community Charter*.

Implications for Existing Signs

If the City was to adopt a regulation imposing an English language requirement to signs, existing signs would likely remain unaffected. The B.C. Supreme Court decision in *Village of Cache Creek v. Hellner*

(2000) BCSC 1540 determined that the property owner would enjoy the non-conforming use protections of section 911 of the *Local Government Act* in the event that new bylaw provisions rendered the sign otherwise non-compliant. The court took the perspective that a sign constitutes a use of land. In addition, local governments in British Columbia do not have the authority to adopt bylaws with retroactive effect. There would likely be a strong argument that any new bylaw requirements would only apply to new signs and would have no effect on existing signs which were compliant, at the time of permit application, with the previously applicable bylaw provisions.

We hope the foregoing is helpful.

Yours truly,

A handwritten signature in black ink, appearing to read 'S. Carter', with a stylized flourish at the end.

Sandra Carter
Valkyrie Law Group LLP



Only signs on the exterior of the building are regulated by the Richmond Sign Bylaw (No. 5560).
Advertisement and promotional material are not regulated under the Sign Bylaw



Regular Council

Monday, October 27, 2014

Place: Council Chambers
Richmond City Hall

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

Corporate Officer – David Weber

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

- R14/17-1 1. It was moved and seconded
That:
- (1) *the minutes of the Regular Council meeting held on Tuesday, October 14, 2014, be adopted as circulated;*
 - (2) *the minutes of the Regular Council meeting for Public Hearings held on Monday, October 20, 2014, be adopted as circulated; and*
 - (3) *the Metro Vancouver 'Board in Brief' dated Friday, October 10, 2014, be received for information.*

CARRIED



Regular Council
Monday, October 27, 2014

PRESENTATIONS

- (1) Joanna Sofield, General Manager of Power Smart, BC Hydro, to present the BC Hydro Power Smart Leadership Excellence Award.

Joanna Sofield, General Manager of Power Smart, BC Hydro, spoke of the importance of energy conservation, noting that, over the past 25 years, BC Hydro's Power Smart initiative has conserved 6,800 gigawatt hours of energy per year – the equivalent of powering 650,000 homes annually.

Ms. Sofield acknowledged the City's efforts in energy conservation, particularly its plans to construct corporate buildings with net zero energy and carbon neutral emissions, and updating its high performance building policy for new civic facilities with a LEED Gold sustainable construction target. Also, she highlighted that the City has been the only recipient of the BC Hydro Power Smart Leadership Excellence Award, and has successfully maintained this prestigious standing since 2003.

Ms. Sofield then presented Mayor Brodie with the 2014 BC Hydro Power Smart Leadership Excellence Award

- (2) Adrian Bell, Manager, Customer Programs and Implementation, TransLink, to present on the City of Richmond–TransLink TravelSmart Partnership.

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Adrian Bell, Manager, Customer Programs and Implementation, TransLink, presented on TravelSmart and in particular, its partnership with the City, and the following was noted:

- TravelSmart aims to help people make better travel choices across Metro Vancouver through Transportation Demand Management (TDM);
- TDM is the application of strategies and program to manage travel demand, and aims to change travel behaviour;
- TransLink hosts the TravelSmart initiative and offers (i) central information, resources and marketing, (ii) travel plan services to schools and businesses, and (iii) events and incentives to participants;



**Regular Council
Monday, October 27, 2014**

- the City has long supported TravelSmart, hosting one of the initial pilot projects in 2006; and
- TravelSmart has held workshops at several Richmond schools, and has offered Richmond businesses travel plan advice.

COMMITTEE OF THE WHOLE

- R14/17-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:13 p.m.).

CARRIED

3. Delegations from the floor on Agenda items.

Item No. 17 – Minoru Complex Floor Plan and Preliminary Form/Character

Ian MacLeod, Chair of the Richmond Aquatic Services Board, spoke in favour of the proposed Minoru Complex floor plan. He cited concern with regard to discussion on the potential to reconfigure the building to accommodate a 50-metre pool, stating that such a pool would not serve the needs of the 1,250 daily users of the Minoru Aquatic Centre. Mr. MacLeod stated that a competition pool is available at the Watermania Aquatic Centre (WAC), thus was of the opinion that one is not needed in the city centre. Also, he spoke of logistics of a 50-metre pool, noting that it is not preferred due to the use of bulkheads to divide the pool space and the temperature of the pool is not suitable for children and seniors.

Mr. MacLeod then requested that Council approve the proposed Minoru Complex Floor Plan and Preliminary Form/Character so that the project can proceed without further delay.

Item No. 17 – Minoru Complex Floor Plan and Preliminary Form/Character

Rosemary Nickerson, Vice-Chair of the Richmond Aquatic Services Board, stated that the proposed aquatic facility is to replace the existing MAC, which has long served the community for recreational purposes. She stated that the WAC meets the community's need for a competitive pool, and was of the opinion that if the City wishes to pursue a 50-metre pool, it would be in addition to the proposed replacement of the MAC.



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- R14/17-3 4. It was moved and seconded
 That Committee rise and report (7:19 p.m.).

CARRIED

CONSENT AGENDA

- R14/17-4 5. It was moved and seconded
 That Items 6 through 19 be adopted by general consent.

CARRIED

6. COMMITTEE MINUTES

That the minutes of:

- (1) the Community Safety Committee meeting held on Wednesday, October 15, 2014;*
- (2) the General Purposes Committee meeting held on Monday, October 20, 2014;*
- (3) the Planning Committee meeting held on Tuesday, October 21, 2014;*
- (4) the Public Works & Transportation Committee meeting held on Wednesday, October 22, 2014;*
- (5) the Council/School Board Liaison Committee meeting held on Wednesday, October 15, 2014;*

be received for information.

ADOPTED ON CONSENT



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Monday, October 27, 2014

7. UPDATE ON THE TRANSPORTATION OF DANGEROUS GOODS BY RAILWAYS

(File Ref. No. 09-5125-05-03) (REDMS No. 4341175)

That the proposed Council Resolution titled Reporting on the Transportation of Dangerous Goods by Railway be submitted to the Federation of Canadian Municipalities requesting that the Federal government issue an amendment to Protective Direction 32 requiring rail companies to provide to municipalities the nature, exact volume and frequency of dangerous goods being transported.

ADOPTED ON CONSENT

8. POLICE PRESENCE IN THE DOWNTOWN CORE

(File Ref. No. 09-5355-20-COMP2) (REDMS No. 4280550 v. 14, 4321948)

That the City Centre Community Police Station located at 5671 No. 3 Road, be approved as the temporary location in the downtown core until another location is determined during the redevelopment of the downtown core.

ADOPTED ON CONSENT

9. SIGNAGE ON PRIVATE PROPERTY

(File Ref. No. 12-8000-03) (REDMS No. 4384413 v. 7)

That:

- (1) as a priority, staff consult with the sign owners to encourage more use of the English language on their signs;*
- (2) staff engage in a broad public consultation on the language on signs issue;*
- (3) the language on signs issue be referred to the Intercultural Advisory Committee, the Richmond Chamber of Commerce, the Richmond Chinese Community Society, and other appropriate business associations for comment;*
- (4) staff compile relevant information on the effect of the sign issue on community harmony that would be necessary to support adoption of a bylaw regulating language on signs should that option be considered in the future; and*



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- (5) *staff report back to Council within 6 months on the effectiveness of the measures identified in recommendations 1, 2, and 3 for Council to determine if a bylaw needs to be considered.*

ADOPTED ON CONSENT

10. 2015 UTILITY BUDGETS AND RATES

(File Ref. No. 03-0970-01) (REDMS No. 4340811)

That the 2015 Utility Budgets, as outlined under Option 1 for Water and Sewer, Option 3 for Drainage and Diking, and Option 1 for Solid Waste and Recycling, as contained in the staff report dated October 7, 2014 from the General Manager of Finance & Corporate Services and General Manager of Engineering & Public Works, be approved as the basis for establishing the 2015 Utility Rates and preparing the 5 Year Financial Plan (2015-2019) Bylaw.

ADOPTED ON CONSENT

2015 UTILITY RATE AMENDMENT BYLAWS

(File Ref. No. 03-0970-01; 12-8060-20-009188/009192/9193) (REDMS No. 4386094, 4388978, 4386313, 4386332)

That each of the following bylaws be introduced and given first, second, and third readings:

- (1) *Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 9188;*
- (2) *Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 9192; and*
- (3) *Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9193.*

ADOPTED ON CONSENT



Regular Council
Monday, October 27, 2014

11. APPLICATION BY 0868256 BC LTD. FOR REZONING AT 10211 NO. 5 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-009178; RZ 14-658540) (REDMS No. 4377554, 2013902, 4377986)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9178, for the rezoning of 10211 No. 5 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

ADOPTED ON CONSENT

12. PROPOSED CITY OF RICHMOND-TRANSLINK TRAVELSMART PARTNERSHIP

(File Ref. No. 01-0154-04) (REDMS No. 4307325 v.2)

- (1) That the City's proposed partnership with TravelSmart to support and promote the City's goals to increase sustainable transportation choices for the community be endorsed;*
- (2) That the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to negotiate and execute a Memorandum of Understanding based on the attached draft (Attachment 1 to the staff report titled Proposed City of Richmond-TransLink TravelSmart Partnership dated September 23, 2014) on behalf of the City with TransLink regarding the TravelSmart partnership; and*
- (3) That a copy of the above staff report be forwarded to the Richmond Council-School Board Liaison Committee for information.*

ADOPTED ON CONSENT

13. TRANSLINK 2015 CAPITAL PROGRAM COST-SHARING SUBMISSIONS

(File Ref. No. 01-0154-04) (REDMS No. 4289061)

- (1) That the submission of:*
 - (a) road and bicycle improvement projects for cost-sharing as part of the TransLink 2015 Major Road Network & Bike (MRNB) Upgrade Program; and*



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- (b) *transit facility improvements for cost-sharing as part of the TransLink 2015 Transit-Related Road Infrastructure Program; as described in the staff report titled TransLink 2015 Capital Program Cost-Sharing Submissions dated September 23, 2014 from the Director, Transportation, be endorsed; and*
- (2) *That, should the above submissions be successful and the projects receive Council approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2015 Capital Plan and the 5-Year Financial Plan (2015-2019) be updated accordingly dependant on the timing of the budget process.*

ADOPTED ON CONSENT

14. 2014 ENHANCED PESTICIDE MANAGEMENT PROGRAM

(File Ref. No. 10-6125-04-01) (REDMS No. 4366543 v. 5, 4368768, 4668840)

- (1) *That the City's Enhanced Pesticide Management Program, including the Temporary Full-Time Environmental Coordinator, be continued on a temporary basis until December 31, 2015; and*
- (2) *That staff report back with any proposed changes or updates to the Provincial Integrated Pest Management Act.*

ADOPTED ON CONSENT

15. MUNICIPAL ACCESS AGREEMENT WITH JET ENGINEERED TELECOMMUNICATION TECHNOLOGIES CORP. (CARRYING ON BUSINESS AS "JETT NETWORKS")

(File Ref. No. 03-1000-21-013) (REDMS No. 4366553)

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to execute, on behalf of the City, a Municipal Access Agreement between the City and JET Engineered Telecommunication Technologies Corp containing the material terms and conditions set out in the staff report titled Municipal Access Agreement with JET Engineered Telecommunication Technologies Corp. (Carrying on Business as "JETT Networks"), dated October 6, 2014, from the Director, Engineering.

ADOPTED ON CONSENT



Regular Council
Monday, October 27, 2014

**16. CITY CENTRE NORTH DISTRICT ENERGY – REQUEST FOR
EXPRESSION OF INTEREST**

(File Ref. No. 10-6600-10-04) (REDMS No. 4364030 v. 6, 4372131)

That the issuance of a Request for Expressions of Interest by Lulu Island Energy Company for a utility partner to design, build, finance and operate a District Energy Utility (DEU) in the City Centre North area on the basis of the following guiding principles be endorsed:

- (1) the DEU will provide end users with energy costs that are competitive with conventional energy costs based on the same level of service; and*
- (2) Council will retain the authority of setting customer rates, fees and charges for DEU Services.*

ADOPTED ON CONSENT

**17. MINORU COMPLEX FLOOR PLAN AND PRELIMINARY
FORM/CHARACTER**

(File Ref. No. 06-2052-55-01) (REDMS No. 4362822 v. 6)

That the Minoru Complex floor plan and preliminary form/character design as outlined in the staff report Minoru Complex Floor Plan and Preliminary Form/Character, dated October 10, 2014 from the Senior Manager, Project Development and Senior Manager, Recreation and Sports Services, be endorsed.

ADOPTED ON CONSENT

**18. BRIGHOUSE FIRE HALL NO. 1 – FLOOR PLAN AND
PRELIMINARY FORM/CHARACTER**

(File Ref. No. 06-2052-25-FHGH1) (REDMS No. 4371528 v. 5)

That the Brighthouse Fire Hall No. 1 floor plan and preliminary form/character as outlined in the staff report titled Brighthouse Fire Hall No. 1 Floor Plan and Preliminary Form/Character, dated October 3, 2014 from the Director, Engineering and Fire Chief, Richmond Fire-Rescue, be endorsed.

ADOPTED ON CONSENT



Regular Council
Monday, October 27, 2014

19. CAMBIE FIRE HALL NO. 3 - FLOOR PLAN AND PRELIMINARY FORM/CHARACTER

(File Ref. No. 06-2052-55-01) (REDMS No. 4367223 v. 6)

That the Cambie Fire Hall No. 3 floor plan and preliminary form/character design as outlined in the staff report titled Cambie Fire Hall No. 3 Floor Plan and Preliminary Form/Character, dated October 6, 2014 from the Director, Engineering and Fire Chief, Richmond Fire-Rescue, be endorsed.

ADOPTED ON CONSENT

PUBLIC ANNOUNCEMENTS

Mayor Brodie announced that Councillor Harold Steves has been appointed as a Director on the Steveston Harbour Authority Board, with Councillor Linda Barnes appointed as an alternate, for a term to expire at the Board's next Annual General Meeting in 2015.

Also, Mayor Brodie advised that the name "Hazelbridge Way" has been selected for the extension of the north-south road that will connect Hazelbridge Way to Sexsmith Road, and that the name "Ketcheson Road" has been selected for the new road connecting Patterson Road to Capstan Way.

In addition, Mayor Brodie stated that the name "May Drive" has been selected for the extension of the north-south road between Alexandra Road and Alderbridge Way, and that the name "McClelland Road" has been selected for the new north-south road connecting Alexandra Road to Alderbridge Way.

Mayor Brodie then announced that Diane Cousar and Susan Koch have been re-appointed to the Richmond Public Library Board for a two-year term to expire on December 31, 2016, and that Traci Corr has been appointed to the Richmond Public Library Board for a two-year term to expire on December 31, 2016.

BYLAWS FOR ADOPTION

R14/17-5

It was moved and seconded

That the following bylaws be adopted:

Permissive Exemption (2015) Bylaw No. 9158



Regular Council
Monday, October 27, 2014

Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9171

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8850
(10380 Williams Road, RZ 11-591646)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8906
(9000 General Currie Road, RZ 11-588104)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9005
(7175 and 7191 Moffatt Road, RZ 11-586988)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9088
(8951 Heather Street, RZ 13-645746)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9096
(5771/5791 Langtree Avenue, RZ 13-647241)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9098
(5111 Williams Road, RZ 13-647357)*

CARRIED

DEVELOPMENT PERMIT PANEL

- R14/17-6 20. It was moved and seconded
- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, October 15, 2014, and the Chair's report for the Development Permit Panel meeting held on February 12, 2014, be received for information; and*
 - (2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 13-636863) for the property at 7199 Moffatt Road (formerly 7175 and 7191 Moffatt Road) be endorsed, and the Permit so issued.*

CARRIED

ADJOURNMENT

- R14/17-7 It was moved and seconded
That the meeting adjourn (8:48 p.m.).

CARRIED



City of
Richmond

Minutes

Regular Council Monday, October 27, 2014

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, October 27, 2014.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

pc Ted Townsend

Mayor and Councillors

From: Josh Paterson [josh@bccla.org]
Sent: Monday, 20 October 2014 14:25
To: Mayor and Councillors
Subject: Letter from BC Civil Liberties on Chinese-only signage
Attachments: image001.gif; ATT00001.htm; image002.gif; ATT00002.htm; ATT00003.htm; BCCLA Chinese signs letter Richmond.pdf; ATT00004.htm

Categories: 12-8000-03 - Language and Signage Issues

Dear Mayor and Councillors,

Please find attached a letter in relation to the Chinese-only signage issue being considered by council.

Josh Paterson

Executive Director | Lawyer

BC Civil Liberties Association

josh@bccla.org | T: 604.630.9752 | Twitter: @joshvanbc | Toll free: 1.866.731.7507 | F: 604.687.3045

www.bccla.org | Twitter: @bccla | 900 Helmcken Street, 2nd Floor, Vancouver, BC, Canada V6Z 1B3 | Coast Salish Territory

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OCT 20 2014

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PH1- 404



Josh Paterson
Direct Line: 604-630-9752
Email: josh@bccla.org

VIA EMAIL: mayorandcouncillors@richmond.ca

October 20, 2014

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City of Richmond
Mayor's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council,

Re: Chinese language advertisements and signage

We write to you today to express our concern over the recent controversy involving Chinese-language-only advertisements and signage in the city. We applaud your Council's efforts over the past year to defend your residents' rights to express themselves in the language of their choice. We expect the City to maintain that position in the current debate.

The guarantee of freedom of expression under the Canadian Charter of Rights and Freedoms gives everyone the right to participate in social dialogue and speak about matters that are important to them, in the language of their choice. The Charter also protects commercial expression (*Ford v Quebec (Attorney General)*, [1988] 2 SCR 712, *Irwin Toy Ltd. v. Quebec (Attorney General)*, [1989] 1 S.C.R. 927).

The Supreme Court of Canada, in the *Ford v Quebec decision*, made the following critical point:

Freedom of expression includes the freedom to express oneself in the language of one's choice... Language is so intimately related to the form and content of expression that there cannot be true freedom of expression by means of language if one is prohibited from using the

British Columbia Civil Liberties Association
900 Helmcken Street, 2nd floor
Vancouver, BC, Canada V6Z 1B3

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PH - 405

language of one's choice. Language is not merely a means or medium of expression; it colours the content and meaning of expression (paras 39-40).

The City's regulation of outdoor signage and advertisements must be done in accordance with the Charter.

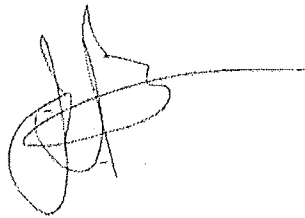
Page 2/2

The BCCLA takes the position that to regulate advertisements or signage on the basis of language, or to force the use of the English language on such signage, would constitute an unwarranted and unjustified encroachment upon the freedom of expression of Richmond residents and people doing business in the city, and would be unconstitutional. This would also apply to City-owned advertising space.

Individuals, businesses and private organizations have a Charter-protected right to express themselves in the language of their choice. The City of Richmond, and all governments, have a duty to protect this right.

We will monitor this debate as it progresses.

Sincerely,

A handwritten signature in black ink, appearing to be 'Josh Paterson', with a long horizontal line extending to the right.

Josh Paterson
Executive Director



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam
 Director, Administration and Compliance
Re: Update on Signage on Private Properties

Date: May 14, 2015
File: 03-0900-01/2014-Vol
 01

Staff Recommendations:

That:

1. Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and
2. Staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.

Cecilia Achiam
 Director, Administration and Compliance
 (604-276-4122)

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

Staff Report

Origin

This report is in response to the Council resolution of October 27, 2014, as follows:

That:

- 1) as a priority, staff consult with the sign owners to encourage more use of the English language on their signs;*
- 2) staff engage in a broad public consultation on the language on signs issue;*
- 3) the language on signs issue be referred to the Intercultural Advisory Committee, the Richmond Chamber of Commerce, the Richmond Chinese Community Society, and other appropriate business associations for comment;*
- 4) staff compile relevant information on the effect of the sign issue on community harmony that would be necessary to support adoption of a bylaw regulating language on signs should that option be considered in the future; and*
- 5) staff report back to Council within 6 months on the effectiveness of the measures identified in recommendations 1, 2, and 3 for Council to determine if a bylaw needs to be considered.*

At the October 27, 2014 meeting, City Council had indicated that the priority approach to the language on sign issue during the six months outreach initiative would be to promote community harmony through inclusion and open communication vs. an enforcement based approach. In addition to following Council direction throughout the public engagement process, the City engaged external expertise to fully address Council's referral. The Simon Fraser University - Wosk Centre for Dialogue was engaged to plan, implement and moderate the public workshop to address item 2 of the referral, and the University of British Columbia (UBC) was contracted to conduct research on community harmony/social cohesion and linguistic landscape in diverse communities to address item 4 of the referral.

Analysis

1. Consultation With Sign Owners

A pilot outreach initiative was undertaken. This involved deployment of temporary staff, fluent in Mandarin, Cantonese and English, who conducted site visits to businesses in the City Centre area (Sea Island Way to the north, Garden City Road to the east, Granville Avenue to the south, and Minoru Boulevard to the west), and parts of Bridgeport Road and River Road, to promote community harmony by encouraging the inclusion of English on signage and advertisement, and to remind businesses about sign permit requirements under the current Sign Bylaw.

Additional visual inspection was completed by Bylaw Officers in commercial centres in the Steveston and Hamilton areas. No business signage solely in another language other than English was found in these areas (Figure 1).

Sign inspections commenced on December 17, 2014 and are still ongoing. For the purposes of this report, the data hereunder reflects inspections conducted up to May 1, 2015, totalling 73 inspection days. Staff completed over 1,500 visual inspections of business signage and conducted over 850 door to door visits with business operators who did not have valid sign permits for their business signs. There were only 13 business signs at these premises that are solely in a language other than English (Figure 2).

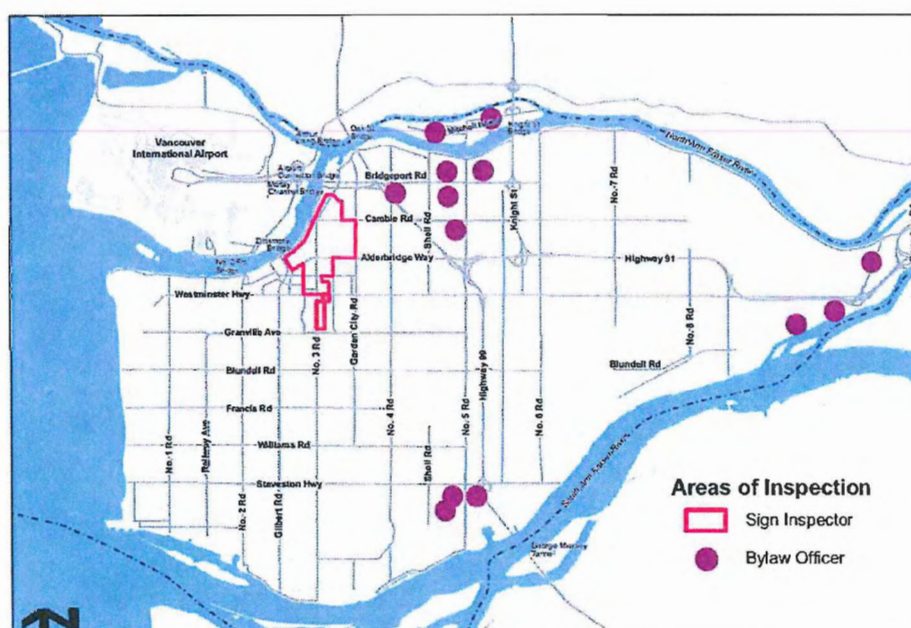


Figure 1: Areas of Inspection Map

Area	Estimated No. of Businesses Requiring Inspections ¹	Businesses that had Signs Visually Inspected	Businesses without Sign Permits ²	Door to Door Meetings with Business Operator ³	Sign Permit Applications Received ⁴	Businesses with Language Issue Based on Current Sign Bylaw
City Centre ⁵	2,000	1,394	868	784	504	13
Outside City Centre ⁶ (beginning March 20, 2015 only)	855	156	103	93	93	0
Total	2,855	1,550	971	877	597	13

Figure 2: Inspection Summary from December 17, 2014 to May 1, 2015

¹ Source: Business Licence data excluding those for home occupations, and businesses that do not require sign permits because they are located in the interior of a structure (e.g. stores inside a shopping mall).

² Approximately 60% of signs visually inspected do not have a sign permit.

³ Door to Door Meeting with Business Operator means that the sign inspector, after having conducted a visual inspection of a sign, met with the business owner/manager/employee in person to discuss the City's sign permit requirement and/or to request that their sign be modified to include or incorporate more English wording.

⁴ Businesses may have submitted more than one sign permit application. The increase in the number of applications received is not attributable alone to outreach efforts.

⁵ Sea Island Way to the north, Garden City Road to the east, Granville Avenue to the south, and Minoru Blvd. to the west.

⁶ Primarily Bridgeport Road and River Road.

Since winter 2014, staff began notifying all Richmond “commercial businesses” (excluding home business and home-based businesses which are exempted from the Sign Bylaw), through the year round Business License renewal process, regarding the sign permit requirement and encouraging them to include at least 50% English content on signs. Of the over 10,000 commercial business license holders with storefront premises, over 50% have received the notification to date. By December 2015, all commercial business license holders will have been notified. A special insert in both English and Chinese with City contact information has been produced for this purpose to ensure that language is not a barrier to communication with commercial businesses.

As a result of these combined efforts, a total of 597 new sign applications have been received as of May 1, 2015. More sign permit applications are anticipated to be submitted. The majority of these new applications rectify the current situation whereby existing signs have been installed without a sign permit.

One finding from the pilot outreach initiative is that posters and other advertisement material are not regulated under the current Sign Bylaw. In addition, signs on construction sites advertising the development or construction services, for sale, and for lease signs erected in some residential areas also do not require a sign permit. Some of these materials are in a language other than English. An abundance of these signs that are either clearly noticeable on storefront windows or visible in some residential neighbourhoods in the City are significant contributors to “visual clutter” and contribute to the perception of a proliferation of non-English “signage”. As an example, the City of Surrey incorporated “de-cluttering” provisions into the Surrey Sign By-Law No. 13656 in July 2013 to address some similar concerns from its community.

2. Broad Public Consultation

All of the material related to the language on sign issue including the staff report to Council, the consultant reports from UBC and SFU, as well as videos, will be made available on the City’s website at <http://www.richmond.ca/busdev/signs/community.htm> after the presentation to Council.

The City’s outreach and engagement efforts included the following:

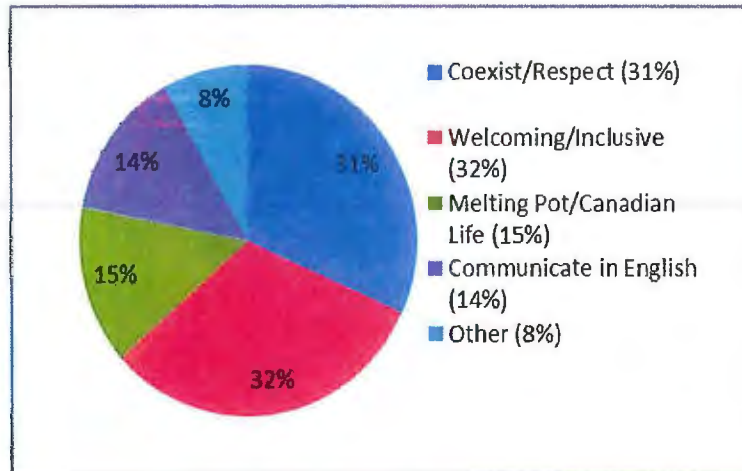
- Approximately 100 people attended a community workshop, moderated by the SFU Centre for Dialogue, which was held on Thursday, March 12 from 6:30- 8:30 p.m. at the John M.S. Lecky UBC Boathouse, 7277 River Road. Workshop participants heard about Richmond’s efforts to promote and strengthen community harmony, explore the topics of language on signs and community harmony and share their own perspectives on the topic. *Attachment 1* provides a summary of the workshop. The SFU Centre for Dialogue also produced a short video from exit interviews of the attendees at the workshop.
- In addition to the community workshop, community members and groups were able to obtain more information on the program and respond to an online survey via the City’s online discussion platform at LetsTalkRichmond.ca from March 6-

Outreach Numbers:

<i>Input Opportunity Since Council Referral</i>	<i>Response</i>
Signsconsult@richmond.ca	24 emails received
Let's Talk Richmond	260 responses
Sign Workshop on March 12, 2015	100 participants
Sign Companies	79 contacted in writing
Community Consultation	Over 1000 face to face meetings 10 community partners/ agencies meetings

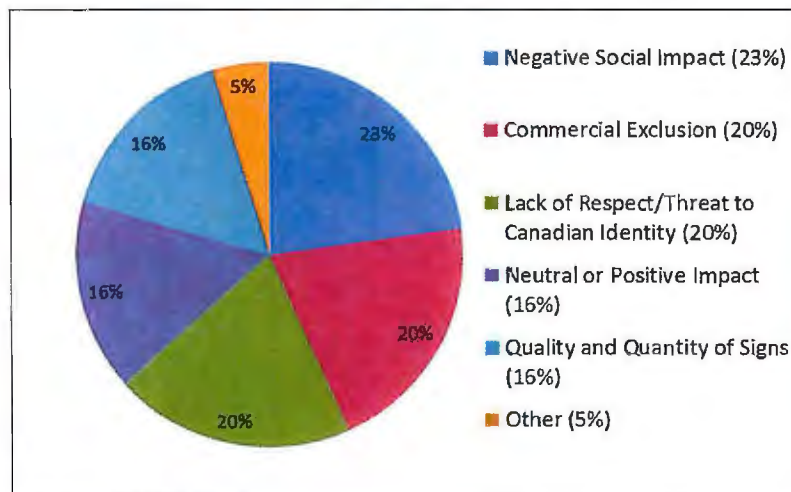
20. A total of 260 responses were received to the online survey. A Summary is provided in *Attachment 2*.

The three questions posted on the LetsTalkRichmond discussion platform were:



1) *What does community harmony in Richmond mean to you?*

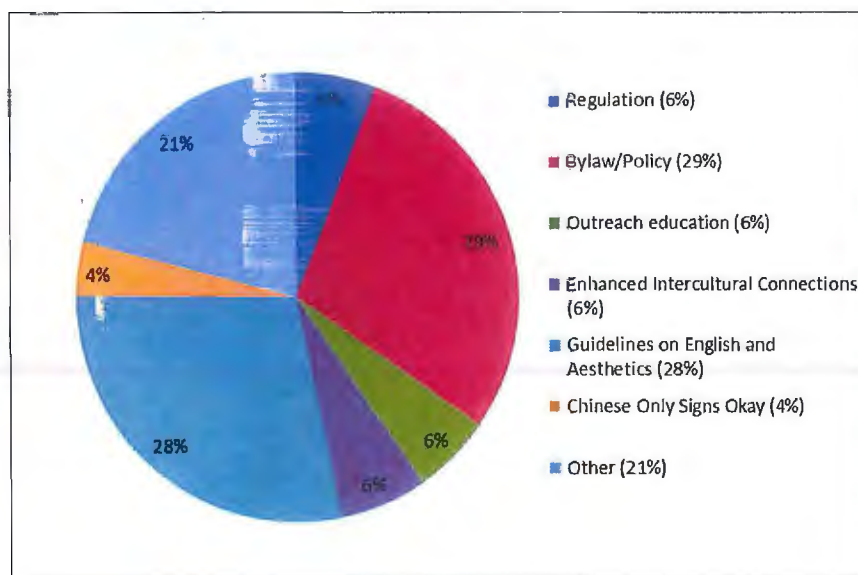
The survey verified the complexity of defining community harmony. Key themes identified included: coexistence, working towards common goals, understanding differences, embracing different cultures, contributing to a welcoming and inclusive environment, reciprocal obligation of host community to welcome newcomers and for newcomers to integrate and assimilate, and ongoing communication. In many of the responses, there was an element of unease that the once European majority was becoming a minority and invisible. The feeling of uneasiness manifested in part by the presence of foreign languages on signs and the perception that foreign languages are taking over the urban landscape.



2) *How do you feel about the signage in the community? Does it affect your quality of life?*

Some respondents referenced the negative impact experienced through the perception of foreign language on signs as these signs elicited feelings of exclusion, and disconnect from the surroundings. Some respondents felt that non English signage displayed a lack of respect for Canada and the Canadian identity.

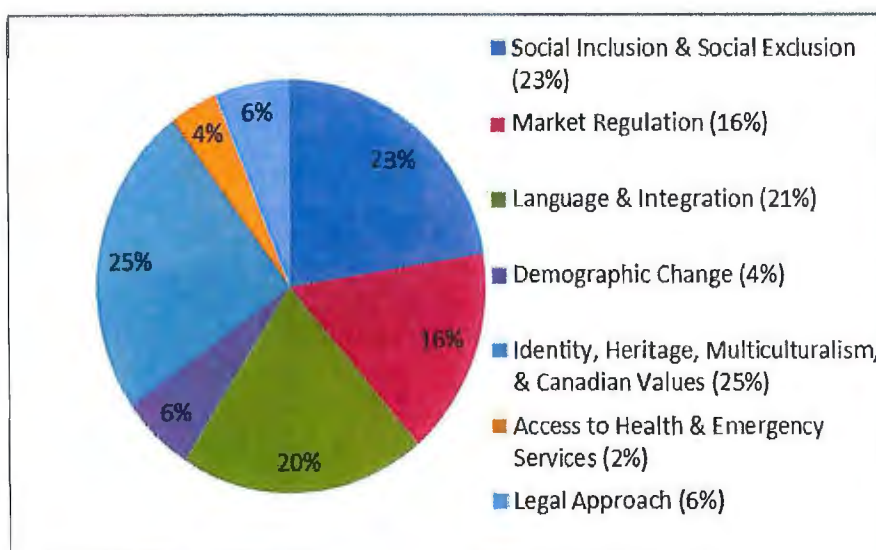
No responses were received indicating that having English on signage would have a negative impact.



3) *Please share any additional comments that can assist the City of Richmond in developing future recommendations and measures related to language on signage.*

Nearly 60% of the respondents favoured some form of guidelines/bylaw/policy to provide clear expectations for business owners to follow in terms of the use of language and aesthetics of signage. Many suggested that the official languages (i.e. English) should be visually prevalent, however, need not be the sole language on signage.

- Comments were also received via email to signsconsult@richmond.ca or by mail or hand to Richmond City Hall. These comments are summarized in *Attachment 3*. A total of 24 emails were received. The scope of the responses in the email submissions was wide-ranging as they were not limited to the questions posted in Let's Talk Richmond. The chart below illustrates the emerging themes from the emails



- 79 sign companies were contacted in writing throughout the region as well as their provincial and national organizations to inform them of Council's direction to encourage the inclusion of 50% English content in future sign applications.

This initiative resulted in active interest by the Canadian Sign Association and specifically the Association's BC Chapter. An Association representative attended the public workshop and provided valuable comment from the industry's perspective. Staff will continue to consult with the Association on any future signage related initiatives.

- Meetings were held and correspondence sent to some local property management companies to explain the purpose of the outreach program and to provide information/support to assist in their communication with the business operators.

These meetings were triggered by feedback from some business owners/operators at strip malls who indicated that they were not aware that a separate sign permit would be required. They were under the impression that their monthly management fees included all necessary permits.

- Extensive media coverage on television, radio, print and digital kept the interest on this issue active throughout the consultation period.

3. Referral to Advisory Committee and Community Partners

- As directed by Council, staff consulted with the Richmond Intercultural Advisory Committee, Richmond Chamber of Commerce and the Richmond Chinese Community Society.

On February 23, 2015, Council approved the 2012-2015 Richmond Intercultural Strategic Plan and Work Program (RISPWP) prepared by the Richmond Intercultural Advisory Committee (RIAC). Support for the City initiative regarding language on signage was one of the actions cited in the work program which contributes to the RIAC mandate:

"To enhance intercultural harmony and strengthen intercultural co-operation in Richmond."

The RIAC Chair participated in the community workshop as a member of the panel. Other RIAC members also attended the workshop.

- Staff also met with or consulted by mail or email with other community/business partners such as the Chinese Federation of Commerce of Canada, Chinese Real Estate Professionals Association of BC, the Canadian Sign Association, S.U.C.C.E.S.S., local builders, sign companies and property management firms to promote community harmony by including 50% English in any signage.
- Other national organizations such as the Canadian Race Relations Foundation, the Laurier Institution and the Civic Education Society reached out to the City as a result of their mandate/programs. The general feedback from these organizations include:
 1. The issue on language on signage is the "tip of the iceberg" on community harmony/cohesion.

2. Encourage a common language (English) in signage, in addition to any language, to be inclusive and to promote community harmony.
3. The use of outreach to disseminate information and dialogue to promote intercultural understanding is preferable to enforcement alone.
4. Relevant information on the effect of the sign issue on community harmony

The City engaged Elanna Nolan (PhD student) and Dr. Daniel Hiebert from UBC with speciality in community harmony/social cohesion to perform academic research to address Council's referral to "compile relevant information on the effect of sign issue on community harmony that would be necessary to support adoption of any bylaw regulating language on signs should that option be considered in the future".

The executive summary of the report "Social Cohesion and Visual Landscapes in Richmond" by Elanna Nolan and Daniel Hiebert is provided in *Attachment 4*.

The UBC Study (Study) examined the ethnicity/country of origin of Richmond over time. This review also included an analysis of media and written submissions to the City. Some of the key observations regarding the inter-relationship between super-diversity and social cohesion include:

- *"There is often a tendency to see diversity in terms of ethnicity or country-of origin, however, in so doing it can be easy to miss details that shape the contours and textures of every day experiences. The concept of super-diversity helps us see the various population details, such as language, religion, age, immigration stream, that are often overlooked when we talk about diversity based on country-of-origin or ancestry. Recognizing super-diversity in Richmond reveals the multiple groups, communities, and cultures that make it a unique and vibrant city."*
- In the Canadian context, social cohesion has been distinguished from multiculturalism. Seen as complementary to multiculturalism, social cohesion can be interpreted as providing a vision of what social relations under multiculturalism might look like, but ultimately it does not tell the full story of the successes and failures of a super-diverse society.
- Research around signage in public spaces (i.e. linguistic landscapes) revealed that *"illegibility, or an inability to read all that is written in the linguistic landscape, can produce feelings of anxiety and alienation. This experience goes both ways – for official and non-official languages."* Most believe that social inclusion and a sense of belonging are prerequisites for immigrant integration. However, some scholars believe that inclusion is not exclusively the result of official-language proficiency.
- Much of the research around signage in public space (i.e. linguistic landscapes) focuses on super-diverse cities where citizens speak multiple languages. The Study noted that today:
 - 70% of Richmond's population identifies as being "visible minority".
 - There are 161 ethnicities represented in Richmond.
 - Over 60% of Richmond's population are immigrants to Canada.
 - About 90% of the population can speak English.

- The analysis of the media and written submissions to Council from January 2012 to December 2014 indicated that the media has reported the signage issues in a fairly balanced way overall. Public opinion, on the other hand, can sometimes be emotionally charged and *“expressed with a tone that is more emotive and sometimes antagonistic.”* The issue often engages questions of home, belonging and recognition.

Emergent themes across the 98 media reports and 166 written submissions to Council between January 2012 to November 2014 are consistent and include:

- Social inclusion and exclusion
- Regulation of language on signage
- Demographic change
- Identity politics, heritage, multiculturalism, and Canadian values
- Health and safety concerns
- Legalistic approach to a by-law
- Federal immigration policy
- Immigrant integration and language

Figure 2: Media scan, January 2012-December 2014



Figure 3: Letters to Council, January 2012-December 2014



There are a couple of important things to note in summarising the 166 submissions received over a three-year period. First, they do not represent 166 concerned citizens, necessarily:

- Of the 166 objections to foreign language on signs, 19 per cent (31) were sent by a single individual.
- More than half (91) of the submissions came from individuals who had previously objected (i.e. sent more than one objection).
- In seven per cent of the submissions (11), the text was repeated exactly.

These points serve to highlight both that objections to the foreign language on signage is not necessarily as widespread as it might first appear, but also, that for some citizens this issue is very important to them, to which their commitment to continued or coordinated campaigning is testament.

Following Dr. Hiebert's methodology, staff continued to analyse the written submissions (284 from Let's Talk Richmond and emails from signconsults@richmond.ca) and media coverage (over 30 spots on television, radio and newspapers) from December 2014-March 2015. The major themes (noted on page 7 of this report) remain unchanged.

Summary of Key Findings

1. Legal Analysis

The following two excerpts are from a legal opinion obtained from Sandra Carter of Valkyrie Law Group LLP previously in response to a Council referral from October 14, 2014 regarding the City's ability to regulate signage and mandate a percentage of English on signage on private property are included for completeness of information:

"In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* ("Charter") by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation."

"...To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health, safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation."

2. Outreach

- The pilot outreach efforts yielded result with respect to compliance amongst business operators to obtain sign permits. Before the outreach initiative, the City received 250-300 applications annually on average. The City has received 597 new applications for sign permits as of May 1, 2015 since the outreach initiatives began in December, 2014. All sign permit submissions to date include English wording on their signs.
- For signage/posters that do not currently require a Sign Permit, the outreach process achieved only moderate success in encouraging the inclusion of English on business signage. The cost and/or inconvenience for replacing signs/posters were the most commonly cited reasons for maintaining status quo.
- In response to feedback from some of the business operators visited and input from the Richmond Chamber of Commerce, the City prepared new multilingual information packages on starting a small business in Richmond, in consultation with the Richmond Chamber of Commerce, to help ensure businesses are aware of regulatory requirements including the need for sign permits. The Chamber is using this as a resource for their members and hard copies have been handed out to business operators during sign inspections. This brochure is also available on line at <http://www.richmond.ca/busdev/econdev/access.htm>.
- There is potential to collaborate with national agencies, such as the Canadian Race Relations Foundation (CRRF) to strengthen community harmony through their “Our Canada 2015-2017” initiatives to celebrate Canada’s 150 years as a nation “by building awareness and understanding of Canadian values, promoting good citizenship, and deepening a sense of belonging for all Canadians.” Administration & Compliance Department staff and Community Services Division staff will collaborate to follow up on community harmony/cohesion initiatives arising from the language on signage initiatives that support the City’s Social Development Strategy and/or the Richmond Intercultural Advisory Committee Work Plan.

3. Outdated Sign Bylaw

- Staff received general feedback from businesses and the sign industry that the City’s Sign Bylaw is outdated. While changes to the Sign Bylaw will not include any language provisions, efforts to de-clutter will be strengthened and embedded in the Bylaw. The update to the Bylaw will address deficiencies in the definition section; accommodate trends in sign technology and respond to business needs (e.g. electronic signs, multi-faceted free standing signs, etc.); additional types of signs to be regulated; correct errors and omissions and clarify inspection responsibilities.
- The City’s sign permit fees are relatively low when compared to neighbouring Metro Vancouver municipalities. Fees for some types of signs are less than 50% of the fees charged by Burnaby, Surrey and Vancouver, for example. An increase in permit fees will help with cost recovery of any enhanced sign outreach initiative/application processes provided that the City continues to streamline application process to ensure reasonable processing time. The BC Sign Association has cited that it is desirable for sign permit processes to be both simple and clear.

4. Signage and Community Harmony

The reports from the community workshop and UBC, and feedback from Richmond citizens, confirm the complexity of the link between public signage and community harmony.

The UBC report concluded that:

“As measures of social cohesion cannot tell the full story, neither can linguistic landscapes be used to correlate degrees of integration of immigrant publics, or be seen as indicative of exclusive and anti-social intentions. As such, linguistic landscapes cannot accurately be used as a platform for measuring degrees of social harmony.”

Based on findings from academic research, requiring English on signage does not appear to be an effective means to achieve community harmony.

5. Enforcement Gaps

- Currently there are not any staff resources specifically dedicated to inspect business signs after installation to verify that the signs are in compliance with permits issued. This was previously handled through building inspections and is currently managed on a compliant basis. The updated Sign Bylaw will have to consider the issue of enforcement as this enforcement gap was well known in the sign industry and could have been a contributing factor to the proliferation of illegal signs.
- Dedicated resources in the City are needed to continue the outreach effort. In addition to fluency in English, the ability of City staff to read Chinese and speak Mandarin and Cantonese are critical in breaking down the language barrier during site visits.
- Current practice is to rely solely on professional letters of assurance to ensure structural integrity, proper installation and safety of signs rather than via site inspections by Building Inspectors as per Sign Bylaw. The necessary permits or assurances are not always obtained.

6. Visual Clutter

Based on inspection in the City Centre and other business areas, very few regulated business signs are in a language that is solely non-English (13 signs or <1%). Nonetheless, the perception of a growing presence of foreign language in the “visual landscape” is real as some of the posters and decals adhered to the storefront windows or sandwich boards (not permitted) contain languages other than English.

Including a “de-cluttering” provision in the Sign Bylaw will go a long way to minimize visual clutter in storefront windows in the future.

7. Use of Language

The UBC Study noted that Richmond has 161 ethnicities and associated languages and dialects. The majority of Richmond residents can speak English and use English as a working language.

Options for Council Consideration

Based on the key findings and staff analysis, the three options to address the language on signs issue and compliance with the Sign Bylaw are as follows:

	Option 1 (status quo) <i>(Not Recommended)</i>	Option 2 (De-cluttering) <i>(Recommended)</i>	Option 3 (Minimum English Requirement) <i>(Not Recommended)</i>
Service Delivery	Discontinue outreach and return to the practice of inspections and enforcement conducted on a complaints basis.	Continue with outreach efforts to improve compliance with Sign Bylaw to promote community harmony.	Continue with outreach efforts to promote community harmony and use enforcement to improve compliance with the Sign Bylaw. Use regulation to require the use of English as a common language on business signage.
Sign Bylaw	No change to existing Sign Bylaw.	Repeal of the existing Sign Regulation - Bylaw 5560 (1990) and creation of a new Sign Bylaw to address regulatory gaps and emerging signage technologies/needs and to include a “de-cluttering” provision to control visual clutter. The new bylaw will be accompanied by the development and production of new communication tools (e.g. brochures, video on line) to educate on the benefits of “de-cluttering” storefront windows, and the benefits to community harmony by including English as a common language for communication.	In addition to the changes from the “de-cluttering” option, include a requirement of a minimum of 50% of the copy area on business signs to be in English.
Staffing	No additional staff resources required.	Continuation of the outreach initiative for one year with one Temporary Full Time (TFT) Sign/Business License Inspector position to encourage the inclusion of English on business signs and to improve compliance with Sign and Business License Bylaws. Staff will report back after one year (Summer 2016) of implementation of the community outreach on results and cost effectiveness of the program for Council consideration on whether to further extend the outreach	Creation of one Regular Full Time (RFT) Sign/Business License Inspector position to continue outreach efforts and enforcement to promote compliance with the Sign and Business License Bylaws.

	Option 1 (status quo) <i>(Not Recommended)</i>	Option 2 (De-cluttering) <i>(Recommended)</i>	Option 3 (Minimum English Requirement) <i>(Not Recommended)</i>
		program.	
Timeline	N/A	One year	Continuing
Sign Fees	No change to fees structure.	Fees structure will be reviewed and modified accordingly.	Fees structure will be reviewed and modified accordingly.
Pros/Cons	<p>Pros: No additional resource requirement and no change to the Bylaw or application, inspection and enforcement processes.</p> <p>Cons: This approach does not address the functional issues related to the outdated Sign Bylaw. Examples include the lack of ability to address the posters that is causing “visual clutter”; deficiencies in the Definition section (e.g. interior vs. exterior signs) and difficulty to enforce.</p> <p>Cons: This approach does not build on the momentum achieved during the outreach project nor does it respond to the ideas collected from the public consultation. The City will continue to inspect business signs/signage issues based only on complaints.</p> <p>Cons: This approach will likely lead to lost revenues from sign permit fees due to non-compliance.</p>	<p>Pros: This approach addresses the visual clutter caused by posters and other promotional material that are not currently regulated under the Sign Bylaw. It extends the pilot project having Sign Inspectors fluent in Mandarin, Cantonese and English to continue to ensure that signs are installed based on approved permits and to continue proactive outreach.</p> <p>Pros: The outreach along with improved regulations provides clarity while maintaining a “user friendly” interface to encourage cultural harmony.</p> <p>Cons: This does not address the expressed desire by some community members to require the inclusion of English on signs.</p> <p>Cons: Additional resources will be required and there is no guarantee that all businesses will voluntarily include English on signage.</p>	<p>Pros: The approach addresses the visual clutter caused by posters and other promotional material, and the erection of non-English signs language which are currently not regulated under the Sign Bylaw. This approach will provide clarity of the City’s intent to enforce the inclusion of English on all business signs on a going forward basis and eliminate reliance on voluntary compliance to modifying unilingual signs.</p> <p>Cons: This approach is highly regulatory and the business community may not receive this alternative as positively as other proposed options.</p> <p>Cons: Potential legal challenge related to the Charter of Rights and Freedom.</p> <p>See Legal Analysis above. It is anticipated that fees for external counsel related to a legal challenge will be in the range of \$40,000-\$50,000 not including any appeals.</p>
Financial Impact	There will be no financial impact.	It is anticipated that redrafting of the Sign Bylaw including the use of external expertise (policy and legal), public consultation, communication and accompanying collateral material will result in a one-time cost of \$120,000 which can be funded through general contingency. The Temporary Full-Time Business Licenses/Sign Inspector	The cost for redrafting the Sign Bylaw will be similar to Option 2 resulting in a one-time cost of \$120,000 which can be funded through general contingency. The funding of the Regular Full-Time Business Licenses/Sign Inspector position would be submitted for consideration in the 2016 Budget. Similar to option 2, the Business Licenses/Sign Inspector

	Option 1 (status quo) <i>(Not Recommended)</i>	Option 2 (De-cluttering) <i>(Recommended)</i>	Option 3 (Minimum English Requirement) <i>(Not Recommended)</i>
		position can be absorbed by the Divisional budget through gap funding for existing vacancies. The Business Licenses/Sign Inspector proposed may be partially recovered from increased revenues from sign application fees and fines and improved collection of Business License fees.	proposed may be partially recovered from increased revenues from sign application fees and fines and improved collection of Business License fees. In addition to the cost estimate noted above, if a legal challenge ensues, then it is anticipated that fees for external counsel will be in the range of \$40,000-\$50,000 excluding any appeals.

Financial Impact

The financial impact of Option 2 is estimated to be \$120,000 which can be funded through general contingency. This one-time expenditure will support the use of external expertise (policy and legal) for the drafting of the Bylaw, public consultation, communication and accompanying collateral material to improve the Sign Bylaw and promote community harmony. (See table above for details). Any unspent funds will be returned to the general revenues.

Staff will report back after one year (Summer 2016) of implementation of the community outreach on results and cost effectiveness of the program for Council consideration on whether to further extend the outreach program.

If the updating of the Consolidated Fees Bylaw No. 8636 to bring sign application fees and fines up to par with other jurisdictions is endorsed, the City will be able to bring in additional revenue to offset any additional cost to implement the options.

Conclusion

Option 2 represents a balanced approach without infringing the Charter of Rights and Freedom. The continuing outreach initiative will reinforce efforts to promote the use of English as the “working language” in Richmond to support community harmony, and the creation of a new Sign Bylaw with a “de-cluttering” provision will help address issues associated with visual clutter on storefronts.

The City's pilot project indicates that public outreach and regular enforcement increases compliance with the Sign Bylaw. Public consultation and research undertaken illustrate that the issue of use of language on signage is indicative of a much deeper concern in the community around community harmony, social cohesion and Canadian values. To address these complex community issues, an approach that focuses purely on enforcement should be considered a last resort. The City already has many strategies/initiatives to promote community harmony (e.g. Richmond's Social Development Strategy, the Richmond Intercultural Advisory Committee, grants to community agencies, support of faith and inter-faith organizations etc.). Cooperation/collaboration with the multitude of government agencies and community partners working on inter-cultural issues is already a priority of the City and should be continued.



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- Att. 1: Summary of March 12, 2015 Workshop prepared by Dr. Joanna Ashworth, The Simon Fraser University
- 2: Summary of survey response from www.LetsTalkRichmond.ca
- 3: Summary of email received from signsconsult@richmond.ca or by mail or hand to Richmond City Hall
- 4: Executive summary of the University of British Columbia report titled "Social Cohesion and Visual Landscapes in Richmond" by Elanna Nolan and Dr. Daniel Hiebert

City of Richmond Community Workshop // March 12, 2015

PUBLIC SIGNAGE and COMMUNITY HARMONY in RICHMOND

REPORT

Submitted to City of Richmond

By Dr. Joanna Ashworth and Associates

Senior Dialogue Associate, Wosk Centre for Dialogue
Simon Fraser University

April 17, 2015



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INTRODUCTION

"Today We Are On A Path For A Better Quality Of Life In Richmond"

On the evening of March 12, 2015, over 100 citizens gathered at the John M.S. Lecky UBC Boathouse to listen, learn and offer their ideas about how to address Richmond's public signage in a way that contributes to community harmony.

City staff opened up the gathering by noting the broad cross-section of people present, including City Council representatives, Mayor Malcolm Brodie and Councillors Chak Au, Bill McNulty and Carol Day; members of the Richmond Intercultural Advisory Committee; The Laurier Institute; the Canadian Race Relations Council; representatives from the business and non-profit sectors; and other concerned citizens of Richmond.

Using the metaphor of a scale, City staff emphasized that, in creating cultural harmony in its approach to business signage, the City of Richmond is attempting to balance two domains. The first is plans and policies, which would include the Richmond Social Development Strategy and Official Community Plan, and the second is regulations and other measures such as the sign by-law, education, and outreach.

City staff then highlighted the evening's four broad objectives:

- To increase opportunities for understanding and relationship among cultural groups.
- To welcome a respectful exchange of diverse viewpoints from members of the community on the public signage issue.
- To learn from best practices in other jurisdictions.
- To seek recommendations for action from the community for Richmond City Council's consideration.



CONTEXT

"We're Here To Create Something New"

2



Senior Dialogue Associate at the Wosk Centre for Dialogue at Simon Fraser University, **Dr. Joanna Ashworth**, the moderator of the workshop, acknowledged that "This is a difficult conversation" with a lot of emotion surrounding it.

To foster a fresh flow of ideas and to spark new conversations, she suggested that people make an extra effort to step beyond the typical polemic that can dominate public meetings, and to suspend their pre-judgments, let go of certainty, and temporarily relax their viewpoints.

Joanna advocated respectful listening, but admitted that, "Respectful listening is extremely hard work because it requires that you put the speaker in the foreground and your desire to express your ideas in the background."

While encouraging people to share their views, she asked them to also be mindful while doing so: "When you speak, be aware of the potential impact of your words on others."

To set a collegial tone and building on the principles of intercultural connections, she invited participants to share stories of how they welcome one another - to their homes, their community and or their workplaces. In small groups, people spoke of simple kindnesses like saying hello and making eye contact, offering a cup of tea or a beer, bringing muffins to someone new in the neighbourhood, inviting neighbours to a barbecue, and walking each others' kids to school.

Some spoke of misunderstandings such as not removing footwear in a "no shoes" home or confusing guests accustomed with more formality with the message, "Make yourself at home." Others shared their discomfort at not feeling welcome by newcomers to Richmond and no longer feeling at home in their community.

In hearing some of these stories, Joanna observed that, "It seems that there's a real desire to welcome others, although sometimes we don't feel welcome and other times our efforts to welcome aren't understood."

3

VIDEO

"If We Bring People Together They Will Flourish"

Simon Fraser University Creative Media Services presented a short video featuring a series of "streeter" interviews of Richmond residents who described Richmond as "peaceful," "friendly," and "convenient." One interviewee said, "I love the diversity of it... All different kinds of cultures. I like the Nature, there's a lot of green space. There's really a lot of things to like about Richmond."

When asked about their views on Chinese signage in Richmond, a range of views were expressed. One young newcomer was "overwhelmed by Chinese signage at first," but then said "Chinese is the dominant culture here, so it kind of makes sense." Another young woman thought that there should be other languages on the signs to encourage non-Chinese-speaking people to come to the city. In interviewing Chinese-speaking residents, one said, "Some Chinese, some English, that's better" and another said he preferred signs in both languages, "so people know what the business is about." A resident who'd lived in Richmond since the 1980s said, "I think everyone should just get along. I don't think (signage) makes that big of a difference."

Those interviewed felt that creating community harmony required bringing people together in various ways – community outreach programs, informal chats at Tim Horton's, and festivals "that can draw everybody together (so we can) get to know each other and understand each other."



WHAT WE KNOW ABOUT CREATING COMMUNITY HARMONY

4

"We Want Richmond To Be The Most Welcoming, Inclusive And Harmonious Community In Canada"

Chair of the Richmond Intercultural Advisory Committee (RIAC), **Diane Tijman**, informed the gathering of RIAC's work in creating harmonious community in the city. As a proud citizen of Richmond, and District Curriculum Coordinator of English Language Learning & Multiculturalism, at the Richmond School Board (RSB), Diane shared her delight in regularly receiving new families from all over the world. "It's a joyful job."

She also spoke of RIAC's broad Council-appointed representation that embraces community services, education, seniors, youth, the disabled community, law enforcement, health services, the BC Ministry of Children and Family Development, as well as six members from the general public.



She went on to describe how this diverse group of 18 citizens addresses issues referred to it by City Council and provides information and recommendations to Council and community stakeholders regarding intercultural issues and opportunities. Their mandate is to "enhance intercultural harmony and strengthen intercultural cooperation in Richmond" and to promote pride in and acceptance of Canadian values and laws, respect for diverse heritages and traditions, and participation in community life.

Diane mentioned many recent RIAC projects, including the January 2015 **City of Richmond Diversity Symposium**, which brought together community leaders and staff to share information on community building; a **National Aboriginal Day celebration** in City Hall in 2014; and the May 2013 **Richmond Civic Engagement Forum**, which brought together diverse sectors to focus on community cohesion. She also drew attention to the *City of Richmond Newcomers' Guide*, which is available in English, Chinese, Russian, Punjabi, and Tagalog, and provides up-to-date information about the city, its government and the services provided by different civic and community organizations.

Diane emphasized that creating community harmony is a many-faceted undertaking that requires facilitating partnership among Richmond's many community stakeholders, educating themselves and others on the meaning of culture and diversity, extending information and welcome to newcomers, and providing opportunities for the city's many cultures to learn and celebrate together.

5

SEEKING A SHARED VISION ON COMMUNITY HARMONY

"A Good Community May Have Conflicts. Acknowledging These Conflicts Can Lead To Harmony."



To engage the participants in reflecting on what they had heard in the video and the presentation on the work of Richmond Intercultural Advisory Committee Joanna then posed the following question to the group: **"What does community harmony mean to you?"**

The resulting response was dynamic with many people putting forth their views. Some spoke about what it meant to them personally, with sentiments like "feeling welcome," "feeling at home," and "a feeling of belonging." Others took a more abstract view with words like "empathy," "inclusive of everyone," "respectful of every culture and individual," and "shared experiences."

Still others moved into the governance sphere and emphasized "Consistency. Council needs to apply bylaws equally and consistently." Related to that was the view, "We all live in the same box. Respect the rules. Live in harmony."

A resident of Chinese origin pointed out that, "In Chinese culture, 'harmony' needs many sounds. This creates resonance." Supporting that perspective, another said, "Harmony implies differences; it's about acknowledging and respecting differences." A third participant added, "A good community may have conflicts. Acknowledging these conflicts can lead to harmony." A fourth participant offered a related view, "not unity by conformity, unity in diversity."

A longstanding resident emphasized "the ability to communicate," pointed out that "'communal' comes from the same root as 'communicate,'" and concluded that "a shared language is fundamental to creating community." In a similar vein, a participant said, "It's important to understand that English and French are Canada's official languages." Another said, "Multiculturalism is entrenched in Canadian constitution but that doesn't mean that anything and everything goes."

This discussion suggested a need to find a meeting ground between residents who welcome diversity and those who seek greater uniformity. As one participant put it, "We need to develop our capacity to manage conflict and differences."

THE CITY OF RICHMOND'S ROLE IN ADDRESSING THE SIGNAGE ISSUE

*"City Council Has Consulted Broadly
With The Community"*

6

City staff provided an overview of citizens' concerns about signage and the City's efforts to address them.

Noting some residents' discomfort with the number of signs that are in languages other than English, and with the non-English ads, flyers and promotional materials in the mailboxes, staff explained that the City has no jurisdiction over material that comes in the mail and that the bylaw limits the types of signs that it can regulate.

City staff informed the group that Richmond's Sign Bylaw #5560 applies to exterior signage and rezoning/development signs but not to those on the inside of windows of places of businesses, in the interior of shopping centres or in bus shelters. It also does not apply to directional, "For Sale", "For Lease", and related types of signs. Any amendment to the bylaw applies on a "going forward" basis only and existing signage will not be required to comply.

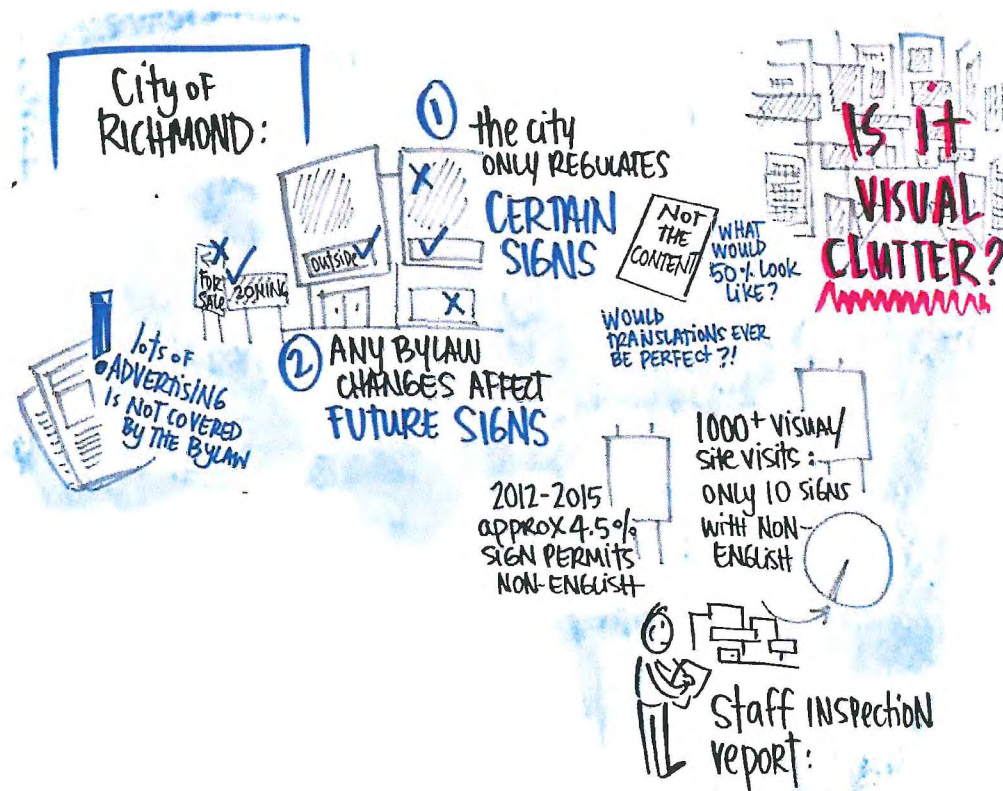
Staff said that there are penalties for not meeting bylaw requirements, but that the City has preferred to employ an educational outreach method to a punitive approach. Asking people to include English in their signage at the sign permit stage has been more effective in encouraging the inclusion of English on signage, as has intervening when new business license applicants require a sign permit and when they are renewing their business licenses.

Staff said that City Inspectors' door-to-door campaign to educate businesses on the importance of having signs that all citizens can understand and on the City's sign permit requirement has also been successful in generating sign permit applications. Non-English-speaking business people have been informed of City Council's message that not including English on their signs can lead to losing 50% of their potential customers, and most of these business people have indicated that they will include or provide additional English in future signage. Of the City's inspection visits to over 1000 places of businesses, only 10 signs had no English on them at all. The rest were in both English and Chinese with some size variance.

Staff also pointed out that the City has established www.richmond.ca/signage, a webpage which provides research and background information on the signage issue and ongoing efforts to address it. It has also created an on-line, three-question signage and community harmony survey to which all residents can respond. They can also email their responses to signsconsult@richmond.ca or they can post them on Letstalkrichmond.ca.

City staff said that overall, the majority of people consulted wanted some English language requirement in business signage. Staff also drew the group's attention to some related signage concerns, notably poor translation and visual clutter. Concerning the latter, staff mentioned the City of Surrey's de-cluttering campaign and recently updated bylaw, which limits all signs to 25 per cent of a business' storefront windows.

The group was informed that staff will be presenting a report on the signage issue to City Council this Spring.



LEARNING FROM OTHER CITIES THAT HAVE FACED CONFLICTS OVER SIGNAGE

7

*"All Found Ways To Turn Challenges
Into Opportunities"*

The next presenter, Dr. Dan Hiebert, Professor of Geography at UBC, has studied the signage issue extensively and, with PhD student, Elanna Nolan, has prepared a study, "Social Cohesion, Diversity and Lessons Learned From Other Jurisdictions." He affirmed his and his co-author's neutrality on the issue, saying that neither lives in Richmond and neither is about to suggest what Richmond should or shouldn't do.

Dan began by debunking "The Big Myth," which is that Richmond is divided into two cultural/language groups – Chinese and British. In reality, there are 165 different ethnic groups in Richmond and 77 different languages. **To flesh out the picture, he offered the following facts:**

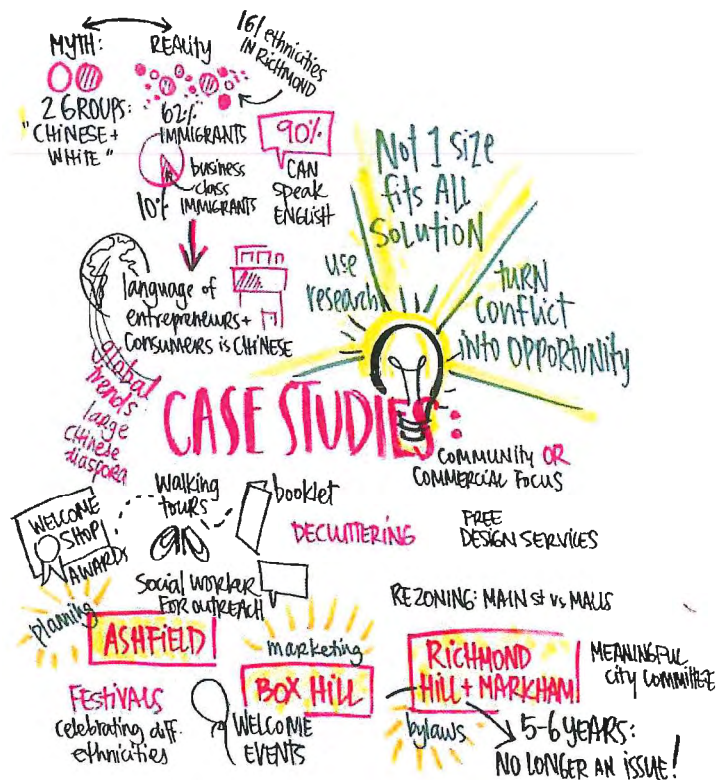
- 62% of Richmond's 190,000 residents are immigrants
- Since 1980, 94,000 immigrants, approximately 50% of which are ethnic Chinese, have come to Richmond
- Approximately 90% of the population can speak English; 10% cannot
- 12,000 people living in Richmond, most of whom are Chinese, work in a language other than English
- 108,000 people speak English in the home; 82,000 do not

Dan informed the group that from 1980-2011, 21,000 immigrants came to Richmond through the Business Class category. Immigrants entering Canada through this category are required to start a business as a condition of entry. He explained that it is likely due to this immigration stream, and a concentration of Economic immigrants in Richmond, that we see a proliferation of businesses operated by merchants for whom English is an additional language. He went on to explain that a commercial district with Chinese-dominated signage is common worldwide and is symptomatic of a global Chinese diaspora of 40 to 50 million people. He then described three multi-ethnic communities, similar in character to Richmond, who have successfully addressed similar challenges.

Professor
Dan Hiebert:



RICHMOND:



Fifty percent of the population of **Ashfield**, near Sydney, Australia, is foreign-born and its “Anglo-Celt” community, many of whom are elderly, complained that Ashfield no longer felt like home. City council took a social planning approach and hired a social worker of Chinese origin to mediate concerns and to encourage Chinese merchants to be more welcoming and inclusive to residents.

Other initiatives included free translation services; a “Welcome Shop Day” to introduce the public to Chinese commercial areas; walking tours with visits to restaurants, herbalists, etc.; and “Welcome Shop Awards” for aesthetically pleasing signage. Council also produced a booklet in both Chinese and English that explained Ashfield’s socio-cultural policies and strategic plans.

The City Council of **Box Hill**, a high-density suburb of Melbourne, had been receiving complaints about the “changing character” of the population and the plethora of Chinese signs. Council took a commercial approach to resolving the issue and funded “Annual Harmony Day” to showcase Box Hill’s ethnic diversity, and funded separate festivals for its larger cultural groups.

In addition, they hired a multilingual consultant and initiated a “Shopfront Improvement Program” with a focus on decluttering. The program included discounted translation services and free graphic design to assist merchants in creating more attractive signs.

Comparable in population to Richmond, **Richmond Hill and Markham**, Ontario, have a diverse population, 55% of which are immigrants and nearly half of which are Chinese. Sixty-five percent of Richmond Hill’s citizens speak a non-official language in their home.

Responding to complaints from long-term residents about Asian-themed malls and visual clutter, Richmond Hill used its municipal powers and enacted a sign bylaw that required 50% of the text on all commercial signs to be in English or French. They also rezoned areas near residential communities as “not for mall building” and encouraged more “Main Street” commerce (as opposed to malls.).

In addition, they established a Race Relations Committee to listen to people’s complaints. Because it included three Council members along with other community representatives, the committee had the political clout to act on the recommendations arising from their Diversity Action Plan.

As a result, Richmond Hill and Markham were able to manage what had been a pressing issue in the 1990s such that it became a non-issue within five to six years. Today, Richmond Hill and Markham enjoy considerable condo and commercial development with a mix of both Asian and North American-style malls, including the largest Asian-Western-style mall in North America.

Dan identified a number of key lessons from this survey of the three communities:

1. Different communities require different solutions. Ashfield’s solution was oriented toward social planning, Box Hill favoured marketing and economic planning, and Richmond Hill and Markham chose a blend of legislation, zoning, and race relations.
2. All solutions required a serious investment of time, energy and money on the part of the municipality.
3. A combination of top-down and bottom-up initiatives proved effective.
4. All three communities established structures to encourage dialogue.
5. All three communities commissioned research to understand issues and to help design solutions.
6. All three communities found ways to turn their challenges into opportunities to improve residents’ quality of life and to promote understanding among cultures.

IDEAS FOR ACTION

"Despite Disparate Views And Interests At Our Table, There Was A Shared Genuine Interest In Finding Solutions."

Inviting the group to share their views on the ideas offered by Dan and other presenters and fellow participants, Joanna kicked off a plenary discussion with this question: **"From what you have heard tonight, what ideas inspire you and how might they contribute to intercultural harmony?"**

The table responses, an informal show of hands and the posted notices indicated strong support for more robust bylaw regulation of signage, although other than calls for "more teeth" and "consistency" on the part of some participants, few were explicit about what the amendments would consist of.

Some felt that more data was required to ensure that bylaw amendments would reflect the realities of the community. Another urged that the City work with the business community to arrive at a workable bylaw: "The [Chinese business community] want to be part of the solution, not part of the problem."

There was also a call for leadership on the part of City Council, "Council needs to set a vision and lead us toward it, as opposed to trying to please everyone." Long-term residents were clear: "We need signage legislation to show that the City is invested in this issue and is prepared to protect English as the hegemonic language."

Those who were specific about bylaw regulation tended to favour the Richmond Hill and Markham solution – i.e., requiring 50% of the text on commercial signage to be in English or French.

A large number of people favoured a decluttering initiative. Box Hill's Shopfront Decluttering Program with its discounted translation services and free graphic design appealed to many. One individual suggested having a contest of best business signs. "Richmond citizens can vote on the best signs."

Few participants considered bylaw regulation to be sufficient to address the issues. As one participant said, "The law is a blunt instrument. Analysis is required. Voluntary compliance is preferred."

One viewpoint that surfaced frequently was the idea that signage is symptomatic of a deeper division in the community. As one participant expressed it, "Signage is the tip of the iceberg and can be resolved through good governance. We need social cohesion and respect." Another put it more bluntly, "We live in a community in which white people and ethnic Chinese people discriminate against one another. They should get it together. There should be more love."

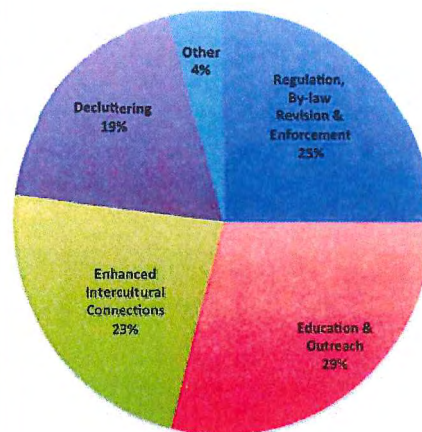
Most attendees recognized the multidimensionality of the problem and supported more education, outreach and intercultural enhancement. According to one attendee, "The bylaw discussion is a red herring. Ideas of intercultural events and resources for immigrants solve the core problem."

Apart from Box Hill's effective approach to decluttering, a number of people also appreciated its cultural outreach initiatives – i.e., hiring a multilingual consultant and funding festivals involving a number of ethnicities.

Initiatives like open house shopping days were also favoured. Support was expressed for the Ashfield model with an emphasis on more social-cultural initiatives such as a Chinese social worker, walking tours, and welcoming events.

FIGURE 1

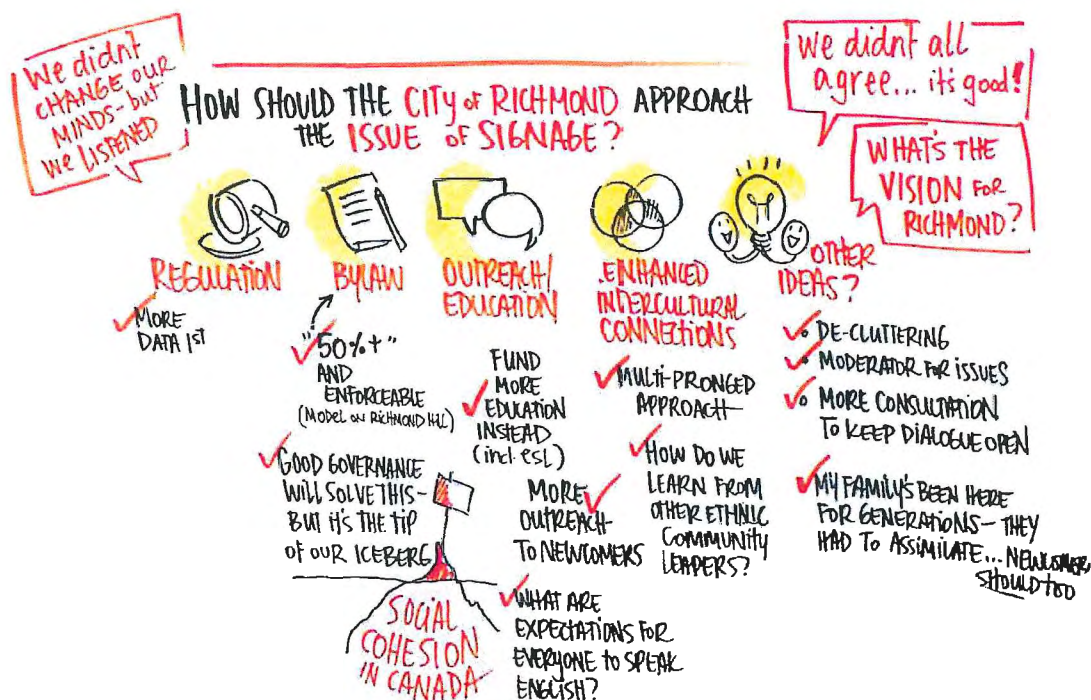
75 responses were collected from participant post-it notes. These have been categorized according to their support for different solutions.



As a way of strengthening intercultural relations, one person suggested funding summer students to create plasticized "cheat sheets" of common English consumer-oriented phrases to assist non-English-speaking business owners in communicating with English-speaking customers.

There was a persistent call among some participants for respecting the existing culture ("Newcomers need to respect those who built the community.") and for making learning English mandatory among younger newcomers, although not among the elderly.

While there was support for funding more ESL and citizenship programs, one spokesperson said, "It's not just about ESL. It's about outreach, breaking down the silos of communities, bringing people into the community."



NEXT STEPS

9

"There's A Lot Of Potential For Really Interesting Change In Richmond."

Despite the divisions evident in the comments, by meeting's end, there was a prevailing sense of optimism about the possibilities for resolution. As one spokesperson admitted, "We haven't changed our minds but we have begun to understand one another in new ways." One person was surprised that the signage issues "was not as difficult to discuss as I thought it would be." Another was gratified to discover "that it is possible to have a reasonable discussion and to really 'hear' all parties." A third person said something similar: "I learned that a reasonable response can be had among a diverse group of people over a contentious issue."

According to people's comments on the feedback forms, they also gained a greater understanding of what signs can and cannot be regulated, of the diverse nature of Richmond's population, of the city's current efforts to improve community harmony, of how other cities have successfully addressed a similar problem. They also learned that the actual percentage of signs with no English on them is not as high as they had originally thought.



An important new understanding shared by one participant had to do with "the feelings of being excluded on the part of long-term residents."

In concluding remarks, City staff expressed how impressive participants' enthusiasm and energy had been and how evident the shared desire was among those present to bring signage and cultural harmony together.

The overarching message from the meeting was that more discussion is needed, that a creative, multidimensional approach is essential, and that devising as many formal and informal ways as possible to bring disparate groups together is necessary.

I Agenda



City of
Richmond

Community Workshop Agenda
6911 No. 3 Road, Richmond, BC V6Y 2C1

Signage and Community Harmony in Richmond

Thursday March 12, 2015
6:30-8:30 p.m.

1. **Welcome, Goals of the Workshop and Setting the Context**
John Foster, Manager, Community Social Development, City of Richmond
2. **Guidelines and Overview of the Workshop**
Dr. Joanna Ashworth, Senior Dialogue Associate, Wask Centre for Dialogue, Simon Fraser University, Workshop Moderator
3. **Video: Living in Richmond, Non-English Signs & Creating Community Harmony**
• Produced by Simon Fraser University Creative Media Services
4. **Presentation: The Work of the Richmond Intercultural Advisory Committee**
• What do we know about creating harmonious community? *Diane Tijman, Chair Richmond Intercultural Advisory Committee*
5. **Moderated Plenary: Seeking a Shared Vision on Community Harmony**
• What does community harmony mean to you? What ideas inspire you? *Dr. Joanna Ashworth, Facilitator*
6. **Presentation: The Role of the City in Addressing the Signage Issue**
Cecilia Achiam, Director, Administration & Compliance, City of Richmond
7. **Presentation: Living well with diversity: Learning from other cities that have faced conflicts over signage**
Dr. Dan Hiebert, Professor of Geography, University of British Columbia
8. **Small Group Discussion & Report Out: Ideas for Action**
• From what you've heard so far this evening, how do you think the City of Richmond should approach the issue of signage?
• How might these approaches contribute to intercultural harmony?
9. **Closing Remarks**
John Foster, Manager, Community Social Development, City of Richmond
10. **Next Steps: Feedback Forms & Report**
Dr. Joanna Ashworth, Moderator

2015 03 12

II Map of Workshop Questions

WHAT DOES
**COMMUNITY
HARMONY**
MEAN to you?

WHAT
IDEAS
INSPIRE you?

FROM WHAT YOU'VE HEARD,
HOW DO YOU THINK THE CITY OF
RICHMOND SHOULD APPROACH THE
ISSUE OF **SIGNAGE?**

REGULATION/
ENFORCEMENT

REVISION
OF BYLAW

EDUCATION AND
OUTREACH
TO NEW AND EXISTING
BUSINESSES

ENHANCED
INTERCULTURAL
CONNECTIONS

OTHER
IDEAS

City of Richmond presents a
Community workshop
— MARCH 12, 2015 —

HOW MIGHT THESE
APPROACHES CONTRIBUTE TO
**INTERCULTURAL
HARMONY?**

III Post-Its Responses To Workshop Questions

What does community harmony mean to you?

- "compassion respectfully helpfully"
- "being respectful of each other irrespective of culture, language, religion"
- "intercultural harmony is a two-way street"
- "understanding which values are cultural"
- "respect for self, others, other values"
- "understanding what fixed and what are cultural values"
- "conflict resolution, not peace at any cost"
- "separate the sign issue from racism"

General Comments

- "Bylaws aren't the only way. It's better to explore other options. UBC research was very helpful"
- "Being inclusive is positive for the bottom line"
- "After 40 years, we don't feel welcome or included any longer here."
- "After (addressing) signs, where else will it go? There is still racism."
- "Consider safety in emergency situations where communication is a problem."
- "Countering public apathy (on so many topics)"
- "I want to feel welcome at all businesses."
- "Can't get into the real estate market. Lost sense of community."
- "problem is immigrants settle in major areas and spread out."
- "Root is unnecessarily high immigration policy."
- "(need) greater analysis of issue."
- "Signage is the tip of a big iceberg in Richmond. This is about waves of immigrants NOT WANTING to integrate into Canadian society in general and Richmond community specifically."

- "As an English speaker, what about my Charter of Rights?"
- "Create a desire to include non Chinese speakers in all aspects of community. Common language."
- "I don't understand why people come to our country and don't respect English."
- "Identify and establish what are our 'Canadian values'"
- "50% of business lost if signs strictly one language."
- "When no English [speakers] feel excluded."
- "Include everything in business and speak to size." (?)
- "Sign regulation won't work."
- "signage by-laws are weak to nonexistent in this municipality"
- "how do we educate people who speak limited English to understand our way of living and culture"
- "The main problem is communication through language. One language for everybody."
- "to promote intercultural harmony, we need to have Chinese business community reach out to Canadian-born residents."
- "Language issue makes it difficult and makes it hard to be inclusive"
- "Copy Richmond Hill and Markham. That's what we need."
- "None of the examples [of successful approaches] presented relied solely on a by-law."

Support for regulation/enforcement

- "size of signs; French and English; regulation at all levels of government – municipal, provincial and federal"
- "rezoning of residential and commercial areas. More main street."
- "regulate interior and exterior signs"
- "regulate a wider category of signs (e.g., in front of single houses), which are often Chinese only"
- "We need signage legislation to show that the City is invested in this issue and is prepared to protect English as hegemonic language"
- "if there's a penalty, then enforce it. Otherwise it's useless."

Support for revision of by-law

- “renew the by-laws and give them teeth. This will result in harmony.”
- “enact a by-law in both English and French and apply it consistently.”
- “Bylaws contribute to cultural harmony by being applied consistently.”
- “signs need to be 50% English/French or other language”
- “create a by-law”
- “Have a decluttering by-law” [counted under “by-law” not “decluttering”]
- “Bylaws 50% English. Regulate more signs than done now.”
- “Sign bylaw 80% minimum English/French
- “Start with some basic rules around signs with 50% + English as a basis”
- “comprehensive sign by-law”
- “create by-law”

Support for Education and Outreach

- “education”
- The law is a blunt instrument. Analysis is required. Voluntary compliance is preferred.”
- “Richmond should stay the course of using persuasion to influence more English signage.”
- “More English learning services for immigrants”
- “More citizenship classes/services for new immigrants”
- “education at licensing level”
- “talk to business owners about respect for all”
- “encourage businesses with programs and encourage them to understand how they make the community feel”
- “public education”
- “education, consultation, encouragement”
- “Education. Outreach.”
- “Merchant education”
- “outreach help. Encourage English usage.”
- “Reaching out to business.”

- “Education is key.”
- “Education and outreach”
- “A regulatory regime is dictatorial and costly and would only affect approximately 4.5% of existing signs (and zero new signs are non-English only). Outreach and education are key and more effective.”

Support for Enhanced Intercultural Connections

- “Fund summer students to do plasticized cheat sheets (translating) English (consumer-oriented) phrases (e.g., “How much is that?”) into other languages.” (Intercultural)
- “The bylaw discussion is a red herring. Ideas of intercultural events and resources for immigrants solve the core problem.”
- “willingness to change. Empathy, dialogue, openness.” (Intercultural)
- “Participation in community events (e.g., open doors)”
- “Increase interaction/contact amongst different cultures.”
- “Cultural share. Food fair.”
- “Universal welcome sign in business windows.”
- “Bring people together.”
- “Cultural ambassador/social worker to work with businesses.”
- “Reframe thinking and approach. Instead of advising businesses of their potential loss of business, emphasize the importance of letting people feel included. Welcome ALL PEOPLE. Do not exclude non-Chinese speakers.
- “free translation of signs, menus, etc. would be a great start. Or at least discounted translation” (intercultural)
- Support for “Other” (including combined approaches)
- “Create City Immigrant Affairs office.” (other)
- “Make learning English mandatory.” (other)
- “Ashfield model. Social worker welcoming shop owners; walking tours; booklet; welcoming events; decluttering. (Intercultural + decluttering)
- “Change must be dialogical. A sign bylaw unilaterally imposes a dominant culture on a group. Festivals, education, welcoming tours and outreach build the capacity of the entire community to appreciate other cultures.” (Intercultural + Education & Outreach)
- “Immigrants are generally aware that English is important in Richmond and want to connect with the community. Services like accessible ESL classes, translation services,

tips on marketing, cards with common English translation will be most effective.”
(Outreach/Education + intercultural)

- “Try the approaches of other cities with similar populations – free translation services, education and outreach is a very good approach because most Chinese/other immigrants can’t learn English.” (education/outreach + intercultural)
- “Box Hill – commercial focus; decluttering; multilingual consultant; festivals involving a number of ethnicities; free graphic design” (decluttering + outreach)
- “Use Richmond Hill as an example. Establish by-law + race relations committee.” (bylaw + intercultural)
- “bylaw is not the most effective solution. Education, persuasion is. An open house shopping day is a fabulous idea.” (education + intercultural)
- Reaching out to business and encouraging English signs along with Chinese if wanted. Double-sided bilingual signs should also be enforced. Force will never create harmony (no bylaw). Intercultural committee = expensive.” (enforcement + outreach)
- “Address clutter”
- “clutter limitation is worth investigating.”
- “decluttering will help immensely”
- “have a contest of best business signs. Richmond citizens can vote on the best signs”
- “declutter to decrease the perceived volume of single language signage”
- “declutter: window signs/ vinyl...Limit the text to a specific amount – i.e., 25%
- “declutter!”
- “decluttering has some merit”
- “encourage decluttering”
- “shop front improvement program”
- “Appearance.”
- “active integration (long term approach) of immigrants into Canadian society” (other)

IV Graphic Illustration of Community Workshop Ideas



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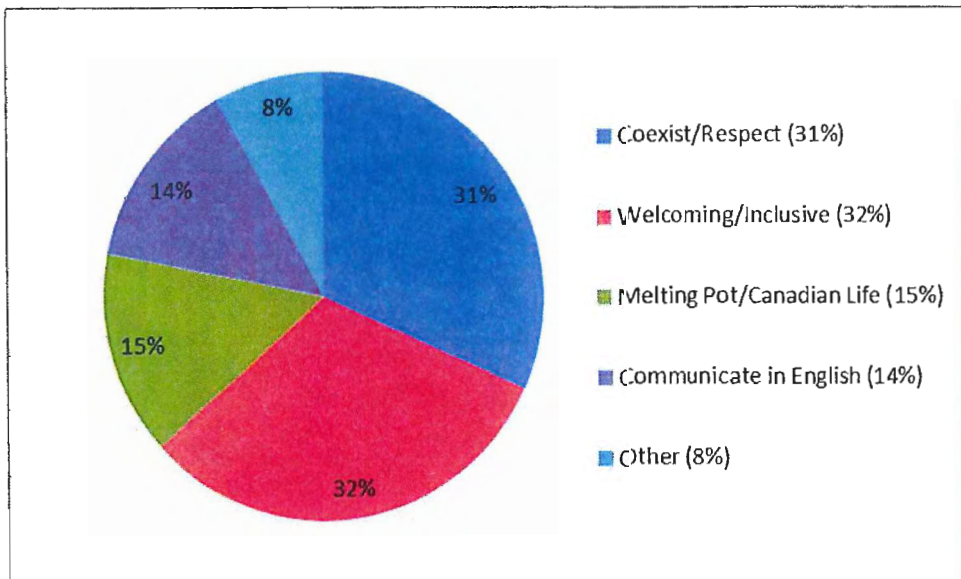
Data Summary: Language on Signs *Let's Talk Richmond Survey*

The City implemented a multi-pronged public consultation process between January 30 and March 20, 2015 to gauge community perceptions on the language on signs in Richmond. The community was invited to have their say and provide their thoughts on the language on signs issue through mail, email, an online survey hosted at Let's Talk Richmond, or by attending a community workshop hosted by the City.

This document provides a brief overview of the observations from the responses received through the online survey. The survey was offered in English and Chinese, however all responses received were in English.

A total of 260¹ responses were received to the online survey. The summary below includes paraphrased findings to provide a flavor of the diversity and spectrum of responses and is not intended to present verbatim feedback received.

1) What does community harmony in Richmond mean to you?



31% of the responses were related to community harmony being about the coexistence of people from different cultures in a community. Descriptions included a community where everyone works towards achieving the same goals, respecting one another, and conflict is avoided.

¹ The survey had 3 open ended questions, not all respondents responded to each question. 260 is the number of responses received to the questions with the most responses.

Almost as many responses were received (32%) where community harmony was described as a process where community members make a conscious effort to understand one another and each other's differences, embrace each other's cultures and contribute to a welcoming and inclusive environment. Many expressed the opinion that welcoming was not a one way street where host community residents were required to extend a welcome to newcomers/immigrants. They indicated that there was an obligation on the part of newcomers to welcome and integrate with the host community members as well.

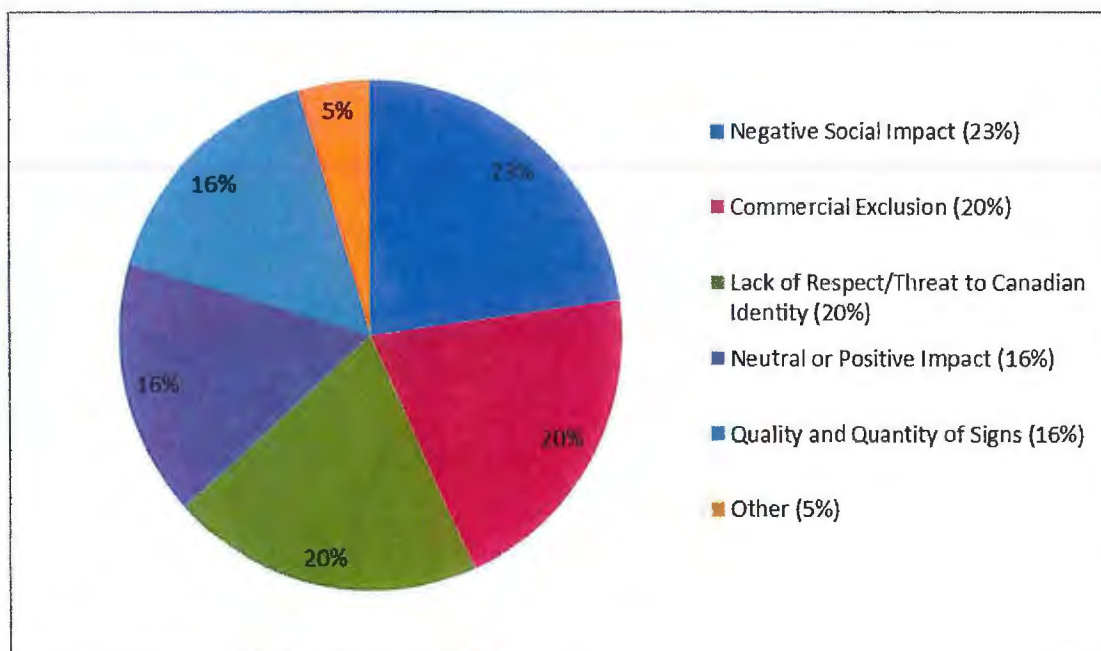
Another 15% of the responses envisioned community harmony to be achieved only if immigrants and newcomers assumed and assimilated to Canadian values and ways of life. That is learning and speaking English, and putting their cultural practices and mother tongue aside to replace with that of Canada's - in essence equating community harmony to an environment of a "melting pot".

Close behind at 14%, indicated community harmony was about communication, more specifically, about the ability of community members to be able to communicate with one another in English. Those with this perspective believe that without communication, and without being to understand one another, that community harmony is not possible as not being able to communicate in English creates silos and mini "Asian communities".

Concepts of respect, lack of conflict, welcoming and inclusiveness were the dominant opinions received in the responses. A strong notion within the responses was that coming to Canada was a choice on the part of immigrants; therefore they should assimilate and adapt to the Canadian way of life, and assume a Canadian identity.

There was an element of fear in many of the responses that immigrants were taking over Richmond and the once European majority that founded this Country was becoming a minority and invisible in the very Country they created. As a consequence, non-official languages are beginning to take over the landscape that should belong to the official languages of Canada.

2) How do you feel about the signage in the community? Does it affect your quality of life?

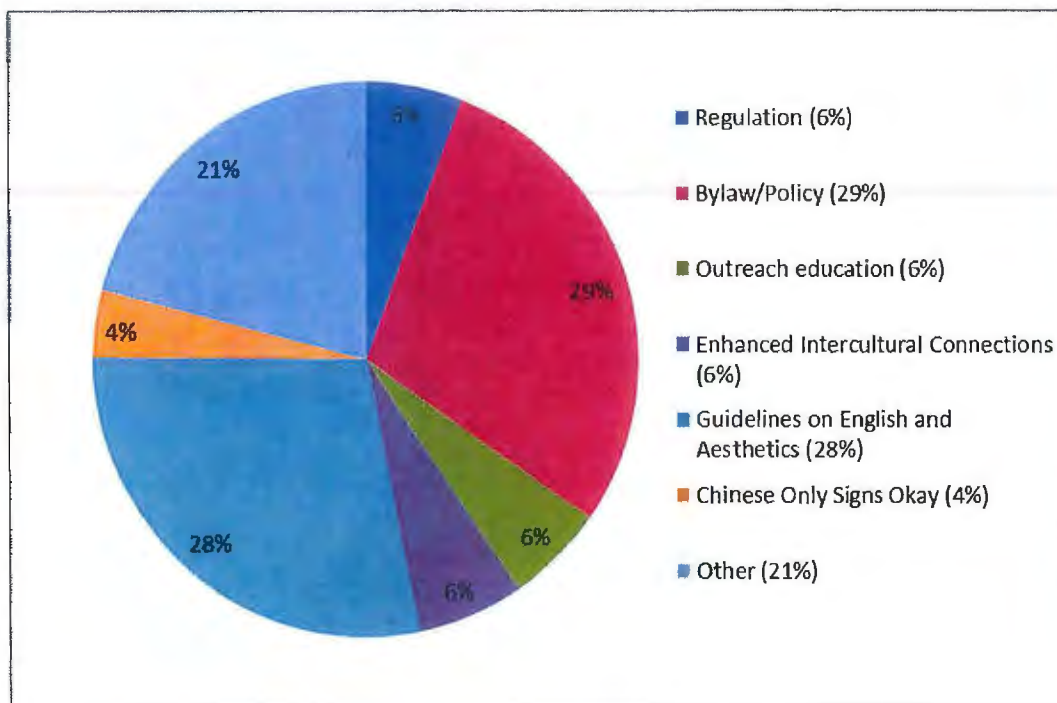


23% of responses referenced the negative impact of language on signs to the quality of life of a community, a few spoke of personal experiences resulting in negative emotional consequences for them. Personal feelings of social exclusion from the community, and feelings of not being welcome in specific areas of the community were prevalent among those noting a negative impact of language on signs. A few responses noted a disconnect from surroundings that is experienced when an individual is not able to read the signs around them.

20% of the responses noted that language on signs led to commercial exclusion or a feeling that they were not wanted or welcome as consumers in a particular store. Not being able to read the business sign also created a lack of understanding of what services a store was offering.

Another 20% of responses were of the opinion that signage that was not in English displays a lack of respect for Canada and Canada's way of life, and a threat/negative consequence to Canadian identity. A message that resonated among many of the responses was that seeing signs in a language other than English made community members feel like they were no longer in Canada, and that Richmond is being transformed into having an Asian feel rather than a Canadian feel.

3) Please share any additional comments that can assist the City of Richmond in developing future recommendations and measures related to language on signage.



The top 2 categories of recommendations (29% and 28% respectively) were Bylaw/Policy and Guidelines on English Aesthetics.

Responses noting the need for some form of guidelines were suggesting that the City take some form of action that would provide clear expectations for business owners to follow in terms of signage. Although the majority specifically noted the need for guidelines on the use of one of the official languages (English and/or French), some also referenced the need for guidelines around visual elements and aesthetics of signs. There was a sense that signs were not visually appealing, and too large. In some cases, it was noted that signs presented a visual clutter to the community and guidelines needs to be implemented to eliminate this clutter.

Bylaw/Policy responses were related to those specifically noted that a Bylaw or formal policy dictating the requirement and mandatory use of English on signs be implemented by the City. Many suggested that English (or any one of the official languages) need not be the sole language, and that another language could be included on a sign, but in much smaller font.

The themes of Outreach and Education, and Enhanced Intercultural Connections were each noted in 6% of the responses. Several responses noted that education on community harmony and the Canadian way of life was essential to include as part of the solution.

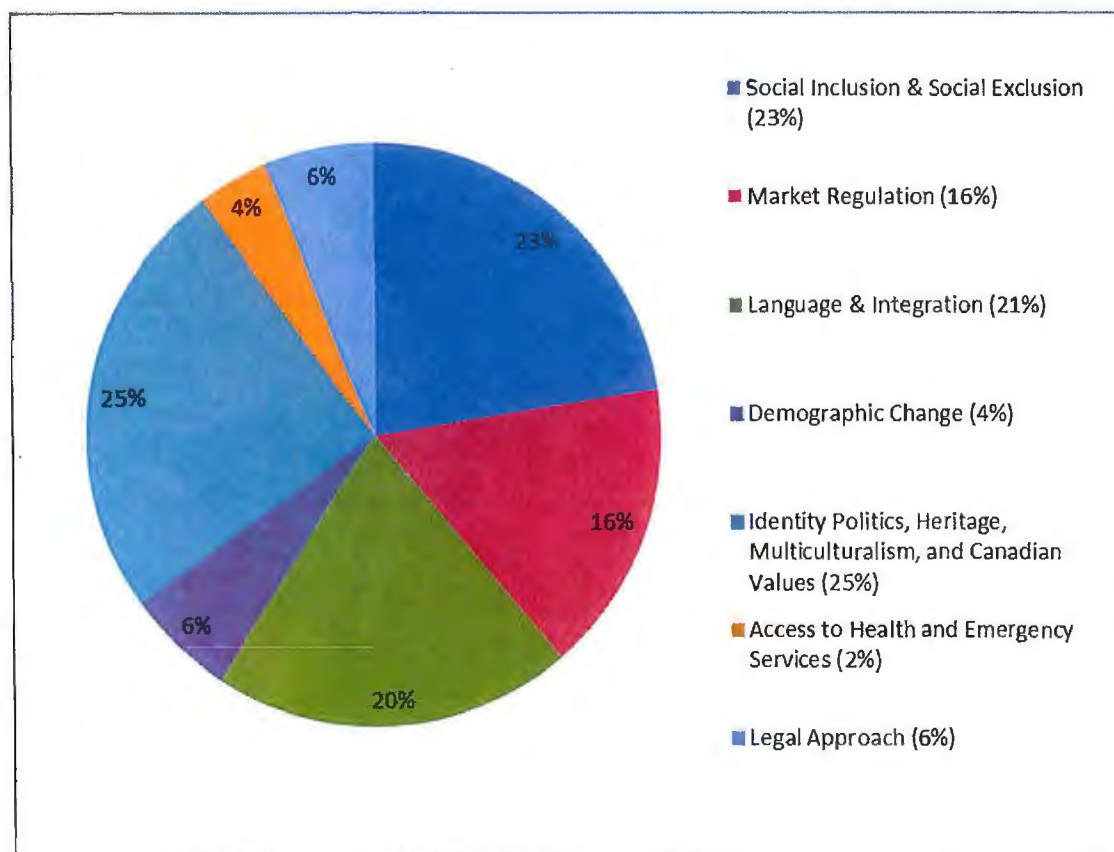
A small minority (4%) felt that Chinese only signs are okay. That is a business owners prerogative to promote to their target market as they wish. As well, some felt that language specific signs were a sign of the multiculturalism in our community, and therefore should not be seen as an issue but rather embraced.

Data Summary: Language on Signs

Emails received through signs consult email address

The City implemented a multi-pronged public consultation process between January 30 and March 20, 2015 to gauge community perceptions on the language on signs in Richmond. The community was invited to have their say and provide their thoughts on the language on signs issue through mail, email, an online survey hosted at Let's Talk Richmond, or by attending a community workshop hosted by the City.

This document summarizes the submissions received through the email address (signsconsult@richmond.ca) created for this engagement process. A total of 24 emails were received¹. The figure below illustrates the emerging themes from the emails. To provide context to these themes, included below are verbatim examples of responses received. No names have been included to the examples to protect confidentiality.



¹ This does not include the propaganda that forwarded to the City through this email. These items were not seen as a community member providing their thoughts on the issue of language on signs, and therefore not included in this summary.

1) Social inclusion and social exclusion are expressed in two ways – non- English signage excludes “host society” (belonging, recognition and heritage, market participation) versus non-English signage prevents populations from participating as they choose in the market and in everyday life. The argument of multiculturalism and the Canadian welcoming of newcomers are expressed in many instances with the analogy of a “two-way-street”, and applied to both sides of the “for” and “against” City regulation of signage.

“As Canada has only two official languages, signage should be in both English and French. If a company wants to add another language - so be it, however English or French should be the dominant language.

I was born and raised in Vancouver, spent a lot of time in Richmond and moved to Richmond in 1990. I refuse to patronize shops where Chinese is the dominant language on signage as I have found that I am ignored or treated very shabbily. This is Canada, not Hong Kong or China. There are a great many people who do not speak either Chinese dialect who are being excluded by this immigrant class. This is reverse discrimination. Would we be allowed to act as they do if we moved to their “home” country - I think not.

I was in Superstore the other day and a young cashier of Asian descent was serving the customer in front of me. The Asian customer began speaking to the young lady in one of the Chinese dialects and when the young lady advised that she did not speak that Asian language, the customer was very rude. Where does this woman think she lives.....China?

While this is supposed to be an open and free society specific immigrants are trying to make it a closed one solely for their benefit, not for the benefit of all Canadians.”

2) Market-regulation is another theme that is employed to make a case that markets will self-regulate and in time English language will increasingly be used in signage in order to access a broader market share.

“Here is an example: there is a business that sells chicken feet, coagulated pig blood, cow stomach, duck tongues, and duck necks, etc. Those foods are popular in Chinese speaking community. Will English speaking local residents ever think about purchase foods? Very likely, no. In this case, since the majority, if not all of its customers are Chinese, it is very natural for the business owner to make Chinese more prominent in their business signs because he or she wants to get as many customers as possible. Assuming all of a sudden, Chinese speaking customers change their appetites and do not eat those foods anymore and on the other hand, English speaking customers start to love those foods and buy them like crazy, what will the business owner do? Any rational business owner will change their former Chinese prominent signs to English prominent or English only signs. That is the power of market.”

3) Language & integration are raised as a key issue for consideration of an amended signage bylaw. Language is interpreted as a marker of integration, and therefore non-English signage is seen to be a sign of failure to integrate. An argument is also presented in this way for a “tough-love” approach, in which English language is enforced in order to assert the primacy and common language of English (and French) in Richmond, and Canada.

“I personally think that English should be on every sign, public or private. Not having English on signage, menus and the like is divisive, especially now that native english speakers are in the minority of Richmond's population. I wouldn't have a problem with another language alongside english, either larger

or smaller depending on their preferences. These immigrants are not being encouraged to integrated into our community if they can live their entire lives here without speaking a word of English. We should encourage them to integrate, and this would be a good first step. Having both languages—English and Chinese—on signage would encourage inclusion in businesses primarily serving Chinese.”

4) Demographic change is cited by many, and is framed by some with a narrative of “Asian Invasion,” of loss of what was seen to be a British heritage, and the perceived development of enclaves and ghettos.

“As a Canadian born citizen I embrace our diverse culture. I feel it makes us richer human beings by understanding our differences. However, myself and many Canadian born citizens I know (regardless of our family backgrounds) feel that there is a disrespect of the Canadian culture and our strong identity when you see an overwhelming amount of influence of other countries growing here and no recognition of the official Canadian languages.”

5) Identity politics, heritage, multiculturalism, and Canadian values are raised both to defend freedom of expression through a lens of multiculturalism in a position against regulation; and in the affirmative by depicting the undoing of Canadian identity and values that is, in some cases, understood as the foundation of the signage issue.

“It is incomprehensible that English speaking Canadians in Richmond have to fight to keep the official language of the country on signage. Canada is a land of immigrants - we have integrated into our communities joined by a common thread, the English language. Canadians also pride themselves on being an inclusive society, welcoming newcomers. Now it appears that some newcomers don't have enough respect for the rest of us to include the common language of Canada (as well as the international language of commerce) on their signs. This is very disturbing. More disturbing is that to date this issue has been of little importance to our public officials.

For those non Chinese speakers who still choose to live in Richmond, this issue must be resolved. All signs posted in public places should be readable by all residents in the community by equally including one of the official languages of Canada.”

6) Provision and access to and by health and emergency services are used to present a case for English as primary, and signage regulation by the City.

“No one seems to have mentioned that English on signage allows emergency services to find businesses faster when they are responding to calls for service when time is of the essence.

It is incredibly hard to find a business by name on a street or in a strip mall when one cannot read the signage and can only go by tiny street number lettering on the corners of buildings or on inconsistent places near the units in question. All emergency services have English language in common.

In an emergency, every second counts so clear signage with at least the business name displayed prominently in English is essential. No one really cares what language today's lunch special is displayed in.”

7) Taking a legal approach, some cite the Charter of Rights & Freedoms and in so doing, make an affirmative case for the right to enforce official language, and an opposing case is made with the logic of freedom of expression, in whatever language one chooses.

*"I feel the regulation of signage does relate to the Charter of Rights portion that states, **The City would need to establish that compelling health, safety, economic or social welfare objectives are at stake to justify a limit on the Charter freedom**", in that the social welfare of all our citizens doesn't benefit all if you see the dividing line that has been created by signage in areas that don't "feel" welcoming to all citizens. This has already created rifts with residence and many have left the city because of the frustration they feel and being "over run" with other countries values. (yes, economics has played a factor, and a higher population of Asian immigrants, but my children and some of their friends (heritage being very diverse) feel that in order for them to have opportunities for their future they have to leave because many of the jobs they see advertised say that "speaking Chinese is an asset" so they know that the opportunities here are fewer and fewer."*

Executive summary.

Social Cohesion and visual landscapes in Richmond

Research prepared for the City of Richmond

Elanna Nolan & Daniel Hiebert

April 2015

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Introduction

Following a referral from City Council in October 2014, City staff have been directed to undertake a comprehensive study and consultation regarding what has come to be known as the Richmond "signage issue." Coinciding with the lead up to the November 2014 City election, Council's directive follows a period of public interest and demand that the City take greater action to regulate signage language. In October 2014, the City received sixty-one letters and emails from the public requesting that the City take action and enforce English as the priority language on all signage (and in many cases advertisements). While regulation of advertising is beyond the City's jurisdiction, exterior commercial signage does require submission of an application for permit.

At present the Sign Bylaw (No. 5560) regulates the size, design and location of exterior signage. A permit is required prior to installation (Figure 1). Signage not covered in the Sign Bylaw includes interior signage (i.e. posters placed on the inside of a window, menus, mall signage, etc.), directional signs, property lease and sale signs, along with some others. Council have directed City staff to study the issue of language on signs, undertake public and stakeholder consultation and to compile critical and relevant information on the effect of signage issues locally and afar, to assist Council in determining if a bylaw or some other strategy would be most appropriate.



Figure 1. Only signs on the exterior of the building are regulated by the Richmond Sign Bylaw (No. 5560). Advertising and promotional material are not regulated under the Sign Bylaw.

Background for this report

Concern over the language used in commercial signage is by no means a new issue. However, it has gained particular momentum on two occasions over the past three years: in March 2013 with the submission of a 1,000 signature petition requesting that Council introduce a Sign Bylaw condition of two-thirds of text in English language on all signage; and in October 2014 in the lead-up to the most recent City election. Between the letters and the news coverage, a common narrative has emerged connecting “rapidly” changing demographics and the ethnic make up of the City of Richmond with concern over a lack of immigrant integration.

A survey of news media and letters to Council reveal a gap between perceptions of demographic change and the demographic reality of the City of Richmond. In the report, we present data that shows this discontinuity, and busts some of the “myths” that have become the basis of many expressions of concern. However, we also acknowledge that this “myth” is still meaningful. It provides insight into the ways in which some citizens of Richmond are experiencing feelings of social exclusion, isolation and a lack of recognition.

We see the signage issue as involving two sets of concerns. In the foreground are issues related to the symbolic nature of visuals in the urban landscape of Richmond, specifically focused on the regulation of text in public and commercial spaces. In the background, we identify issues that frame this particular concern; these include questions over how visual landscapes represent people, history and culture in Richmond, as well as raising questions over the nature of intercultural engagement and social cohesion in Richmond.

It is important that we make clear, that while we seek to address the above listed issues, we are not legal scholars. As such we can only recognize the legal backdrop of the signage issue as they relate to the protection of freedom of expression as outlined in the *Charter of Rights and Freedoms*. With this legal backdrop in place, we have investigated the signage issue in relation to a mandate and commitment by the City of Richmond to enhance intercultural harmony and strengthen intercultural cooperation in Richmond (RIAC 2011). It being beyond our capacity to advise, we limit our contribution in this way. Put simply, we do not seek to offer “solutions” or specific regulatory recommendations, rather to provide resources to support thinking through the signage issue.

Project structure & methodology

The research questions that guided this research study included:

1. What is the nature of the relationship between visual and linguistic landscapes with multiculturalism, social cohesion, and community harmony?
2. How can we think about the role of local government, in terms of these relationships in a super-diverse city?
3. Are there examples of urban governance and regulation/non-regulation of visual/linguistic landscapes that could cast light on the challenges faced by the City of Richmond?

The research was carried out in three parts:

- | | |
|-------------------|--|
| <i>Part One</i> | Mapping super-diversity in Richmond and seeing the signage issue: Demographic context and discourse analysis, including review of news media and letters to Council |
| <i>Part Two</i> | Literature review: Multiculturalism, social cohesion, and community harmony in the linguistic landscape

Learning from cities afar: An international jurisdictional scan |
| <i>Part Three</i> | Bringing it all together: Synthesising research, lessons, and reflections |

Super-diverse Richmond

There is often a tendency to see diversity in terms of ethnicity or country-of-origin, however, in so doing it can be easy to miss details that shape the contours and textures of every day experiences. The concept of super-diversity helps us see the various population details, such as language, religion, age, immigration stream, that are often overlooked when we talk about diversity based on country-of-origin or ancestry. Recognizing super-diversity in Richmond reveals the multiple groups, communities, and cultures that make it a unique and vibrant city.

Longstanding diversity in Richmond: 1981-1996 to today

- In 1981 there were just over 96,000 people living in Richmond. Roughly ten per cent of the population were born in an Asian country.
- By 1996 the population of Richmond had grown to 148,000 people. Just under half of the population self-identified as a visible minority, and a third of the total population as Chinese-Canadian.
- 1981-1996 was a period of profound demographic change in Richmond. The proportion of almost 90 per cent “white” Canadians became a ratio of roughly 50 per cent, to a respective 50 per cent visible minority population.

Over the past twenty years, demographic change has been more incremental, leading to what is now a ratio of 70 percent visible minority. In terms of the pace of demographic change, the past twenty years has been far less profound than what happened between 1981-1996.

- Today in Richmond, 70 per cent of the population identifies as being “visible minority” and over 60 per cent of the population are immigrants to Canada.
- There are 161 ethnicities represented in Richmond.
- These figures represent a history of immigration to Canada and settlement in the City of Richmond, a testament to national immigration policies, along with a policy of multiculturalism since 1971.
- Since 1980, the largest number of immigrants has arrived through the Economic class, as skilled workers and business class applicants and family members (requiring them to start a business).

The majority of Richmond residents can speak English and use English as a working language.

- About 90 percent of the population can speak English (19,800 cannot).
- 57 per cent of residents speak English ‘most often’ at home.
- 43 per cent of residents speak a different language most of the time.
- Richmond residents are able to speak 77 non-official languages in total.
- 11 per cent of residents work in places where a non-unofficial language is used most of the time.

Media scan and letters to Council

Media reports on the signage issue have been concentrated in three key moments (Figure 2): January-March 2012, March-May 2013 (coinciding with a Petition to Council for Bylaw), and September-November 2014 (coinciding with

the 2014 City Election). These key moments are repeated in the survey of letters to Council (Figure 3).

Overall the signage issue has been reported in a fairly balanced way. Pro-regulation articles (particularly letters to the editor and editorials) are generally expressed with a tone that is more emotive and sometimes antagonistic, compared to other reports. This highlights the emotional nature of the issue – an issue that engages questions of home, belonging, and recognition.

Figure 2: Media scan, January 2012-December 2014

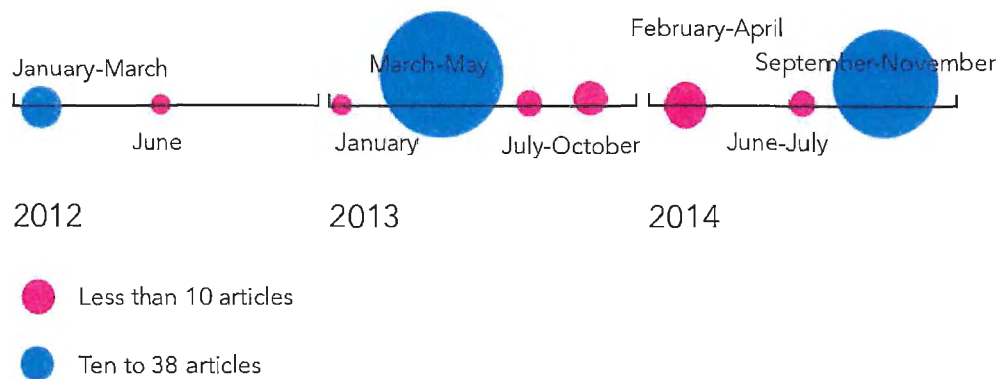
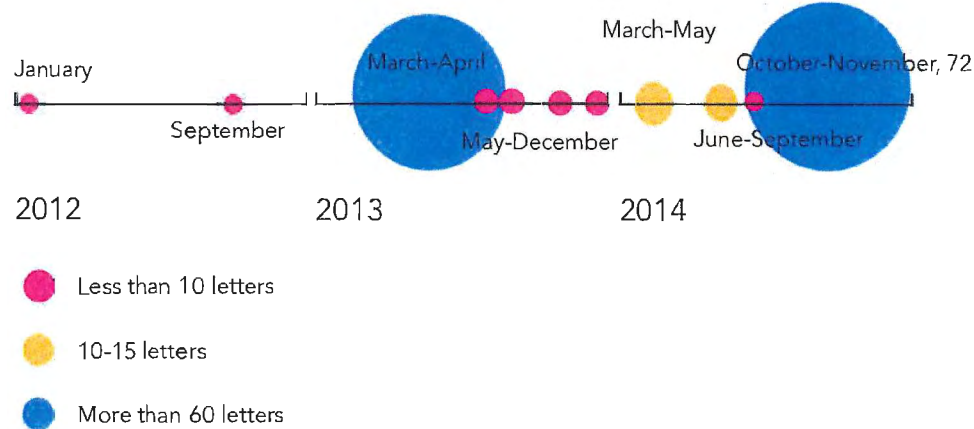


Figure 3: Letters to Council, January 2012-January 2015



The emergent themes across the media reports and letters to Council include:

- Concerns over social inclusion and exclusion
- Market self-regulation of language on signage (i.e. in order to attract a larger market share, merchants will advertise in official language/s)

- Concern over demographic change
- Identity politics, heritage, multiculturalism, and Canadian values
- Health and safety concerns
- Legalistic approach to a by-law
- Federal immigration policy
- Immigrant integration and language

Learning from the research

The concepts of intercultural harmony and social cohesion have not been defined in ways that are universally accepted. We therefore begin by sketching out the origins of these concepts, in light of Canada's policy of multiculturalism, some of the debates over the efficacy of multiculturalism, and a turn toward language such as social cohesion and community harmony.

- Pioneered in Canada in the 1970s, multiculturalism recognizes the great ethnic, cultural, and religious diversity as a defining national characteristic. It outlined, invested in, and regulated diversity through social services, language training, resourcing, and legal infrastructure focused on countering discrimination and through practices supporting the recognition and celebration of difference.
- During the 1990-2000s there has been vigorous debate in Canada and elsewhere over the efficacy of multiculturalism as a policy and as a concept.
- Arguments circulate in academic research and policy discussions over the question of whether multiculturalism has led to polarized societies and citizens living "parallel lives" – communities divided with little contact between ethno-cultural groups.
- This allegation has not 'migrated' to Canada, and multiculturalism continues as an important part of Canadian social policy and national character.
- Social cohesion has been distinguished from multiculturalism largely in the way it focuses on membership to a national community, for instance, membership to a Canadian community of citizens, rather than focusing on difference. Over the past twenty years there have been ongoing debates in the literature over the definition of social cohesion and the best ways to measure it.
- In a super-diverse society, evaluating social cohesion does not always account for the different experiences between immigrant and native-born Canadians, challenges faced in immigrant settlement, and the barriers faced by newcomers to social, political, and civic participation.

- Seen as complimentary to multiculturalism, social cohesion can be interpreted as providing a vision of what social relations under multiculturalism might look like, but ultimately it does not tell the full story of the successes and failures of a super-diverse society.

Much of the research around signage in public space (a.k.a. linguistic landscapes) focuses on super-diverse cities where citizens speak multiple languages.

- Most of the research is on the problem of *under-representation* of immigrant groups and their languages on signage, and the domination of official languages.
- Increasing prevalence of English language has led to the linguistic dominance, worldwide, of English language on signage. In many countries English language is seen as a symbol of modernity, progress and “international panache”.
- Language is encountered in a myriad of ways in the visual landscapes of our everyday lives. Of the various ways (i.e. graffiti, marketplace, consumer goods, street signs, etc.), most are outside the jurisdiction of most City administrations.
- Linguistic landscapes are rarely static; they shift and change over time with flows of migration and other processes of change. What we see today will inevitably be different to what we saw fifty years ago, and what we will see fifty years from now.
- Illegibility, or an inability to read all that is written in the linguistic landscape, can produce feelings of anxiety and alienation. This experience goes both ways – for official and non-official languages.
- Some scholars argue that social inclusion and a sense of belonging, connectedness, and acceptance, are prerequisites for immigrant integration, including official-language proficiency (i.e. inclusion is not exclusively the result of language proficiency). For immigrants in the process of learning official languages, seeing familiar (mother-tongue) language in the linguistic landscape contributes to a sense of recognition, welcome and belonging, which can support integration into the host society.

Learning from cities afar

Each of the cities presented in the report are unique, with specific geographies, social issues, economic contexts, immigration regimes, and more. These case studies do not so much present strategies that can be picked up and dropped into the Richmond context. Rather, they reveal some ways cities around the world are seeing similar challenges of planning for and managing diversity.

#1 *Ashfield, NSW, Australia*

Ashfield had become known as an ethnically “Chinese” city/area. Elderly Anglo-Celtic Australian residents complained to Council that they felt displaced and that there is a lack of inclusion and belonging in the Ashfield landscape. Council’s response was comprehensive, beginning with a research partnership with a local University, and was followed by a series of socially oriented interventions. The issue was effectively resolved in just one year. Interventions included:

- Appointing a Chinese-origin social worker to mediate concerns and encourage merchants to be more ‘welcoming’, ‘inclusive’
- Free translation services for merchants
- Instituting a ‘Welcome Shop Day’ to introduce general public into ‘Chinese’ commercial areas
- Walking tours with visits to restaurants, herbalists, etc.
- Welcome Shop Awards (for ‘de-cluttering’ and signage), with clear suggestions on aesthetics
- Booklet (in Chinese and English) explaining socio-cultural policies/strategic plans of the City

#2 *Box Hill, VIC, Australia*

Box Hill is an Activity Centre in Greater Melbourne, Australia, with a so-called distinctive “Asian character.” It is a site of significant growth, and higher density residential and commercial development. While some complaints have been received by Council that echo those in Richmond BC, they have been successful at developing an approach that has been celebrated as inclusive. This strategy was developed and informed by research commissioned by the City, which drew on examples of “best practice” from the City of Richmond, BC. Interventions have been economically and market-focused, and include:

- Community events to showcase diversity in the area (i.e., acknowledge many groups)
 - Annual 'Harmony Day' with performances, foods, music, etc.
 - Festivals for several of the larger groups
- Shopfront Improvement Program
 - Encouraging de-cluttering of shop-fronts
 - Multi-lingual consultant hired
 - Free consultation offered to merchants on graphic design, and discounted translation services

#3 *Richmond Hill & Markham, ON*

A signage bylaw has regulated language on signs in Richmond Hill since November 1990 (50:50 official:non-official language). However, in the mid-1990s controversy began to develop in Richmond Hill and neighbouring Markham, relating to the rise of so-called "Asian themed malls." Strategies employed by City staff in Richmond Hill and Markham during this time involved a combination approach that included:

- Using municipal powers to diffuse immediate tensions
 - Sign bylaw, 1990 (50%+ English/French required)
 - Encouraged more 'Main Street' commerce
 - Re-zoning land near residential areas from commercial to residential use
 - Pushing malls away from residential areas
- Race Relations Committee established, supported by a *Diversity Action Plan*
 - Includes 3 Council Members
 - Developed procedures to consider complaints
 - Has power to make 'actionable' recommendations

It took 5-6 years de-escalate, and today, the controversial sites have been developed with residential condominiums, which have dissipated tension. Markham is also home to the largest Asian mall in North America, and is slated for further development in coming years, with the addition of the Remington Centre, more North American in style.

Conclusions

As measures of social cohesion cannot tell the full story, neither can linguistic landscapes be used to correlate degrees of integration of immigrant publics, or be seen as indicative of exclusive and anti-social intentions. As such, linguistic landscapes cannot accurately be used as a platform for measuring degrees of community harmony.

In one of the letters to Council, an individual suggested that the proliferation of Chinese language on signage in Richmond was a sign of things to come calling it the proverbial “canary in the coal mine.” The author goes on calling for Richmond to take action and set an example for the rest of Canada.

The author of this complaint presents the canary in the coal mine with an ominous tone. However, we see the signage issue as an opportunity for Richmond. It is an opportunity for the City to demonstrate leadership, to recognize Richmond as a super-diverse city, committed to a vision of multiculturalism and community harmony, with a basis in open dialogue. As the public workshop demonstrated, there is community will to engage in difficult conversations, and with appropriate guidance the City and its citizenry can continue to address more of the important “background issues” that have given rise to calls for a new signage by-law.

We might ask to what degree should the City administration play a proactive role in framing and outlining what it might mean to live in Richmond? How can a shared vision be crafted in collaboration with Richmond’s citizenry? We hope that by providing some context and research on the relationship between signage and the social life of super-diverse cities, the City and its residents will have some new tools and frames of reference to undertake these conversations as they come to choose a best course of action, moving forward.



Regular Council

Monday, May 25, 2015

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Harold Steves

Corporate Officer – David Weber

Absent: Councillor Linda McPhail

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R15/10-1 1. It was moved and seconded

That:

- (1) *the minutes of the Regular Council meeting held on Monday, May 11, 2015, be adopted as circulated; and*
- (2) *the minutes of the Regular Council meeting for Public Hearings held on Tuesday, May 19, 2015, be adopted as circulated.*

CARRIED



Regular Council
Monday, May 25, 2015

AGENDA ADDITION

- R15/10-2 It was moved and seconded
That "Road Closure and Removal of Road Dedication Bylaw 9169 (Road Adjacent to 13760 Steveston Highway) and Disposition of the Closed Road Area and Portion of 13760 Steveston Highway to Ledcor Properties Inc. in relation to RZ 13-630280" be added to the Consent Agenda as Item No. 13A.

CARRIED

COMMITTEE OF THE WHOLE

- R15/10-3 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7: 02 p.m.).

CARRIED

3. Delegations from the floor on Agenda items – None.

- R15/10-4 4. It was moved and seconded
That Committee rise and report (7:03 p.m.).

CARRIED

CONSENT AGENDA

- R15/10-5 5. It was moved and seconded
That Items No. 6 through No. 20 be adopted by general consent.

CARRIED



Regular Council
Monday, May 25, 2015

6. COMMITTEE MINUTES

That the minutes of:

- (1) the Community Safety Committee meeting held on Tuesday, May 12, 2015;*
- (2) the Special General Purposes Committee meeting held on Monday, May 11, 2015 and the General Purposes Committee meeting held on Tuesday, May 19, 2015 ;*
- (3) the Planning Committee meeting held on Wednesday, May 20, 2015;*
- (4) the Public Works and Transportation Committee meeting held on Thursday, May 21, 2015;*

be received for information.

ADOPTED ON CONSENT

**7. BRITISH COLUMBIA EARTHQUAKE PREPAREDNESS
CONSULTATION REPORT**

(File Ref. No. 09-5125-06-01) (REDMS No. 4559378 v. 3)

That a letter be sent to the Members of Parliament and Members of the Legislative Assembly for the City of Richmond, requesting that the recommendations and key actions contained in the British Columbia Earthquake Preparedness Consultation Report, dated December 2014, be acted upon.

ADOPTED ON CONSENT

**8. EMERGENCY COMMUNICATIONS SERVICE DELIVERY IN
BRITISH COLUMBIA - STRATEGIC VISION AND DISCUSSION
PAPER FROM THE MINISTRY OF JUSTICE**

(File Ref. No. 09-5130-01) (REDMS No. 4570329 v. 2)

- (1) That the staff report titled Emergency Communications Service Delivery in British Columbia – Strategic Vision and Discussion Paper from the Ministry of Justice be forwarded to the Ministry of Justice, in response to their request for written feedback by May 15, 2015 and Metro Vancouver and UBCM for information; and*



Regular Council
Monday, May 25, 2015

- (2) *That the Ministry of Justice be advised that the City of Richmond would be pleased to participate in further consultation and stakeholder meetings.*

ADOPTED ON CONSENT

9. AMENDMENTS TO WATER USE RESTRICTION BYLAW AND CONSOLIDATED FEES BYLAW TO SUPPORT CHAFER BEETLE BIOCONTROL

(File Ref. No. 12-8060-20-009247/9248, XR: 10-6125-04-01) (REDMS No. 4561394 v. 3, 4564531, 4568271)

- (1) *That Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9247 be introduced and given first, second and third readings; and*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9248 be introduced and given first, second and third readings.*

ADOPTED ON CONSENT

10. LONDON/STEVESTON PARK CONCEPT PLAN

(File Ref. No. 06-2345-20-LSTE1) (REDMS No. 4540721 v. 8)

That the London/Steveston Park Concept Plan, as outlined in the staff report titled "London/Steveston Park Concept Plan," dated May 1, 2015, from the Senior Manager, Parks, be approved.

ADOPTED ON CONSENT

11. UPDATE ON SIGNAGE ON PRIVATE PROPERTIES

(File Ref. No. 12-8000-03, 12-8060-20-00560/008636) (REDMS No. 4403117 v. 12)

- (1) *That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) *That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

ADOPTED ON CONSENT



**Regular Council
Monday, May 25, 2015**

12. COUNCIL TERM GOALS 2014-2018

(File Ref. No. 01-0105-07-01) (REDMS No. 4537297 v. 12)

That the Council Term Goals for the 2014-2018 term of office, as contained in the report from the Corporate Programs Consultant, dated May 5, 2015, be adopted.

ADOPTED ON CONSENT

13. APPLICATION BY STEVESTON NO. 6 LP FOR REZONING AT 13751 AND 13851 STEVESTON HIGHWAY, 10651 NO. 6 ROAD, A PORTION OF 13760 STEVESTON HIGHWAY AND A PORTION OF THE ROAD ALLOWANCE ADJACENT TO AND NORTH OF 13760 STEVESTON HIGHWAY FROM ENTERTAINMENT AND ATHLETICS (CEA), LIGHT INDUSTRIAL (IL) AND AGRICULTURE (AG1) ZONING TO LIGHT INDUSTRIAL AND LIMITED ACCESSORY RETAIL – RIVERPORT (ZI12)

(File Ref. No. 12-8060-20-009210/9211; RZ 13-630280) (REDMS No. 4575191, 4490338, 4497260, 4497231)

- (1) *That Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading;*
- (2) *That Bylaw 9210, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
- (3) *That Bylaw 9210, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*



Regular Council
Monday, May 25, 2015

- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the "Light Industrial and Limited Accessory Retail – Riverport (ZI12)" zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Entertainment & Athletics (CEA)", "Light Industrial (IL)" and "Agriculture (AG1)" to "Light Industrial and Limited Accessory Retail – Riverport (ZI12)", be introduced and given first reading; and*
- (5) *That the public hearing notification be expanded to include all properties in the area shown on the map contained in Attachment J to the staff report dated May 11, 2015 from the Director of Development.*

ADOPTED ON CONSENT

**13A. ROAD CLOSURE AND REMOVAL OF ROAD DEDICATION
BYLAW 9169 (ROAD ADJACENT TO 13760 STEVESTON
HIGHWAY) AND DISPOSITION OF THE CLOSED ROAD AREA
AND PORTION OF 13760 STEVESTON HIGHWAY TO LEDCOR
PROPERTIES INC. IN RELATION TO RZ 13-630280**
(File Ref. No. 12-8060-20-009169; 06-2290-20-147; 06-2290 -148)

- (1) *That Road Closure and Removal of Road Dedication Bylaw 9169 (Road Adjacent to 13760 Steveston Highway) be introduced and given first, second and third readings;*
- (2) *That the required notice of road closure and disposition of the closed road be advertised prior to final adoption;*
- (3) *That staff be authorized to file a certifying statement executed by the Corporate Officer at Land Title Office cancelling the right of resumption in the closed road pursuant to the Resumption of Highways Regulation;*
- (4) *That staff be authorized to take all necessary steps to raise title to the road closure area of ±2,081.1 square metres (±22,401 sq. ft.) and transfer it to Ledcor Properties Inc. or its designate for \$756,034 plus applicable taxes;*



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Monday, May 25, 2015**

- (5) *That the sale of a portion of 13760 Steveston Highway totalling $\pm 1,318.7$ square metres ($\pm 14,194$ sq. ft.) to Ledcor Properties Inc. or its designate for \$479,048 plus applicable taxes be approved;*
- (6) *That staff be authorized to take all necessary steps to complete all matters as contained in the report dated May 4, 2015 including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Services to negotiate and execute all documentation required to effect the transaction, including executing all required Land Title Office documentation; and*
- (7) *That Road Closure and Removal of Road Dedication Bylaw 9169 (Road Adjacent to 13760 Steveston Highway) be contingent on third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 9210 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 (RZ 13-630280).*

ADOPTED ON CONSENT

14. APPLICATION BY PARC RIVIERA PROJECT INC. FOR A ZONING TEXT AMENDMENT TO THE "RESIDENTIAL MIXED USE COMMERCIAL (ZMU17) - RIVER DRIVE/NO. 4 ROAD (BRIDGEPORT)" ZONE FOR THE PROPERTY AT 10311 RIVER DRIVE

(File Ref. No. 12-8060-20-009237; ZT 15-691748) (REDMS No. 4539005 v. 3, 4576577, 4539571)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9237, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) - River Drive/No. 4 Road (Bridgeport)" zone to amend the maximum permitted density on the property at 10311 River Drive, be introduced and given first reading.

ADOPTED ON CONSENT



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15. **APPLICATION BY RYAN COWELL ON BEHALF OF 0737974 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO INCREASE THE PERMITTED FLOOR AREA RATIO TO 0.78 FOR THE PROPERTY LOCATED AT 5600 PARKWOOD CRESCENT**
(File Ref. No. 12-8060-20-009245; ZT 15-694669) (REDMS No. 4557676 v. 2, 4560422)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9245, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.78 for the property, be introduced and given first reading.

ADOPTED ON CONSENT

16. **REFERRAL: WEST CAMBIE ALEXANDRA NEIGHBOURHOOD BUSINESS OFFICE AREA REVIEW**
(File Ref. No. 12-8060-20-009121; 08-4375-01, Xr. 08-4045-20-11) (REDMS No. 4565876 v. 11, 4252323, 4210602, 3186793, 4168202, 4168137, 4168181; 4574997, 4571080)

- (1) *That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100, to change the existing Business Office designation to Mixed Use Employment-Residential designation, be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, having been considered in conjunction with:*
- (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That, in accordance with section 879 (2)(b) of the Local Government Act and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, be referred to the following bodies for comment for the Public Hearing:*
- (a) *Vancouver International Airport Authority (VIAA) (Federal Government Agency); and*
 - (b) *The Board of Education of School District No. 38 (Richmond);*



Regular Council
Monday, May 25, 2015

- (4) *That City staff be directed to consult with VIAA staff regarding the proposed recommendation, prior to the Public Hearing;*
- (5) *That upon adoption of the above bylaws the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy be approved;*
- (6) *That staff not proceed with the implementation of an interim sidewalk/walkway along Odlin Road and Alexandra Road, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years;*
- (7) *That staff consider the inclusion of interim sidewalk/walkway along Garden City Road as part of the City's 2016 capital program, if there are no immediate/imminent development applications for these fronting properties in the foreseeable future; and*
- (8) *That lands along No. 3 Road not be redesignated from residential use to employment use.*

ADOPTED ON CONSENT

17. STREET FURNITURE PROGRAM

(File Ref. No. 10-6360-03-03) (REDMS No. 4491651 v. 4)

- (1) *That staff be directed to issue a Request for Proposals for the supply, installation and maintenance of a city-wide street furniture program that includes advertising, as described in the staff report dated May 4, 2015, from the Director, Transportation; and*
- (2) *That staff report back on the responses to the above Request for Proposals with a recommendation prior to December 1, 2015.*

ADOPTED ON CONSENT



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18. **ALEXANDRA DISTRICT ENERGY UTILITY EXPANSION PHASE 4**
(File Ref. No. 10-6600-10-02) (REDMS No. 4557795 v. 5)

That funding of up to \$7.6 million through borrowing from the Utility General Surplus be approved for capital expenditure for design, construction and commissioning of the Phase 4 expansion of the Alexandra District Energy Utility and that the Five Year Financial Plan (2015-2019) be amended accordingly.

ADOPTED ON CONSENT

19. **SMART THERMOSTATS PILOT PROGRAM**
(File Ref. No. 10-6125-07-02) (REDMS No. 4565860)

That the development and implementation of a "Smart Thermostats Pilot Program" for homes be endorsed.

ADOPTED ON CONSENT

20. **2014 ANNUAL WATER QUALITY REPORT**
(File Ref. No. 10-6375-01) (REDMS No. 4550012)

That the staff report titled "2014 Annual Water Quality Report," dated April 28, 2015, from the Director, Public Works be received for information.

ADOPTED ON CONSENT

NON-CONSENT AGENDA ITEMS

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

Councillor Chak Au, Chair

21. **BI-WEEKLY GARBAGE COLLECTION**
(File Ref. No. 10-6405-03-01) (REDMS No. 4567623)

R15/10-6

It was moved and seconded

- (1) *That City garbage collection service for single-family dwellings be changed from weekly to every other week (bi-weekly) commencing the first quarter of 2016, with recycling services (i.e. Blue Box and Green Cart) continuing to be provided on a weekly basis;*



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- (2) *That, as part of implementation of bi-weekly collection service, the City provide one garbage cart per household to residents in single-family dwellings, where residents have the opportunity to select the cart size of their choice;*
- (3) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to service, acquire, store, assemble, label, deliver, replace and undertake related tasks for the garbage carts, and related operational service changes associated with this program;*
- (4) *That an amendment to the City's Five Year Financial Plan (2015 – 2019) to include capital costs of \$2.6 million with \$2.3 million funding from the City's General Solid Waste and Recycling Provision and \$300,000 from the City's General Utility Surplus, be approved; and*
- (5) *That appropriate bylaw amendments be brought forward as part of the 2016 solid waste and recycling utility budget process and amending rates, to enact this service.*

CARRIED

Opposed: Cllrs. Loo
McNulty

PUBLIC ANNOUNCEMENT

Stephen Easterbrook has been appointed to the Metro Vancouver Agricultural Advisory Committee for a term to end in December 2018.

BYLAWS FOR ADOPTION

R15/10-7

It was moved and seconded
That the following bylaws be adopted:

Housing Agreement (10440 and 10460 No. 2 Road) Bylaw No. 9246



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*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9097
(11900/11902 Kingfisher Drive, RZ 13-647579)*

CARRIED

ADJOURNMENT

R15/10-8

It was moved and seconded
That the meeting adjourn (8:20 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular meeting of the
Council of the City of Richmond held on
Monday, May 25, 2015.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)



City of Richmond

Report to Committee Planning and Development Division

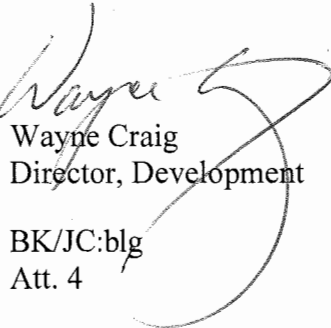
To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 6, 2017
File: 08-4430-01/2017-Vol 01




Re: Single Family Dwelling Building Massing Regulation – Second Phase

Staff Recommendations

1. That Zoning Bylaw 8500, Amendment Bylaw 9524, to amend building massing regulations for single family dwellings be introduced and given first reading; and
2. That staff report back to Council within 12 months with a follow-up report on implementation of new massing regulations.


Wayne Craig
Director, Development

BK/JC:blg
Att. 4

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

Staff Report

Origin

At the July 27, 2015 Regular Council meeting, the following referral was passed:

That staff conduct further research and analysis into (i) maximum depth of house, (ii) rear yard setbacks to house, (iii) rear yard setback for larger detached accessory buildings, (iv) interior side yard setbacks, (v) projections into required side yard setbacks, and (vi) secondary (upper floor) building envelope and report back.

A staff report seeking authorization for public consultation was endorsed at the November 22, 2016 Planning Committee meeting, and the November 28 Regular Council meeting.

This staff report provides a summary of the results of public consultations held across the city during January and February of 2017, regarding possible amendments to Richmond Zoning Bylaw 8500 for further refinement to single family building massing. The report also brings forward Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, to introduce recommended zoning amendments for single family building massing.

Since the adoption of the first round of single family building massing amendments September 14, 2015, staff have noted changes to the design of single family residential houses recently constructed, which show a reduction in building massing. Specifically, the amendments to residential vertical lot width envelope, overall building height reduction, the clarification of internal ceiling height for entry and staircase, and the height limits for attached forward-projecting garages and detached accessory buildings have had the most positive impact.

Public Consultation: Information Meetings, On-line Comment Forms and Social Media

Information Meetings

In late 2016, Council endorsed a public consultation package outlining building massing issues and potential bylaw amendments. As directed by Council, staff held six public Open Houses at community centres across the city, and one Open House at City Hall as follows:

Wednesday, January 18	6 p.m. to 8 p.m.	South Arm Community Centre
Tuesday, January 24	6 p.m. to 8 p.m.	Steveston Community Centre
Thursday, February 2	6 p.m. to 8 p.m.	Hamilton Community Centre
Wednesday, February 8	6 p.m. to 8 p.m.	City Hall Meeting - Richmond Small Builders
Thursday, February 9	6 p.m. to 8 p.m.	City Hall (for general public)
Thursday, February 16	6 p.m. to 8 p.m.	Cambie Community Centre
Thursday, February 23	6 p.m. to 8 p.m.	Thompson Community Centre

Total attendance at the Open Houses was 195. Display boards were set up to provide an overview of the potential amendments to address various building massing issues associated with (Attachment 1). Staff from the Development Applications Department and Building Approvals Division were in attendance at all meetings, and were available to answer specific questions.

Printed comment forms were given to all attendees to provide feedback, and the public was encouraged to use the Let's Talk Richmond website to provide their feedback, as well as make suggestions for alternatives to the options presented.

Throughout the consultation process, staff stressed that there were no recommended bylaw amendments in the material presented. The meetings were held – as directed by Council – to present a range of options for addressing on-going concerns raised by the public regarding the design of new single family houses, and the impacts on adjacent homes.

Staff also held a separate meeting with representatives of the local home building community on February 8, 2017 to discuss the range of possible amendments and hear their concerns. The local building community has expressed concerns regarding the some of the potential regulations contained in the public consultation materials, and their potential impact on house design they feel would arise from the regulations and the subsequent marketability of the resulting houses. A copy of their submission is provided in Attachment 4.

Comment Form Summary

The consultation period for providing feedback closed on March 5, 2017; with 796 feedback forms received. A total of 161 hand-written forms were submitted at the Public Open Houses, dropped off at City Hall or delivered by Canada Post, and 635 forms were submitted through the Let's Talk Richmond website.

The comment form provided asked participants to indicate if they supported regulating specific aspects (including setbacks, site coverage, landscaping, entry gates, garage projection) of single family house design (a Yes, No, or No Opinion question). If respondents indicated Yes – that they did support an amendment – they were asked to choose from a range of options.

Based on the comment sheets received, there is a moderate level of support for amendments to Richmond Zoning Bylaw 8500 to regulate single family house massing as presented at the Open Houses. Whenever possible during the public consultation, staff stressed that a status quo option was available for those who wished to see no changes to the single family massing regulations in the Zoning Bylaw. A summary of all comment sheets submitted is provided in Attachment 2. Additional public correspondence received is provided in Attachment 3. A binder of all comment forms and additional correspondence received has been placed in the Councillor's office for review, with a copy at the Front of House for the public.

The Open Houses proved to be a useful opportunity for residents to provide their input. The local building community raised concerns with the proposed changes, and suggested that other measures such as on-site landscaping, screening and fencing might be as effective in mitigating building massing issues, rather than additional amendments to Richmond Zoning Bylaw 8500.

Social Media Summary

Staff in Corporate Communications assisted the Planning and Development Division to manage the social media presence for the massing consultation. Using Facebook and Twitter, staff were

able to inform over 12,000 people of the public consultation, provide links to reports, and direct interested residents to the Let's Talk Richmond website.

Zoning Bylaw Amendments

Zoning Bylaw 8500, Amendment Bylaw 9524 has been drafted to introduce a number of recommended changes to single family massing regulations. A summary table of the massing issues and proposed amendments is provided below, with detailed discussion of each in the sections that follow the table.

Massing Issue	Proposed Amendment
Side Yard Massing on Adjacent Lots	Maximum Depth of House / definition of continuous wall
Setbacks	Rear yard setbacks Accessory building side and rear yard setbacks Permitted projections into required side yards
Landscaping	Minimum front yard landscaping Tree planting requirements for Building Permits Site Coverage and Landscaping Calculation / definition of hard surfaces
Front Entry Gates	Minimum Setback on arterial roads
Garage Projection	Maximum forward projection of attached garage
Building Height	New definition of finished grade

Each proposed amendment outlined below provides a summary of comments received through the public consultation and a recommended amendment to Richmond Zoning Bylaw 8500.

Maximum Depth of House

During the consultation on single family house massing, the impact of new house construction on adjacent, pre-existing houses has been raised. A concern often made is the impact of the length of sidewall on a house built with minimum front and rear setbacks – which staff have described as the depth of the house.

Staff presented three options regarding new zoning regulations to limit the maximum permitted depth of single family house on a lot:

1. *Option 1* - Status quo – leave current practices unchanged – continue to require only the existing minimum 6.0 m front yard and 6 m rear yard setback;
2. *Option 2* – Limit the maximum depth of house for new single-family house construction to a maximum continuous wall of 55% of the total lot depth; or
3. *Option 3* – Limit the maximum depth of house for new single-family house construction to a maximum continuous wall of 50% of the total lot depth.

These options are illustrated on Page 2 of the Public Consultation Materials in Attachment 1.

The public comment on support for a new regulation on maximum house depth was:

- **Yes** 57.4%
- **No** 41.9%
- **No Opinion** 0.4%

Of those who stated support an amendment to regulate house depth:

- 89.2 % of respondents were in favour of limiting the maximum house depth to a maximum continuous wall to 50% of the total lot depth
- 10.8 % of respondents were in favour of a maximum house depth of 55%

Staff also received input from the local house building community that they preferred the status quo – no change to the depth of the house, as they felt that the negative impacts to house design and yard space would not be supportable.

Based on the comments received, and in light of the other recommended amendments outlined in this report, staff recommend that Part B, Sections 8.1 8.14 Richmond Zoning Bylaw 8500 be amended as follows:

No **single detached housing dwelling unit** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total lot depth.

In order to implement this new regulation, an amendment to the Zoning Bylaw to create a new definition of a **continuous wall** is required:

Continuous wall means an exterior wall on a **single detached housing dwelling unit**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.

This proposed definition will clearly establish the maximum length of wall permitted and the proposed 2.4 m (8 ft) inward articulation of the wall ensure that variation is provided on walls oriented to side setbacks between houses, and will work to address the concerns raised about the impact of new construction on pre-existing single family houses in established neighbourhoods.

Rear Yard Setbacks

As the trend in recent years as has been to build new single family houses to minimum setbacks, staff have received a number of concerns about the negative impacts of new construction on adjacent back yards. Many pre-existing single family dwellings in established neighbourhoods have rear yards deeper than the minimum, and older house styles tended to have lower rear yard massing than seen in current trends in single family dwelling construction.

Staff asked the public to provide their feedback on three potential changes to Zoning Bylaw regulations for minimum rear yard setbacks in single family zones. These options were:

1. *Option 1* - Status quo – continue to implement a minimum rear yard setback of 6.0 m;
2. *Option 2* – Establish a new requirement for:
 - Minimum rear yard setback of 6.0 m for the ground floor – limited to a maximum of 60% of the width of the house.
 - Remaining 40% of wall face for the ground floor at a minimum rear yard setback of 7.5 m.
 - Minimum rear yard setback of 7.5 m for any second storey or half-storey.
 - Lots less than 28 m deep and less than 372 m² in area would be exempt from this setback requirement and would be permitted to utilize a 6 m rear yard setback; or
3. *Option 3* – Establish a new requirement that the minimum rear yard setback is the greater of 6.0 m or 25% of the lot depth, up to a maximum of 10.7 m. Lots less than 28 m deep would be exempt from this setback requirement and would be permitted to utilize a 6.0 m rear yard setback.

These options are illustrated on Pages 3 through 6 of the Public Consultation Materials in Attachment 1.

The public response on some form of amended rear yard setbacks was:

- **Yes** 55.5%
- **No** 43.7%
- **No Opinion** 0.9%

Of those in favour of an amendment to required rear yard setbacks:

- 79.2 % of respondents were in favour of Option 3 - a minimum setback of 25% of the lot depth, up to a maximum of 10.7 m
- 20.8% of those in favour of an amendment supported a varied setback of 6 m for the ground floor – limited to a maximum of 60% of the width of the house, remaining 40% of wall face at a minimum rear yard setback of 7.5 m and a minimum rear yard setback of 7.5 m for any second storey or half-storey.

The local building community voiced concerns that any increase to the minimum rear yard setbacks would have negative implications on buildable floor area on a lot; reducing the development potential. Staff have reviewed all the potential amendments presented to Council and to the public and adoption of any of the measures would not reduce buildable density on the property.

Staff recommend that the Single Detached Zone (RS1/A to RS1/K Zones) in Section 8.1 of Richmond Zoning Bylaw 8500, be amended to reflect Option 3 (above) as follows:

8.1.6.6 The minimum **rear yard** is:

- (a) For a **lot** with a **lot area** less than 372 m² and with a **lot depth** less than 28 m, the minimum **rear yard** is 6.0 m;

- (b) For a **lot** with a **lot area** greater than 372 m² and with a **lot depth** greater than 28 m, the minimum **rear yard** is the greater of 6.0 m or 25% of the total **lot depth**, up to a maximum of 10.7 m.
- (c) For a **lot** containing a **dwelling, single detached** of one **storey** only, the **rear yard** is 6.0 m.

As was presented to Council in November, 2016, Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, has been drafted to address smaller and shallow lots, which would be exempt from these provisions, as the buildable area would be reduced by these proposed changes.

Rear and Side Yard Setbacks for Larger Detached Accessory Buildings

During the 2015 public consultation on the first round of single family building massing, there were concerns raised by the public regarding the minimum setback for larger detached accessory structures in rear yards. The Richmond Zoning Bylaw 8500 amendments adopted September 14, 2015 for building massing reduced the maximum permitted height for detached accessory buildings, and established a new maximum size of 70 m².

Staff consulted with the public to provide their feedback on an amendment to Richmond Zoning Bylaw 8500 to increase minimum required side yard and rear yard setbacks for detached accessory buildings up to a maximum of 70 m². Two options were presented:

1. *Option 1* - Status quo – no change to current minimum rear yard setback of 1.2 m for an accessory building more than 10 m² in area (up to a maximum of 70 m²); or
2. *Option 2* – Implement a variable minimum rear yard setback for a detached accessory structure larger than 10 m² (up to a maximum of 70 m²) as follows:
 - The minimum rear yard and side yard setbacks are 1.2 m if the exposed face of the accessory building oriented to the rear lot line is 6 m wide or less, or
 - The minimum rear yard and side yard setbacks are 2.4 m if the exposed face of the accessory building oriented to the rear lot line is greater than 6 m.
 - If the accessory structure is located adjacent to a rear lane a rear yard setback of 1.2 m is required.

The proposed amendment is illustrated on Page 8 of the Public Consultation Materials in Attachment 1.

The public response to this question was:

- **Yes** 52.1%
- **No** 43.1%
- **No Opinion** 4.7%

Based on the feedback received, staff recommend that Section 4.7.7(f) of Richmond Zoning Bylaw 8500 be amended as follows:

- f) i) for detached **accessory buildings** with a maximum wall length of 6 m or less, and oriented to the **lot line, rear** or **lot line, side** not **abutting** a public road the

minimum **setback** from the **lot line, rear and side lot line, side not abutting a public road** is 1.2 m.

ii) for detached **accessory buildings** with a maximum wall length greater than 6 m, and oriented to the **lot line, rear or lot line, side not abutting a public road** the minimum **setback** from the **lot line, rear and side lot line, side not abutting a public road** is 2.4 m.

Amending Section 4.7.7 (f) of Richmond Zoning Bylaw 8500 will make this new regulation applicable in all zones that permit detached accessory buildings, and should address concerns arising from rear and side yard interface in these zones.

Interior Side Yard Setbacks and Permitted Projections

The use of side yard projections on new single family house construction has been raised as a concern a number of times through public feedback on single family residential development, with specific concerns related to the impact these projections have on adjacent side yards. Staff consulted through the Open Houses on the issue of zoning regulations for permitted projections into minimum required side yards, and presented three options:

1. *Option 1 – Status quo* – no change to current minimum permitted projections into side yard setbacks which allow 0.6 m (2 ft.) projections into the side yard setback of 1.2 m, with no limit on the width of the projection;
2. *Option 2* – Allow one 0.6 m projection into the required side yard setback, limited to 1.8 m in length, and limited to one exterior wall only; or
3. *Option 3* – Eliminate the bylaw provision which allows projections into side yards.

These options are illustrated on Page 9 of the Public Consultation Materials in Attachment 1.

When asked if there was support for amending zoning regulations for projections into side yards the public response was:

- **Yes** 53.4%
- **No** 43.4%
- **No Opinion** 3.2%

Of those in favour of amending Richmond Zoning Bylaw 8500 for permitted side yard projections:

- 79.1% of respondents were in favour of eliminating all side yard projections,
- 20.9% were in favour of allowing a 0.6 m projection into the required side yard setback, limited to 1.8 m in length, and limited to one exterior wall only.
- The local house builders were in favour of Option 2 – one projection on one wall, limited to 1.8 m wide.

Respecting the feedback received, staff have proposed a variation to the projection regulations presented to the public – to limit the permitted side yard projection to one only, on one side of a house, and further limited to fireplace/chimney assembly only – eliminating the use of bay

windows and hatches on side yards. Staff are of the opinion that this will significantly reduce the impacts of the projections on adjacent side yards.

Staff recommend three amendments to Part 4, General Regulations, Section 4.7 of Richmond Zoning Bylaw 8500.

A new clause will be inserted into this Section 4.7:

4.7.1 Notwithstanding a provision for a projection into a **side yard**, the maximum number of projections is one, limited to one side wall of **dwelling unit, single detached**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.

Additional minor housekeeping changes will be required in Section 4.7 to implement this change.

Definition of Non-Porous Surfaces

In order to provide more clarity to the bylaw, staff proposes the following amendment to the definition of 'non-porous surface' in Part A, Section 3, Definitions:

Non-porous surfaces means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials considered as non-porous are concrete, asphalt, and grouted brick or stone.

The proposed change to the definition of 'non-porous' surface will clarify the range of materials which can be used to achieve minimum permeability standards for new single family residential development, and will assist staff in working with the developer to address on-site drainage and site design concerns.

Front Yard Landscaping

Section 8.1 of Richmond Zoning Bylaw 8500 – Single Detached Zones – currently specifies a minimum percentage of the lot (depending on the zone) that must be landscaped but does not stipulate where the minimum landscaping requirements must be provided on the lot. The result is that new house construction sometimes features the majority of the front yard covered with pavement or other hard surfacing.

Open House participants were asked to consider three options for potential amendments to Richmond Zoning Bylaw 8500 to increase front yard landscaping:

1. *Option 1* – **Status quo** – no change to existing requirements for live landscaping – minimum of 25% of the lot, with no location specified.
2. *Option 2* – Require that a minimum of 50% of the required front yard setback be covered in live landscaping.

3. *Option 3* – Require that a minimum of 60% of the required front yard setback be covered in live landscaping.

These options are illustrated on Page 15 of the Public Consultation Materials in Attachment 1.

The public comment on amending zoning regulations to require a minimum area of front yard landscaping was:

- **Yes** 58.2%
- **No** 40.1%
- **No Opinion** 1.7%

Of those who stated they supported an amendment:

- 76.2% of respondents were in favour of an amendment to require a minimum of 60% of the required front yard setback to be planted with live landscaping
- 23.8% of respondents were in favour of requiring a minimum of 50% of the front yard to be planted with live landscaping.
- The Richmond Home Builders Group supported Option 2 – 50% of the front yard landscaped.

Based on the consultation results, and staff analysis of potential implications, it is recommended the Richmond Zoning Bylaw 8500 be amended in Section 6.4 to amend Section 6.4.1 as follows:

6.4.1. In the **residential zones** and **site specific zones** that govern **single detached housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:

- a) for a **lot** with a **lot width** less than or equal to 15 m, live **landscaping** is to be provided covering a minimum of 50% of the required **front yard**.
- b) for a **lot** with a **lot width** greater than 15 m, live **landscaping** is to be provided covering a minimum of 55% of the required **front yard**.
- c) for an irregular-shaped **lot**, the **City** shall determine the minimum area required for live **landscaping**, having regard to the area required for a paved driveway or walkway, to provide access to garage or house, and shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.

Staff have proposed this amendment based on feedback from the building community and more detailed analysis of the ability to construct a standard driveway on lots of varying width. The requirement for the minimum landscaping as proposed will enhance the streetscape by ensuring that less of the required front yard is covered by pavement. We note that the percentage of the front yard of an irregular-shaped lot which can be landscaped will be less than the proposed minimum due to lot configuration. Staff will ensure that as much of the front yard is landscaped as possible.

Tree Planting Requirements

Retention and replacement of trees impacted through single family redevelopment continues to be a concern of residents.

The consultation results on amending tree planting requirements in Richmond Zoning Bylaw 8500 to require two trees on a lot for a Building Permit for a lot where there are no pre-existing trees, the results were:

- **Yes** 64.6%
- **No** 33.5%
- **No Opinion** 1.9%

This proposal is illustrated on Page 14 of the Public Consultation Materials in Attachment 1.

Staff recommend that Richmond Zoning Bylaw 8500 be amended to bylaw to insert a new clause in Part 6 – Landscaping and Screening as follows:

6.4.1 (c) On a **lot** that is subject to a Building Permit application for **single detached housing** which contains no existing trees at the time of Building Permit application, a minimum of two trees – one in the required **front yard setback** and one in the required **rear yard setback** – must be planted as part of a Building Permit.

Staff will also continue to secure tree replacements and enhancement through the rezoning process. Please see Page 15 of Attachment 1 for a diagram of these options.

Maximum Permitted Site Coverage

A concern often cited by residents regarding new single family house construction is the trend to utilizing the maximum site coverage permitted for building and hard surfaces, and to provide minimal landscaping in front yards. The public consultation posed a question of whether there was support to amend Richmond Zoning Bylaw 8500 to change requirements for site coverage, and presented three options for consideration:

1. *Option 1* – Status quo – no change to current maximum permitted lot coverage: 45% of the lot area for buildings, and total lot coverage of 70%, and live landscaping as follows:
 - a) 20% on lots zoned RS1/A or K, RS2/A or K;
 - b) 25% on lots zoned RS1/B, C or J, RS2/B, C or J; and
 - c) 30% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H.
2. *Option 2* – The maximum permitted lot coverage be reduced to 42% for buildings, and total lot coverage be reduced to 65% for buildings, structures and non-porous surfaces and live landscaping be increased as follows:
 - a) 25% on lots zoned RS1/A or K, RS2/A or K;
 - b) 30% on lots zoned RS1/B, C or J, RS2/B, C or J; and
 - c) 35% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H.
 - d) Any area between the side lot line and building face is excluded from the calculation of minimum landscaped area.

3. *Option 3* – The maximum permitted site coverage be reduced to 40% for buildings, and total lot coverage be reduced to 60% for buildings, structures and non-porous surfaces and live landscaping be increased as follows:
- a) 30% on lots zoned RS1/A or K, RS2/A or K;
 - b) 35% on lots zoned RS1/B, C or J, RS2/B, C or J; and
 - c) 40% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H.
 - d) Any area between the side lot line and building face is excluded from the calculation of minimum landscaped area.

These options are illustrated on Pages 12 and 13 of the Public Consultation Materials in Attachment 1.

In response to the question regarding changes to regulations for site coverage, the public comment was:

- **Yes** 55.8%
- **No** 42.5%
- **No Opinion** 1.8%

Of those who stated they supported an amendment:

- 75.8% of respondents were in favour of Option 3 - reducing the maximum building site coverage to 40%, reducing maximum overall site coverage to 60% and requiring a minimum of 30% to 40% of the site to be covered by live landscaping (depending on the residential zone), and that the side yard area between the house and the property line not be included in calculations of landscaping requirements.
- The local house builders favoured retaining the status quo – as they are concerned that any reduction in site coverage – specifically a reduction in hard surface areas – would result in less viable outdoor amenity areas.

Staff have reviewed the range of feedback provided, and are of the opinion that the combination of regulations proposed for front yard landscaping, rear yard setbacks and tree planting will address many of the issues raised in the public consultation on these issues, and any additional reduction to site coverage for building or hard surfaces is not required.

Based on the consultation results, and staff analysis of potential implications, it is recommended that a minor amendment to Zoning Bylaw 8500 be considered:

Existing Section 8.1.5 be amended to add a new section as follows: in its entirety, and replaced with:

- d) Any **side yard setback** area is excluded from the calculation of percentages of the **lot area which** is restricted to **landscaping** with live plant material.

Front Entry Gates

Recent house construction trends have seen increased use of masonry fences in front yards, and mechanical gates. Staff have identified potential traffic and safety concerns arising from the

construction of gates: as cars must stop in street and wait for the gate to open, causing potential traffic issues for other vehicles using the street. Staff note that it is unlawful for the City to prohibit front yard fences or gates, but as per the *Local Government Act*, Council is able to regulate these structures, including siting, height and setbacks. Currently, Richmond Zoning Bylaw 8500 regulates the maximum height of a fence located in the front yard to 1.2 m.

Staff asked the public to provide their feedback on the issue of front entry gates for single family residential lots.

The proposed amendment is illustrated on Page 16 of the Public Consultation Materials in Attachment 1.

The public comment on potentially regulating front entry gates was:

- **Yes** 55.8%
- **No** 41.5%
- **No Opinion** 2.7%

In addition to the comment sheets results, staff also fielded a considerable number of questions regarding the proposed regulation of entry gates, and it was suggested that traffic safety issues were less likely to occur on local roads, as opposed to major or minor arterial roads.

Staff have considered these comments, and are of the opinion that there is merit to this suggestion, and propose the following amendment to the regulations on fencing in Richmond Zoning Bylaw 8500:

1. For a **lot** fronting onto a local **arterial road** or a major **arterial road**, a solid masonry or brick **fence** up to a maximum **fence height** of 1.2 m is permitted within the required **front yard setback** area, but any mechanical or manual gate must be located no closer than 6.0 m from the front **property line**.

Garage Projection

Staff asked the public to provide their feedback on a general question of support for amending zoning for garage projection for single family residential lots. Staff presented four options for public consideration at the Open House:

1. *Option 1* – Status quo – no change to existing zoning as it pertains to garage placement and design.
2. *Option 2* – Require that a garage can project a maximum of 9.1 m from the front façade of the house.
3. *Option 3* – Require that a garage can project a maximum of 7.3 m from the front façade of the house.
4. *Option 4* – Require that a garage can project a maximum of 6.6 m from the front façade of the house.

These options are illustrated on Page 17 of the Public Consultation Materials in Attachment 1.

The public comment on an amendment to regulate front garage projection was:

- Yes 54.5%
- No 43.0%
- No Opinion 2.6%

Of those who stated they supported an amendment to regulate maximum garage projection for single family dwellings:

- 74.7 % of respondents were in favour of limiting the maximum garage projection to 6.6 m
- 17.1% of respondents favoured a limit of 7.3
- 8.2% of responses indicated support for a maximum projection of 9.1 m
- The local house builders also raised concerns as the option for an attached three-car garage is a strong marketing feature for new house construction in Richmond, and the builders requested no changes be made to the Richmond Zoning Bylaw 8500 with regards to this issue.

Based on the comments received, and the suite of other changes proposed in this report, staff recommend that Richmond Zoning Bylaw 8500 be amended to limit the maximum forward projection for an attached garage for a single family house to a maximum of 9.1 m. The combination of proposed house depth limit, minimum landscaping requirements for front yards, and new regulation for side yard projections will enhance the streetscape in single family residential areas, and will reduce the impact of a forward-projecting three-car garage. Staff also note that the single family dwelling massing regulations adopted September 14, 2015 to set a maximum height of a forward-projecting garage to 6.0 m has had positive impacts on recent single family house designs.

Datum for Measurement of Building Height

Staff asked the public to provide their feedback on a potential amendment for the method by which finished grade is measured.

The proposal is illustrated on Page 18 of the Public Consultation Materials in Attachment 1.

The public comment on the grade measurement amendment was:

- Yes 60.1%
- No 38.5%
- No Opinion 1.4%

Based on the feedback received, staff recommend that Zoning Bylaw 8500 be amended to define the definition of **grade, finished site** as:

means in Area 'A', the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding 0.3 m above the highest elevation of the crown of any public **road abutting the lot**.

Staff is of the opinion that utilizing this simpler method of calculating building height from the datum at 0.3 m above the crown of the road, will further reduce the height and massing of single family houses.

Decks for Single Family Houses

Through previous public consultation, concerns were heard regarding the loss of privacy in rear yards of existing houses when new houses are constructed, due to potential overlook onto adjacent rear yards. Staff consulted through the Open Houses on the location of second storey decks on single family dwellings, and presented two options for consideration:

1. Status quo – maintain the current requirements for decks as regulated by building setbacks and permitted projections; or
2. Amend the regulations for rear decks as follows:
 - A second storey deck can span no more than 50% of the maximum width of the rear wall of the house;
 - A second storey deck must have an additional setback of 1.5 m from the minimum interior side yard setback; and
 - A second storey deck must have an additional setback of 1.5 from the minimum rear yard setback.

The public comment on the question regarding changing Richmond Zoning Bylaw 8500 to regulate the location of second storey decks was:

- Yes 52.6%
- No 43.9%
- No Opinion 3.6%

Based on the response received, and the suite of changes proposed, including amendments to rear yards, staff recommend that no changes be made to the Richmond Zoning Bylaw 8500 to regulate decks.

Other Existing Zones

We note that if adopted by Council, the proposed changes will not be applied to any of the existing site-specific single family residential zones, the compact single family or the coach house/granny flat zones. These regulations would also not be applicable to residential development permitted under the AG Agriculture zones.

Should Council wish staff to amend single family building massing in all zones that permit single family residential uses, it would be in order for Council to endorse a third recommendation to this report:

That staff report back to Council with bylaw amendments for single family building massing in all zones that permit single family residential development.

Consideration of Variances

As per the *Local Government Act*, other than use and density, any aspect of the Richmond Zoning Bylaw 8500 can be varied through a Development Variance Permit. If there is site-specific case for an alternative design a property owner can apply for a variance. Should site conditions or a unique design warrant a variance, the review process includes opportunity for public input. Issuance of the variance permit must be approved by Council.

Public Consultation on Proposed Bylaw Amendments

Should the Planning Committee endorse the proposed amendments, and Council grant first reading to the proposed amendments, 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*.

Conclusion

As directed by Council, staff have continued to review Richmond Zoning Bylaw 8500 as the bylaw pertains to the massing and design of single family dwellings. Public consultation through Open Houses was conducted in six separate locations across the city and staff consulted with the local building community, to gauge opinion and obtain feedback on a number of options to further amend zoning for single family house design.

Direct feedback received through comment forms provided and submission provided through the Let's Talk Richmond website is summarized in this report. As detailed in the feedback summary, and throughout this report, there was general support for further refinements to the single family residential zoning to regulate house massing and design.

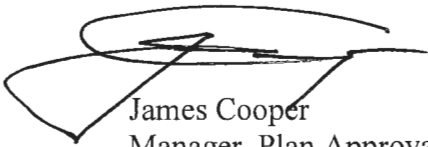
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, be introduced and given first reading.



Barry Konkin
Program Coordinator, Development



Gavin Woo
Senior Manager, Building Approvals



James Cooper
Manager, Plan Approvals

BK/JC:blg

- Attachment 1: Public Consultation Materials
- Attachment 2: Public Consultation Summary
- Attachment 3: Other Public Correspondence Received
- Attachment 4: Submission from the Richmond Home Builders Group

Proposed Amendments to Single Family Zoning in Bylaw 8500
Single Family Dwelling Building Massing Regulation – Second Phase

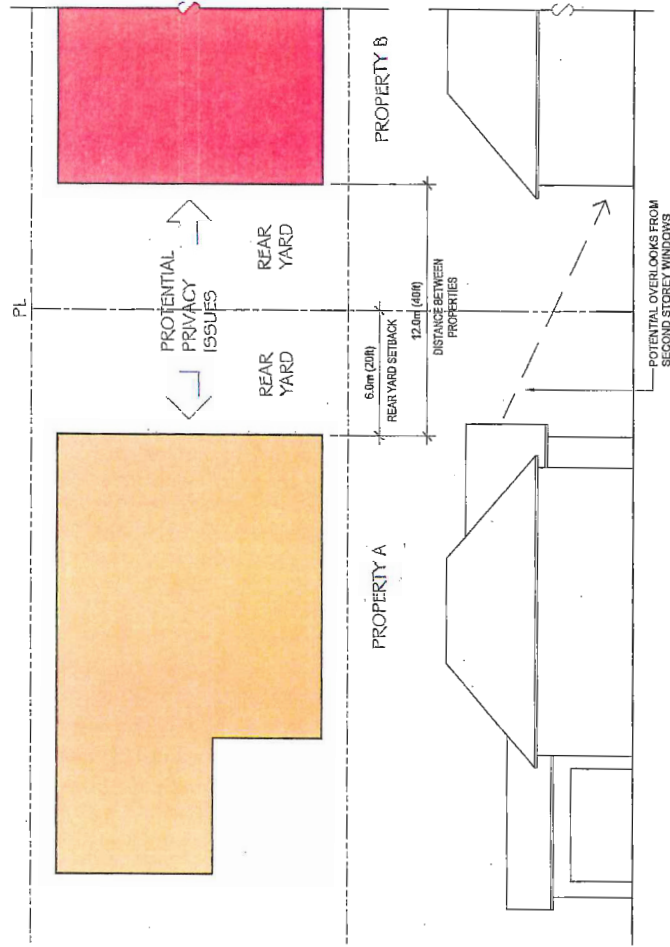


Single Family Dwelling Building Massing Regulation – Second Phase

Analysis:

Current trends in single family home construction have raised a number of issues in established neighborhoods. These include:

1. Construction of larger, 2-storey homes that tend to occupy more of the lot and also tend to have higher overall building heights when compared to older, nearby houses.
2. New homes typically feature higher interior ceiling height which can result in higher second storey windows that may overlook neighboring rear yards and side windows on existing houses.
3. Side entry front garages can result in the house being located toward the rear of the lot with only the minimum rear yard provided.
4. High ceilings in family and living rooms that face the rear yard may result in rear walls that are higher, more expansive, and are generally more massive than older, pre-existing houses.
5. Entry gates and large paved areas are often built to accommodate the front projecting garage, and auto manoeuvring space.
6. Minimal front yard landscaping and tree planting are provided.



Proposed Amendments to Single Family Zoning in Bylaw 8500

Single Family Dwelling Building Massing Regulation – Second Phase

MAXIMUM DEPTH OF HOUSE

An amendment to limit the maximum physical depth of a house while still maintaining the allowable house size under the Zoning Bylaw could help make new houses more compatible in existing neighbourhoods.

OPTION 1 (STATUS QUO):

No limitations to overall depth of house — Minimum front and rear setbacks

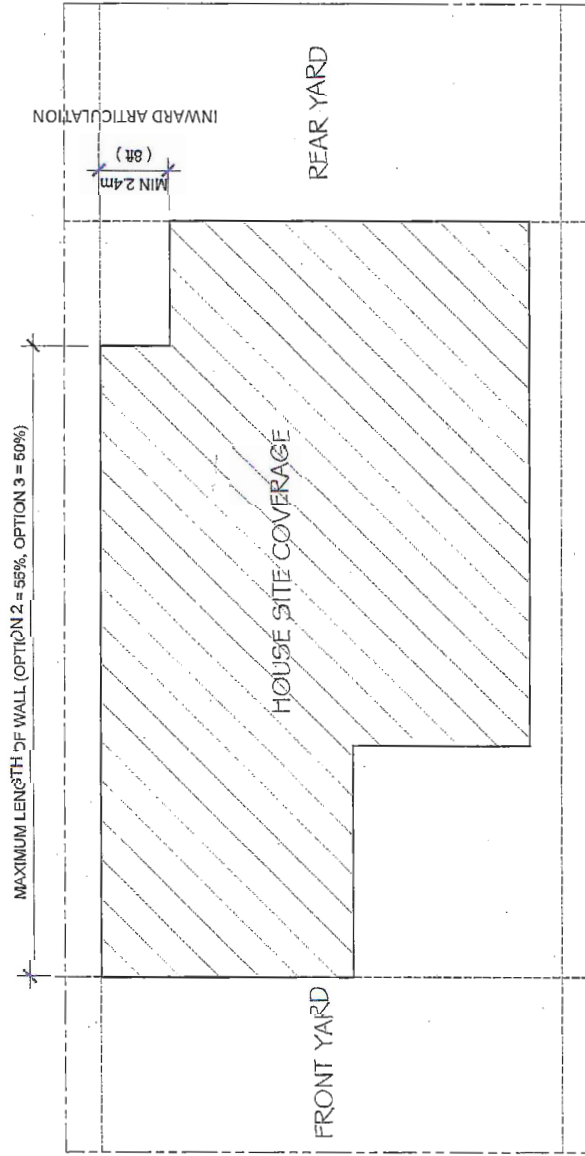
OPTION 2:

Continuous length of wall limited to 55% of total lot depth

OPTION 3:

Continuous length of wall limited to 50% of total lot depth

A continuous wall is defined as a wall without a minimum inward articulation of 2.4 m (8 ft) or more from the minimum required side yard setback.



Single Family Dwelling Building Massing Regulation – Second Phase

REAR YARD SETBACKS

An amendment to require larger setbacks on a portion of the rear of the house, and for any second storey, would increase rear yard open space.

OPTION 1 (STATUS QUO):

Continue to require 6.0 m (20 ft) minimum rear yard setback.

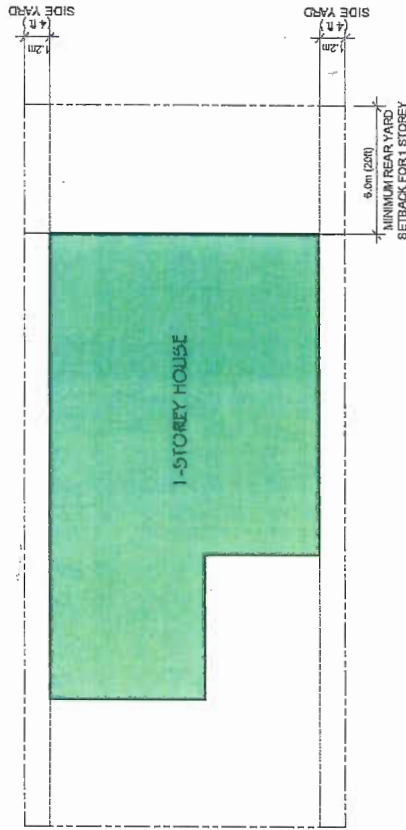
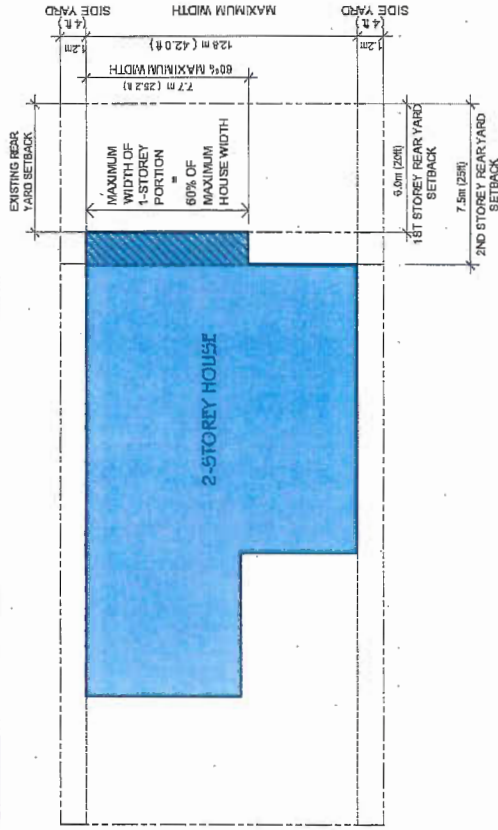
OPTION 2:

No more than 60% of the rear wall of the first storey can be set back 6 m (20 ft) from the rear property line, and the rest of the first storey 40% must be set back at least 7.5 m (25 ft) from the rear property line.

If the house has a second or half storey above, all of that portion of the rear wall must be set back at least 7.5 m (25 ft) from the rear property line.

A one-storey house would have a 6.0 m (20 ft) rear yard setback.

NOTE: If a lot is less than 28 m (92 ft) deep and less than 372 m² (4,000 ft²) in area the minimum rear yard setback can be 6.0 m (20 ft).



Single Family Dwelling Building Massing Regulation – Second Phase

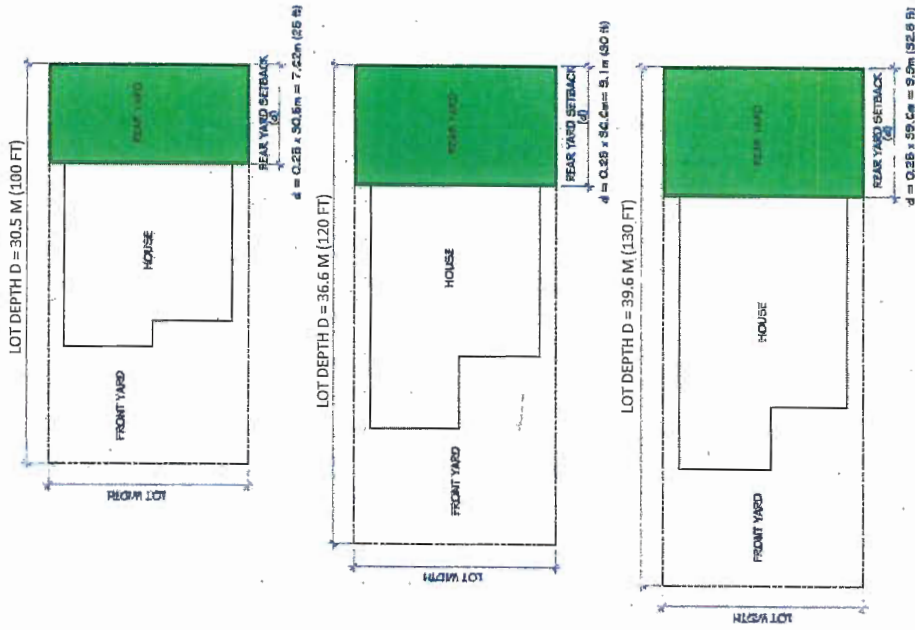
MINIMUM REAR YARD SETBACK BASED ON LOT DEPTH

OPTION 3:

The minimum rear yard setback would be the greater of 6.0 m (20 ft), or 25% of the total lot depth, up to a maximum required setback of 10.7 m (35 ft).

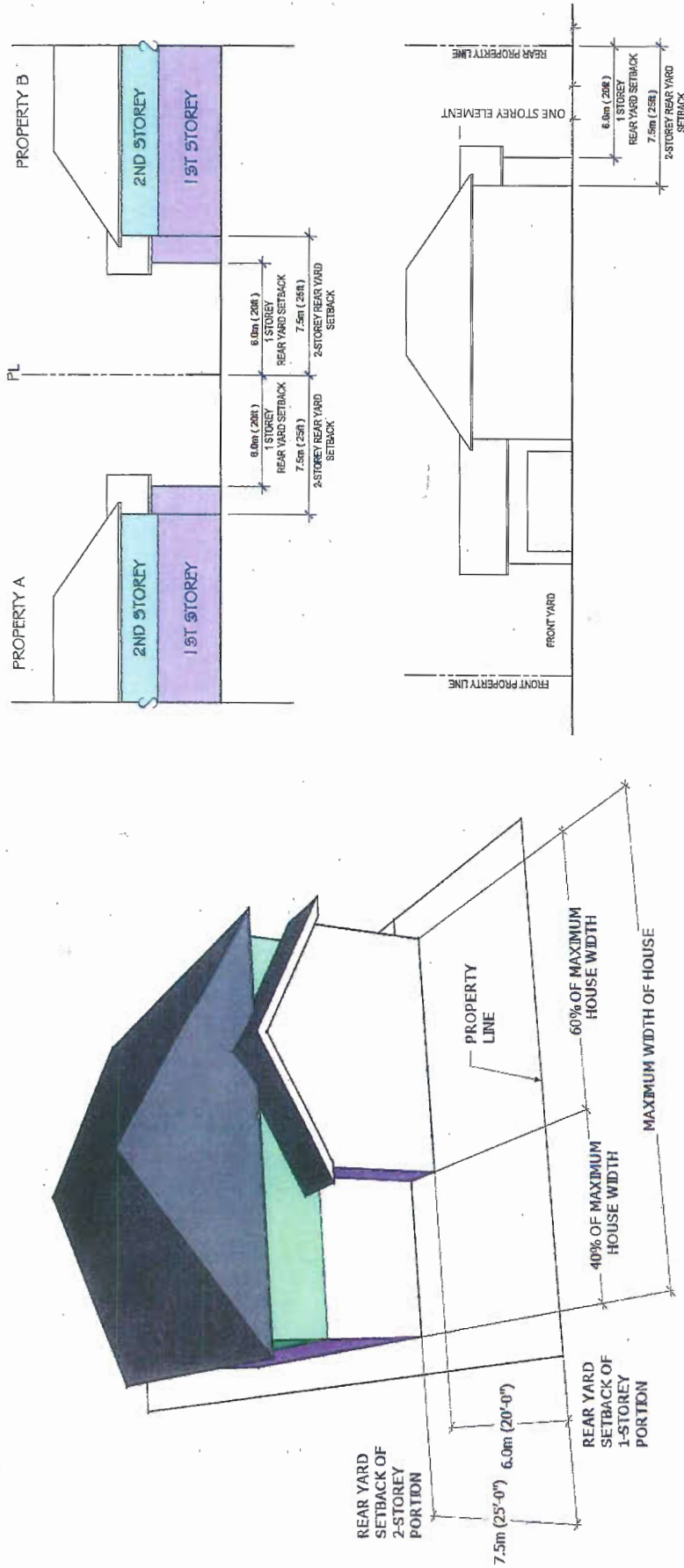
NOTE: If a lot is less than 28 m (92 ft) deep and less than 372 m² (4,000 ft²) in area the minimum rear yard setback can be 6.0 m (20 ft).

EXAMPLES OF MINIMUM REAR YARD SETBACK BASED ON WITH LOT DEPTH



Single Family Dwelling Building Massing Regulation – Second Phase

OPTION 2:

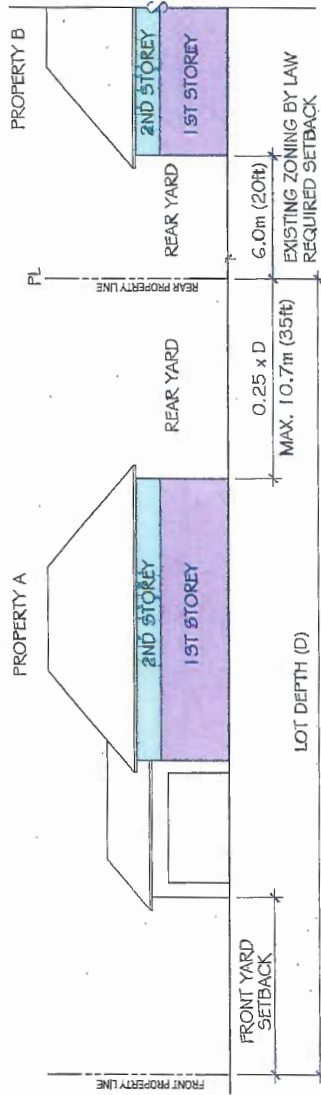


MASSING DIAGRAM

SITE SECTION DIAGRAMS

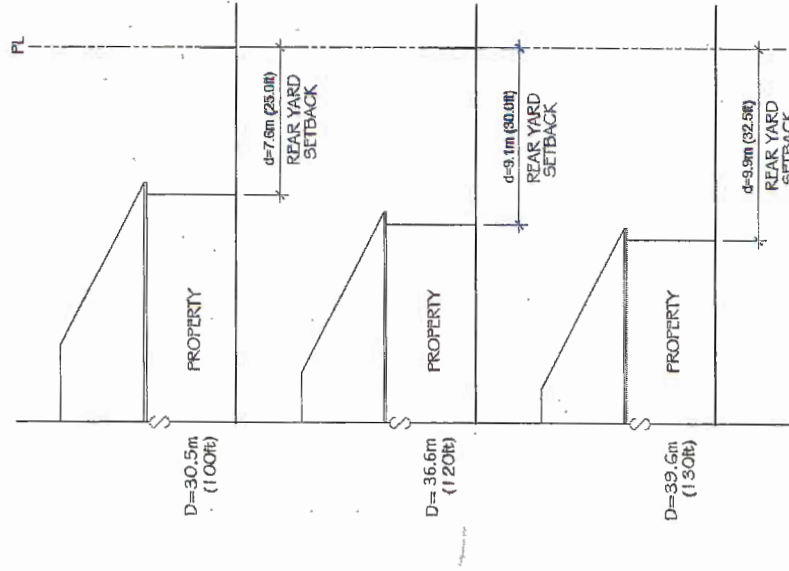
Proposed Amendments to Single Family Zoning in Bylaw 8500 Single Family Dwelling Building Massing Regulation – Second Phase

OPTION 3: Illustrations

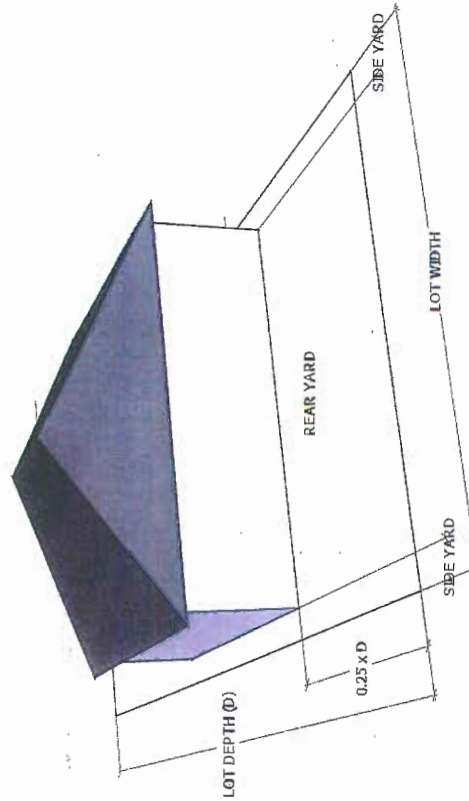


SITE SECTION

EXAMPLES:



MASSING DIAGRAM

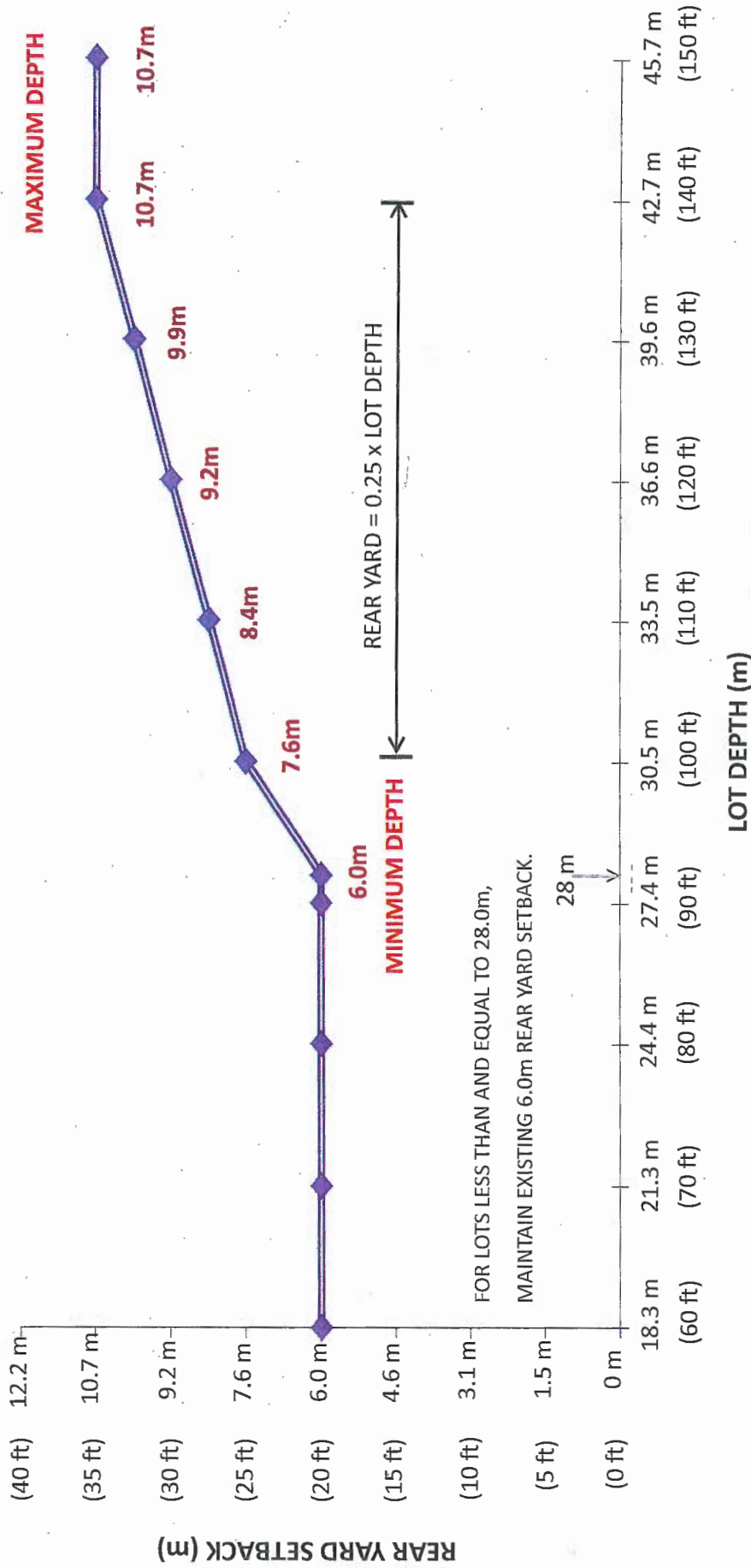


CROSS SECTION

2017-01-09

Single Family Dwelling Building Massing Regulation – Second Phase

This graph illustrates how the rear yard setback would increase as the depth of lot increases.



Single Family Dwelling Building Massing Regulation – Second Phase

REAR YARD AND SIDE YARD SETBACKS FOR DETACHED ACCESSORY BUILDINGS GREATER THAN 10m²

OPTION 1 (STATUS QUO): Minimum rear yard and minimum side yard

OPTION 2:

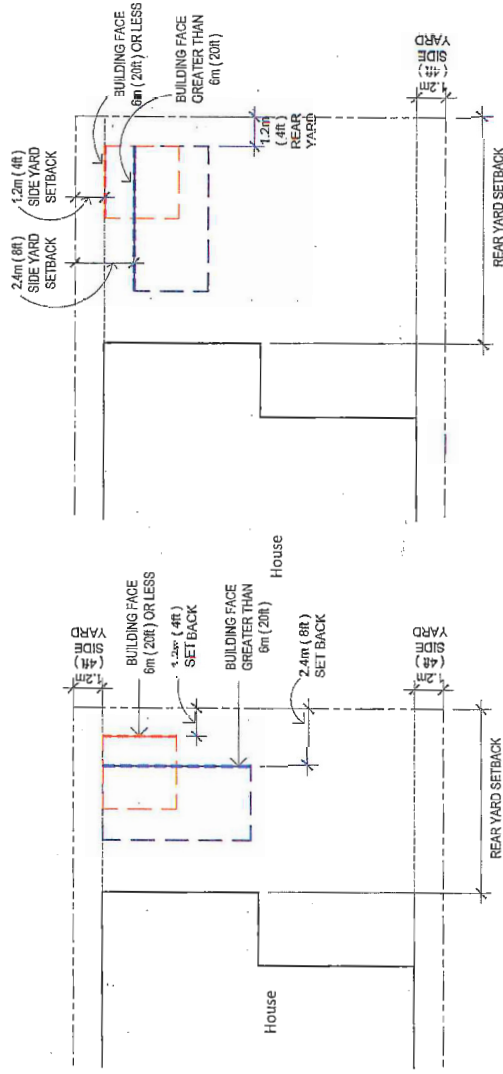
The rear yard and side yard setback for a detached accessory building would vary based on how wide the building is facing the adjacent property:

- If the building face is 6 m (20 ft) or less, the minimum setback for side and rear yard can be 1.2 m (4 ft).
- If the building face is more than 6 m (20 ft), the minimum setback for side and rear yard must be 2.4 m (8 ft).

PH - 506

EXAMPLE #1: When the wall face (orange line) is 6.0 (20 ft) or less, the rear and side yard setback is 1.2 m (4 ft).

When the wall face (purple line) is more than 6.0 m (20 ft), the rear setback is 2.4 m (8 ft).



EXAMPLE #1:

Building face to rear property line

EXAMPLE #2:

Building face to side property line

Single Family Dwelling Building Massing Regulation – Second Phase

PROJECTIONS ALLOWED IN MINIMUM SIDE YARD SETBACKS

An amendment to allowed projections into side yards can increase the light and air between buildings, and reduce the appearance of massing.

OPTION 1 (STATUS QUO):

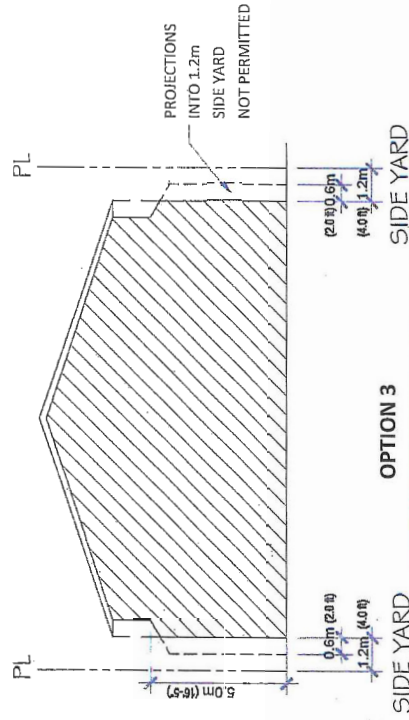
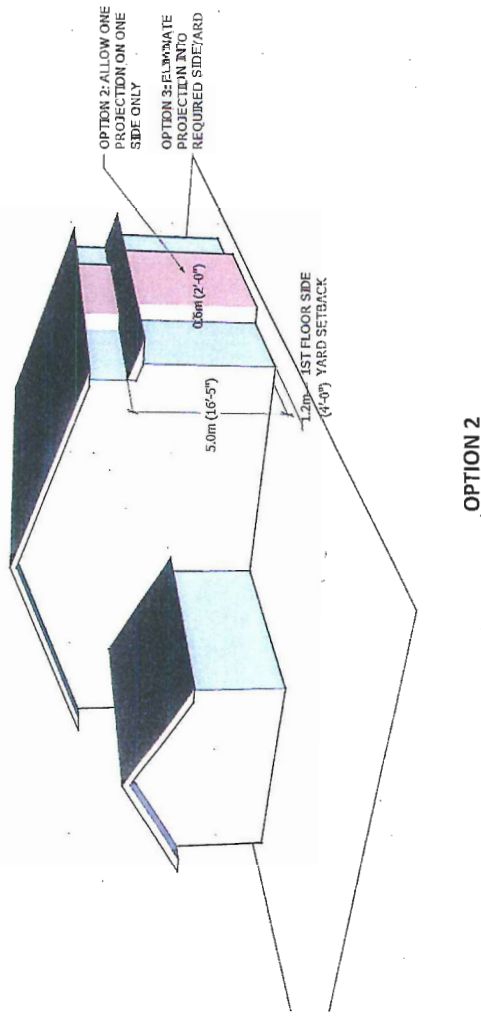
Continue to allow a portion of a wall to project a maximum of 0.6 m (2 ft) projection into side yard setbacks on both sides of the house.

OPTION 2:

Allow a wall projection into side yard setbacks, for a maximum of 1.8 m (6 ft) in length and 0.6 m (2 ft) in depth on one side of the house only.

OPTION 3:

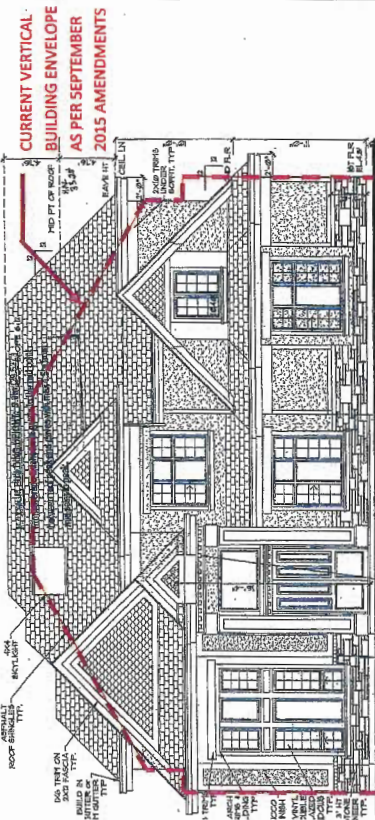
No projections permitted into required side yard setbacks.



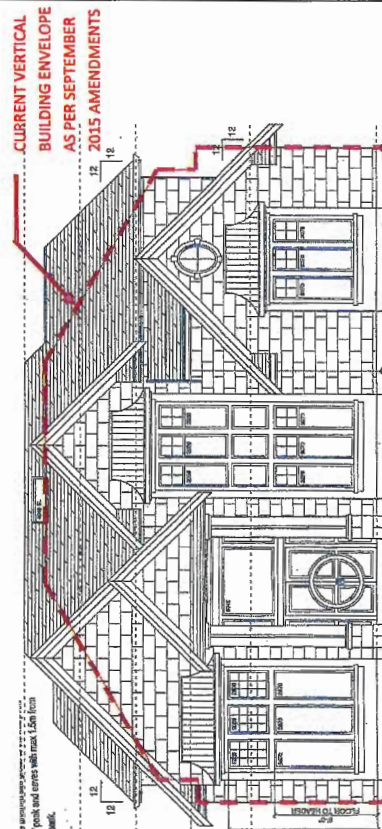
Proposed Amendments to Single Family Zoning in Bylaw 8500

Single Family Dwelling Building Massing Regulation – Second Phase

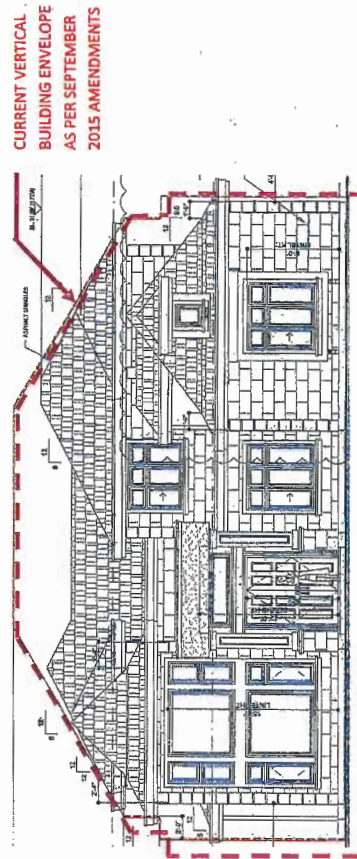
BUILDING MASSING IMPROVEMENTS SINCE THE ADOPTION OF VERTICAL LOT WIDTH ENVELOPE CHANGES IN 2015



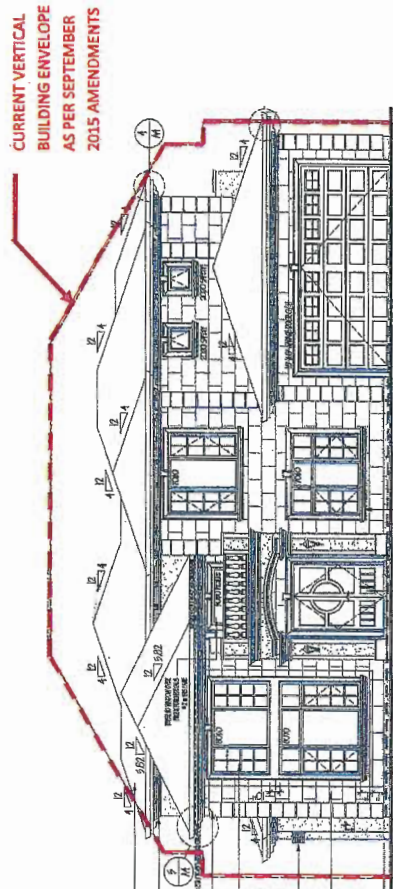
EXAMPLE 1



EXAMPLE 2



EXAMPLE 1



EXAMPLE 2

House designs permitted under previous building envelope regulations prior to September 2015

House designs complying to vertical building envelope regulations introduced with zoning amendments September 2015

Single Family Dwelling Building Massing Regulation – Second Phase

LOCATION OF SECOND STOREY DECKS FACING REAR & SIDE YARDS

An amendment to regulate the location and size of rear-facing second storey decks can reduce the potential privacy overlook concerns for adjacent properties.

OPTION 1 (STATUS QUO):

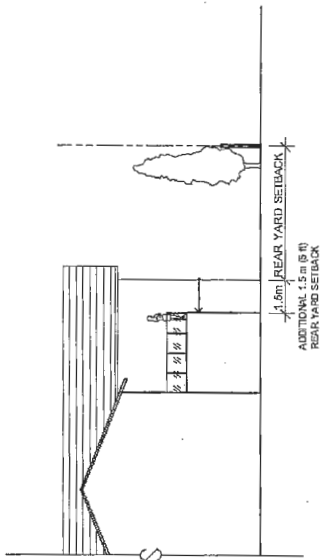
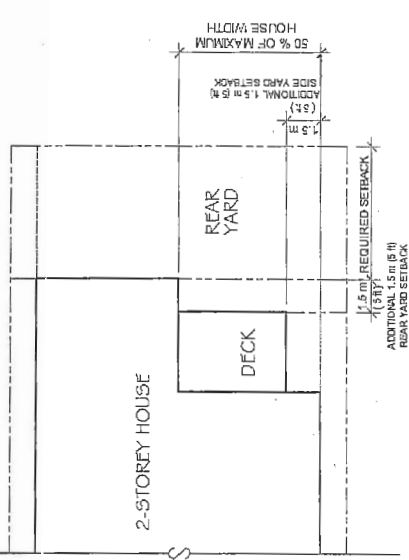
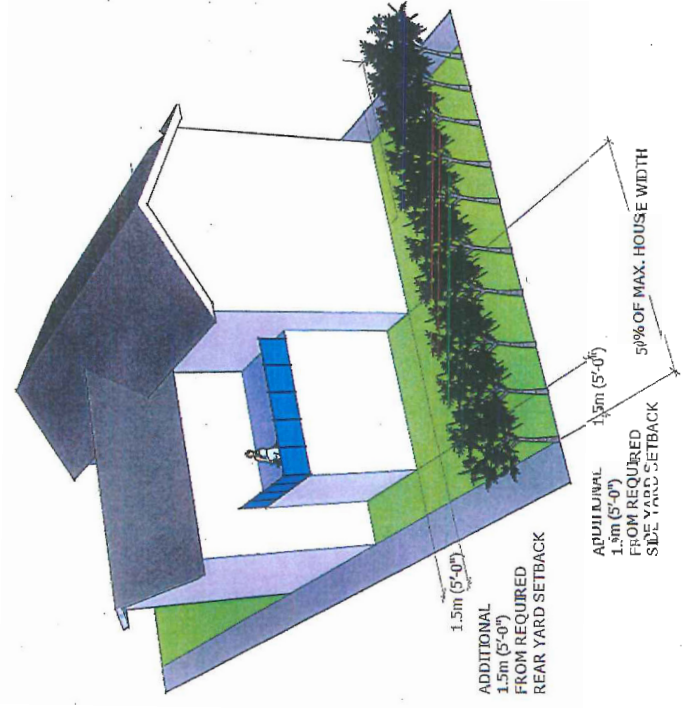
No restrictions on location and size of 2nd storey decks

OPTION 2:

A second storey deck located on the rear of a single family dwelling must be set back an additional 1.5 m (5 ft) from the required rear yard setback, and

An additional 1.5 m (5 ft) setback from side yard setback is also required.

The deck cannot be wider than 50% of the wall it is built against.



OPTION #2

OPTION #2

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

SITE COVERAGE AND LANDSCAPING

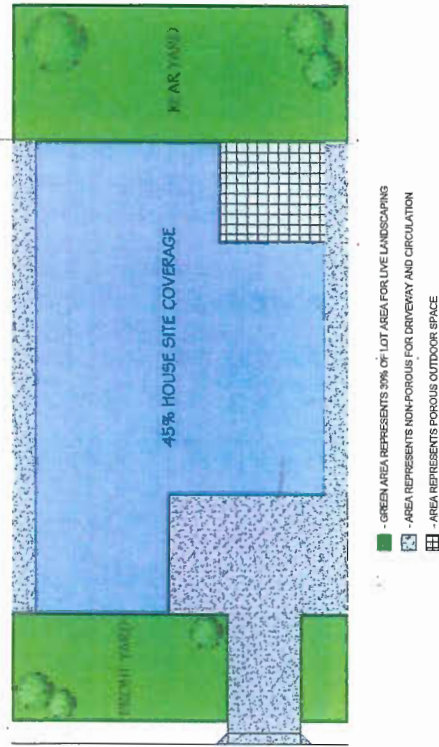
Site coverage is a measurement of the amount of the lot that is covered by buildings or hard surfaces. An amendment to reduce the maximum coverage allowed, while still maintaining the allowable house size under the Zoning Bylaw could provide more greenery in the City.

OPTION 1, STATUS QUO:

This option maintains the current requirements of the Zoning Bylaw - which allows 45% of the lot to be covered by buildings; plus 25% by hard surfaces (driveways, walkways etc.) for a total site coverage of 70%.

The Zoning Bylaw current sets out a minimum area for live landscaping, which varies, depending on the zoning of the property:

- a) 20% on lots zoned RS1/A or K, RS2/A or K;
- b) 25% on lots zoned RS1/B, C or J, RS2/B, C or J; and
- c) 30% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H



OPTION #1

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

SITE COVERAGE AND LANDSCAPING (continued)

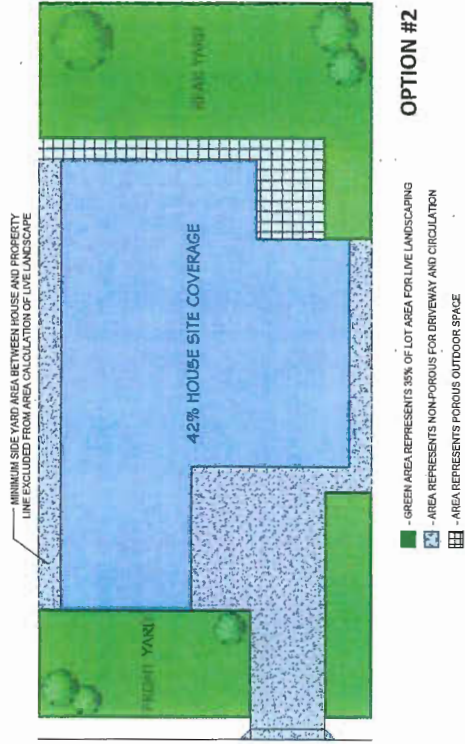
OPTION 2: This option reduces the maximum area that can be covered by buildings to 42% for buildings; and reduces the amount of hard surface coverage to 23%, for total site coverage of 65%. Minimum area for live landscaping would be increased as follows:

- a) 25% on lots zoned RS1/A or K, RS2/A or K;
- b) 30% on lots zoned RS1/B, C or J, RS2/B, C or J; and
- c) 35% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H
- d) any area between the side lot line and building face is excluded from the calculation of minimum landscaped area

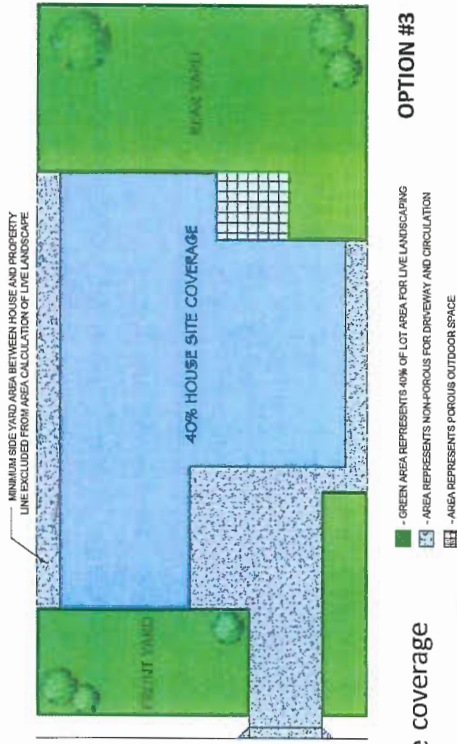
OPTION 3: This option reduces the maximum area that can be covered by buildings to 40% for buildings, and reduces the amount of hard surface coverage to 20%, with a total site coverage of 60%. Minimum area for live landscaping would be increased as follows:

- a) 30% on lots zoned RS1/A or K, RS2/A or K;
- b) 35% on lots zoned RS1/B, C or J, RS2/B, C or J; and
- c) 40% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H
- d) any area between the side lot line and building face is excluded from the calculation of minimum landscaped area

NOTE: Building lots smaller than 375 m² exempt from reductions in building site coverage which will remain at 45%.



OPTION #2



OPTION #3

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

TREE PLANTING FOR NEW SINGLE FAMILY BUILDING PERMITS WITH LESS THAN TWO EXISTING TREES

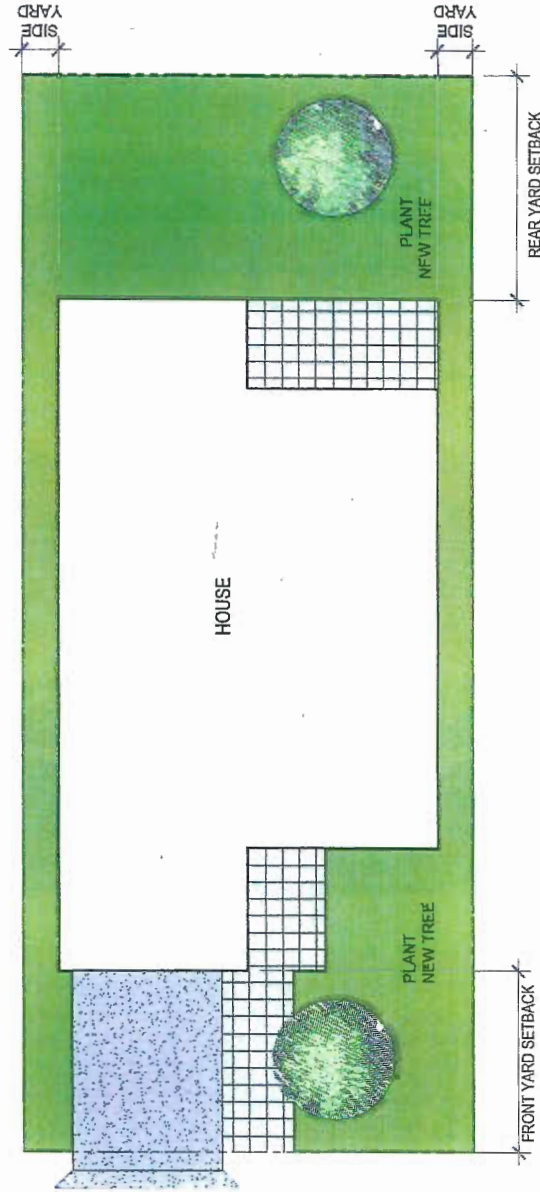
OPTION 1 (STATUS QUO):

No requirements for new tree planting.

OPTION 2:

One new tree to be planted in the front yard and one new tree in the rear yard.

EXCEPTION: There is no requirement for new trees if there are at least two trees on the lot, and there are trees in both the front and rear yards.



OPTION #2

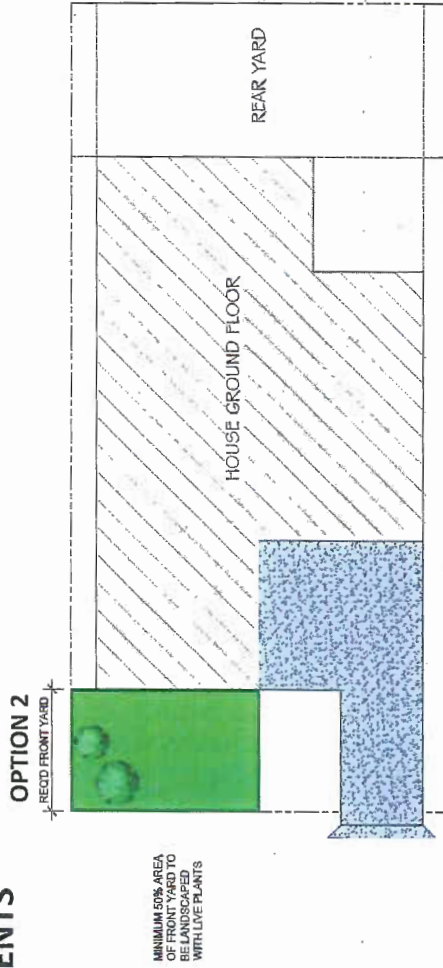
Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

MINIMUM FRONT YARD LANDSCAPING REQUIREMENTS

Requiring a minimum portion of the front yard setback to be landscaped will bring more greenery to the City.

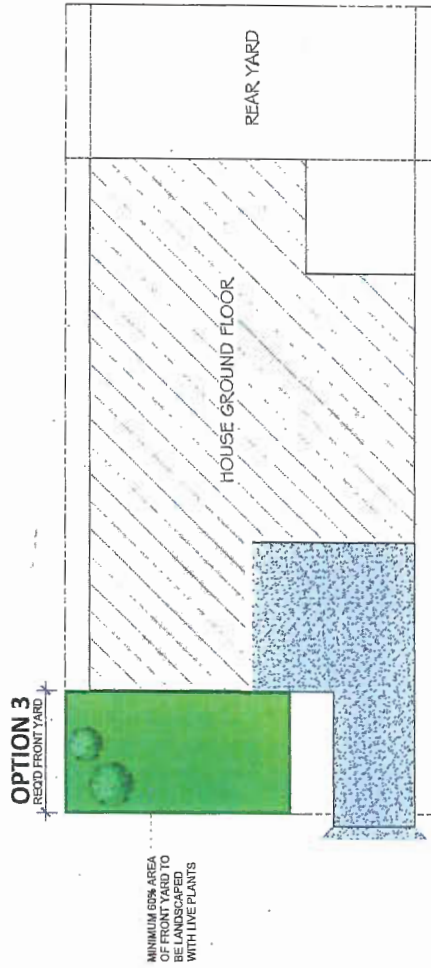
OPTION 1 (STATUS QUO):

No change - No minimum requirements for live landscaping in the front yard. So long as minimum setbacks are met, live landscaping can be provided anywhere on the lot.



OPTION 2:

A minimum of 50% of the required front yard setback must be landscaped with live plantings.



OPTION 3:

A minimum of 60% of the required front yard setback must be landscaped with live plantings.

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

ENTRY GATES

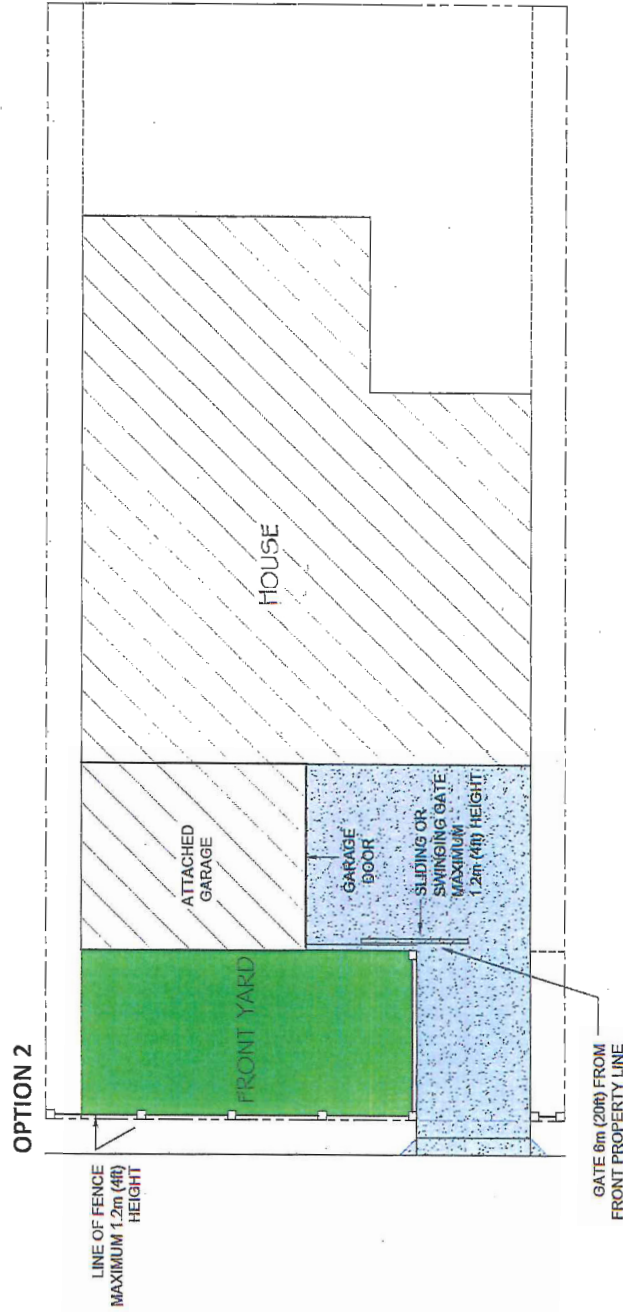
There are currently no regulations on the placement of mechanical entry gates for single family dwellings in Richmond. An amendment to regulate a minimum setback from the front property line will improve vehicle safety.

OPTION 1 (STATUS QUO):

No restrictions on the location of entry gates.

OPTION 2:

A front entry gate is allowed, but can be no higher than 1.2 m (4 ft), and must be setback at least 6 m (20 ft) from the front property line.



Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

GARAGE PROJECTIONS

An amendment to limit how far a garage can project from the front wall of the house toward the street can reduce the appearance of a large single family dwelling and be more compatible with existing single family character.

OPTION 1 (STATUS QUO):

No restrictions on front garage projections. If required front yard setback is met, there is no limit on garage projection.

OPTION 2:

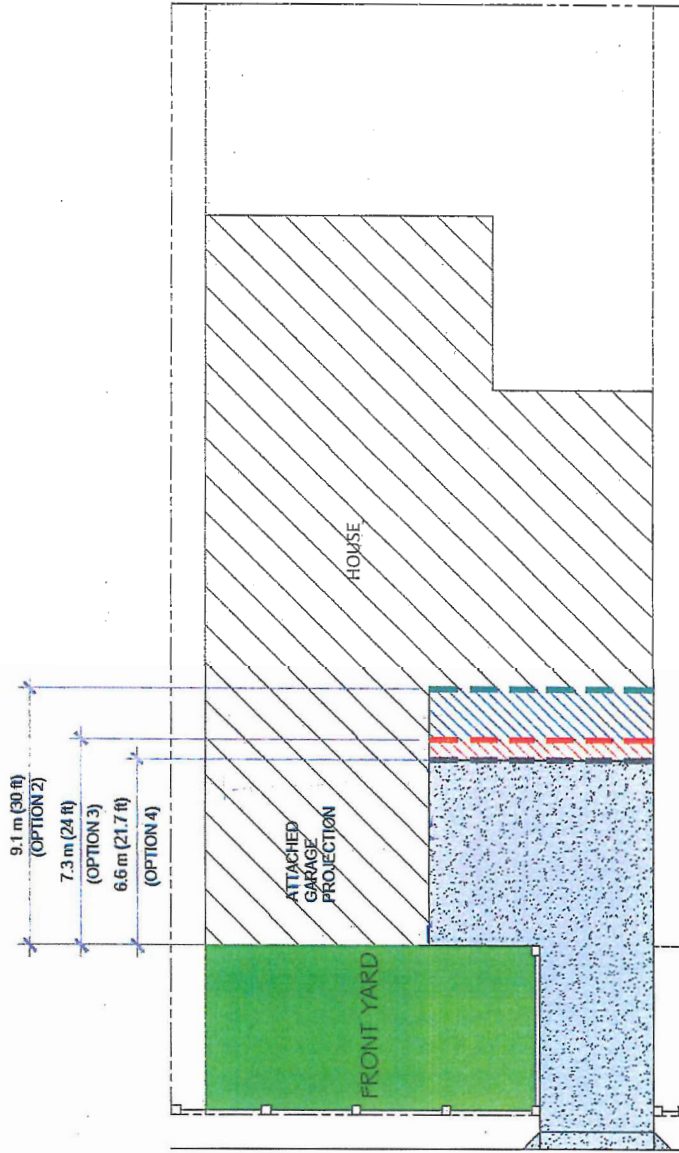
Allow a maximum 9.1 m (30 ft) projection from front wall of house to front wall of garage (Three-car garage).

OPTION 3:

Allow a maximum 7.3 m (24 ft) Projection from front wall of house to front wall of garage (Two-car garage).

OPTION 4:

Allow a maximum 6.6 m (21.7 ft) Projection from front wall of house to front wall of garage (Two-car garage).

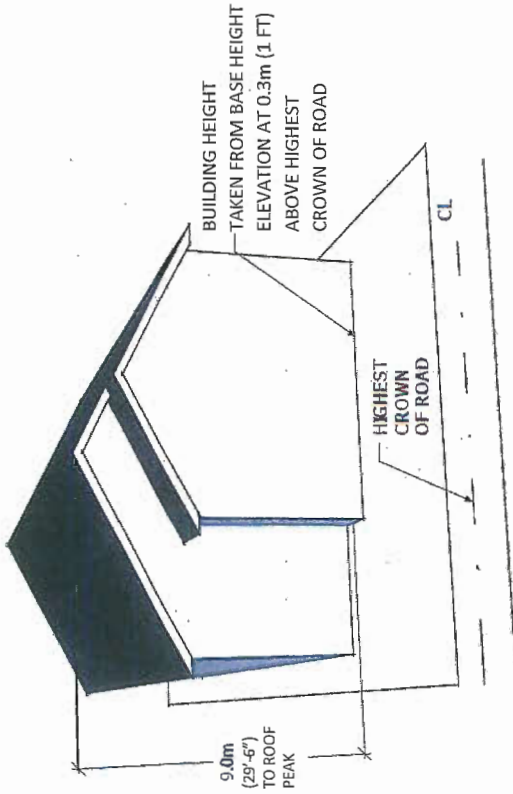


NOTE: Any garage floor area larger than 50 m² (538 ft²) is counted towards the overall size of the house.

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

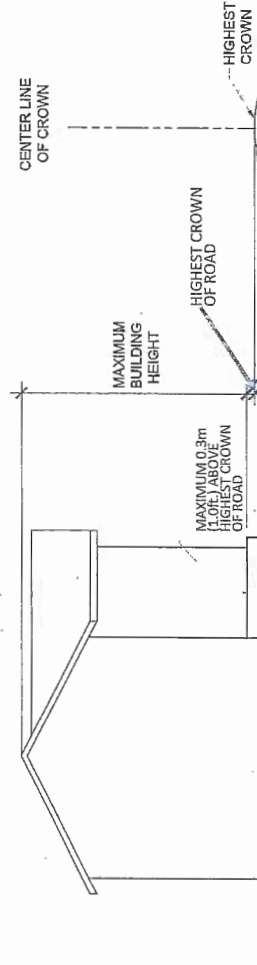
MEASURING BUILDING HEIGHT IN AREA “A”

Maximum overall building height is currently measured from a ground elevation to the highest peak, ridge or parapet of the roof. Currently, elevation is the “Average Finish Site Grade” as calculated from the finish elevations at the corners of the lot and the proposed grade around the building.



Staff propose to simplify the process for determining overall building height measurement as follows:

1. In Area A, the base elevation for measuring overall building height be from 0.3 m (1 ft) above the highest crown of road in front of the house.
2. This will establish a common measurement point for the neighbourhood street, ensuring a consistent measurement point.
3. It will also result in easier verification of the maximum height by builders and by staff.





City of
Richmond

Single Family Building Massing SURVEY RESULTS

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

796 Surveys submitted – combination of on-line and by hand

On-line: 635

By hand: 161

Question results presented as: % of responses (actual # of responses)

Depth of House

1. I support an amendment to the Zoning Bylaw to regulate the maximum depth of house.

☐ Yes

☐ No (retain status quo – Option 1)

☐ No opinion

2. If yes, my preferred option is:

☐ Option 2: Limit house depth to 55% of total lot depth -

☐ Option 3: Limit house depth to 50% of total lot depth -

SURVEY RESULTS:

Yes: 57.7 % (454) No: 41.9 % (330) No opinion: 0.4% (3)

Preferred Option: Option 2 – 10.8% (47) Option 3 – 89.2 % (387)

Rear Yard Setbacks

3. I support an amendment to the Zoning Bylaw to change rear yard setbacks for a single family house.

☐ Yes

☐ No (retain status quo – Option 1)

☐ No opinion

4. If yes, my preferred option is:

☐ Option 2: Rear yard setback of 6 m (20 ft.) on the ground floor and 7.5 m (25 ft.) for second or half storey

☐ Option 3: Rear yard setback determined by % lot depth (25% of lot depth)

SURVEY RESULTS:

Yes: 55.5 % (437) No: 43.7 % (344)

Preferred Option: Option 2 – 20.8% (89) Option 3 - 79.2% (338)

Rear and Side Yard Setbacks for Accessory Buildings

5. I support an amendment to the Zoning Bylaw to update the rear yard and side yard setbacks for an accessory building greater than 10 m² (105 ft²) in area, with a setback based on the size of the wall facing the neighbour.

☐ Yes ☐ No (retain status quo) ☐ No opinion

SURVEY RESULTS:

Yes: 52.1% (407) **No:** 43.1% (337) **No opinion** 4.7 % (37)

Projections into Side Yards

6. I support an amendment to the Zoning Bylaw regarding permitted projections into side yards for single family dwellings.

☐ Yes ☐ No (retain status quo – Option 1) ☐ No opinion

7. If yes, my preferred option is:

- ☐ Option 2: Allow one 0.6 m (2 ft.) projection, a maximum of 1.8 m (6 ft.) in length on one side of the house only
- ☐ Option 3: Eliminate all side yard projections

SURVEY RESULTS:

Yes: 53.4% (415) **No:** 43.4% (37) **No opinion** 3.2% (25)

Preferred Option: Option 2 – 20.9% (83) Option 3 – 79.1% (314)

Location of Decks for Single Family Houses

8. I support an amendment to the Zoning Bylaw for the location and setbacks of second storey rear decks for single family dwellings.

☐ Yes ☐ No (retain status quo) ☐ No opinion

SURVEY RESULTS:

Yes: 52.6% (411) **No:** 43.9% (343) **No opinion:** 3.6% (28)

Site Coverage and Minimum Landscaping Requirements

9. I support an amendment to the Zoning Bylaw for site coverage limits and minimum landscaping requirements for single family dwellings.

- ☐ Yes ☐ No (retain status quo – Option 1) ☐ No opinion

10. If yes, my preferred option is:

- ☐ Option 2: 42% coverage; total site coverage of 65%; 25% to 35% of lot to be live plantings
☐ Option 3: 40% coverage; total site coverage of 60%; 30% to 40% of lot to be live plantings

SURVEY RESULTS:

Yes: 55.8% (436) **No:** 42.5% (332) **No opinion:** 1.8% (14)

Preferred Option: Option 2 – 24.2% (100) Option 3 - 75.8% (314)

Tree Planting Requirements

11. I support an amendment to the Zoning Bylaw to require a minimum of two trees for each lot, for new single family houses where there are no pre-existing trees on the lot.

- ☐ Yes ☐ No (retain status quo) ☐ No opinion

SURVEY RESULTS:

Yes: 64.6% (507) **No:** 33.5% (263) **No opinion:** 1.9% (15)

Minimum Front Yard Landscaping Requirements

12. I support an amendment to the Zoning Bylaw to require a minimum area of front yard landscaping for single family dwellings.

- ☐ Yes ☐ No (retain status quo – Option 1) ☐ No opinion

13. If yes, my preferred option is:

- ☐ Option 2: Minimum of 50% of the required front yard setback be landscaped
☐ Option 3: Minimum of 60% of the required front yard setback be landscaped

SURVEY RESULTS:

Yes: 58.2% (457) **No:** 40.1% (315) **No opinion:** 1.7% (13)

Preferred Option: Option 2 – 23.8% (104) Option 3 76.2% (333)

Regulation of Entry Gates

14. I support an amendment to the Zoning Bylaw to regulate front entry gates to a maximum height of 1.2 m (4 ft.) and a minimum setback of 6 m (20 ft.) from the front property line.

- ☐ Yes ☐ No ☐ No opinion

SURVEY RESULTS:

Yes: 55.8% (440) **No:** 41.5% (327) **No opinion:** 2.7% (21)

15. I support an amendment to the Zoning Bylaw to limit the forward projection of an attached garage.

16. If yes, my preferred option is:

- ## SURVEY RESULTS:

Preferred Option: Option 2 – 8.2% (34) Option 3 – 17.1% (73) Option 4 – 74.7% (310)

17. I support an amendment to the Zoning Bylaw for the measurement of building height.

- ## SURVEY RESULTS:

Yes: 60.1% (472) **No:** 38.5% (302) **No opinion:** 1.4% (11)

Please use this space to provide any other comments you may have:

Comments will be summarized as part of the report to planning committee

I am interested in the Single Family Building Massing updates as I am: (check all that apply)

- ☐ A Richmond resident - 735
- ☐ A Richmond builder/developer - 49
- ☐ Other -18 (please specify): _____

My name is (optional): _____

My email address is (optional): _____

I heard about this public consultation process via (check all that apply):

- | | |
|---|--|
| <input type="checkbox"/> Newspaper story - 218 | <input type="checkbox"/> Facebook - 56 |
| <input type="checkbox"/> Newspaper advertisement: Richmond News
- 131 | <input type="checkbox"/> Twitter - 13 |
| <input type="checkbox"/> City of Richmond website: www.richmond.ca
- 91 | <input type="checkbox"/> Word of mouth - 326 |
| <input type="checkbox"/> LetsTalkRichmond.ca website - 197 | <input type="checkbox"/> Saw poster in City facility
- 12 |

Thank you for your time and feedback.

Project Report

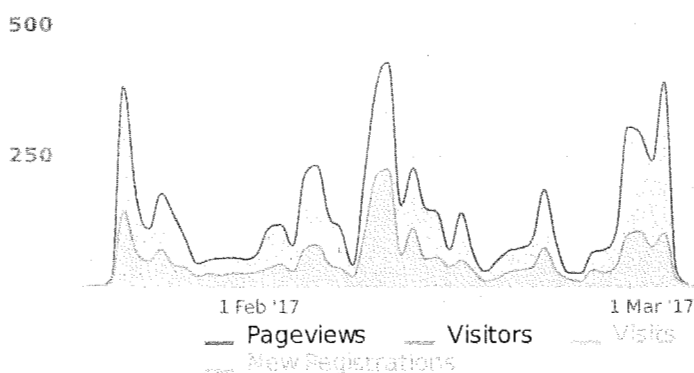
16 January 2017 - 07 March 2017

Lets Talk Richmond

Proposed single family dwelling building massing regulations



Visitors Summary



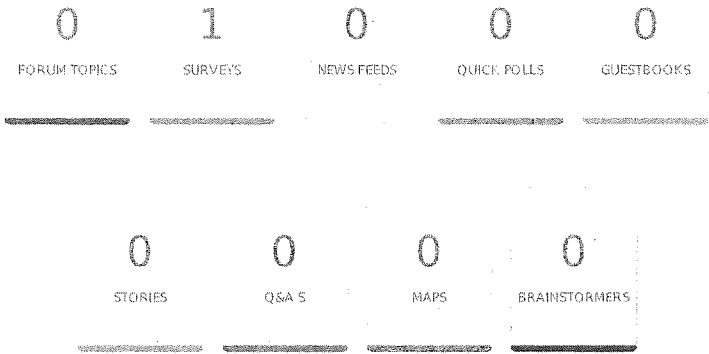
Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
2.7 k	242	
NEW REGISTRATIONS		
289		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
635	1.4 k	2.2 k

Aware Participants	2,182	Engaged	635
Aware Actions Performed	Participants	Engaged Actions Performed	Registered Unverified Anonymous
Visited a Project or Tool Page	2,182	Contributed on Forums	0 0 0
Informed Participants	1,390	Participated in Surveys	635 0 0
Informed Actions	Participants	Contributed to Newsfeeds	0 0 0
Viewed a video	0	Participated in Quick Polls	0 0 0
Viewed a photo	0	Posted on Guestbooks	0 0 0
Downloaded a document	402	Contributed to Stories	0 0 0
Visited the Key Dates page	95	Asked Questions	0 0 0
Visited an FAQ list Page	0	Placed Pins on Maps	0 0 0
Visited Instagram Page	0	Contributed to Brainstormers	0 0 0
Visited Multiple Project Pages	741		
Contributed to a tool	635		
PH - 522			

(engaged)

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Building Massing 2017	Archived	1611	635	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Single Family Building Massing Study Display Boards	378	413
Document	November 28, 2016 Report to Council Single Family Building	101	109
Key Dates	Massing ... Key Date	95	114

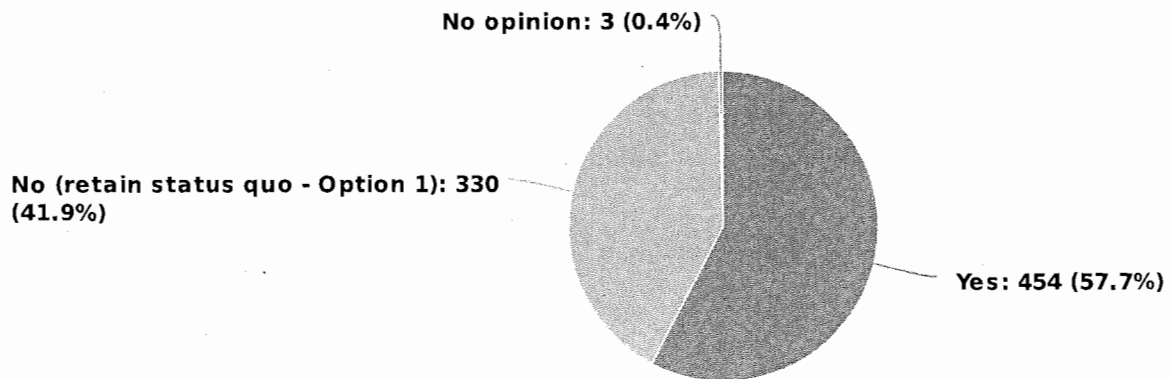
ENGAGEMENT TOOL: SURVEY TOOL

Tool title/name: Building Massing 2017

VISITORS	1611	CONTRIBUTORS	635	CONTRIBUTIONS	796
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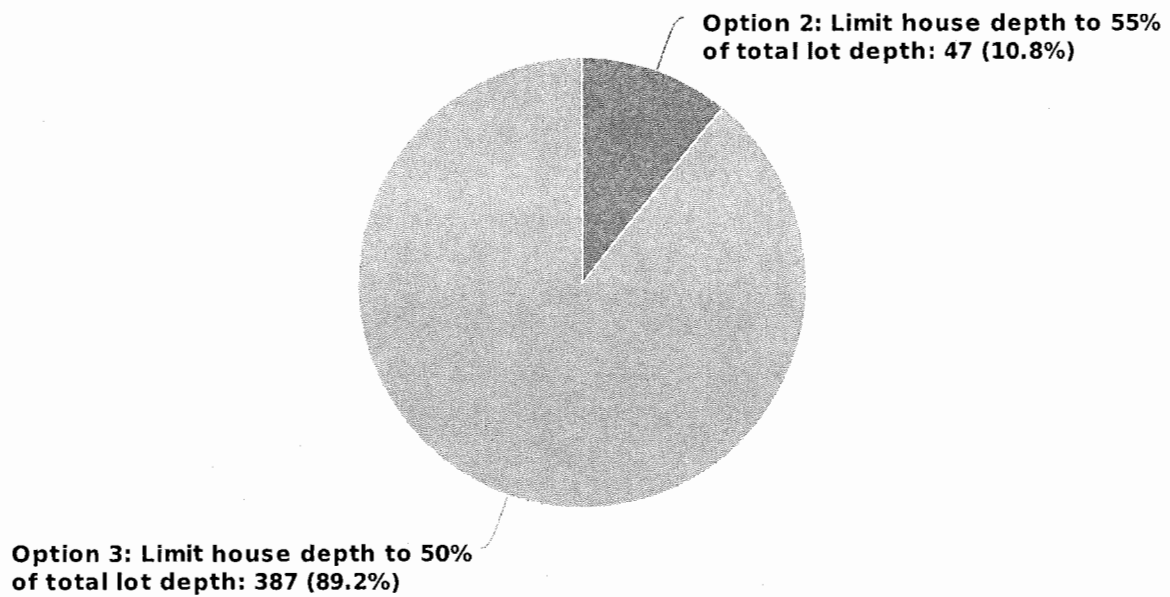
I support an amendment to regulate the maximum depth of house.

Optional question



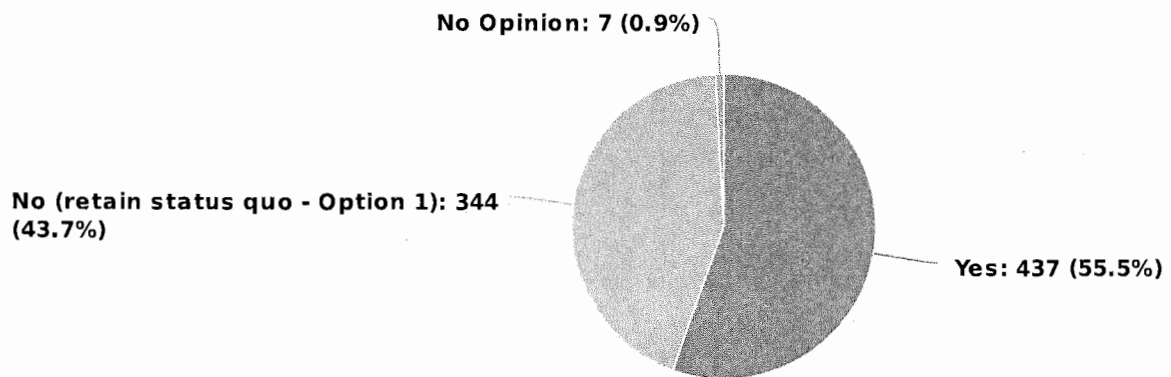
If yes, my preferred option is: (see Board 2 below)

Optional question



I support an amendment to change rear yard setbacks for a single family house.

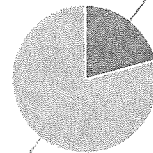
Optional question



If yes, my preferred option is: (see Boards 3 & 4 below)

Optional question

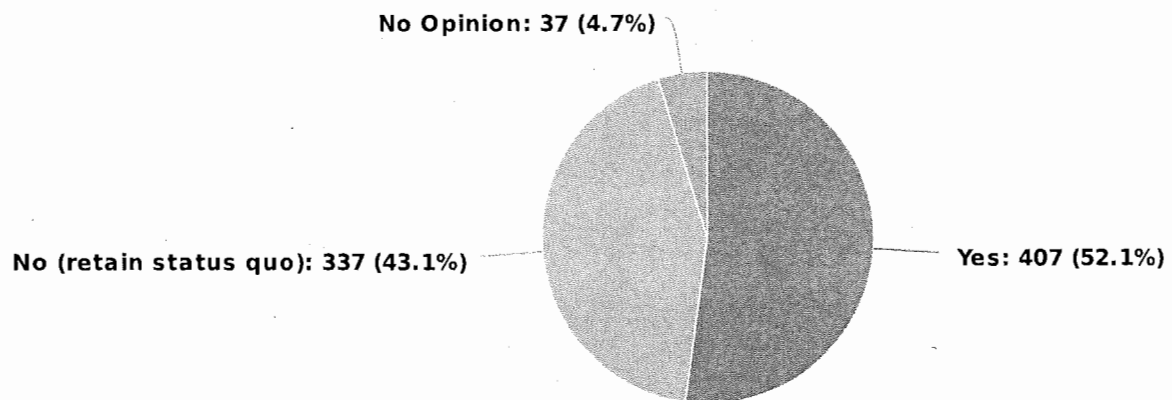
**Option 3: Rear yard setback
determined by % lot depth (25% lot
depth): 338 (79.2%)**



**Option 2: Rear yard setback of 6 m
(20 ft.) on the ground floor and 7.5
m (25 ft.) for second or half storey: 89
(20.8%)**

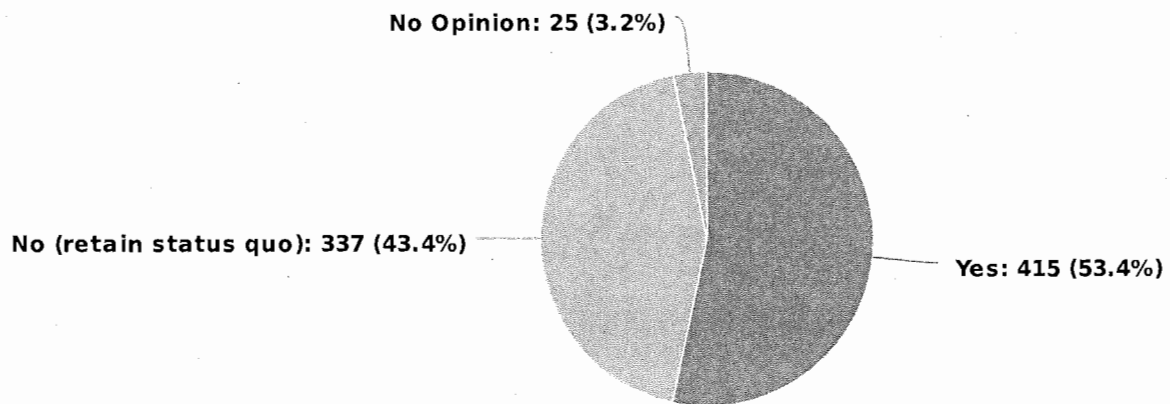
I support an amendment to the Zoning Bylaw to update the rear yard and side yard setbacks for an accessory building greater than 10 m² (105 ft²) in area, with a setback based on the size of the wall...

Optional question



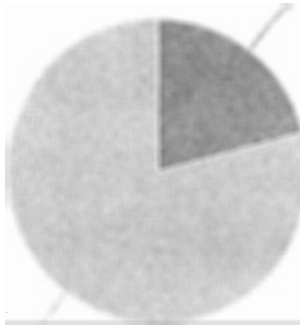
**I support an amendment to the Zoning Bylaw regarding permitted
projections into side yards for single family dwellings.**

Optional question



If yes, my preferred option is: (see Board 9 below)

Optional question

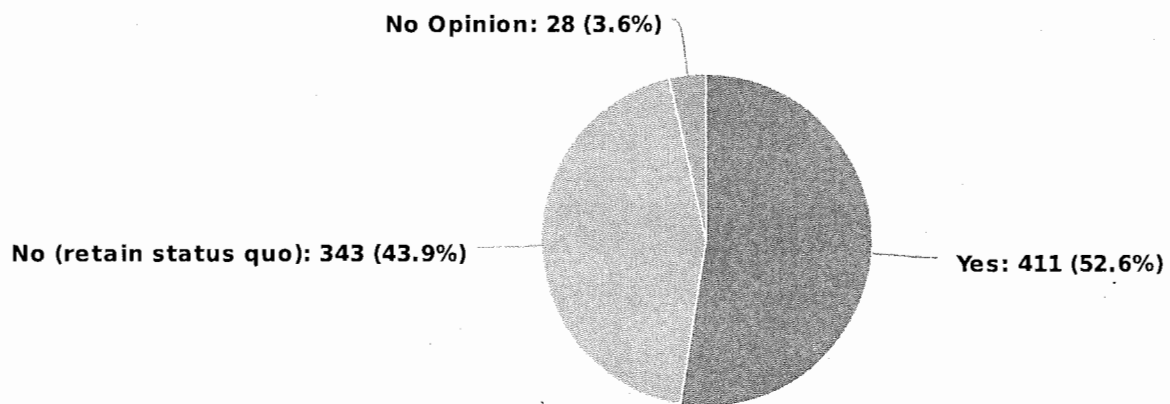


Option 2: Allow one 0.6 m (2 ft.) projection, a maximum of 1.8 m (6 ft. in length on one side of the house only: 83 (20.9%)

Option 3: Eliminate all side yard projections: 314 (79.1%)

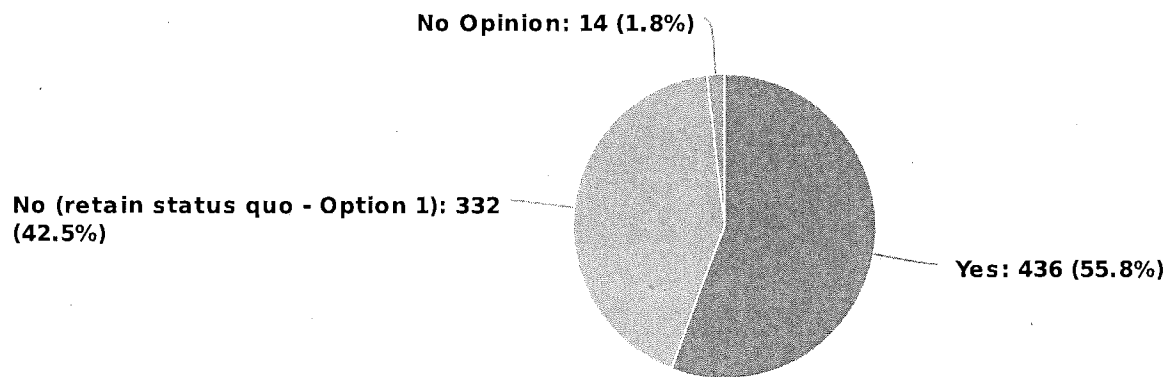
I support an amendment to the Zoning Bylaw for the location and setbacks of second storey rear decks for single family dwellings.

Optional question



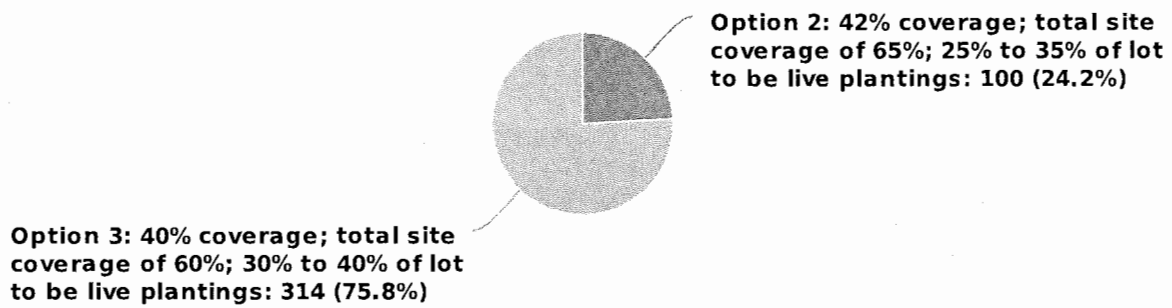
**I support an amendment to the Zoning Bylaw for site coverage limits
and minimum landscaping requirements for single family dwellings.**

Optional question



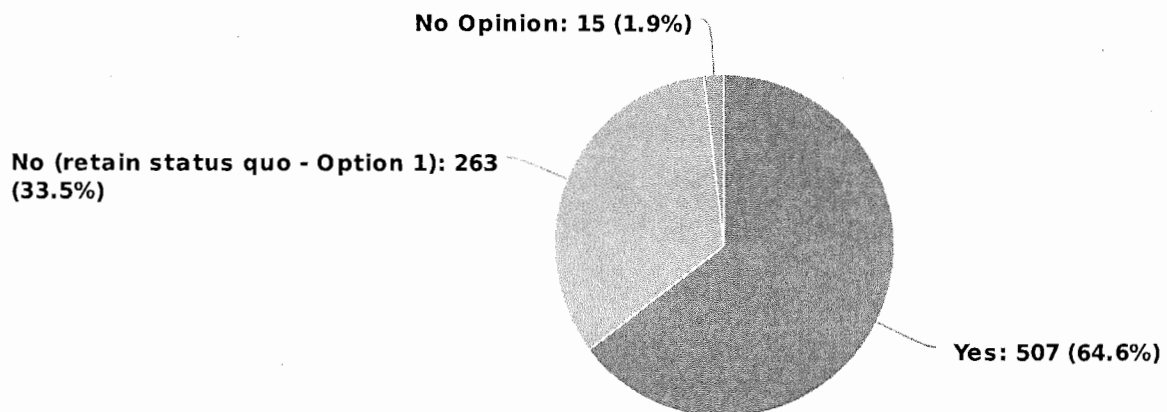
If yes, my preferred option is:

Optional question



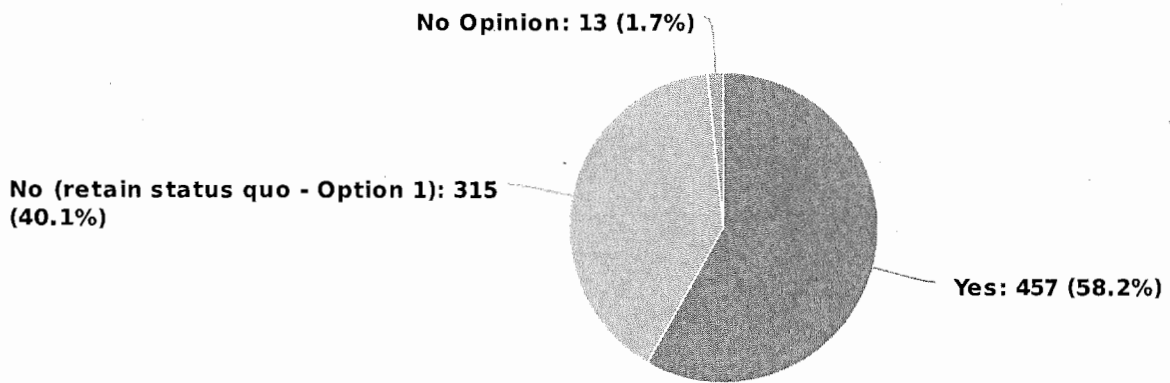
I support an amendment to the Zoning Bylaw to require a minimum of two trees for each lot, for new single family houses where there are no pre-existing trees on the lot.

Optional question



**I support an amendment to the Zoning Bylaw to require a minimum area
of front yard landscaping for single family dwellings.**

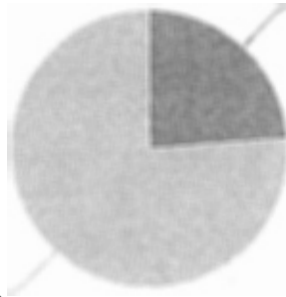
Optional question



If yes, my preferred option is: (see Board 15 below)

Optional question

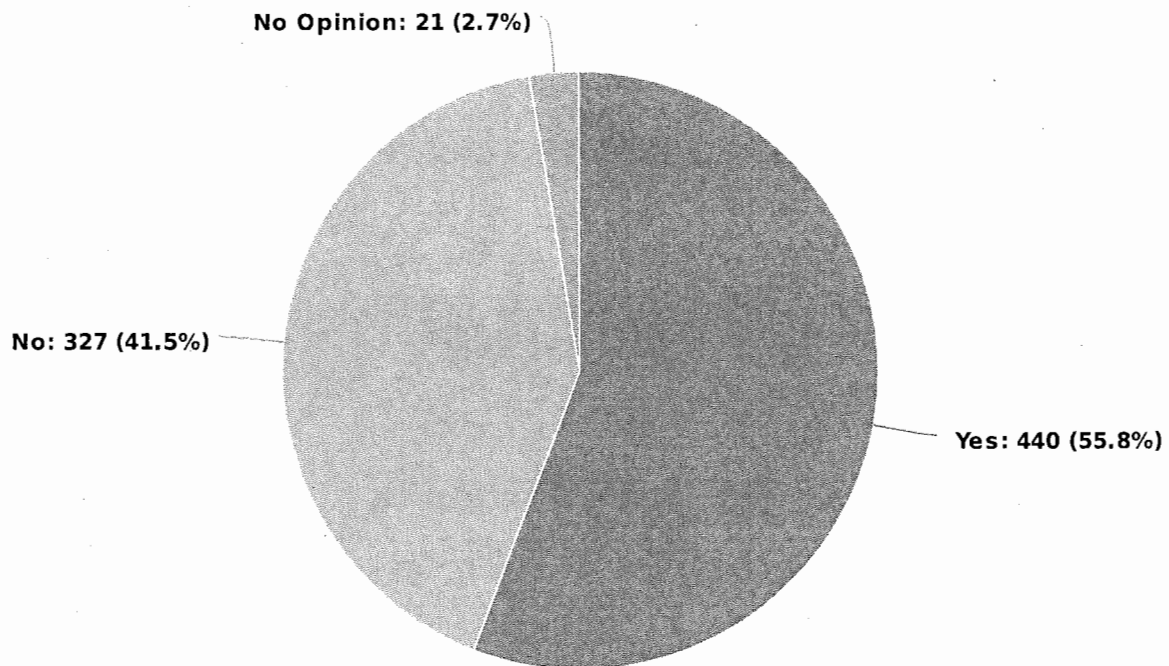
**Option 3: Minimum of 60% of the
required front yard setback be
landscaped: 333 (76.2%)**



**Option 2: Minimum of 50% of the
required front yard setback be
landscaped: 104 (23.8%)**

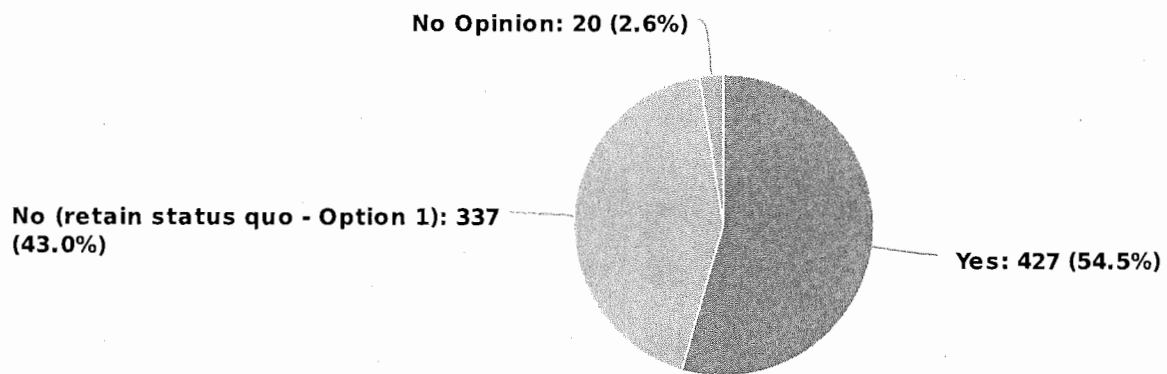
I support an amendment to the Zoning Bylaw to regulate front entry gates to a maximum height of 1.2 m (4 ft.) and a minimum setback of 6 m (20 ft.) from the front property line.

Optional question



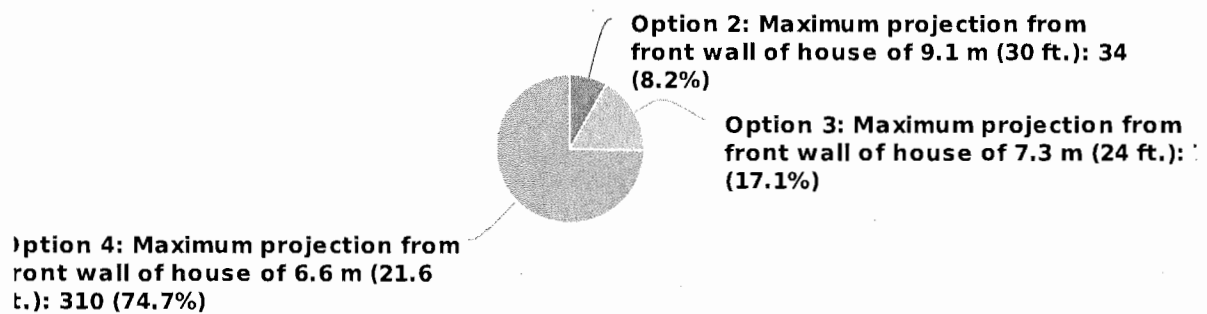
**I support an amendment to the Zoning Bylaw to limit the forward
projection of an attached garage.**

Optional question



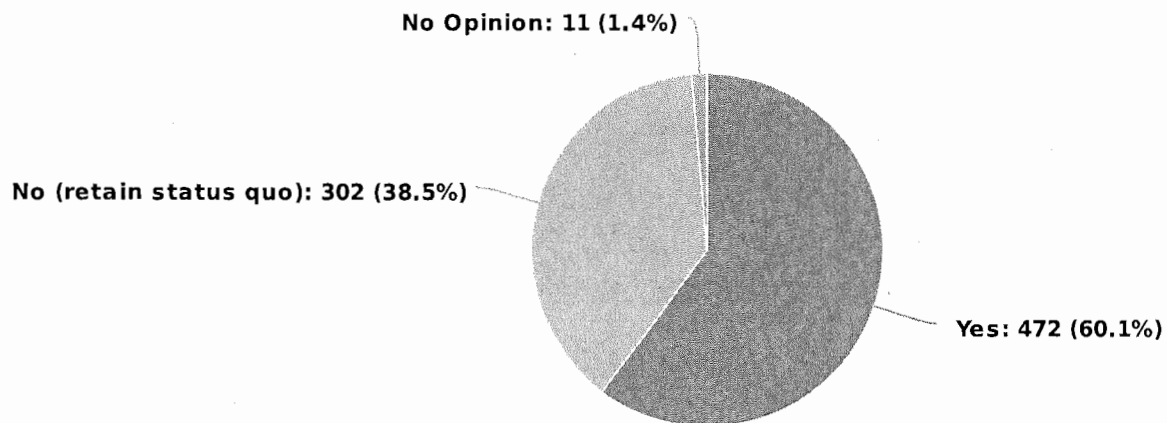
If yes, my preferred option is: (see Board 17 below)

Optional question



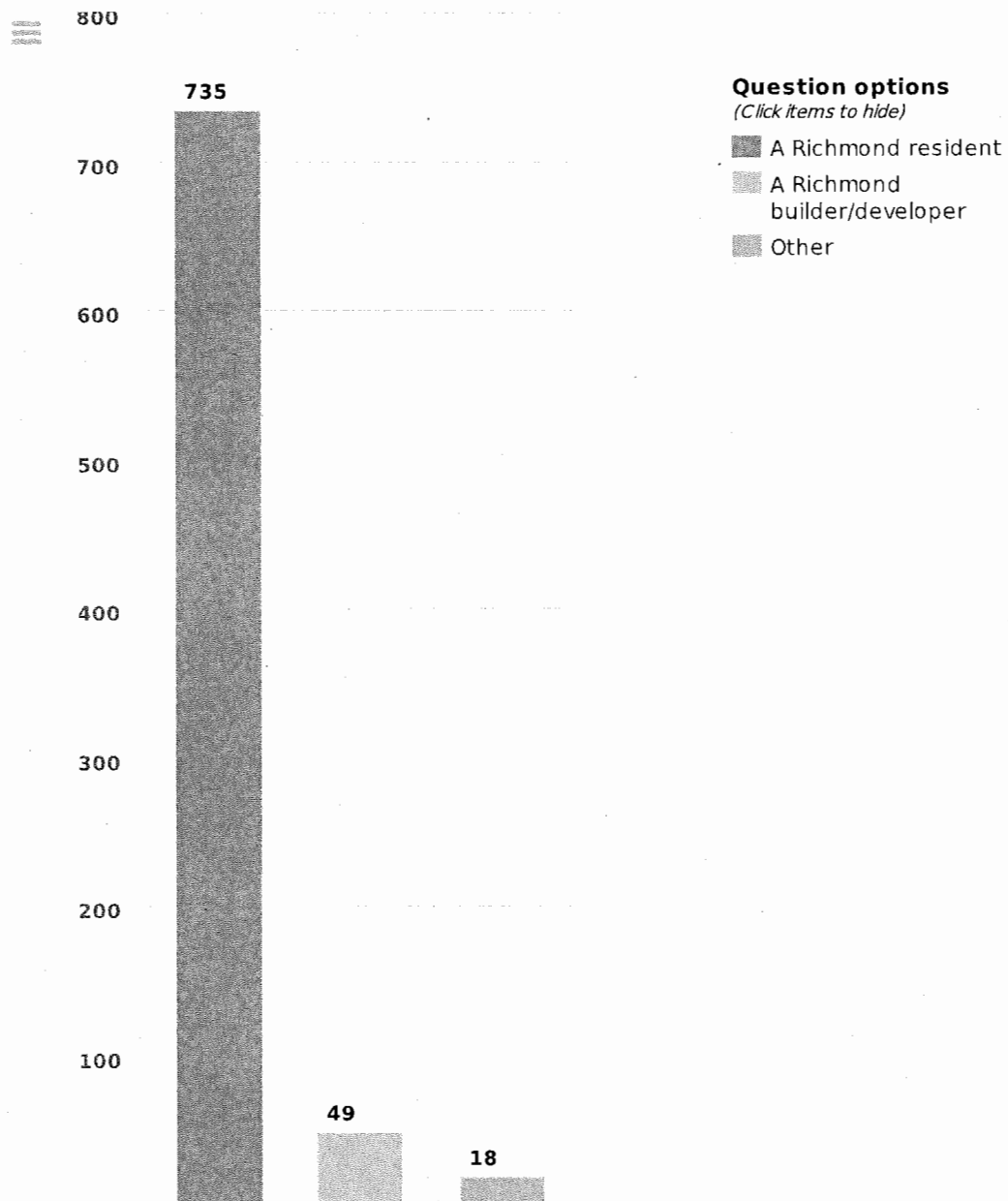
**I support an amendment to the Zoning Bylaw for the measurement of
building height.**

Optional question



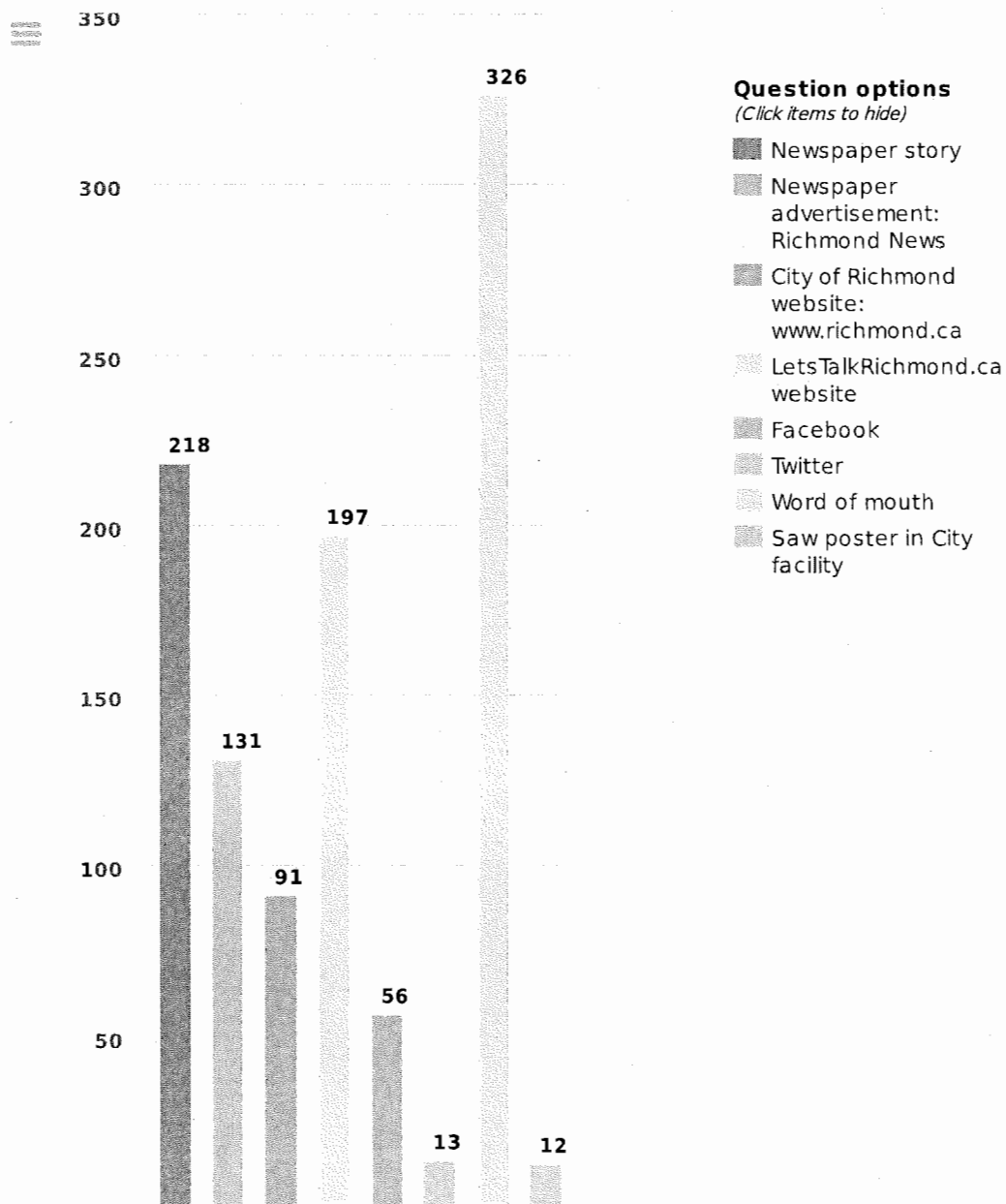
I am interested in the Single Family Building Massing updates as I am:
(check all that apply)

Optional question



I heard about this public consultation process via (check all that apply):

Optional question



Konkin, Barry

Subject:

FW: housing controls

From: sabine eiche [mailto:sabinedellarovere@yahoo.ca]

Sent: Sunday, 13 November 2016 15:27

To: Mayor and Councillors

Subject: housing controls

To all concerned:

Before the November 22 planning committee meeting, I would like to emphasise the importance of the following concerns for any decisions taken to amend the zoning bylaw regarding building massing:

- 1) Green backyards are now virtually nonexistent on lots with mega houses; there should be at least 30 feet of green (not paved) space at the back. Often the house projects so much at the side that you could hardly get a wheelbarrow through there - side projections should be eliminated. The front of the house should be set further back from the street, and that area should include a lot of green.
- 2) Why are houses allowed multiple (as many as four!) garages when we should be trying to reduce the number of cars on the road. Garages should be limited to two per house.
- 3) Mega houses appear fortified with their fences and gates - there is no need for such a feature in Richmond, surely. It is a sign that the residents are not interested in having anything to do with their neighbours. Most of the people living on my street are now Chinese. There are two mega houses, and a third under construction. The people living in the mega houses, which are fenced and gated, are anonymous at best, unfriendly at worst. The Chinese people that have kept the original, 1960's houses on the street, are extraordinarily friendly, even if they don't speak English very well. They will go out of their way to be helpful.
- 4) We need more green space around the houses, and we need to keep the mature trees that are on the properties. In April and July of this year, one of my neighbours cut down two beautiful mature pine trees in his front yard. They were home to dozens of birds and they gave my house protection in summer and winter. This summer the temperature inside my house stayed uncomfortably high, because I had lost all afternoon and evening shade; the sunlight was so intense that I could not keep it out even with blinds and drapes closed. My neighbour has replaced one of the tall pine trees with a tiny cloud or lollipop bush in a planter - it does absolutely nothing, for the environment, atmosphere, or the birds. The other tree has not been replaced and there is no sign that it ever will be.

Thank you for your consideration.

Yours sincerely,

Sabine Eiche

Browse my new website: <http://members.shaw.ca/seiche>

Konkin, Barry

Subject: FW: I LOST MY SUNSHINE

From: VICKI [<mailto:vicmail@shaw.ca>]
Sent: Monday, 14 November 2016 19:42
To: MayorandCouncillors
Subject: I LOST MY SUNSHINE

My home is a LUC zoned lot ..40 X 150 with 4 foot width on each side.
I lost my sunshine as of the Summer of 2015.....See two pictures.
The amount of light you see on the photo is because it is September.
Once October arrives I have Sunshine only in the very early morning.
This house is twice as long as my home...My home is now a teardown.
This is the result of what I call loose zoning.
Each lot should be considered individually to protect the existing home
owners in the neighborhood....
Vicki Henderson...10500 Canso Crescent....



PH - 546

Konkin, Barry

Subject: FW: Housing Controls

From: Mayor and Councillors
Sent: Friday, 18 November 2016 10:39
To: 'Paul Dylla'
Subject: RE: Housing Controls

Dear Mr. Dylla,

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Mr. Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,

Claudia

Claudia Jesson
Manager, Legislative Services
City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Paul Dylla [<mailto:pkdylla@telus.net>]
Sent: Thursday, 17 November 2016 13:28
To: Mayor and Councillors
Subject: Housing Controls

Dear Mayor Brodie and City of Richmond Councillors,

I add my voice to the concerns about Richmond's housing controls and the lack of a holistic approach to lot development. Richmond's vision of becoming the most appealing, livable and well-managed community will not come to fruition if the current approach to housing continues unaltered and unabated.

Community development requires strategies to build relationships between residents in local neighbourhoods. Allowing brick walls, gates and other structures that impede access to front doors clearly sends a message that neighbours are not welcome and neighbourhoods are not safe. It projects a sense of insecurity and distrust, of third-world gated compounds.

Since neighbours are not getting to know each other, they tend to congregate in locations outside of their residential neighbourhoods (restaurants, clubs, sports and entertainment facilities, etc.). Even with Richmond's much improved

public transit system, far too many choose to travel by car, necessitating multicar garages. The end result is that much of the lot is taken up with garages and driveways. This is not congruent with your Environment and Sustainability goals.

Most new homes on my street have 3-4 garages and driveways that consume nearly all of the land in the front of the building. Landscaping is practically non-existent, and what does get planted tends to favour marketing the home to offshore buyers, and not to improve our environment. Why is it that builders are allowed to remove large deciduous and coniferous trees and replace them with short palm trees? Has anyone even considered what impact this has to our already declining songbird population? What birds forage and nest in palm trees?

I petition you to

1. **Decrease the footprint of homes on lots and to increase green space requirements.** This includes increasing the percentage of landscaped property and requiring the planting of larger deciduous and coniferous trees in the front yard and back yard. Non-native trees such as palm trees should be prohibited. Protection of large mature trees has to become a priority before Richmond's skyline is reduced to rooftops instead of healthy vibrant environment-enhancing trees.
2. **Limit driveways to 6 meters in width** (e.g. Surrey, Delta) to increase landscaped areas. All new driveways must be water permeable.
3. **Eliminate brick walls, gates and other structures from the front property line.**
4. **Change your lot development processes to deal with all aspects of the lot,** including landscaping, interface with neighbourhood, and reducing the impact to our environment. Please stop enabling builders to construct houses for the sake of feeding the real estate market. The whole lot needs to be considered in developing a healthy home that adds to the neighbourhood and its local community, and not solely to the pockets of the real estate market players who have no long-term vested interest in the neighbourhood.

Respectfully yours,

Paul Dylla
6526 Gibbons Dr.
Richmond, BC, V7C 2E1
604 275 8160

Konkin, Barry

Subject: FW: 2nd round of amendments to building by laws

From: Mayor and Councillors

Sent: Friday, 18 November 2016 14:56

To: 'Jenny Henry Lee'

Subject: RE: 2nd round of amendments to building by laws

Dear Ms. Lee,

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Mr. Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,

Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Jenny Henry Lee [<mailto:henryjenny1227@gmail.com>]

Sent: Wednesday, 16 November 2016 22:21

To: Mayor and Councillors

Subject: 2nd round of amendments to building by laws

Dear councillors,

I live in Richmond for over 40 years and i am very sad that the place i call home has changed drastically for the last 10 years.

Beautiful mature trees were cut down for new developements. A lot of beautiful landscaping and green spaces were gone.

Hundreds of ugly big mansions were built into our neighbourhood, taking away the green space we enjoy . Most of the

mansions does not fit right into our neighbourhood ,making the rest of us look like servant quarters. Their detached

workshop turned into 3-4-5 car garage . Those mansions block out the sunshine to their neighbouring houses and no more

green spaces left. How can the city hall approve such buildings without any consideration to the rest of Richmond residences

what happen to the street appeal?

I strongly against the building of gates, brick wall at their entrances. We never have a chance to know and talk to the new neighbour plus most of them do not care about the lawn beyond the gate. They use the gate as the dividing line for their property and not their property. The cold neighbour never say Hi to anyone or there is just no one live there.

Please stop the harm you had already done to us, making most of our friends selling their houses and move away from Richmond.

Please consider the street appeal and green space , the awkward imbalance of those mansions to ours before you approve the building permit.

Please rescue Richmond

Thanks
Jenny Lee

Konkin, Barry

Subject: FW: Upcoming City Planning Committee Nov 22 2016 meeting on regulating oversized houses

From: MayorandCouncillors

Sent: Monday, 21 November 2016 08:49

To: 'gary sutherland'

Subject: RE: Upcoming City Planning Committee Nov 22 2016 meeting on regulating oversized houses

Dear Mr. Sutherland,

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,
Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: gary sutherland [<mailto:garysutherland@hotmail.com>]

Sent: Saturday, 19 November 2016 13:37

To: MayorandCouncillors; gary sutherland

Subject: Upcoming City Planning Committee Nov 22 2016 meeting on regulating oversized houses

Dear Mayor and Council:

Gary and Sherryl Sutherland are **STRONGLY OPPOSED** to construction of **OVERSIZED HOUSES** in Richmond.

Over 100 people or 98% of the neighbours have already signed a petition against Monster and Oversized houses in our neighbourhood. This was presented to the Council in early September. We are therefore very surprised to hear that the Municipality of Richmond is meeting on November 22 2016 (Richmond Planning Committee Meeting) to discuss regulating oversized houses. Do not open the door to oversized houses as they add nothing to the neighbourhood. They destroy the ambience of a neighbourhood; and the sense of community is fractured because they don't fit in. They stick out like a small hotel. Richmond is supposed to be known as a friendly municipality but it is losing that distinction, as it allows this type of development to occur without any regard to the wishes of the community. It seems as though the developers have the ear of the

Richmond Municipality more so than the people that live and work in Richmond that make the community the livable place that it is.

There have been many many people that have written in the local newspapers and the Vancouver Sun and Province complaining and voicing strong opposition to oversized houses. People throughout the GVRD have made it plain that they don't want them. I don't know what could be made clearer to the Council or the Planning Committee- oversized houses are NOT wanted. There was an article in November 19 2016 Vancouver Sun. I have included the whole article but I have taken out pieces that are vital for Richmond if it to keep its goal as a livable city.

Preserving wealthy district's charms will be top of mind for many voters

1. Issues surrounding the North Shore's constant development, preserving neighbourhood character, transit and the lack of affordable housing in one of Canada's wealthiest municipalities are top of mind in the civic byelection, which was called after three-term Coun. Michael Lewis, 66, died in August of lung cancer. "There's a strong move to look for other types of housing options rather than huge single family," said Mayor Michael Smith on Friday.
2. Candidate Carolanne Reynolds said in her platform statement that with pressure on neighbourhoods, "my focus is to protect local character, and to establish special zones to provide diversity. We must do a better job of listening to our residents
3. Candidate Tom Dodd said there are ways for zoning, planning and development bylaws to encourage the retention of older homes while encouraging small-scale, lowrise and more affordable housing. "Done correctly, this can maintain our comfortable village-like atmosphere, provide downsizing opportunities for our seniors, and possibly provide housing that would allow more of our kids, young families and the people employed in West Vancouver to actually live here."

The neighbourhood has made it very plain, NO MONSTER or OVERSIZED HOUSES. They do not fit into the ambience of the neighbourhood or any neighbourhood where we have seen them.

There is also a possibility that these oversized houses could become Airbnb which would be a disaster for Richmond neighbourhoods and could easily spring up if oversized house are allowed. That would just destroy the character of the neighbourhood. Many stories have been written in the papers about these Airbnb places with all night parties, car all over the place, garbage left all over the place. We don't want them and I could see that kind of rental happening. We are close to the airport which is a perfect location for an Airbnb

Interested in renting your house short-term? Some tips 1- November 19 2016 Vancouver Sun

ZoomBookmarkSharePrintListenTranslate

Dara Choubak and June Cormack wanted a little help with the mortgage payments on their five-bedroom home in Nelson.

But rather than take on a fulltime roommate, the couple opted to list their guest bedroom on the short-term rental site Airbnb.

"It's nice to be able to have a little bit of an extra income to help us with the mortgage, but not have to commit to having somebody in our space for a long period of time," says Cormack.

THE ARTICLE CONTINUES BUT IT WAS JUST THIS SECTION THAT IS INTERESTING IE OVERSIZED HOME AIRBNB

Mayor and council

If you need any clarification on the above please email me or phone [604-278-6981](tel:604-278-6981). Address is 10077 Lawson Drive Richmond B.C. V7E5M2

COUNCIL NOTE THE STATEMENT BELOW AND TAKE HEED.

Preserving wealthy district's charms will be top of mind for many voters

If you need any clarification on the above please email me or phone [604-278-6981](tel:604-278-6981). Address is 10077 Lawson Drive Richmond B.C. V7E5M2

Large turnout expected for West Van byelection 3

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Preserving wealthy district's charms will be top of mind for many voters

I think residents would like to see development slowed in North Vancouver, because traffic is getting really heavy.

When West Vancouver's 31,000 potential voters head to the polls Saturday, they'll have much to think about when they cast their ballots.

Issues surrounding the North Shore's constant development, preserving neighbourhood character, transit and the lack of affordable housing in one of Canada's wealthiest municipalities are top of mind in the civic byelection, which was called after three-term Coun. Michael Lewis, 66, died in August of lung cancer.

"There's a strong move to look for other types of housing options rather than huge single family," said Mayor Michael Smith on Friday. "That's the kind of housing (needed) for our seniors, people wanting to downsize and, specifically, for young families who want housing options to stay in our community.

"The other big issue is transportation and traffic. I think our residents would like to see development slowed in North Vancouver, because traffic is getting really heavy. They (new North Vancouver residents) are coming to West Van to walk the seawall, use our rec centre and our parks. And that puts extra traffic on our residential streets from outside West Vancouver."

Smith said other issues are the prospect of a new east-west connector road built across the North Shore — "that's a huge issue; it would go behind Park Royal (and) across the Capilano River" — as well as the idea of a possible SkyTrain connection under Burrard Inlet.

A dozen candidates are vying for the spot on council and voter turnout could be heavy. "We had 937 votes cast in the four days of advanced voting," said the district's communications director Jeff McDonald. "We consider that pretty good."

Candidate Carolanne Reynolds said in her platform statement that with pressure on neighbourhoods, "my focus is to protect local character, and to establish special zones to provide diversity. We must do a better job of listening to our residents while addressing traffic/parking, waterfront, environment, Ambleside Town Centre, Official Community Plan and our budget."

Candidate Tom Dodd said there are ways for zoning, planning and development bylaws to encourage the retention of older homes while encouraging small-scale, lowrise and more affordable housing.

“Done correctly, this can maintain our comfortable village-like atmosphere, provide downsizing opportunities for our seniors, and possibly provide housing that would allow more of our kids, young families and the people employed in West Vancouver to actually live here.”



Candidate David Jones said areas that need addressing are traffic congestion, scarcity of business-area parking, employee shortages, rapid transit and infrastructure upgrades and maintenance.

Gary Sutherland

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

From: john terborg [john_terborg@hotmail.com]

Sent: Monday, November 21, 2016 10:36 AM

To: McNulty,Bill; Au,Chak; Day,Carol; Steves,Harold; McPhail,Linda

Subject: Planning Committee (November 22) - single family building massing

*To Planning - Nov 22, 2016
Re: Item # 2.*

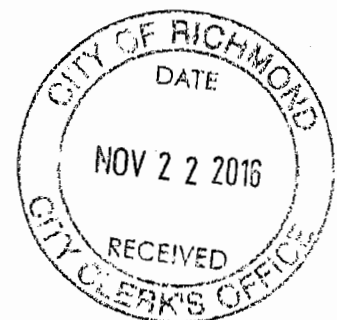
Hello Planning Committee members,

Thank you for continuing your work to address building massing controls. These latest recommendations by staff are a good start to restoring balance to Richmond's building bylaws. Many of these recommendations described by staff are practical housekeeping items that are common sense. The reality is that the changes correcting backyards, front yards, and green space coverage need to be adopted in their entirety. This will also benefit the City's plans to emphasize tree protection in 2017.

Adopting these changes will mean that Richmond will be encouraging average sized backyards, typical side yard setbacks, and normal front yard layouts when compared to other Metro Vancouver communities. In this instance aiming to be average is not a bad thing.

Your efforts are appreciated.

John ter Borg



Konkin, Barry

Subject: FW: Tree protection and building envelopes

From: MayorandCouncillors
Sent: Tuesday, 22 November 2016 11:53
To: 'Steve Guthrie'
Subject: RE: Tree protection and building envelopes

Dear Mr. Guthrie,

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,
Claudia

Claudia Jesson
Manager, Legislative Services
City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Steve Guthrie [<mailto:sandvguthrie@gmail.com>]
Sent: Monday, 21 November 2016 14:16
To: MayorandCouncillors
Subject: Tree protection and building envelopes

Hello Mr. Mayor and Councillors:

We would like to voice support for staff's work looking at strengthening our tree protection bylaws and especially reducing the building envelopes for single family homes.

These changes are critical to bring balance back to our neighborhoods, to give more room for trees and green space (critical to environmental health) and to give us more privacy.

We would like the Planning Committee and rest of Council to be aware of our support as we are away and cannot attend to Nov. 22 meeting.

Regards
Steve and Virginia Guthrie
3480 Rosamond Ave., Richmond

Konkin, Barry

Subject: FW: Massing regulation : second phase (22nd November, 2016)

From: MayorandCouncillors

Sent: Wednesday, 23 November 2016 08:34

To: 'niti sharma'

Subject: RE: Massing regulation : second phase (22nd November, 2016)

Dear Mr. Sharma,

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,
Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: niti sharma [<mailto:niti.tana@gmail.com>]

Sent: Tuesday, 22 November 2016 15:09

To: MayorandCouncillors; Day,Carol; Steves,Harold; McPhail,Linda; Brodie,Malcolm; Dang,Derek; McNulty,Bill; Au,Chak; Loo,Alexa

Subject: Massing regulation : second phase (22nd November, 2016)

Honorable Mayor, council and staff,

Thank you for continuing to look into ways to reduce the negative impacts of massive homes for neighbors , community and to the earth. As I try to think about why massive homes are a problem two questions come to my mind:

What is being taken out of the lot to build these massive new homes and what is being put back in, especially into the areas defined as setbacks and close to the lot boundaries?

I think what is being taken out is the green space: the trees, the grass and the plantings and what is being put back in are massive paved driveways , 3-car garages ,accessory buildings, projections into minimal side yard setbacks, tall unbroken boundary walls (that are 5 m high) and masonry fences and metal gates.

I believe that an excess in this kind of formulaic building is what is causing significant damage. Tall boundary walls and projections into setbacks impact sunlight and privacy of neighbors. Paved driveways and paved over front yards leave no room for mature trees and plantings to be saved. Since the bylaw has very minimal specifications for the percentage of the lot that needs to stay green and does not specify the number of trees that need to be minimally planted, this scenario is repeated many times over. As a result, Richmond is losing trees and green spaces at an astronomical pace especially on private property even as the city continues to plant trees on public lands. I think the council needs to consider all measures that will retain and expand the green footprint of new homes and mandate this clearly through its building bylaws because the existing bylaw is clearly not doing enough to support this cause.

At a macro level, the cumulative effects of paving over front and back yards is increased run off of rain water and allowing this practice to continue seems short sighted at a time when climate change and rising sea levels are already threatening coastal cities such as Richmond.

I feel proud that so far Richmond has opposed the removal of the Massey tunnel and the building of a 10-lane bridge in its place. The city's decision to oppose a fuel pipeline through the Fraser river estuary and the many other green recycling and garbage reduction practices give me a sense of hope that the city has a strong and authentic pro-environment mandate. However, I am puzzled by the fact that even as the city is making sound environmental choices on one hand; new homes within the existing bylaw continue to build three car garages that push the livable space to the back of the lot and negatively impact the size and privacy of rear yards and shrink green space. In a real sense, making room for more cars within our homes will only dilute the need for public transportation and reduce mobility and economic opportunities for many people who depend on public transport to travel between home and work.

I am neither against developers nor against development, I only stand against mindless building practices whose real costs are being invisibly passed onto neighbors , the community and as I have tried to explain in my letter, to the earth.

In the report that has been submitted to the council today (22nd November, 2016), the planning staff has examined all of these problematic building practices and suggested concrete solutions to

reduce the excesses of massive home building on single family lots. They have also wisely protected the small lots (less than 28 m deep and less than 372 m²) from any negative impact from increased regulatory bylaws related to setbacks. However, I also noticed that in each case the staff has also left a "status quo" option for the council, in case you decide not to do anything about an issue.

I hope this freedom of choice will compel each of you to think more deeply and responsibly about the direction in which you want to steer Richmond's building practices. I believe the issue of addressing the excesses of the massive home-building trend in Richmond is not about who you stand with. Rather, it is an issue about what you stand for.

Thank you,

Niti Sharma

11380 Kingfisher drive,

Richmond, BC V7E 3X5

Brodie, Malcolm

From: Barinder Sanghera <bss@slglawyers.com>
Sent: January-18-17 12:05 PM
To: Brodie, Malcolm
Cc: b_sanghera@yahoo.com; 'Jas Sanghera'
Subject: Proposed Building Bylaw Amendments

Importance: High

Dear Mayor Brodie and City Council,

Re: Proposed Building Bylaw Amendments for Single Family Development (the "proposed Amendments")

I am writing in response to the proposed Amendments. I am opposed to the proposed Amendments and they cause me great concern.

I read our local Richmond newspapers, and I hear arguments from both sides. It seems that there is a battle going on between Builders on the one hand, and, for lack of a better term, the "Anti-Builders group", on the other.

To summarize, the Anti-Builders have taken the position that large ("mega") homes are causing a loss of community. Let me begin by saying that I am part of the "community" that is being discussed. I moved to Richmond as a teenager more than 26 years ago to attend the University of British Columbia. My wife also attended UBC. I am a lawyer and she is a teacher.

My father, Mr. Balwant Sanghera, is known to many of you, and he is actively involved in the community.

My two children were born at Richmond General Hospital. My oldest attends Steveston London Secondary School and my youngest goes to an elementary school in Richmond. My kids play ice hockey, soccer, basketball, etc.. in Richmond. Likewise, my parents, my brother, his wife and children are also residents and part of the community in Richmond, as are my wife's parent's, sister and family, and numerous friends in similar situations. My wife and I have worked very hard and now are in a position to build our dream home in Richmond. Yet, these proposed Amendments unfairly target people like my wife and I.

Maximum length/setbacks/site coverage

In Richmond, we are not permitted to build basements because essentially the land is too shallow. If I was able to build a two storey home with the third storey basement below ground, I would happily do so as that would reduce my building envelope and increase my yard size. Unfortunately, all of us who wish to build our homes in Richmond need to do so above ground and that, naturally, means a larger building envelope/footprint. I grew up in a small town in BC before moving to Richmond. Like my home in that small town, I would love to have a big yard, but in order to build my home the way that I want, I have no choice but to sacrifice some yard.

My house plan shows that my home is being designed to entertain friends and family. What could be more "community" than that?

Restricting the maximum length/setbacks/site coverage of proposed homes like mine does not enhance "community". Rather, it punishes members of the community who have worked hard and earned the right to enjoy their homes; these changes will either force people to leave the community or, for those who don't have the option to leave, or live unhappily.

Restricting Garage Capacity and Increasing Gate Setbacks

I find these proposals alarming. In my view, the current garage square foot allowance of 538 sf is adequate but by no means excessive. This proposed Amendment accomplishes nothing. Members of the community such as myself use our garages to park our vehicles, to store lawn mowers, gardening tools, our kids' sports equipment, bikes, etc... Given the square footage restrictions we already deal with, it is again unfair to take away space that we all need. In fact, the proposal could lead to some of the aforementioned items being left outside which would increase the risk of crime.

I take serious issue with the proposal to significantly increase gate setbacks from the property line. First, let's be clear, gates do not in any way diminish "community". Growing up I constantly heard about the proverbial dream of having a home with a "white picket fence." There was never any type of negative connotation with a white picket fence. It was not seen as an anti-neighbour concept.

Today's "white picket fences" are simply more stylish. As the architect of my plans so eloquently put it to me, gates result in crime prevention through environmental design. They act as a deterrent, yet they are aesthetically pleasing to neighbours. Richmond's gates are not 10 foot walls or gated communities, they are more inviting. Similarly, I plan to make a gate that flows with my house design, is aesthetically pleasing, and looks stylish. My proposed gate will only be a deterrent but it will be easy for anyone to jump over (it).

Second, the appropriate place for a gate is on the property line. In my house plans, the proposed setback would essentially place the gate inside my Media Room. What could that possibly accomplish?

There may be certain situations in which a gate setback makes sense, such as a particular arterial road. However, on my property, such a setback would make no sense. Each property should be looked at on a case by case basis. A blanket policy to set back gates across Richmond is unjust and unduly harsh. If this is an issue, give staff reasonable discretion to assess each property and give valid reasons why on a particular property a gate setback from the property line is required.

The Garage Capacity and Gate setbacks have become a red herring. They are not the problems.

My own personal view is that EMPTY homes are the problem. I would not oppose a vacancy tax as established in Vancouver. If homes are empty, it is more difficult to build community.

There are many Richmond residents in my situation. How does Richmond benefit if we all move out of Richmond so that we can properly build our dream homes in other cities? Quite the contrary, this would result in more harm to the community and to the fabric of Richmond.

This isn't just about Builders versus Anti-Builders. There are many people in my situation who are being unfairly targeted and penalized by the proposed Amendments. The Amendments approved last year have already caused harm: I still remain unconvinced restricting ceiling heights in any way enhances "community". It is unfair to continue to spontaneously propose amendments that diminish the enjoyment of homes by "community" members like myself.

It is trite to say that anyone who has purchased property in Richmond in the last few years has paid a significant price, and for most of us the property is our most valuable asset. We have the right to enjoy that asset within reasonable restrictions, and these proposed Amendments are not reasonable.

I want to continue to live here in Richmond for a long time with my wife and children, and my parents and my friends.

I urge you and request that you oppose the proposed Amendments.

Regards,

Barinder Sanghera
Personal Law Corporation
SANGHERA SANDHAR LAW GROUP
Suite 201-12565-88th Avenue
Surrey, B.C., Canada
V3W 3J7
T: 604-543-8484
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An Association of Independent Lawyers and Law Corporations
www.slglawyers.com

This email transmission and any accompanying attachments may be subject to solicitor/client privilege or may contain confidential or privileged information. Any use of the information by unintended recipients is prohibited. If you have received this transmission in error, please delete it and the attachments immediately and contact me by telephone or email. Thank you.

Konkin, Barry

Subject: FW: Massification open houses and New construction next door at 11400 Kingfisher drive

From: niti sharma [<mailto:niti.tana@gmail.com>]

Sent: Sunday, 22 January 2017 07:22

To: Cooper, James

Subject: Massification open houses and New construction next door at 11400 Kingfisher drive

Hi Mr Cooper,

I thank you and your staff and all the planners for putting up the first open house for the 2nd stage of massification at South Arm. The staff was very available and clear in answering questions and clarifying concepts. However, I do think that a series of presentations about the suggested changes followed by questions and answers may be a more effective format because residents and developers get an overview. There is less chance of ideas getting misinterpreted and through questions and answers the various stakeholders get to hear and perhaps engage with each other's point of view. I also feel that the last question on the feedback form (# 17) is not very clear in conveying that it refers to how measuring the grade affects overall height.

On a separate note, I want to let you know that the lot (11400 Kingfisher Drive) just South of me has a fallen tree behind their tree protection fence. I have my suspicions about this tree falling down because I had noticed the builder moving the tree protection fence on the 10th of January and asked him why he was moving the fence. He said that the owner (who had put up the fence) did not know where to put it and the lot went deeper. Not suspecting any foul play, I let the matter be. Now that the tree has fallen down I see the builder's action in a different light. I am pretty puzzled by this because the tree is completely out of the way of the proposed building and on a city right of way right by the north east corner of the house within a foot of the existing fence.

This is a tree protection issue and I am not requesting help from you in bringing this to the notice of the Tree protection staff. I am sharing this experience as an emblematic experience for ordinary citizens such as me and how the culture of "dream homes" affects us today in Richmond.

After much debate with myself, I have reported this event to the tree protection people. I felt conflicted about reporting this because I feel grateful to the new homeowners in agreeing to build a two storey home instead of going 3-storey on their LUC lot. In turn, I've tried to be a good neighbor by supporting their variance application in writing with the city and with other neighbors. As a gesture of goodwill, I allowed the demolishers to use my water and electricity without any charge in order to get the old house ready for demolition.

I feel that if I keep silent about my suspicions about the fallen tree, I am doing the expedient thing: Trying to hold my peace because I have many other issues to negotiate with the new homeowners including when to put up the shared fence. Also they will be my future neighbors and I would like to build trust and goodwill with them. But this has been difficult in the light of this incident.

Some people building in Richmond today want to cherry pick rules that they would like to follow and those they would like to flout or manipulate and unfortunately the burden of safeguarding community and environmental rights has fallen to ordinary citizens without sufficient power or information.

The planning staff's presentation about the 2nd step in massing controls assures me that the staff seems to understand quite clearly what ails the current milieu of single family home construction in Richmond; I hope the council can see it too. I remember a comment one of the builders had made in 2015 : That this is a social problem and an architectural fix won't be effective. I think this is a problem arising from absent or weak architectural and bylaw controls and it is causing serious ill will between neighbors and eroding communities in Richmond today

Regards and best wishes,

Niti Sharma

Subject: FW: City of Richmond BC - General Comments, Compliments and Questions - Case [0217-CS-COMMENT-009848] Received

From: donotreply@richmond.ca [<mailto:donotreply@richmond.ca>]

Sent: Friday, 10 February 2017 16:14

To: InfoCentre

Subject: City of Richmond BC - General Comments, Compliments and Questions - Case [0217-CS-COMMENT-009848] Received



Attention: Administrator

A general comment, compliment, or question has been submitted through the City of Richmond online Feedback Form. Below is the information which was provided by the person submitting the feedback.

General Comments, Compliments and Questions

Category: Comment

Comment/Compliment/Question:

The on-line survey re Massing Regulations did not contain Board 10 which was on display at open house, City Hall Feb. 9.

Please consider giving some thought to providing the building department with the input of an architectural vetting expert in order to minimize the questionable styling shown by the four front elevations on Board 10, looks like Medieval Modern.

There are numerous new homes with a distinct design that look astoundingly good, but also some that will always diminish the appearance of the whole immediate neighbourhood. I suggest that no, one is not entitled to build exactly what they might think they want at the time if that clearly impacts the character of the rest of the street. Often a small change may be sufficient to allow that particular design to fit in without detracting from those around it. Please discuss this adequately.

The other comment was re setback for garden shed - it was explained that 4 ft. was required for access. Might 3 ft. do?

Personal Information:

Klaus Hofmann
10891 Springwood Crt.

604-271-1320

klaus49@telus.net

Tech Information:

Submitted By: 199.175.130.61

Submitted On: Feb 10, 2017 04:13 PM

Click [Here](#) to open this message in the case management system. You should immediately update the Case Status either to Received to leave the case open for further follow-up, or select the appropriate status based on your activity and work protocols. Click Save to generate the standard received message to the customer, add any additional comments you wish to and click Save & Send Email. Close the browser window to exit.

Konkin, Barry

Subject: FW: Zoning Changes

From: MayorandCouncillors
Sent: Tuesday, 14 February 2017 09:08
To: 'Lisa Cheeseman'
Subject: RE: Zoning Changes

Dear Ms. Cheeseman,

This is to acknowledge and thank you for your correspondence to Richmond City Council. A copy of your email has been forwarded to the Mayor and each Councillor. In addition, your correspondence has also been forwarded to appropriate staff.

Thank you for taking the time to write to Richmond City Council.

Sincerely,

Claudia

Claudia Jesson
Manager, Legislative Services
City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Lisa Cheeseman [<mailto:lisacheeseman@hotmail.com>]
Sent: Friday, 10 February 2017 17:44
To: MayorandCouncillors
Subject: Zoning Changes

Good Afternoon, I am writing again to the Mayor and Councillors as this is my last effort at giving my voice about the current zoning bylaws. I feel I have to further explain our neighbourhood, although unique, I feel there are many properties/neighbourhoods having the same dilemma

I live on Bird Road, eastside of the tracks off of Shell Road. We have many large lots on the north side of our road. Most lots are 220 in depth and range from 66 feet wide to 100 feet wide. Our lot is 88 wide by 220 depth, just under 1/2 acre. Currently the homes on this side of our street are not allowed to subdivide under 100 feet wide. What is allowed on these large lots, is a home 4000 sq/ft to 6000 sq/ft to be built.

What is happening with the current zoning bylaws in this area is, that it allows for larger homes to extremely encroach on the older ones. What ever happened to building scheme relative to the current older homes? I feel the city has not taken this into consideration and has allowed these homes to be built just because they are large lots and have not considered us that have smaller homes.

We have approximately 6 homes (older homes) left on our side of the street, we have lost our privacy to the monster homes as these homes are being constructed with a large depth and width. They encroach into our back yard view and tower over us. Trees get torn down, even though there is a bylaw, drainage problems occur as they sit higher than us. Gated homes reflect, "stay out". Our neighbourhood is not the same as when we first moved here. This is truly sad.

On the other side of the street, we also have a handful of older homes left. These lots are quite smaller. Many people are leaving for different reasons, but I feel in my opinion, it is no longer their neighbourhood they once knew and loved. I feel the city has done a dis service to Richmond Residents.

Now I am not saying that people should not build elaborate homes, I just feel that the setbacks and height and length need to be drastically decreased and the older homes that remain in the area need to be taken into consideration before issuing the permits for these monstrosities.

Why not allow two homes to be built on lots 80+ wide. Make them smaller so they don't encroach on the older homes. Right now a home (bungalow rancher) has been sold and is currently rented out. I do know without a doubt it will be torn down, its just a matter of when. With the currently bylaws that are in place it will allow for one of these mega homes. That means that I will most surely have a wall of windows looking right into my backyard which is a place of quite serenity now. My neighbour has had the same thing happen to them and don't feel they can enjoy their back yard anymore.

I love my neighbourhood and want to continue living here, but if this kind of zoning continues, I will no longer enjoy my neighbourhood and will move on like others.

Lastly, these zoning bylaws need to take effect once decided. Not a process that takes 1-3 years. I am not sure if we can wait that long. I also want to point out that the survey that is currently available to residents on "lets talk Richmond" was a great idea and allows for people to voice their concerns and opinions without prejudice. However, it is a very cumbersome survey and needs to be simplified. It is very confusing and takes too long to complete. The average person in my opinion will give up. It has to be a simple yes and no survey. Just food for thought. As mentioned in my last letter, I hope the City Councillors do not utilize the survey and open house meetings solely for their decision. Many people just don't want to complain. Just take a look around and you will see of what I speak of.

I know you all have a tough decision to make and that you have been inundated by lots of complaints, letters, etc. But this has gone on far too long and needs to be changed.

Thank you for your consideration and thoughtful process.

Regards,

Lisa Cheeseman

Richmond Home Builders Group

Builders Choice - Builders Voice

Review of:

Proposed Amendments to Single Family Zoning Bylaw 8500 Single Family Dwelling Building Massing Regulation – Second Phase

The Richmond Home Builders Group (RHBG) represents a growing number of residential developers, builders, designers and other industry related professionals. Our goal is to be the *Builders Choice* - *Builders Voice*, helping build better homes and better communities throughout Richmond.

Richmond Home Builders Group, its members and affiliates are responsible for majority of the construction of single family homes in the City of Richmond. RHBG is in a unique position to understand the differences between real and perceived issues that have been raised by the public.

As city staff have requested:

“... invite you to learn about and provide comments on options for updating the Richmond Zoning Bylaw to regulate single family residential development to improve single family house design...”

RHBG has reached out to both its membership and independent developers, builders and home designers to review the proposed changes. Together we have examined homes built prior to the changes passed in Bylaw 9280, Sep 14/15; homes designed and built after the Bylaw 9280 changes; as well as designing and modelling homes based on the proposed changes.

The following is RHBG's review & comments on the proposed amendments to Single Family Zoning Bylaw 8500 Single Family Dwelling Building Massing Regulation - Second Phase. We believe this to be a thoughtful balanced response to what is being proposed.



PH 568

Richmond Home Builders Group
#2240 - 4871 Shell Rd
Richmond BC V6X 3Z6
604-825-4433
www.rhbg.ca
info@rhbg.ca



Proposed Bylaw
Cover Page
A1

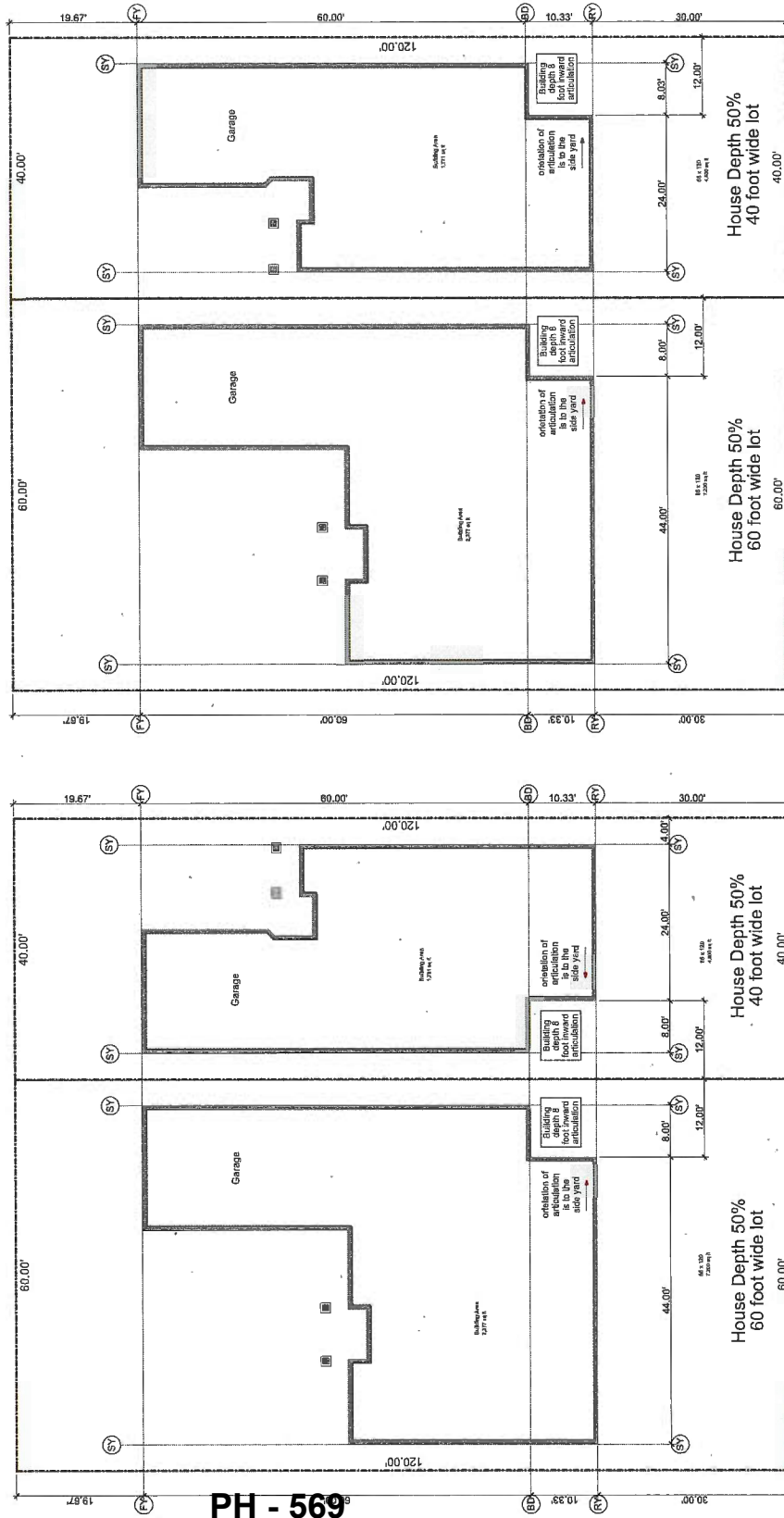


Proposed Maximum Depth of House

- limit the maximum physical depth of a house while still maintaining the allowable house size.
- OPTION 1 (STATUS QUO):
No limitations to overall depth of house— Minimum front and rear setbacks
- OPTION 2:
Continuous length of wall limited to 55% of total lot depth
- OPTION 3:
Continuous length of wall limited to 50% of total lot depth

Maximum House Depth

Maximum House Depth
Applied to 60ft & 40ft Wide Lots



Richmond Home Builders Group
#2240 - 4871 Shell Rd
Richmond BC V6X 3Z6
604-825-4433
www.myrichmond.ca
info@myrichmond.ca



Proposed Bylaw
Building Depth
A2

Proposed Maximum House Depth Shadow Study

Maximum Depth of House

- limit the maximum physical depth of a house while still maintaining the allowable house size.
- OPTION 1 (STATUS QUO):
No limitations to overall depth of house— Minimum front and rear setbacks
- OPTION 2:
Continuous length of wall limited to 55% of total lot depth
- OPTION 3:
Continuous length of wall limited to 50% of total lot depth

Comments & Recommendations

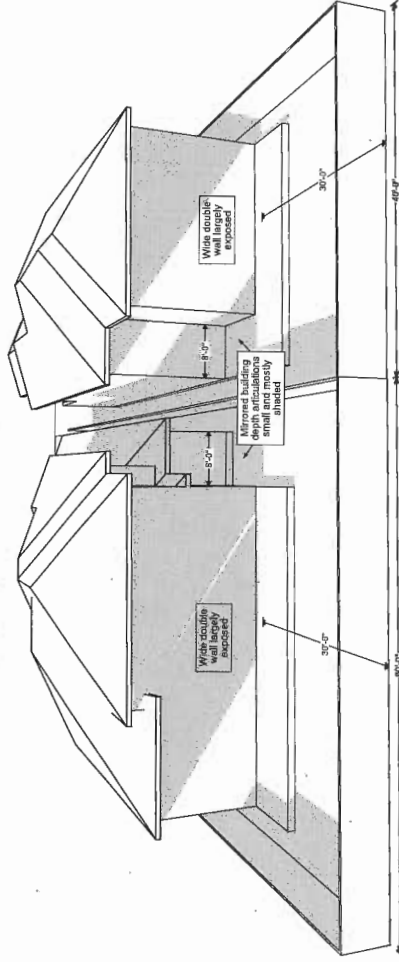
Proposed Maximum Depth of House:

- orientation resulting from depth of house articulation likely to be towards the side yard.
- likely to create dark and undesirable over sized side yard spaces, high risk space will be used to store things such as gardening equipment/tools, lawn furniture, compost, lumber, etc., creating an nuisance sightline for the neighbouring property.
- will make minimal difference in the access to additional daylight or privacy for the neighbouring property
- At 2.4m (8ft) articulation will not overcome the shadowing of a two story single home.
- will be unworkable on lot widths less than 40 feet as there will be a greater loss of side setback making the side yard being recessed over 12 feet from the property line, creating a great loss of functional design and space.
- the proposed rear yard changes will provide better improvements to the neighbour's access to daylight than the proposed building depth inward articulation.
- changes passed in Bylaw 9280, Sep 14/15 including the revised building envelope and the garage height reduction has already addressed this issue.

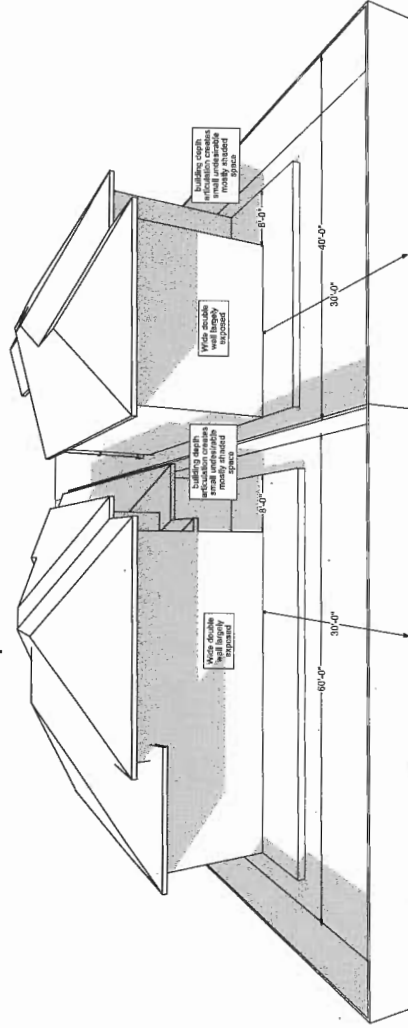
RHBG Recommends:

- no further changes and supports Option 1 (Status Quo)

Mirrored Articulation



Independent Articulation



* shadows based on south facing rear yards on June 21st at 5:00 pm (sunset 9:21pm)

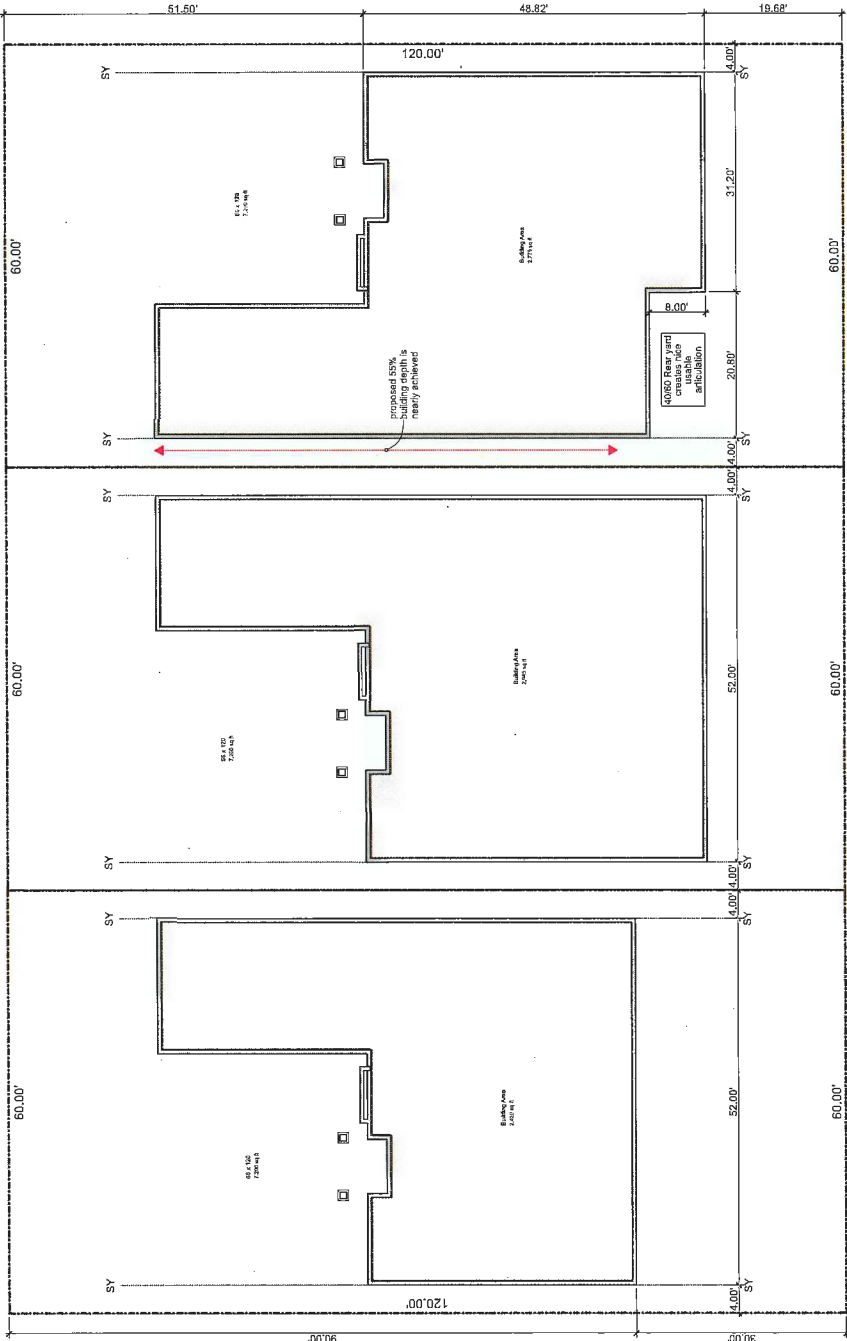


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Proposed Bylaw
Building Depth Analysis
A3

Proposed Rear Yard Setbacks

Proposed Rear Yard Setbacks
Applied to 60 x 120 Lots



REAR YARD SETBACKS

OPTION 1 (STATUS QUO):
Continue to require 6.0 m (20ft) minimum rear yard setback.

OPTION 2:
60% of the first storey can be set back 6 m (20ft) from the rear property line, the rest of the first storey (min. 40%) must be set back at least 7.5 m (25ft).

If the house has a second or half storey above, all of that portion of the rear wall must be set back at least 7.5 m (25ft) from the rear property line.

OPTION 3:
The minimum rear yard setback would be the greater of 6.0 m (20ft), or 25% of the total lot depth, up to a maximum required setback of 10.7 m (35ft).

PH - 571

Option 3

Status Quo

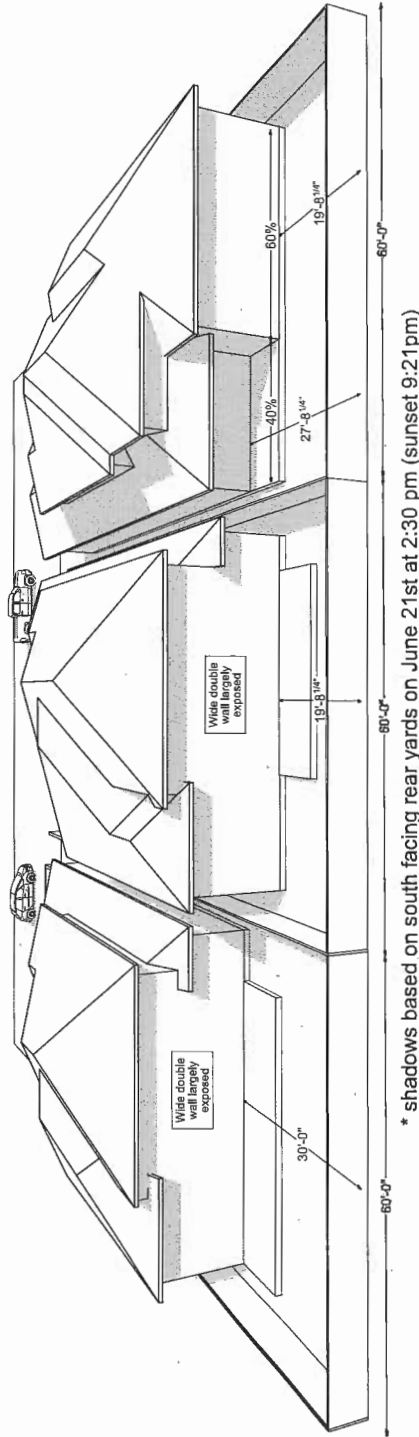
Option 2

Proposed Bylaw
Rear Yard
A4

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Proposed Rear Yard Setback Sun Study (60x120 lots)



* shadows based on south facing rear yards on June 21st at 2:30 pm (sunset 9:21pm)

Proposed
Option 3

Status Quo
Option 1

Proposed
Option 2

REAR YARD SETBACKS

- OPTION 1 (STATUS QUO):**
Continue to require 6.0 m (20ft) minimum rear yard setback.
- OPTION 2:**
60% of the first storey can be set back 6 m (20ft) from the rear property line, the rest of the first storey (min. 40%) must be set back at least 7.5 m (25ft).
If the house has a second or half storey above, all of that portion of the rear wall must be set back at least 7.5 m (25ft) from the rear property line.
- OPTION 3:**
The minimum rear yard setback would be the greater of 6.0 m (20ft), or 25% of the total lot depth, up to a maximum required setback of 10.7 m (35ft).

Comments & Recommendations

- Proposed Rear Yard Setbacks:**
- the 6 meter rear yard setback has been in use for 25 years or more.
 - increasing to 25% (maximum 35 ft) likely to create tall 2 storey blank rear facades as builders and designers struggle to accommodate interior programming.
 - 60/40 split rear yard likely to create more varied and interesting rear facades, as well as achieving the same goals of privacy and access to daylight as would be with the building depth inward articulation proposal.

RHBG Recommends two revised options:

- Option 2 - 60/40 Rear Yard Split** with the exception if a lot is less than 33m deep and less than 6,000 sq ft. in area, the minimum rear yard setback be 6.0m.
- Option 3 -** The minimum rear yard setback would be the greater of 6.0m (20ft), or 20% of the total lot depth, up to a maximum required setback of 10m, with the exception if a lot is less than 33m deep and less than 6,000 sq ft in the area the minimum rear yard setback be 6.0m.
- As was suggested in Planning Committee's November 22, 2016 letter to Lynda Torberg, RHBG proposes reducing the front yard setback from 20ft. to 15ft. to allow locating new homes further forward, and thus increasing the rear yard. Note, many lots have 10-20 ft. of boulevard beyond the front property line, therefore this will have a minimal effect on the overall streetscape.

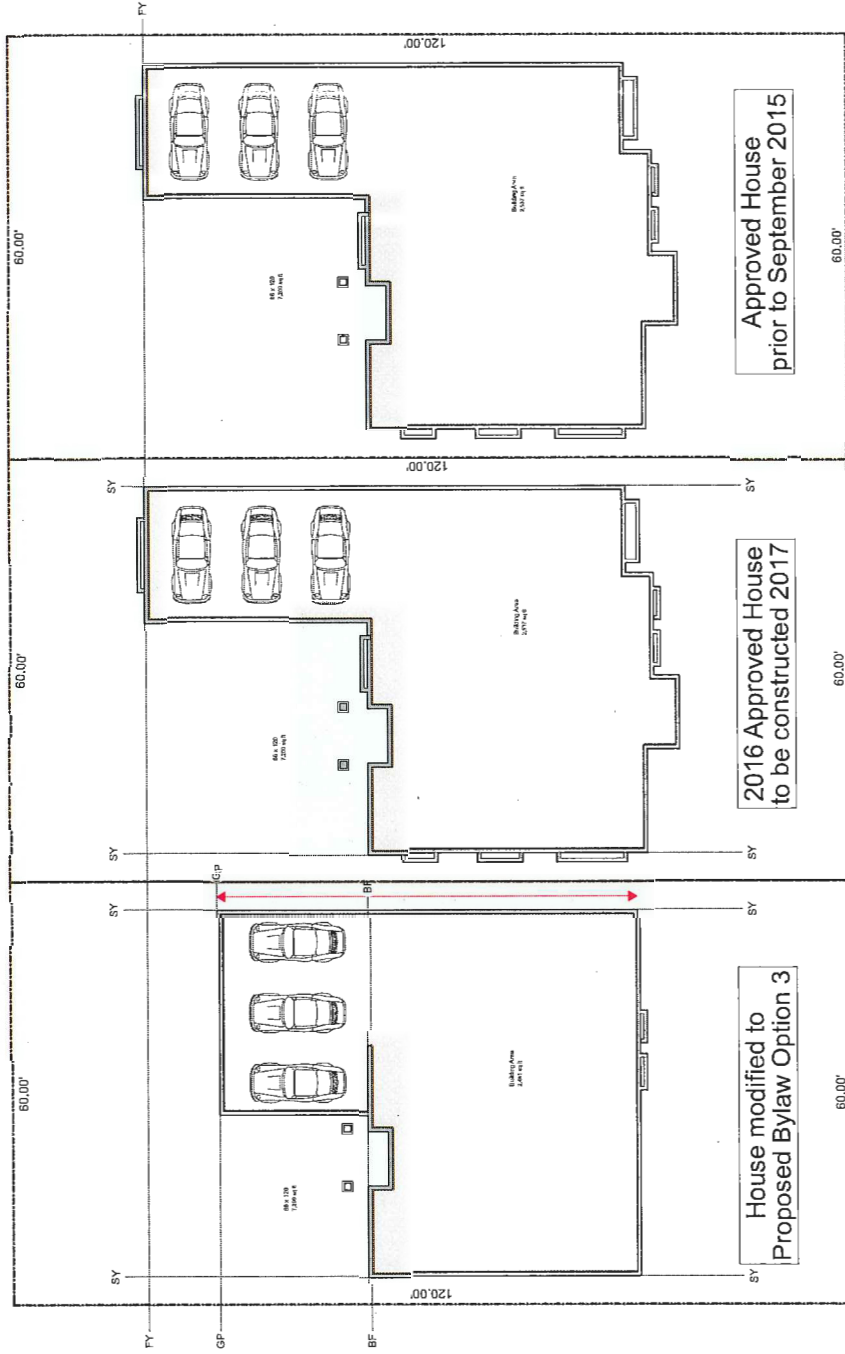
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Proposed Bylaw
Rear Yard Analysis
A5

Proposed Garage Projection

Proposed Garage Projection
Applied to actual house 60 x 120 Lot



GARAGE PROJECTIONS

limiting how far a garage can project from the front wall of the house toward the street can reduce the appearance of a large single family dwelling and be more compatible with existing single family character.

OPTION 1 (STATUS QUO):

No restrictions on front garage projections. If required front yard setback is met, there is no limit on garage projection.

OPTION 2:

Allow a maximum 9.1 m (30') projection from front wall of house to front wall of garage (Three-car garage).

OPTION 3:

Allow a maximum 7.3 m (24') projection from front wall of house to front wall of garage (Two-car garage).

OPTION 4:

Allow a maximum 6.6 m (21.7') projection from front wall of house to front wall of garage (Two-car garage).

PH 573

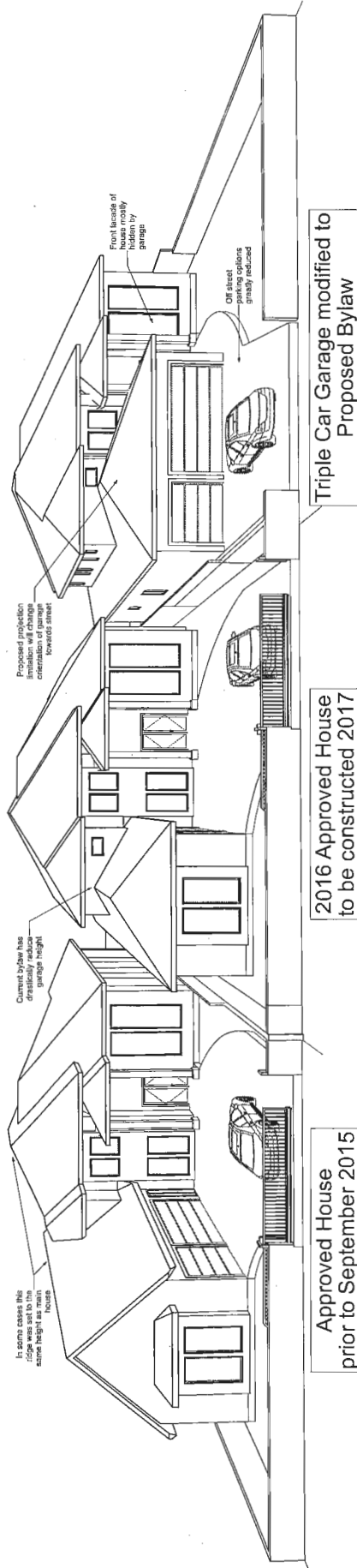


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Proposed Bylaw
Garage Projection
A6

Proposed Garage Projection Massing Study

Proposed Garage Projection
Applied to actual house 60 x 120 Lot



GARAGE PROJECTIONS

Limiting how far a garage can project from the front wall of the house toward the street can reduce the appearance of a large single family dwelling and be more compatible with existing single family character.

OPTION 1 (STATUS QUO):

No restrictions on front garage projections. If required front yard setback is met, there is no limit on garage projection.

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OPTION 4:

Allow a maximum 6.6 m (21.7') projection from front wall of house to front wall of garage (Two-car garage).

Comments & Recommendations

- the "L-shaped" triple car garage style of home has been one of the most commonly designed house in Richmond for 25 years or more.
- for a number of years prior to the changes passed in Bylaw 9280, Sep 14/15, the height and massing of these garages had grown to the point they were negatively impacting the use and enjoyment of neighbouring properties.
- However, changes passed in Bylaw 9280, Sep 14/15 have significantly reduced the impact of the garage massing and allowing better access to daylight for neighbouring properties.

Garage projection limitations are likely to result in Front facing triple garages which will likely:

- a) create larger garage facades and massing.
 - b) make the main house facades small and mostly hidden.
 - c) create streetscape dominated by large garages.
 - b) reduce the available off street parking area, pushing more parked cars onto the street
- Richmond has very few lanes and thus off street parking has to be accommodated in the front yard and at the street. The "L-shaped" house has been the perfect solution, which is why it has been successfully built and sold so well.
 - Garage projection limitations that end the "L-shaped" house with the parking plaza may create a whole new set of problems as off street parking becomes more limited which can have an even larger negative affect on neighbouring properties.

Recommend - Option 1 (Status Quo)

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Proposed Bylaw
Garage Analysis
A7

DO'S AND DON'TS FOR A GARAGE:

Living area over garage

(New zoning by-law amendments propose not building on top of garages)
Do we really want more of these style homes?



Figure 1: At the Builder's Meeting, city staff suggested to build on top of garage as you will lose square footage in the house. Not a good idea.

PH - 575



Figure 2: Front facing garages will not fit well with all neighbourhoods

Attached Garage Before & After September 2015

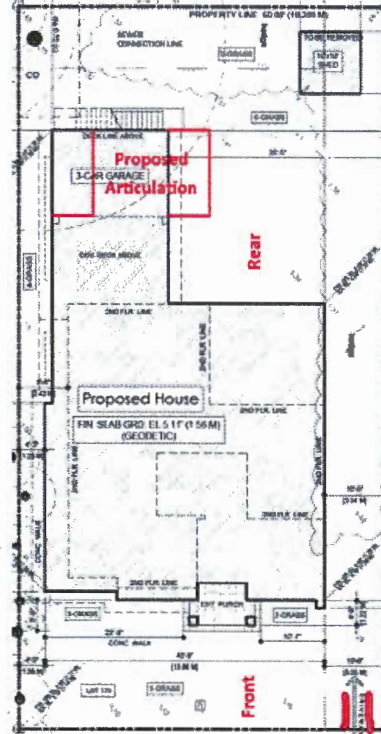


Figure 3: This is a reverse L-Shape garage, which is in the rear. The proposed inward articulation will make this design unworkable. The reason for the rear yard was to better use the 10ft. ROW on the side.

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Proposed Bylaw
Garage Examples
A8

Landscaping Bylaw Changes

Site Coverage & Landscaping
RHBG is of opinion that any decrease in site coverage will reduce the opportunity for rear outdoor living, patios, hot tubs, fire pits, water feature, bbq space and fireplaces. RHBG would like to suggest the use of special materials that can make a huge difference in landscaping for example, use permeable pavers for patios as opposed to regular pavers which allow significantly greater drainage.
Figures A & B are examples of landscaped homes under the current bylaw.

Figure C is an example of a Landscaped home under the current bylaw which has been paved over and there has been no enforcement to correct it.
This real issue at hand is bylaw enforcement by the city and does not require a bylaw change, as the need to provide creative landscaping features is very important as it needs to complement the unique design of the houses in the city.

PH 576



Figure A is an example of a landscaped home under the current bylaw.



Figure B is an example of a landscaped home under the current bylaw.



Figure C is an example of a Landscaped home under the current bylaw which has been paved over and there has been no enforcement to correct it.

Tree Planting for New Single Family Building
Permits with less than 2 existing trees

Recommend — Option 2

Minimum Front Yard Landscaping Requirements

Recommend — Option 2

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Proposed Bylaw
Landscaping Clauses
A9

Proposed Bylaw Other Bylaw Clauses A10

Further Recommendations

Further Recommendations and Considerations for Staff and Council

Richmond Home Builders Group has consulted with several other construction groups and other industry players and can conclude that the current Zoning By-Law 8500 implementation and the proposed amendments are being fast tracked without fully considering all of the ramifications.

RHBG and its members are united in recommending to the city that a One Year Moratorium be imposed on all new building permits. This will allow the city to commission an accurate report and solicit proper input from all stakeholders. The current changes are very disruptive to the design, livability, and salability together these will have a negative economic impact on the entire city.

The City of Richmond has released the OCP 9000 Report and it already lists a breakdown of the entire city into 16 neighborhoods [page 57, 3-19] see A10 figure 4 & 5. The report details each of the areas unique characteristics, management highlights and zoning policies. RHBG is proposing that the city conduct a neighborhood by neighborhood study (example: Westwind, Broadmoor, Seafair, Steveston, Terra Nova, Ironwood, etc. as listed in the report). To determine what type of house designs the residents would like to see in the area. The OCP 9000 report is already indicating that each neighborhood is unique and serves the community in different ways and each offers their own blend of housing styles and designs.

Upon completion of the independent review the city staff can report their findings to council and each neighborhood can be designated its own zoning classification based on several criterions such as.

- i The type of housing styles the residents would like to see built in their area?
- i Type of existing housing stock prevalent in the area?
- i The average age of the homes in their Area?
- i The number of new homes built in the area in the past 10 years?
- i Additional items as deemed necessary to make the process worthwhile.

This is a key to the future of this city and its residents and we don't think that these issues that have risen in the recent years are just a simple coincidence. These issues have risen because there has been an influx of foreign buyers that want to live in this part of the world and are willing to pay for it. Off course, the net effect being an increase in housing demand and a decrease in affordability. Many people that have had their children grow up in the city and then have to watch them move away because they cannot afford to live here without some form of assistance. It is also evident, from several unsavory flyers being distributed in our neighborhoods, that this sudden push to change bylaws to affect the size and style of houses, comments about vehicles some people drive, or their former habits are being highlighted as being un-Canadian. These are not a true representation of our city, but rather a view of a few, narrow-minded individuals. They are making these comments because they are seeing themselves as being economically displaced.

We feel it is time to bring back some affordability to our city and keep our younger families here. How do we do that? For one, if we are able to go into our neighborhoods and look at different forms of development that might suit each zone. Based upon lot sizes and proximity we can diversify and density to multifamily homes where possible, this will create housing that will be more affordable than the a few large homes occupying that same footprint. Once again it needs to be assessed properly to see which areas are best suited as we feel that these issues are the root cause of the many conflicts evident today. If housing can be created in different parts of the world on properties that are less than 25ft wide why can't we be on the forefront of this change to affordability?

RHBG is disappointed that the planning department has adopted a City-Wide approach and are under the impression that one size fits all is going to solve all of the zoning concerns going forward. This approach may have worked in the past; however, it is obvious that this type of thinking will only create avoidable conflicts and tension amongst the city staff, builders, residents and neighbors. Richmond Home Builders Group is very serious and is willing to sacrifice time and money to have this study carried out so the residents of Richmond have access to affordable living. Accordingly, we ask Council and Staff to seriously consider our proposal on implementing a One Year moratorium on all Building Permit applications.

We, the representatives of Richmond Home Builders Group, would like to bring to the council's attention the need for transparency and impartiality when planning zoning by-law changes. There are three groups involved in the process – residents, builders and the city staff. The residents and builders both bring their concerns to the city for overseeing the changes proposed and makes an impartial decision. RHBG would like to get some assurance from the city that any and all amendments proposed are looked at with a proper due process and equal involvement.

A member of our group was able to pull out a publicly available letter from the city's website from a member of the WRAP'd Group member dated September 8th, 2015. The letter contains a lot of similarities. Please see figure 6 below.

The Richmond Home Builders Group concludes that the recommendations and comments outlaid are an equitable compromise to what has been presented by city staff as zoning amendments. RHBG strongly urges the city staff to carefully read the proposal and give it the careful consideration it deserves.

Richmond Home Builders Group and its members have made significant positive contributions to the current recognition that the City of Richmond now enjoys on the world stage. Simply analyzing the construction permit fee intake the city now enjoys annually helps to keep property taxes increases to a minimum for all residents of Richmond. It should be noted that this city is also where we live, our children play and where we work. We may not have been here 60 years ago; however, many in our group have lived here for the past 40 years or so. The city does not belong to one resident or one community – it belongs to everyone – equally.

Thank you to the city staff and council for considering our opposition report and being open to feedback about future developmental planning.

Sincerely,

Richmond Home Builders Group

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Proposed Bylaw
Further Recommendations
A11

Schedule 94 to the Minutes of the Public Hearing meeting of the Richmond City Council held on Tuesday, September 8, 2015.

Mayor and Councillors

From: Martin Woolford <martin.woolford@rdm.ca>
 To: Mayor and Councillors
 Subject: September 8 Public Hearing Bylaw 5280

To: Public Hearing
 Date: 2015-09-08 10:30:00
 Re: 5280

In July, City Council failed on controlling building massing. Mayor and Councillors rejected the advice of the City's own Design Advisory Panel, recommendations from staff and pleas from the public. The Bylaw that is being voted on for final reading appears to be developer driven, and not a response to public concern. Regrowth has to happen but The Bylaw does nothing to improve the situation that is currently allowed to happen, with the initial new construction destroying the livability of our well established communities and sub divisions. It should actually have focused on and addressed ways of improving our city:

- 1 - Building massing - The single most effective action to reduce the massing of new homes in Richmond is to reduce the 'double height' standard. Room heights should be 12 feet, as staff have recommended. Not 16.4 feet, as the Bylaw proposes. Richmond is the only city in Metro Vancouver that uses 16.4 feet as a normal room height. Vancouver, Surrey and Burnaby limit heights to 12 feet.
- 2 - Building height - A 9 metre (29.5 feet) height limit for ALL new houses is needed. No loopholes and wasteful exceptions for 2.5-storey houses. 3rd storey floor areas must fit within the standard roofline.
- 3 - Backyards - Backyards and green space need to be preserved to allow space, privacy and sunshine. There is a Council referral back to staff to investigate the protection of backyards. A date for reporting back is required on:
 - Reducing maximum building depth (to 50% of lot)
 - Increasing rear and side yard setbacks (backyard from minimum 20 ft to at least 30 ft)
 - Rules regarding detached accessory building setbacks
 - Eliminating projections into 4 ft side yard setbacks altogether. No exceptions.
 - Limiting 2nd storey floor areas (to 80% of 1st storey floor area)
 - Incentivize new building footprints that preserve mature trees on site

Yours
 Martin Woolford (Richmond Resident Since 1880)



Figure 6: Letter from WRAP'd Steering Head member to city dated Sept. 8th, 2015. Same recommendations as Planning Dept.

Lynda Terborg

To: Lynda Terborg
 Subject: Overbuilding

When I looked over this staff report I was disappointed because I'm an optimist and only optimists can be disappointed when our community leaders continue to miss the message. Negotiations are a give and take but the review for Building Missing Second Phase is all take and not much give.

Richmond started with lots 66' x 120' and larger, with small homes on them. In the seventies the city introduced smaller lots 40 or 50' x 100' on the average. The houses got bigger and the backyards smaller but still often deeper than the minimum setback required. But the important difference between then and now is the lack of concern today for the impacts and how to mitigate and make it better for the old and new to live together in harmony. We are lacking empathy and a concern for our neighbours plight.

Processes such as this one proposed create more disharmony than you can ever appreciate

The pictures you use on the cover are an insult and show a 7 days it to Beaver like long past. The lovely backyards in the pictures are overbuilt and enjoyed by the new houses being built around. Certainly your pictures are what the new occupants see... but you failed to add the picture of what those old neighbours see when they look back (I can find you time to use show picture 'overbought')

The Land use contracts of the seventies increased density, made homes more affordable and wedged people closer together. But the planning and regulations to do that transition used language and I quote: "The purpose is to avoid 'overbuilding'... to lessen the visual impact... to maximize privacy in yards, design of individual dwellings shall only be carried out in a comprehensive basis... with regards to aesthetics, privacy, sunlight and function are considered."

I don't see those goals expressed in this report. Enhancing compatibility by giving a 4 ft side yard setback and taking it away with a 2 foot projection is not compatible. We no longer install wood burning fireplaces and we don't need projecting chimneys. Starting we have a 6 meter (20 ft) backyard setback and taking it away by allowing a three car garage (20 by 37 ft) to be built, 4 feet off the back fence and calling it an 70 m2 accessory building is worse tactics than those used by sleight of hand snake oil salesmen.

This report is technically too cumbersome for a lay person to assimilate and respond intelligently in an evening walk session with poster boards and handouts. By time it gets to Public Hearing the die is cast and no changes are ever made.

The continuous wall spoken of in "maximum depth of house" is a direct result of the infamous Richmond special L shaped design. Including the front yard 20 foot setback, the three car garage, the auto court hard surface, and some with side door entrance... the front door of the house is now well back 50 to 60 feet from the front of the lot. Therefore 50% of the lot is devoted to the car culture. One solution could be to take 5 or 10 feet off the front yards and add it to the backyards. Also putting existing FAR on top of those 700 sq. ft. triple car garages could allow a dedication of an additional 5 feet to the backyard.

The major effects of our new rebuilds on residential properties is not seen when driving down the front of our roads. The catastrophic changes to the backyard and side yard perspectives is the what is most devastating to our well being. It is Richmond's dark secret.

Figure 7: letter dated November 22, 2016 introduced at Planning Committee Meeting of the same date from Lynda Terborg

Proposed Bylaw Correspondance A12

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Richmond Zoning Bylaw 8500
Amendment Bylaw 9524 (Single Family Building Massing Regulations)

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

1. Richmond Zoning Bylaw 8500 is amended by Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) inserting the following definition in the correct alphabetic location:

“**Continuous wall** means an exterior wall on a **single-family dwelling**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.”

- (b) Deleting the definition of **Grade, finished site** in its entirety and replacing it with the following:

“**Grade, finished site** means in Area ‘A’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding 0.3 m above the highest elevation of the crown of any public **road abutting** the **lot**, and

means in Area ‘B’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding the following specifications unless approved by the **City**:

- a) 0.6 m above the highest elevation of the crown of any public **road abutting** the **lot**; or
 - b) where the average ground elevation calculated pursuant to a) is more than 1.2 m below the required **flood plain construction level**, the average ground elevation may be increased to 1.2 m below the required **flood plain construction level**.”
 - (c) Deleting the definition of **non-porous surfaces** in its entirety and substituting the following:

“**Non-porous surfaces** means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials

considered as non-porous are concrete, asphalt, and grouted brick or stone.”

2. Section 4.7.1 is deleted in its entirety and replaced with the following:

“4.7.1 a) The following projections shall be permitted in the **residential zones** and **site specific zones** that permit **single detached housing**. These projections apply to the **single detached housing only**, not other **uses** such as **town housing**, and are subject to the *Building Code*.

b) Notwithstanding a provision for a projection into a **side yard**, the maximum number of projections is one, limited to one side wall of **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

3. Section 4.7.2 is deleted in its entirety and replaced with the following:

“4.7.2 **Bay windows** and **hutches** which form part of the **principal building** may project for a distance of:

- a) 1.0 m into the **front yard**; and
- b) 0.6 m into the **rear yard**.”

4. Section 4.7.3(b) is deleted in its entirety and replaced with the following:

“(b) 0.6 m into the **side yard**, limited to one exterior wall of the **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

5. Section 4.7.7(f) is deleted in its entirety and replaced with the following:

- “(f) i) for detached **accessory buildings** with a maximum wall length of 6 m or less, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, and **side lot line**, not **abutting** a public road is 1.2 m; and
- ii) for detached **accessory buildings** with a maximum wall length greater than 6 m, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, **rear** and **side lot line**, not **abutting** a public road is 2.4 m.”

6. The following is inserted as Section 4.7.11:

“4.7.11 No attached **garage** can project more than 9.1 m from the front wall of a **single detached dwelling**.”

7. Part 6 – Landscaping and Screening is amended by inserting the following as a new Section 6.2.9:

“6.2.9 For a **lot** fronting onto a local **arterial road** or a major **arterial road**, a solid masonry or brick **fence** up to a maximum **fence height** of 1.2 m is permitted within the required **front yard setback** area, but any mechanical or manual gate must be located at least 6.0 m from the front **lot line**.”

8. Part 6 – Landscaping and Screening is amended by deleting Section 6.4 it in its entirety and replacing it with the following:

“6.4. Landscape Requirements in Residential Zones

6.4.1. In the **residential zones** and **site specific zones** that govern **single detached housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:

- a) for a **lot** with a **lot width** less than or equal to 15 m, live **landscaping** is to be provided covering a minimum of 50% of the required **front yard**;
- b) for a **lot** with a **lot width** greater than 15 m, live **landscaping** is to be provided covering a minimum of 55% of the required **front yard**; and
- c) for an irregular-shaped **lot**, the **City** shall determine the minimum area required for live **landscaping**, having regard to the area required for a paved driveway or walkway, to provide access to garage or house, and shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.

6.4.2. The **owner** shall plant and maintain within 3.0 m of the **front lot line** one new or replacement tree of a minimum size of 6.0 cm on every **lot** that is:

- a) regulated by the **residential zones** or **site specific zones** that govern **single detached housing subdivisions**;
- b) on a **lot** that is being **subdivided** into two or more **lots** on a single **subdivision** plan.

6.4.3. In the case of a **corner lot**, an additional new or replacement tree shall be planted within 3.0 m of the **side lot line** which **abuts** a **road**.

6.4.4 On a **lot** that is subject to a building permit application for **single detached housing** which contains no existing trees at the time of building permit application, a minimum of two (2) trees – one (1) in the required **front yard** and one (1) in the required **rear yard**– must be planted as part of a building permit.

- 6.4.5. In the **residential zones** and **site specific zones** that govern residential **uses**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping, screening** and **fences** on the **site** for all **yards** visible from a **road**. The **owner** of the property shall also ensure that the portion of the **lot** not occupied by **non-porous surfaces**, including **buildings**, is planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.
- 6.4.6. Private outdoor open space shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site factors**.”
9. Section 8.1.5.3 is amended by inserting the following as a new subsection 8.1.5.3(d):
- “(d) any **side yard** area is excluded from the calculation of percentages of the **lot area** **which** is restricted to **landscaping** with live plant material.”
10. Section 8.1.6.6 is deleted in its entirety and replaced with the following:
- “.6
- (a) for a **lot** with a **lot area** less than 372 m² and with a **lot depth** less than 28 m, the minimum **rear yard** is 6.0 m;
 - (b) for a **lot** with a **lot area** greater than 372 m² and with a **lot depth** greater than 28 m, the minimum **rear yard** is the greater of 6.0 m or 25% of the total **lot depth**, up to a maximum of 10.7 m; or
 - (c) For a **lot** containing a **single detached dwelling** of one **storey** only, the minimum **rear yard** is 6.0 m.”
11. Section 8.1.11 is amended by inserting the following as a new Section 8.1.11.1 and renumbering the remaining sections accordingly:
- “No **single detached housing dwelling unit** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.”

12. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9524**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>ByC</i>
APPROVED by Director or Solicitor <i>JA</i>



To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: June 22, 2017
File: 08-4430-01/2017-Vol 01
Re: **Proposed Single Family Dwelling Building Massing Regulation – Second Phase**

Purpose

This memorandum responds to Planning Committee's request for amendments to proposed Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, for regulation of single family residential building massing; following their consideration of the Staff Report titled "Single Family Dwelling Building Massing Regulation – Second Phase"; and consideration of a submission from the Richmond Building Group (Attachment 1). This memorandum also provides additional information to clarify the intent of the proposed amendments.

Committee Referral

The following resolution was passed by Planning Committee on June 20, 2017:

- (1) That the proposed building massing bylaw be revised to incorporate the following changes recommended by the Richmond Building Group (as shown in the submission to Planning Committee, dated June 20, 2017):**
- (a) Changing the rear yard setback requirement from the proposed 25% of the lot depth to:**
- (i) 6.0 m for a maximum of 60% the rear wall of the ground floor and 7.5 m for the remainder (40%) the rear wall of the ground floor and 7.5 m for all storeys of the rear wall above the ground floor; and**
 - (ii) maintaining the existing 6.0 m rear yard setback for all lots:**
 - (1) With a lot area of 372 m² or less; or**
 - (2) With a lot depth less than 28.0 m; or**
 - (3) Located on an arterial road where the zoning bylaw requires a minimum 9.0 m front yard setback;**

- (b) *Removing the proposed maximum depth of house provision; and*
- (c) *Increasing the proposed limitation for a forward projecting garage from the proposed 9.1m to 9.8m;*
- (2) *That Zoning Bylaw 8500, Amendment Bylaw 9737 to amend building massing regulations for single family dwellings be introduced and given first reading; and*
- (3) *That staff report back to Council within 12 months with a follow-up report on implementation of new massing regulations.*

A new Bylaw; Bylaw 9737, has been prepared with the bylaw amendments as directed by Planning Committee, to facilitate ease of adoption and maintain clarity in the Bylaw. New Bylaw 9737 contains the same proposed amendments as Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, with the changes as directed by Planning Committee.

Amendments Requested by Planning Committee

1. Rear Yard Setback

Richmond Zoning Bylaw 8500 currently establishes a minimum rear yard setback of 6.0 m (20 ft.).

The staff recommendation was that the Richmond Zoning Bylaw 8500 be amended to establish that the minimum rear yard setback would be based on the depth of the lot:

- i. Required rear setback would be a minimum of 6.0 m (20 ft.), or 25% of the lot depth; up to a maximum of 10.7 m (35 ft.).

The intent of the proposed amendment was to recognize the impact new house construction built to the minimum existing 6.0 m (20 ft.) rear yard setback can have on adjacent rear yards. The proposed amendment would require the entire rear wall of a house to comply with the minimum setback.

Planning Committee directed staff to replace the proposed minimum rear yard setback based on the submission for the Richmond Building Group to achieve:

- i. The minimum rear yard setback to be 6.0 m (20 ft.) for the 60% of the rear wall, and 7.5 m (25 ft.) for the remaining 40% of the rear wall at the ground floor, and 7.5 m for the second or ½ storey above.

The Richmond Building Group also requested three specific exemptions to the proposed amendment for rear yard setback:

- i. The minimum rear yard for a lot with an area of less than 372 m² will be 6.0 m (20 ft.);
- ii. The minimum rear yard for a lot less than 28 m deep will be 6.0 m (20 ft.); and
- iii. The minimum rear yard for a lot on an arterial road with a minimum front yard of 9.0 m (29.5 ft.) – the RS1/C and the RS2/C and the RS1/J and RS2/J Zones will be 6.0 m (20 ft.).

We note that the submission by the Richmond Building Group referred to setback concerns for lots on arterial roads where the minimum front yard setback is 9.0 m – and specifically referenced the RS1/C and RS1/D zones. This is incorrect; with the correct zones being the RS1/C, RS2/C and the RS1/J and RS2/J zones. There is no requirement for an exemption for the RS1/D or RS2/D zones. Staff view of the proposed exemptions is that the impact of the proposed 60% / 40% minimum rear setback is dependent on lot depth and minimum required front yard setback. Lot area should not be a consideration of an exemption to the proposed setback requirements.

We note that Bylaw 9737 will also permit a single storey house to have a minimum 6.0 m rear yard, in keeping with the options presented during the public consultation.

2. Depth of House / Maximum Wall Length

Richmond Zoning Bylaw 8500 currently has no regulation on the maximum depth of a continuous wall. The maximum length of a continuous wall is thus only limited by the minimum front yard and rear yard setbacks.

Staff recommended establishing a maximum length of an exterior wall facing an internal side yard for new house construction of:

- i. No wall facing an interior side yard to be more than 55% of the lot depth, without an inward articulation of 2.4 m (8 ft.) and a minimum 2.4 m horizontal measurement.

This limit would apply to both exterior side walls of the new house.

The intent of this proposed amendment was to address and minimize the impact of new house construction on adjacent properties, particularly when the house is older, and does not feature a similar design of a long exterior side wall. Impacts on adjacent lots can include massing, overlook, loss of privacy, and blocking of sunlight/shading of rear yards.

Planning Committee direction was to delete this proposed amendment from the proposed Richmond Zoning Bylaw 8500 amendment bylaw.

3. Garage Projection

Richmond Zoning Bylaw 8500 currently has no limit on the forward projection of an attached garage; only the minimum 6.0 m front setback must be met.

Staff recommended that Richmond Zoning Bylaw 8500 be amended to limit the maximum forward projection for an attached garage to a single family dwelling to 9.1 m (30 ft.).

The intent of the proposed amendment was to reduce the streetscape impact associated with a long, forward projecting garage. Staff note that a functional three-car garage can be built with a maximum forward projection of 8.2 m (27 ft.), and that the 9.1 m (30 ft.) limit proposed by staff would have provided adequate space for a three-car garage.

Planning Committee directed staff to amend the bylaw to allow a maximum forward projection for an attached garage of 9.8 m.

Additional Background Information on Other Proposed Amendments

The following information is provided for additional clarity on the scope and intent of the other proposed regulations for single family dwelling massing as proposed by staff. We note that no changes were requested to these regulations, and thus were endorsed to proceed to Council for consideration of first reading as drafted. Bylaw 9737 contains these same regulations as originally proposed under Bylaw 9524.

1. Accessory Building Setbacks

The Richmond Zoning Bylaw 8500 currently specifies a minimum rear yard setback and side yard setback of 1.2 m (4 ft.), regardless of the size or dimensions of the accessory building.

Proposed amendments to the Richmond Zoning Bylaw 8500 would establish new side yard and rear yard setbacks for detached accessory buildings which require a Building Permit (over 10 m² in area) as:

- i. 1.2 m (4 ft.) if the wall facing the lot line is 6.0 m (20 ft.) or less, and
- ii. 2.4 m (8 ft.) if the wall facing the property line is greater than 6.0 m (20 ft.).

The proposed varied setbacks were developed to address impacts of detached accessory buildings in rear yards.

2. Permitted Projections Into Side Yard Setbacks

The Richmond Zoning Bylaw 8500 currently has no limit on the number of projections, nor does it limit the horizontal measurement of a projection.

New limits for permitted projections into required side yard setbacks are proposed:

- i. One permitted encroachment, on one wall only, with a projection of 0.6 m (2 ft.); with a maximum horizontal measurement of 1.8 m (6 ft.); and
- ii. Limited to fireplace / chimney assembly only.

The proposed regulation on projections into required side yard setbacks is intended to ensure adequate separation between buildings, improving light and air between buildings, ensuring functional side yard access, and offering some mitigation of new house construction on adjacent houses.

3. Minimum Landscaping Requirements

The Richmond Zoning Bylaw 8500 currently does not specify the location of required landscaping on the lot. Depending on the RS1 sub-zone, Richmond Zoning Bylaw 8500 requires between 20% and 30% of the lot area be landscaped with live plantings, but this landscaping can be located anywhere on the property.

Staff recommend establishing a minimum front yard landscaping requirement for new house construction:

- i. For lots 15 m (49 ft.) or less in width, 50% of the required front yard must be landscaped;
- ii. For lots wider than 15 m (49 ft.) a minimum of 55% of the front yard must be landscaped; and
- iii. For irregular-shaped lots, the City will determine the minimum required landscaping, based on lot configuration, walkway and driveway configuration and other siting and access considerations.

The proposed minimum front yard landscaping requirements have been drafted to ensure that all front yards feature live landscaping, and each new house makes some contribution to streetscape and overall tree canopy/greenery in the city. The proposed regulation would also reduce the total amount of paving or hard surfaces located in required front yards.

4. Tree Planting Requirements

The Richmond Zoning Bylaw 8500 currently has no regulation for tree planting as part of a single family dwelling Building Permit application.

Staff propose a new requirement for a single family residential Building Permit on a property where there are no trees:

- i. A minimum of two trees – one in the required rear setback and one in the required front setback are planted.

The proposed regulation is intended to ensure that all new construction of single family houses includes a minimal amount of tree planting, contributing to the City's objectives for environmental sustainability, and enhancing streetscapes.

5. Landscaping Calculation

The Richmond Zoning Bylaw 8500 currently requires a minimum percentage of live landscaping which must be planted on a single family residential lot. The current zoning regulation allows the minimum required side yard areas to be considered as live landscaping.

Staff recommend a new regulation to:

- i. Exempt any area located between exterior side wall of the house and the interior side property line(s) from the calculation of required landscaping, given the limited long-term viability of landscape survival in this area.

The proposed amendment to exempt planted areas with required side yard setbacks will ensure that all planting areas used to calculate minimum landscape requirements for overall lot and for minimum front yard landscaping will be viable planting areas with a better chance of survival and a real contribution to greenery in the city.

6. Entry Gates on Arterial Roads

Richmond Zoning Bylaw 8500 currently has no regulation on the location of entry gates.

Staff recommend that Richmond Zoning Bylaw 8500 be amended to establish a new regulation for front entry gates:

- i. An entry gate can be a maximum of 1.2 m high, and for a lot fronting onto a major or minor arterial road, the gate must be set back minimum of 6.0 m (20 ft.) from the front property line.

The intent of the proposed amendment is to ensure that a car can fully leave the roadway and wait for the vehicle gate to open; which will enhance safety on these roads.

7. Building Height Datum

Richmond Zoning Bylaw 8500 currently establishes the building height datum based on average finished site grading; which is often manipulated through retaining walls and fill, resulting in a complicated field measurement for inspectors, and buildings constructed with a finished grade higher than adjacent lots.

Staff recommend that:


- i. A new datum from which to measure building height be established as a point 0.3 m (1 ft.) above the highest crown of the fronting road.

The proposed datum of 0.3 m (1 ft.) above the highest crown of the fronting road establishes a standardized datum in the city, and will facilitate easier height calculation for the developer, and easier inspections for building approvals staff.

Next Steps

Staff have incorporated the Planning Committee's requested amendments to single family building massing in the new Richmond Zoning Bylaw 8500 Amendment Bylaw 9737 attached to this memorandum. If endorsed by Council, it would be in order to give Bylaw 9737 first reading, and forward the bylaw to a Public Hearing.

Richmond Zoning Bylaw 8500 Amendment Bylaw 9524, as attached to the staff report titled "Single Family Dwelling Building Massing Regulation – Second Phase", remains as originally proposed.



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

BK:blg

June 22, 2017

- 7 -

Attachments:

Attachment 1: Request from the Richmond Building Group

pc: Joe Erceg, General Manager, Planning and Development
Gavin Woo, Senior Manager, Building Approvals
Barry Konkin, Program Co-ordinator, Development
James Cooper, Manager, Plan Review

Proposal

Planning Committee – 20th June 2017

The Richmond Building Group propose the following changes to be amended to the proposed bylaw 9524 at planning committee.

- 1) **Rear Yard Setback** – Change recommended **Option 3** – (25%) of lot depth

Richmond Builders Group agree to compromise with **Option 2** - this is the best fit and consistent with the recently approved Townhouse setbacks. (Min 6m for the ground floor limited to 60% of the width of the house / remaining 40% of wall face at 7.5m with Second Storey at 7.5m setback)

***Provision for Outdoor Covered Patio Space** also needs to be addressed by Staff as this is an integral part of home design.

- 2) **Maximum Depth of House** – Change the Recommended **Option 2** – Limit the maximum depth of house to a max. continuous wall @ 55% of the total lot depth.

Richmond Builders Group advice this will not improve the house design or reduce the massing issue in the rear yards & Recommended No Change and propose **Option 1 – Status Quo**.

- 3) **Garage Projection** – Change the Maximum projection from **9.1 to 9.8m** to allow (2.2ft) Extra to allow for side door access and clearance of front entry posts of homes.
- 4) The provision to allow lots less than **372m** = 4,002 sq ft and **28m** = 91.84 ft in depth is exempt and these lots can remain at 6m.

The Combination of the two requirements above will affect most or all the **Steveston Village** lots as most of them are 120 ft in depth and they have very

narrow frontages i.e. 30ft to 33ft and this provision **should be amended** to either (Or) of the above two conditions set out in the staff report.

Staff need to provide clarification as most of the smaller lots will be affected if the Max Depth of house @ 55% and the 25% Rear Yard setback is implemented.

- 5) Certain RS1/C & D zones on the Local Arterial Roads have additional front yard setbacks up to 30ft in the front for vehicle turning access, with the new proposed bylaw changes to the rear yards and side yards it will make the house designs of these zones very unpractical, Staff need to take this issue into consideration.
-



Richmond Zoning Bylaw 8500
Amendment Bylaw 9737 (Single Family Building Massing Regulations)

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

1. Richmond Zoning Bylaw 8500 is amended by Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) inserting the following definition in the correct alphabetic location:

“Continuous wall means an exterior wall on a **single-family dwelling**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.”

- (b) Deleting the definition of **Grade, finished site** in its entirety and replacing it with the following:

“Grade, finished site means in Area ‘A’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding 0.3 m above the highest elevation of the crown of any public **road abutting** the **lot**, and

means in Area ‘B’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding the following specifications unless approved by the **City**:

- a) 0.6 m above the highest elevation of the crown of any public **road abutting** the **lot**; or
 - b) where the average ground elevation calculated pursuant to a) is more than 1.2 m below the required **flood plain construction level**, the average ground elevation may be increased to 1.2 m below the required **flood plain construction level**.”

- (c) Deleting the definition of **non-porous surfaces** in its entirety and substituting the following:

“Non-porous surfaces means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials considered as non-porous are concrete, asphalt, and grouted brick or stone.”

2. Section 4.7.1 is deleted in its entirety and replaced with the following:

“4.7.1 a) The following projections shall be permitted in the **residential zones** and **site specific zones** that permit **single detached housing**. These projections apply to the **single detached housing only**, not other **uses** such as **town housing**, and are subject to the *Building Code*.

b) Notwithstanding a provision for a projection into a **side yard**, the maximum number of projections is one, limited to one side wall of **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

3. Section 4.7.2 is deleted in its entirety and replaced with the following:

“4.7.2 **Bay windows** and **hutches** which form part of the **principal building** may project for a distance of:

- a) 1.0 m into the **front yard**; and
- b) 0.6 m into the **rear yard**.”

4. Section 4.7.3(b) is deleted in its entirety and replaced with the following:

“(b) 0.6 m into the **side yard**, limited to one exterior wall of the **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

5. Section 4.7.7(f) is deleted in its entirety and replaced with the following:

“(f) i) for detached **accessory buildings** with a maximum wall length of 6 m or less, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, and **side lot line**, not **abutting** a public road is 1.2 m; and

ii) for detached **accessory buildings** with a maximum wall length greater than 6 m, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, **rear** and **side lot line**, not **abutting** a public road is 2.4 m.”

6. The following is inserted as Section 4.7.11:

“4.7.11 No attached **garage** can project more than 9.1 m from the front wall of a **single detached dwelling**.”

7. Part 6 – Landscaping and Screening is amended by inserting the following as a new Section 6.2.9:

“6.2.9 For a **lot** fronting onto a local **arterial road** or a major **arterial road**, a solid masonry or brick **fence** up to a maximum **fence height** of 1.2 m is permitted within the required **front yard setback** area, but any mechanical or manual gate must be located at least 6.0 m from the front **lot line**.”

8. Part 6 – Landscaping and Screening is amended by deleting Section 6.4 it in its entirety and replacing it with the following:

“6.4. Landscape Requirements in Residential Zones

6.4.1. In the **residential zones** and **site specific zones** that govern **single detached housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:

- a) for a **lot** with a **lot width** less than or equal to 15 m, live **landscaping** is to be provided covering a minimum of 50% of the required **front yard**;
- b) for a **lot** with a **lot width** greater than 15 m, live **landscaping** is to be provided covering a minimum of 55% of the required **front yard**; and
- c) for an irregular-shaped **lot**, the **City** shall determine the minimum area required for live **landscaping**, having regard to the area required for a paved driveway or walkway, to provide access to garage or house, and shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.

6.4.2. The **owner** shall plant and maintain within 3.0 m of the **front lot line** one new or replacement tree of a minimum size of 6.0 cm on every **lot** that is:

- a) regulated by the **residential zones** or **site specific zones** that govern **single detached housing subdivisions**;
- b) on a **lot** that is being **subdivided** into two or more **lots** on a single **subdivision** plan.

- 6.4.3. In the case of a **corner lot**, an additional new or replacement tree shall be planted within 3.0 m of the **side lot line** which **abuts a road**.
- 6.4.4 On a **lot** that is subject to a building permit application for **single detached housing** which contains no existing trees at the time of building permit application, a minimum of two (2) trees – one (1) in the required **front yard** and one (1) in the required **rear yard**– must be planted as part of a building permit.
- 6.4.5. In the **residential zones** and **site specific zones** that govern residential uses, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping, screening** and **fences** on the **site** for all **yards** visible from a **road**. The **owner** of the property shall also ensure that the portion of the **lot** not occupied by **non-porous surfaces**, including **buildings**, is planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.
- 6.4.6. Private outdoor open space shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.”
9. Section 8.1.5.3 is amended by inserting the following as a new subsection 8.1.5.3(d):
- “(d) any **side yard** area is excluded from the calculation of percentages of the **lot area** **which** is restricted to **landscaping** with live plant material.”
10. Section 8.1.6.6 is deleted in its entirety and replaced with the following:
- “.6
- (a) for a **lot** with a **lot area** less than 372 m² and with a **lot depth** less than 28 m, the minimum **rear yard** is 6.0 m;
- (b) for a **lot** with a **lot area** greater than 372 m² and with a **lot depth** greater than 28 m, the minimum **rear yard** is the greater of 6.0 m or 25% of the total **lot depth**, up to a maximum of 10.7 m; or
- (c) For a **lot** containing a **single detached dwelling** of one **storey** only, the minimum **rear yard** is 6.0 m.”
11. Section 8.1.11 is amended by inserting the following as a new Section 8.1.11.1 and renumbering the remaining sections accordingly:
- “No **single detached housing dwelling unit** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.”

12. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9737"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUN 26 2017

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>BDS</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Memorandum Planning and Development Division Development Applications

To: Mayor and Councillors
From: Wayne Craig
Director, Development
Re: Bylaw 9737

Date: July 12, 2017
File: 08-4430-01/2017-Vol 01

This memorandum provides information on a required change to Richmond Zoning Bylaw 8500 Amendment Bylaw 9737 which has been noted by staff, and should be included as an amendment to the Bylaw prior to consideration of 2nd and 3rd reading at the Public Hearing on July 17, 2017.

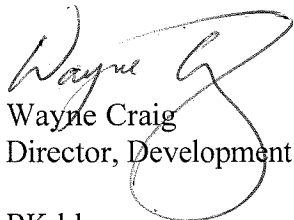
Richmond Zoning Bylaw 8500 currently specifies a rear yard setback of 1.2 m for corner lots where the front yard and exterior side yard is 6.0 m. This clause was inadvertently deleted from Bylaw 9737 as put forward to Council, but was intended to remain in the Bylaw.

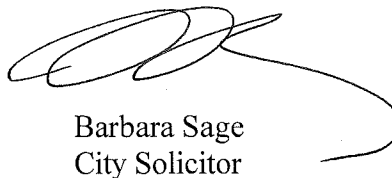
Staff propose a housekeeping amendment to the relevant section of Bylaw 9737 regarding rear setbacks be amended as shown in the highlighted copy of Bylaw 9737 attached to this memorandum.

In light of this change, we have re-drafted the appropriate section of Bylaw 9737 for better clarity and ease of use, and ensuring that a setback of the greater of 6.0 m or 25% of the total lot depth up to a maximum of 10.7 m is applied to all applicable lots under the Single Detached zone.

The changes will still allow an exception for lots less than 372 m² in area and 28 m in depth and for single storey houses as previously endorsed by Council, and addresses the rear yard for corner lots with a larger exterior side yard setback.

The changes to Bylaw 9737 outlined in this memorandum can be made at the Public Hearing, as there is no impact on use or density arising from the changes.


Wayne Craig
Director, Development


Barbara Sage
City Solicitor

BK:blg

pc: Senior Management Team (SMT)



Richmond Zoning Bylaw 8500
Amendment Bylaw 9737 (Single Family Building Massing Regulations)

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

1. Richmond Zoning Bylaw 8500 is amended by Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) inserting the following definition in the correct alphabetic location:

“Continuous wall means an exterior wall on a **single-family dwelling**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.”

- (b) Deleting the definition of **Grade, finished site** in its entirety and replacing it with the following:

“Grade, finished site means in Area ‘A’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding 0.3 m above the highest elevation of the crown of any public **road abutting** the **lot**, and

means in Area ‘B’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding the following specifications unless approved by the **City**:

- a) 0.6 m above the highest elevation of the crown of any public **road abutting** the **lot**; or
 - b) where the average ground elevation calculated pursuant to a) is more than 1.2 m below the required **flood plain construction level**, the average ground elevation may be increased to 1.2 m below the required **flood plain construction level**.”

- (c) Deleting the definition of **non-porous surfaces** in its entirety and substituting the following:

“**Non-porous surfaces** means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials considered as non-porous are concrete, asphalt, and grouted brick or stone.”

2. Section 4.7.1 is deleted in its entirety and replaced with the following:

“4.7.1 a) The following projections shall be permitted in the **residential zones** and **site specific zones** that permit **single detached housing**. These projections apply to the **single detached housing only**, not other **uses** such as **town housing**, and are subject to the *Building Code*.

b) Notwithstanding a provision for a projection into a **side yard**, the maximum number of projections is one, limited to one side wall of **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

3. Section 4.7.2 is deleted in its entirety and replaced with the following:

“4.7.2 **Bay windows** and **hutches** which form part of the **principal building** may project for a distance of:

- a) 1.0 m into the **front yard**; and
- b) 0.6 m into the **rear yard**.”

4. Section 4.7.3(b) is deleted in its entirety and replaced with the following:

“(b) 0.6 m into the **side yard**, limited to one exterior wall of the **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

5. Section 4.7.7(f) is deleted in its entirety and replaced with the following:

“(f) i) for detached **accessory buildings** with a maximum wall length of 6 m or less, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, and **side lot line**, not **abutting** a public road is 1.2 m; and

ii) for detached **accessory buildings** with a maximum wall length greater than 6 m, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, **rear** and **side lot line**, not **abutting** a public road is 2.4 m.”

6. The following is inserted as Section 4.7.11:

“4.7.11 No attached **garage** can project more than 9.1 m from the front wall of a **single detached dwelling**.”

7. Part 6 – Landscaping and Screening is amended by inserting the following as a new Section 6.2.9:

“6.2.9 For a **lot** fronting onto a local **arterial road** or a major **arterial road**, a solid masonry or brick **fence** up to a maximum **fence height** of 1.2 m is permitted within the required **front yard setback** area, but any mechanical or manual gate must be located at least 6.0 m from the front **lot line**.”

8. Part 6 – Landscaping and Screening is amended by deleting Section 6.4 in its entirety and replacing it with the following:

“6.4. Landscape Requirements in Residential Zones

6.4.1. In the **residential zones** and **site specific zones** that govern **single detached housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:

- a) for a **lot** with a **lot width** less than or equal to 15 m, live **landscaping** is to be provided covering a minimum of 50% of the required **front yard**;
- b) for a **lot** with a **lot width** greater than 15 m, live **landscaping** is to be provided covering a minimum of 55% of the required **front yard**; and
- c) for an irregular-shaped **lot**, the **City** shall determine the minimum area required for live **landscaping**, having regard to the area required for a paved driveway or walkway, to provide access to garage or house, and shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.

6.4.2. The **owner** shall plant and maintain within 3.0 m of the **front lot line** one new or replacement tree of a minimum size of 6.0 cm on every **lot** that is:

- a) regulated by the **residential zones** or **site specific zones** that govern **single detached housing subdivisions**;
- b) on a **lot** that is being **subdivided** into two or more **lots** on a single **subdivision** plan.

6.4.3. In the case of a **corner lot**, an additional new or replacement tree shall be planted within 3.0 m of the **side lot line** which **abuts a road**.

6.4.4 On a **lot** that is subject to a building permit application for **single detached housing** which contains no existing trees at the time of building permit application, a minimum of two (2) trees – one (1) in the required **front yard** and one (1) in the required **rear yard**– must be planted as part of a building permit.

6.4.5. In the **residential zones** and **site specific zones** that govern residential **uses**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping, screening** and **fences** on the **site** for all **yards** visible from a **road**. The **owner** of the property shall also ensure that the portion of the **lot** not occupied by **non-porous surfaces**, including **buildings**, is planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.

6.4.6. Private outdoor open space shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.”

9. Section 8.1.5.3 is amended by inserting the following as a new subsection 8.1.5.3(d):

“(d) any **side yard** area is excluded from the calculation of percentages of the **lot area** **which** is restricted to **landscaping** with live plant material.”

~~10. Section 8.1.6.6 is deleted in its entirety and replaced with the following:~~

~~“6~~

- ~~(a) for a lot with a lot area less than 372 m² and with a lot depth less than 28 m, the minimum rear yard is 6.0 m;~~
- ~~(b) for a lot with a lot area greater than 372 m² and with a lot depth greater than 28 m, the minimum rear yard is the greater of 6.0 m or 25% of the total lot depth, up to a maximum of 10.7 m; or~~
- ~~(c) For a lot containing a single detached dwelling of one storey only, the minimum rear yard is 6.0 m.”~~

10. Section 8.1.6.6 is deleted in its entirety and replaced with the following:

“6 The minimum **rear yard** is the greater of 6.0 m or 25% of the total **lot depth**, up to a maximum of 10.7 m; except:

- (a) For a **lot** with a **lot area** less than 372 m² and with a **lot depth** less than 28 m, the minimum **rear yard** is 6.0 m;
- (b) For a **lot** containing a **single detached dwelling** of one storey only, the minimum **rear yard** is 6.0 m;

(c) For a **corner lot** where the **exterior side yard** is 6.0 m, the **rear yard** is reduced to 1.2 m.”

11. Section 8.1.11 is amended by inserting the following as a new Section 8.1.11.1 and renumbering the remaining sections accordingly:

“No **single detached housing dwelling unit** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.”

12. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9737**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

CORPORATE OFFICER



City of Richmond

Memorandum Planning and Development Division Building Approvals

To: Mayor and Councillors
From: James Cooper, Architect AIBC
Manager, Plan Review
Date: July 12, 2017
File: 12-8360-01/2017-
Vol 01
Re: **Background Information on Garage Side Yard Offset at 4971 Foxglove Crescent**

This memorandum is to address a reduced offset between the attached, front garage and the side property line for a newly constructed house at 4971 Foxglove Crescent.

Section 4.7.2 of the current Zoning Bylaw 8500 allows 0.6 m (deep) wall bay projections from the “principal building” into the required side yard. Since the attached garage is integral to the principal building, a side projection as described by 4.7.2 is permitted from the garage as it would be from any other part of the house. This has been confirmed by legal opinion from our Law Department.

The photographs as presented by Mrs. Terborg at the Council Meeting of June 26, 2017 shows such a projection, designated as a hutch that forms approximately one third of a continuous wall common with the house. Although this is a very unusual circumstance where the design proposes a hutch at the garage, the Bylaw currently does not provide restrictions on the length, number or location of projections. We have not encountered this garage situation prior to or since this development. The proposed initial design included four other hutches that were voluntarily removed after negotiation with staff, eliminating approximately 10 m² of plan area.

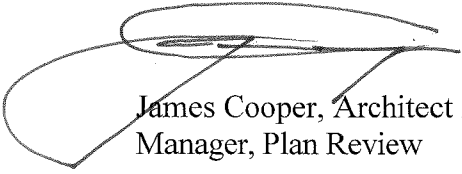
Since the fence was constructed entirely on the property in question and yard offsets are traditionally measured from the property line to the face of the concrete foundation and not the face of the finished wall, the photographs show a situation where the constructed garage appears to be less than 0.6 m from the fence post.

This issue of side yard projections was identified by staff in the initial Massing Study of 2015 and is part of the proposed suite of Bylaw amendments presently before Mayor and Councillors. The situation as described above may not be constructed under the new amendments with the exception of one projection, on one side of the house for a maximum length of 1.8 m for the sole purpose of accommodating a fireplace. The element of a “hutch” will no longer be permitted within a required minimum side yard.

July 12, 2017

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Please contact me for any comments, clarifications or additional information on the matter at 604-247-4606 or 604-313-8728 (mobile) or via e-mail at JCooper2@richmond.ca.

A handwritten signature in black ink, appearing to read 'James Cooper', is written over the printed name and title.

James Cooper, Architect AIBC
Manager, Plan Review

JC:jc

cc: Joe Erceg, MCIP, General Manager, Planning & Development
Gavin Woo, P. Eng., Senior Manager, Building Approvals
Wayne Craig, MCIP, Director of Development